

# WORKING TOWARD A SAFE, VIBRANT & WALKABLE COMMUNITY

MAY 1, 2015  
REDDING, CALIFORNIA



# Community Pedestrian Safety Training Program

*A project of the UC Berkeley, Safe Transportation Research & Education Center, funded by the California Office of Traffic Safety, through the National Highway Traffic Safety Administration*

**Wendy Alfsen**

Executive Director, California Walks

**Tony Dang**

Deputy Director, California Walks

**Jaime Fearer, AICP**

Planning & Policy Manager, California Walks

**Jill Cooper**

Co-Director, UC Berkeley SafeTREC



# Agenda

- ❑ Welcome & Introductions
- ❑ Walking Means Business:  
The Economic Case for Streetscape & Safety Improvements
- ❑ 6 E's Approach to Pedestrian Safety & Walkability:  
Overview of Best Practices
- ❑ Walk Assessment






# Agenda

- ❑ Overview of Funding Opportunities
- ❑ Small Group Work, Action Planning & Recommendations
- ❑ Small Group Report Backs
- ❑ Wrap Up & Evaluations
- ❑ Adjourn





# Community Conditions Can Make Walking Difficult or Unsafe

A photograph of a wide, multi-lane road with several cars driving. A pedestrian is walking on the right shoulder of the road. The road has a wide yellow dashed line marking. The sky is overcast, and there are trees with autumn foliage in the background.

Wide Roads  
High Speeds  
High Traffic Volumes  
Minimal Signage/Markings  
Lack of Sidewalks

# Sometimes When Conditions Are Good, No One is Walking



# 6 E's Approach to Pedestrian Safety & Walkability

☐ Community  
Empowerment

☐ Evaluation

☐ Engineering

☐ Enforcement

☐ Education

☐ Encouragement



# EMPOWERMENT

---

# Community Solutions for Community Issues

- ❑ **The range of expertise gathered in one room today provides a unique opportunity.**
- ❑ **We can utilize our time to create positive and substantial solutions right away.**

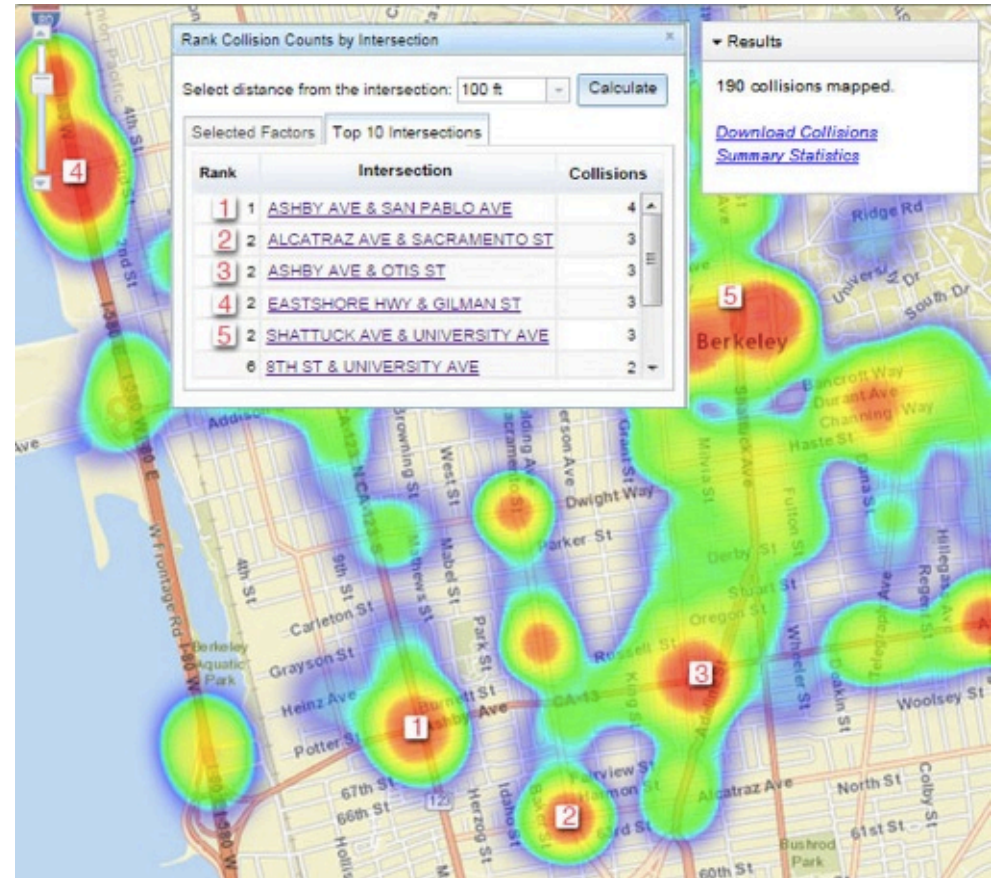
# EVALUATION

---

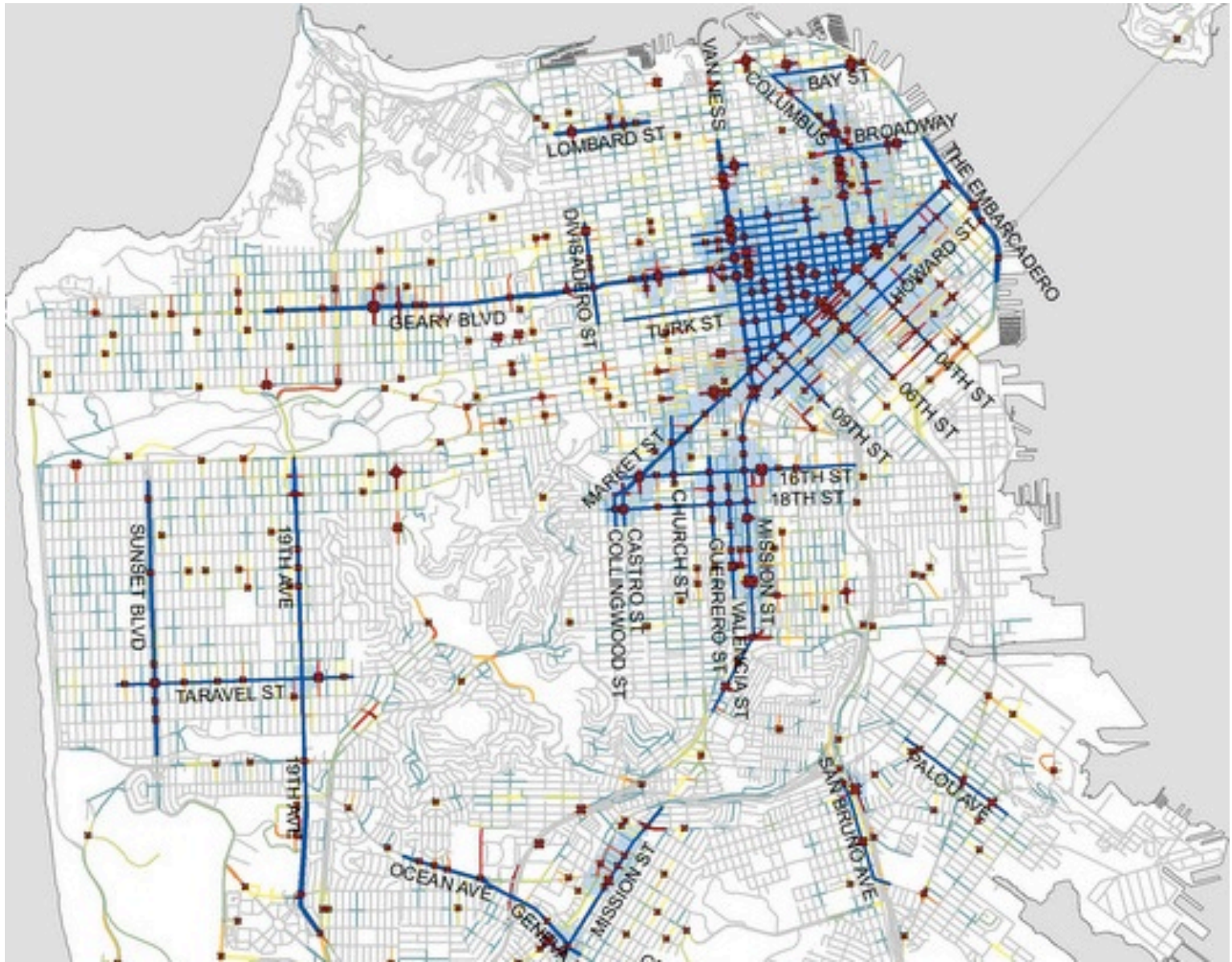


## Collision Data

- ❑ Data collection on existing pedestrian collisions
- ❑ Prioritize use of limited resources
- ❑ Measure our progress

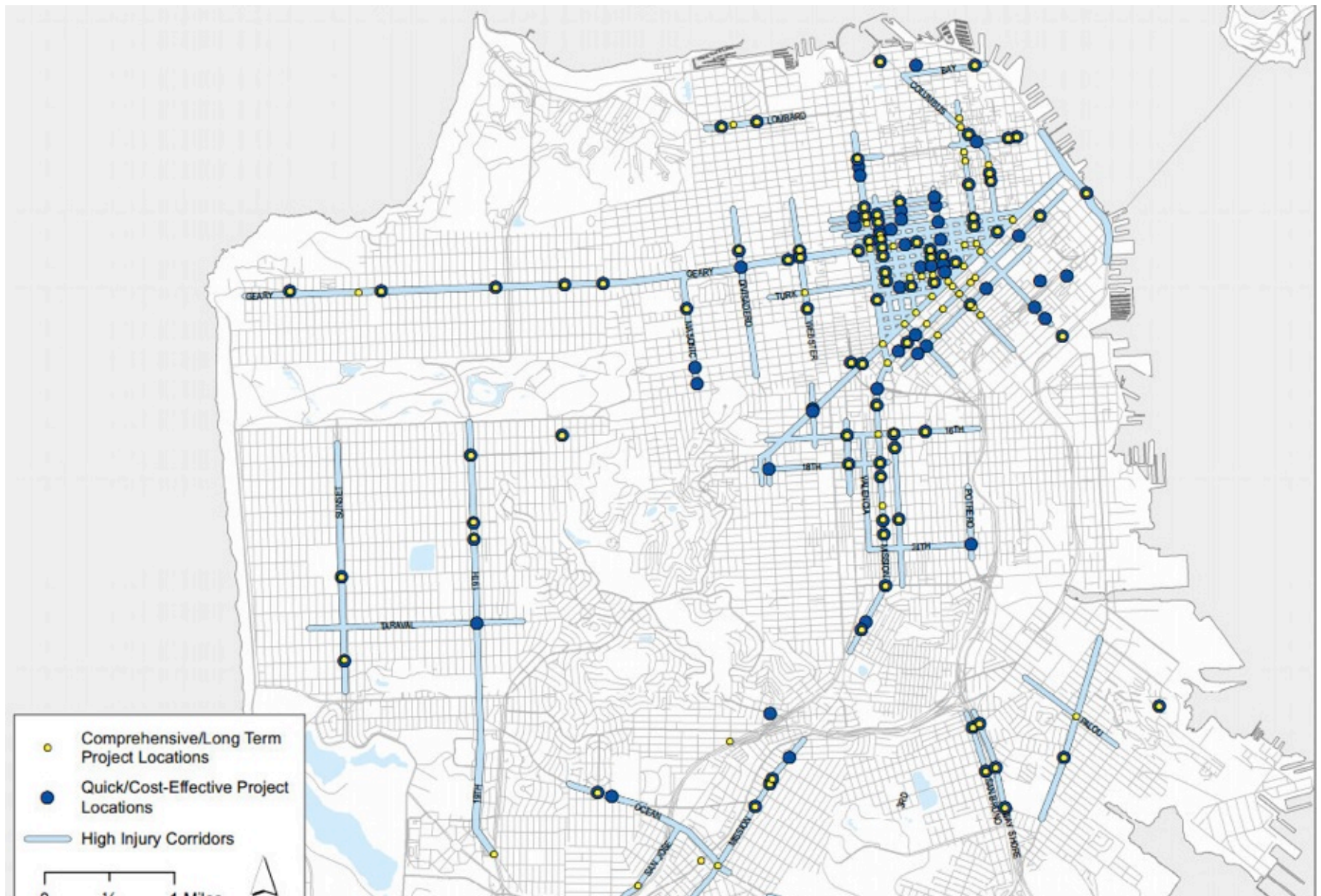


## Data-Driven Decision Making





## Data-Driven Decision Making

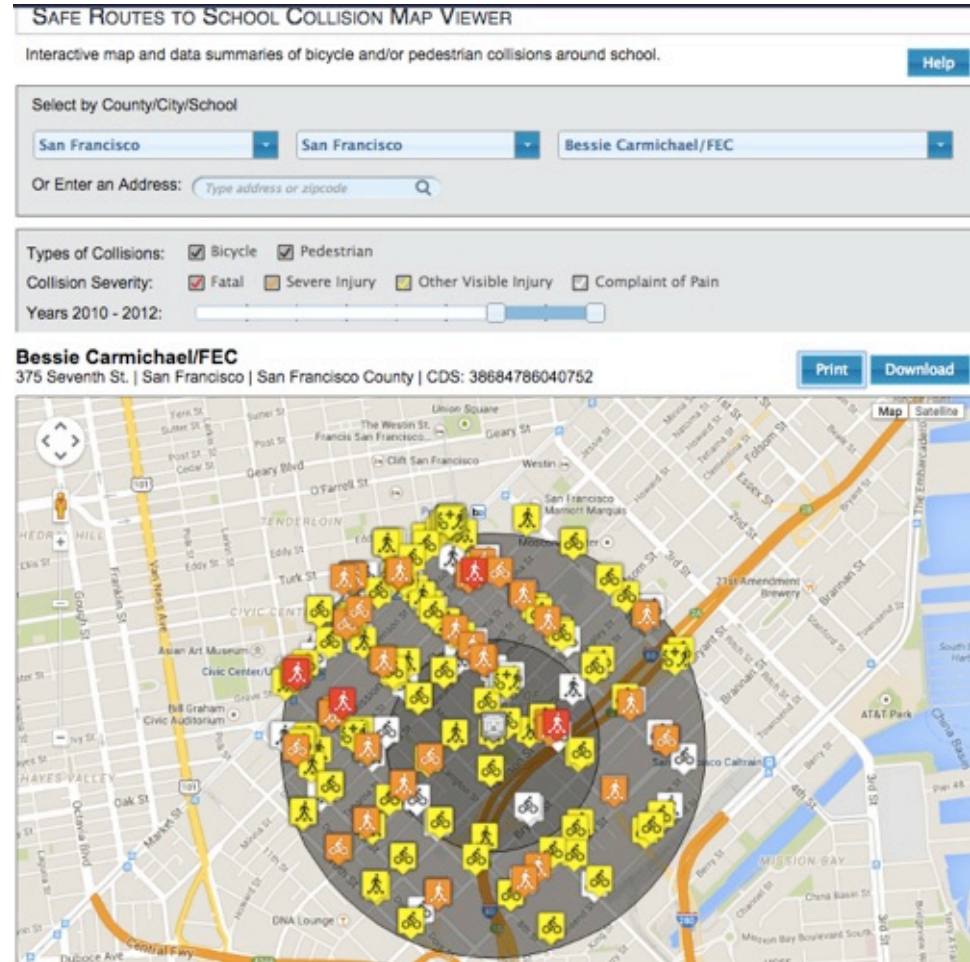
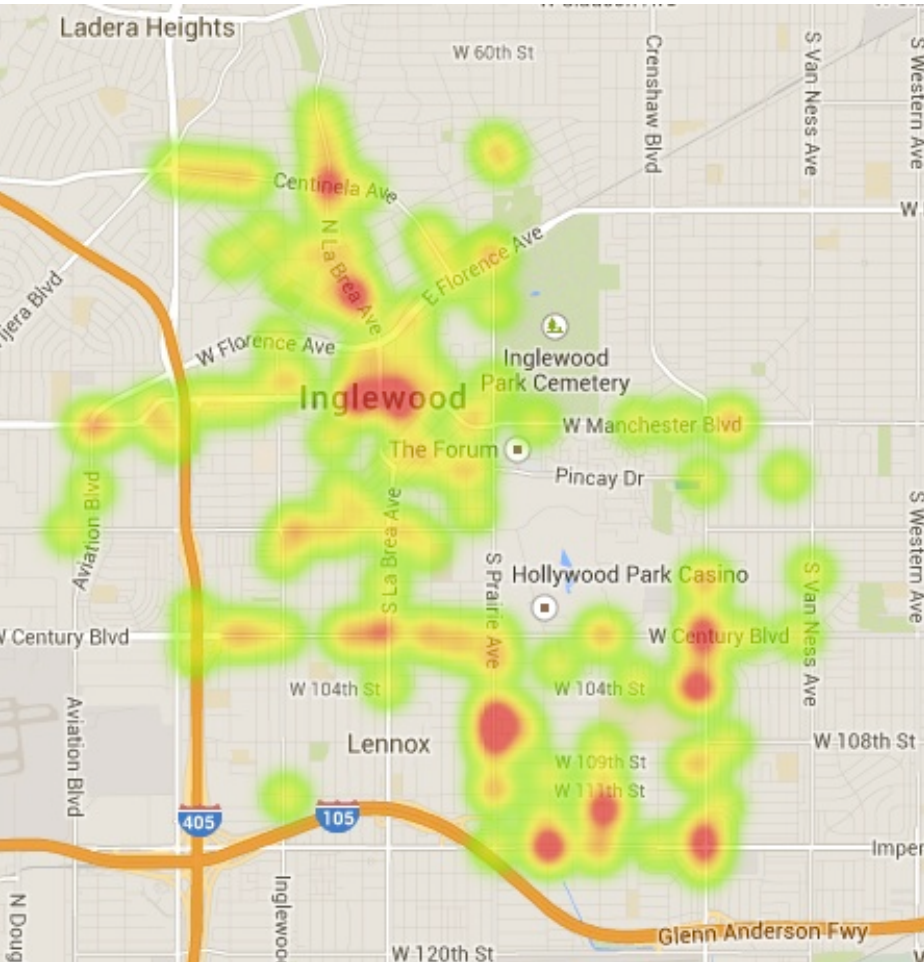




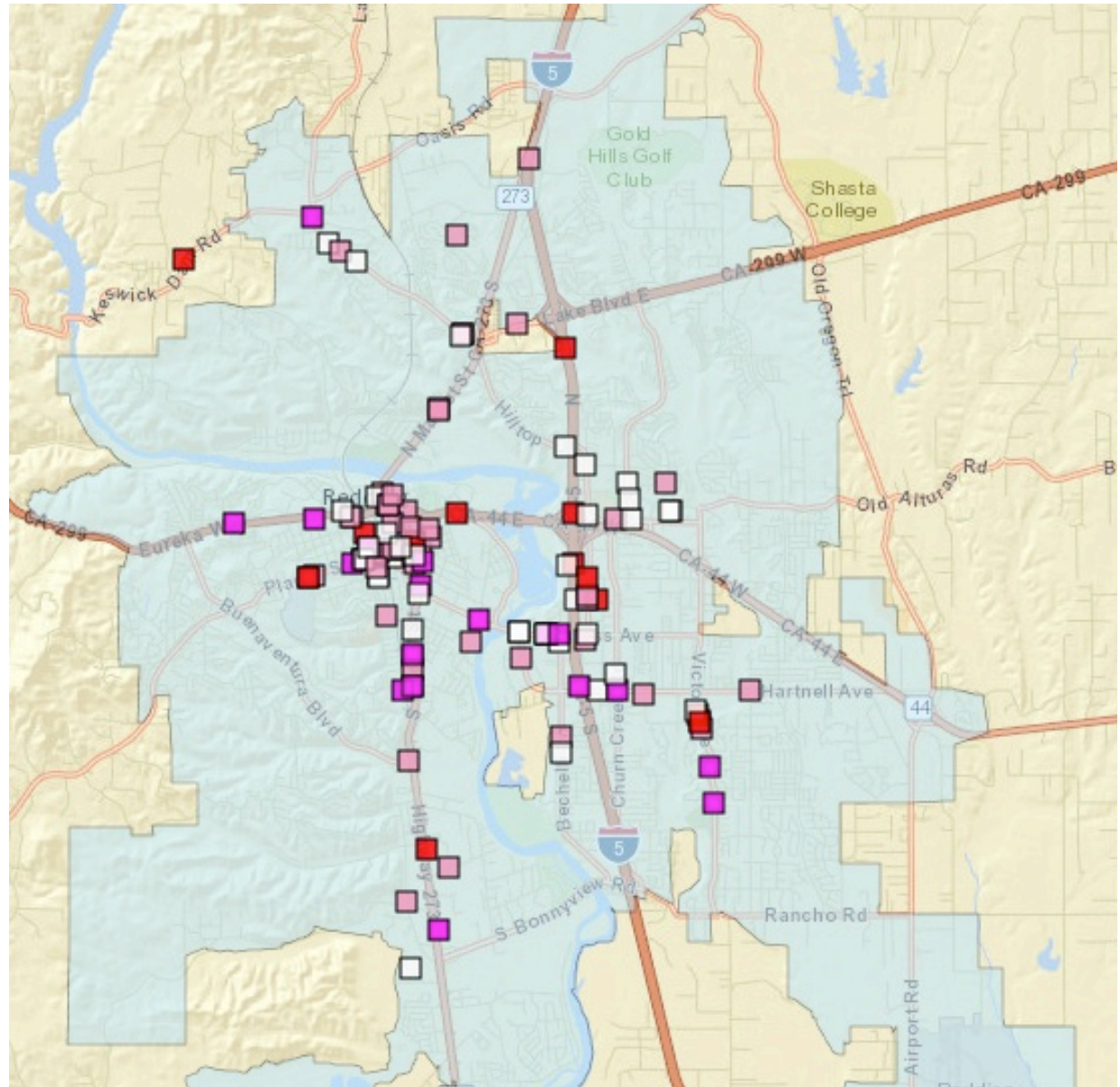
# Evaluation

## Transportation Injury Mapping System (TIMS)

[www.tims.berkeley.edu](http://www.tims.berkeley.edu)

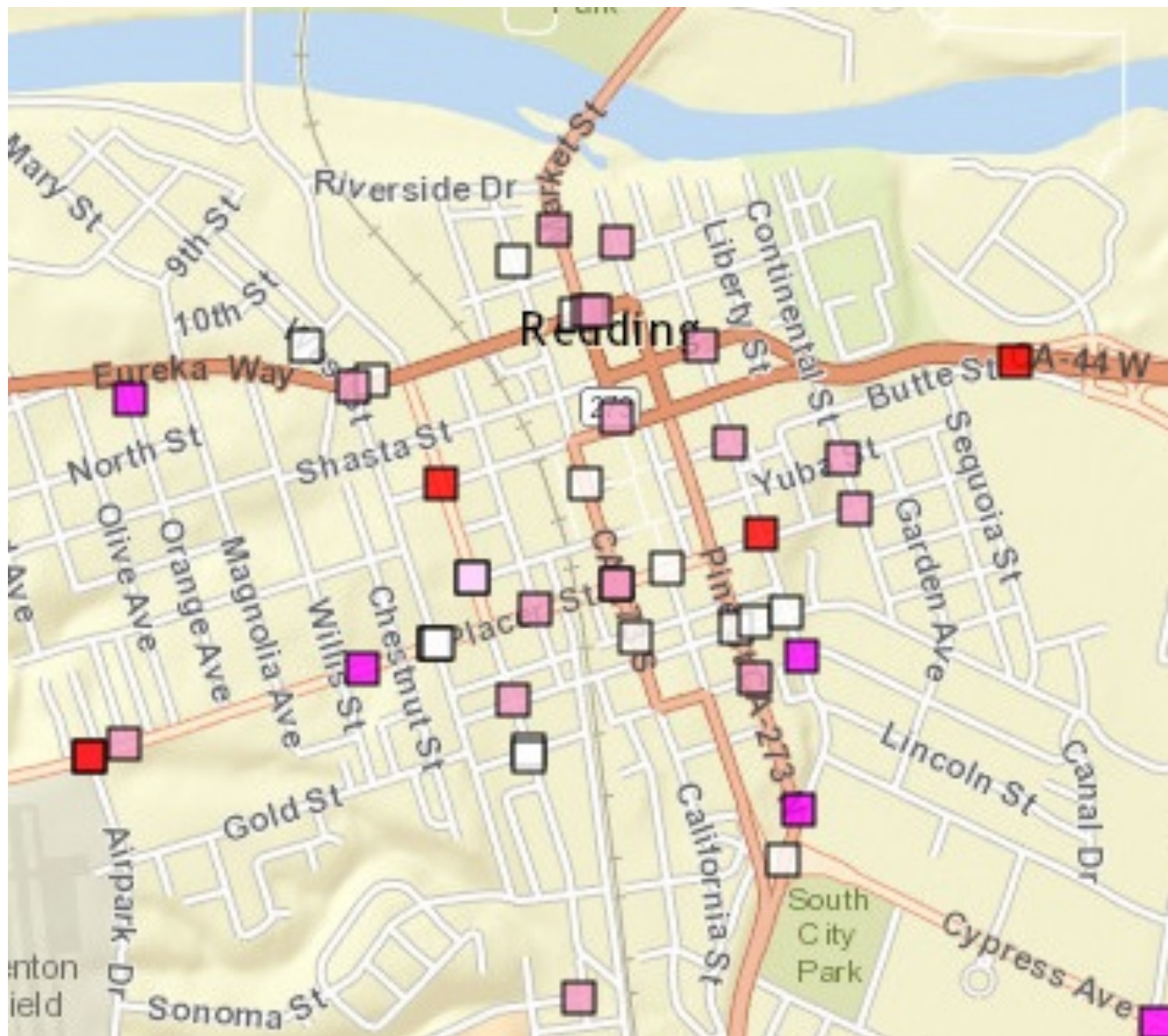


## Redding Pedestrian Collisions (2008-2012)





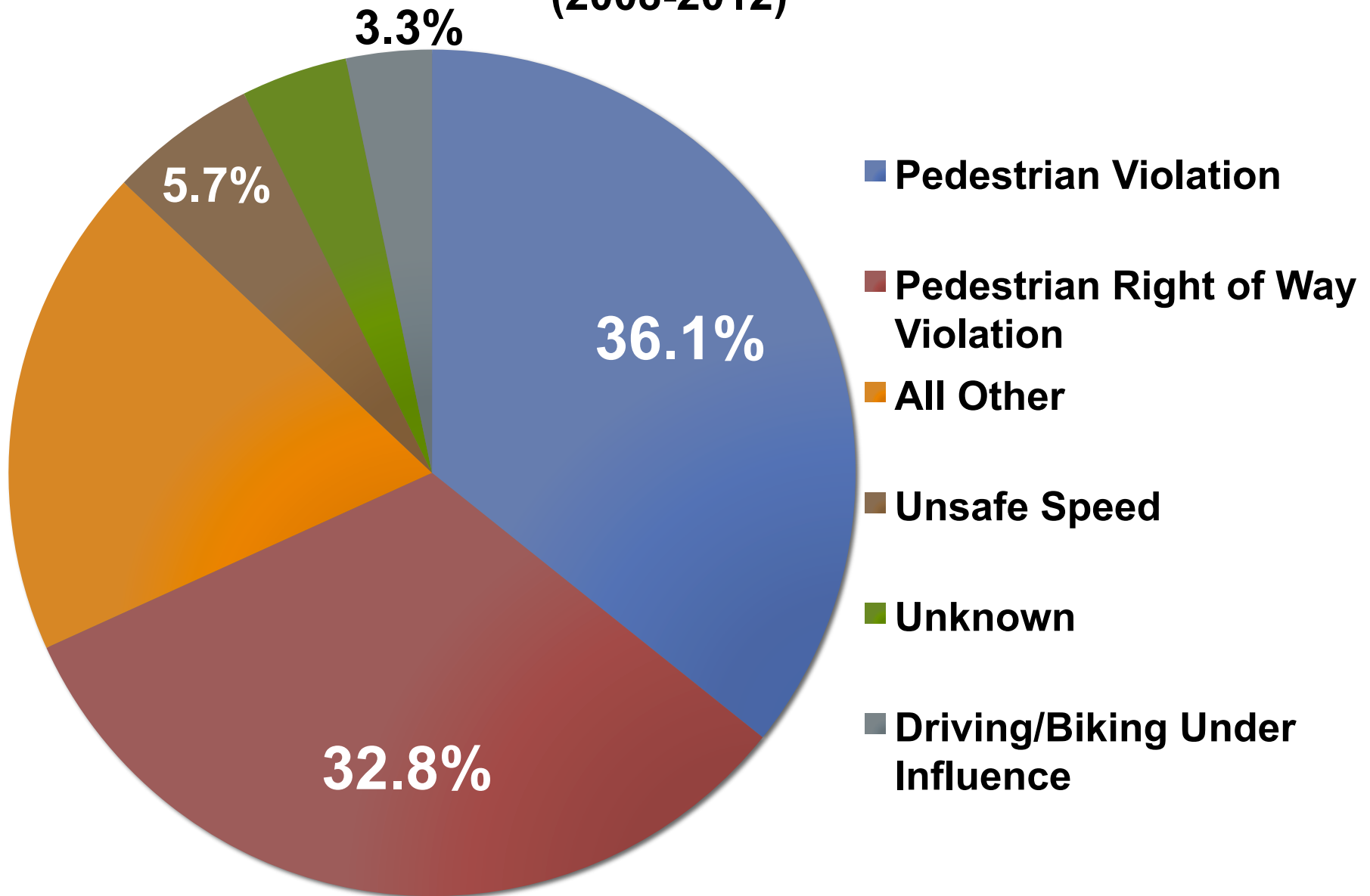
## Downtown Redding Pedestrian Collisions (2008-2012)





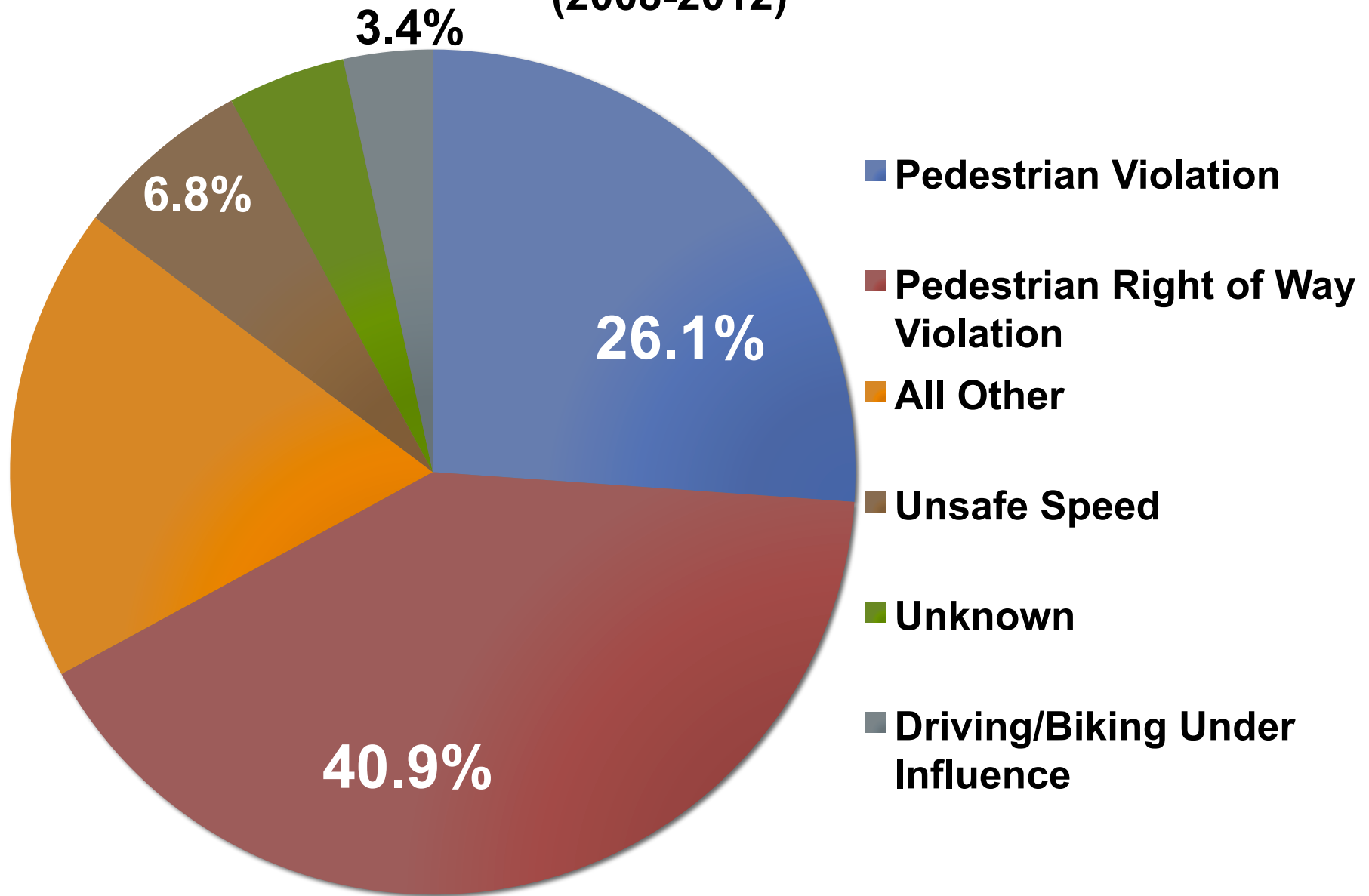
# Evaluation

## Pedestrian Collisions by Primary Collision Factor (PCF), (2008-2012)



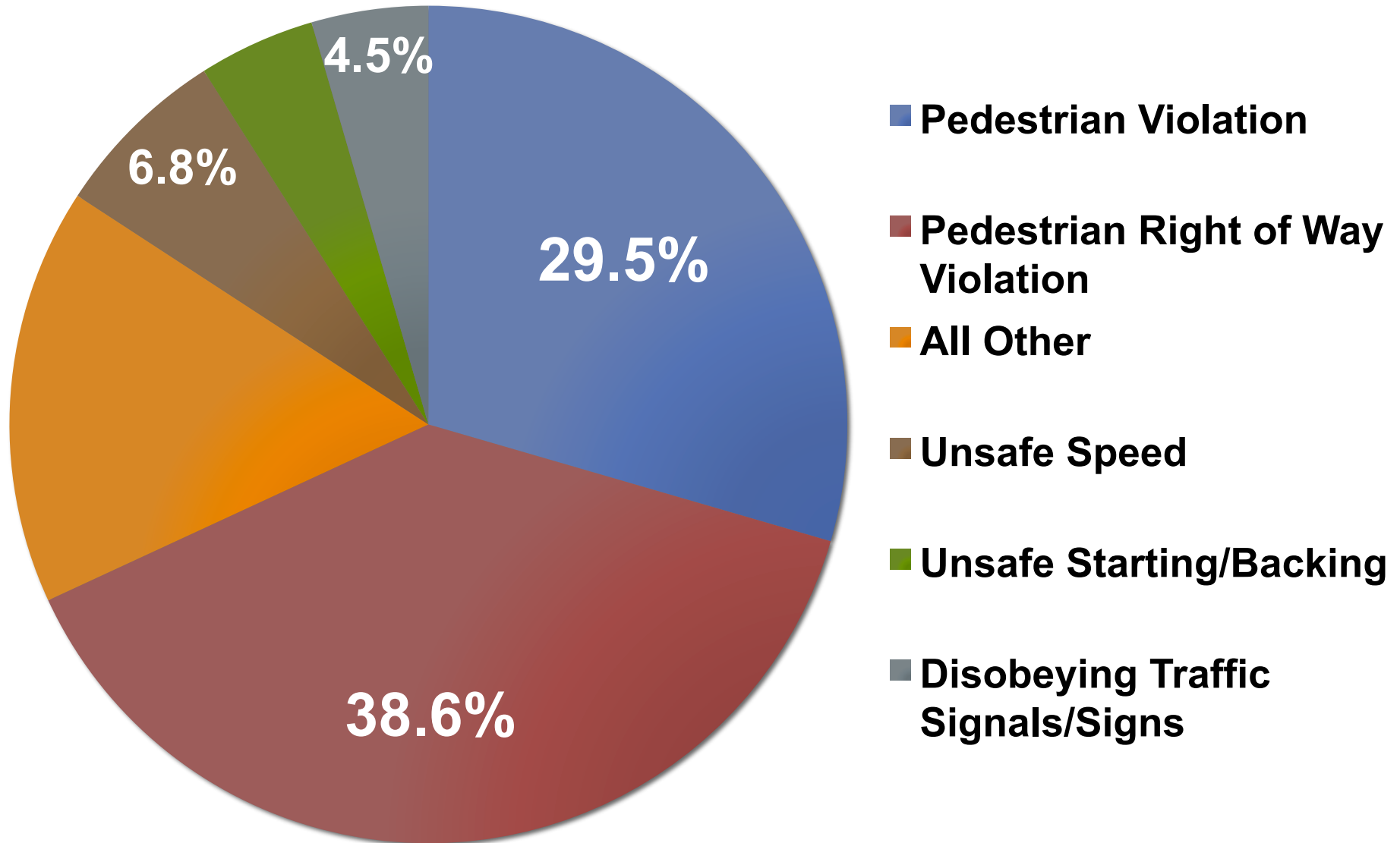
# Evaluation

## Fatal/Severe Pedestrian Collisions by PCF, (2008-2012)



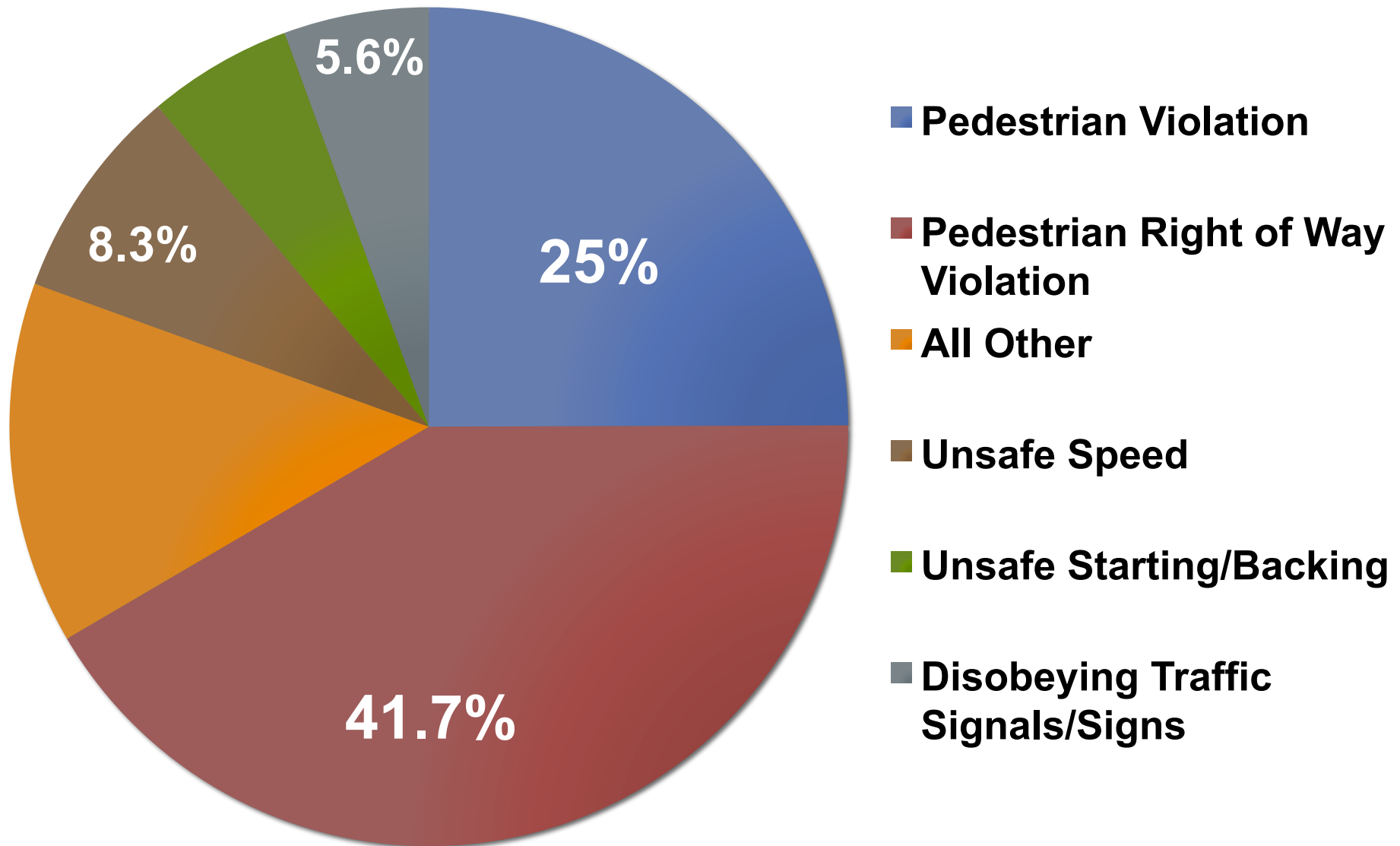
# Evaluation

## Downtown Redding Pedestrian Collisions by PCF (2008-2012)



# Evaluation

## Fatal/Severe Downtown Redding Pedestrian Collisions by PCF (2008-2012)



## Walkability Assessment



- ❑ Data collection on existing conditions and needs
- ❑ Both qualitative and quantitative
- ❑ Perfect avenue for community engagement



## Challenges: Motorists Not Yielding



## Challenges: Insufficient Crossings





# Challenges: Lack of Pedestrian Scale





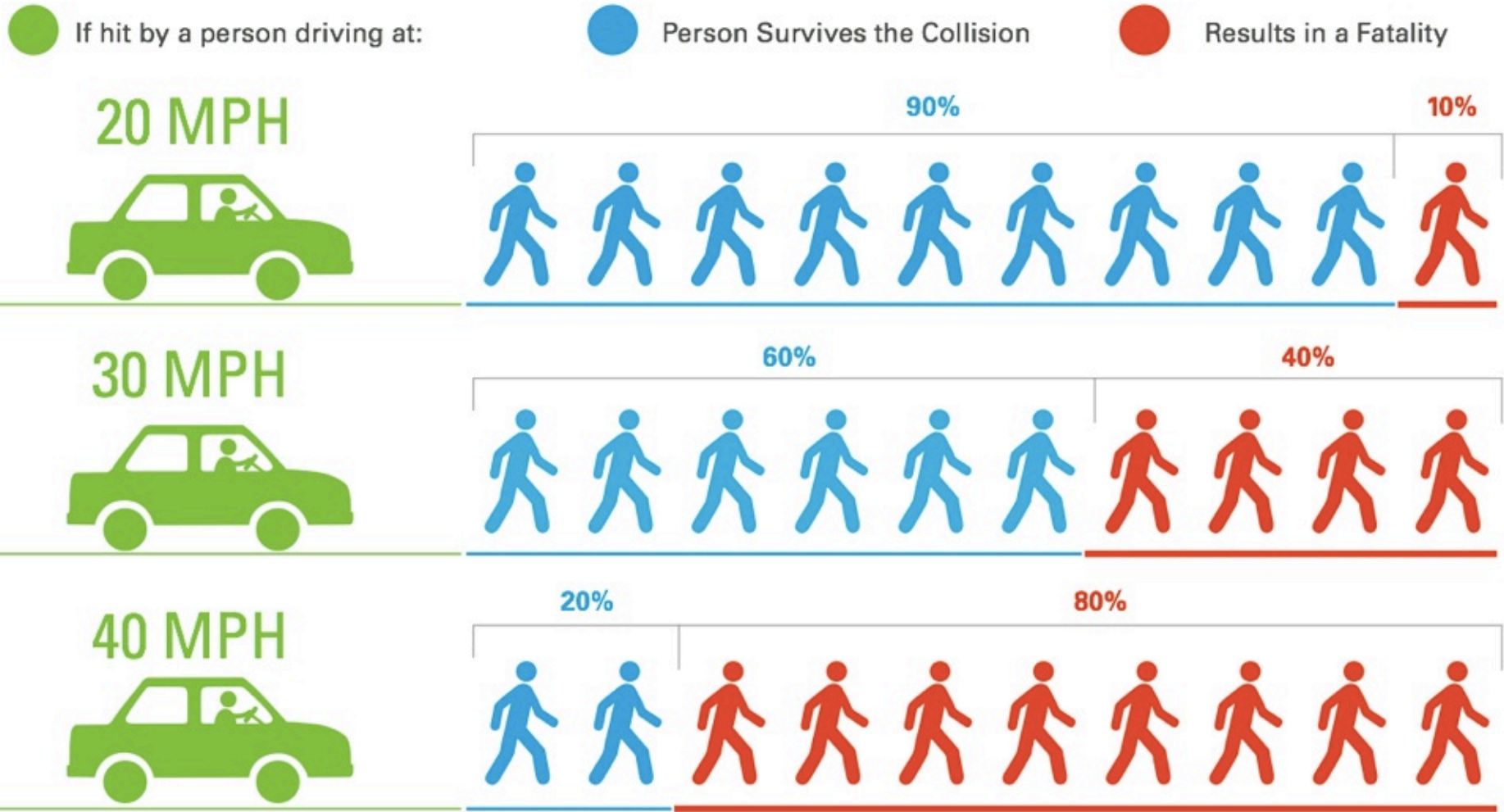
# Challenges: Wide Streets, High Speeds



# ENGINEERING

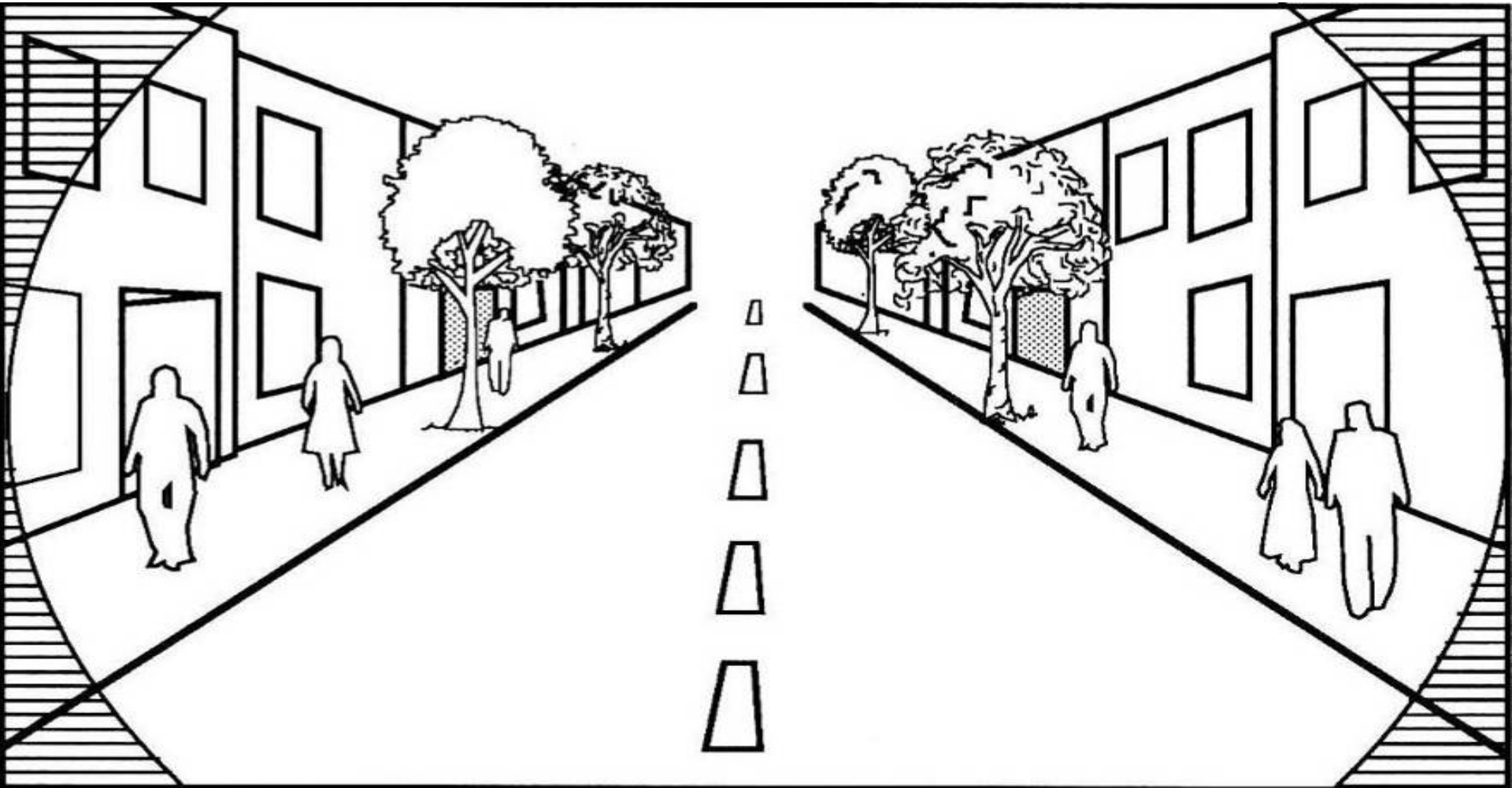
---

## Speed Increases Severity



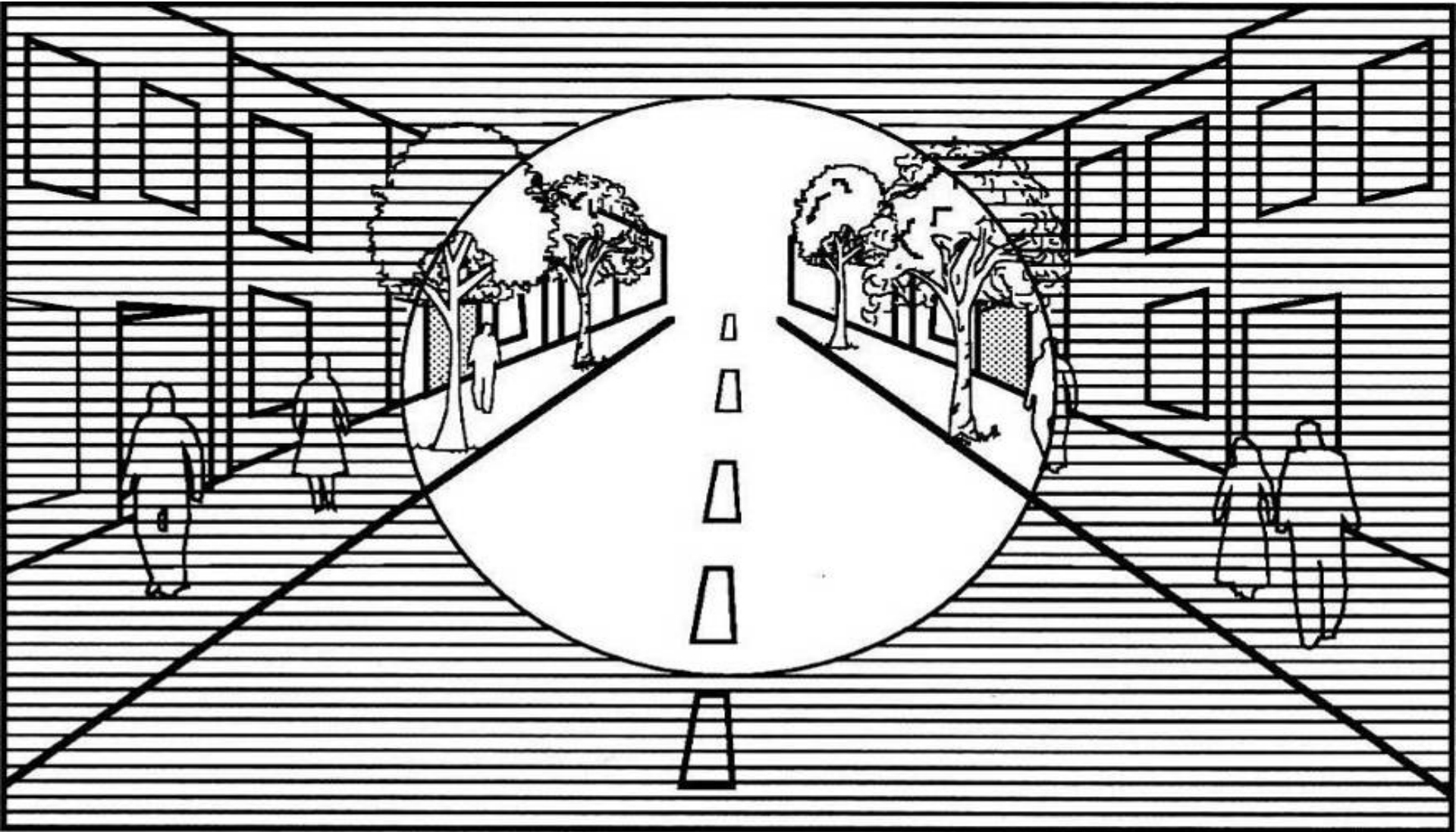


# Speed & Field of Vision



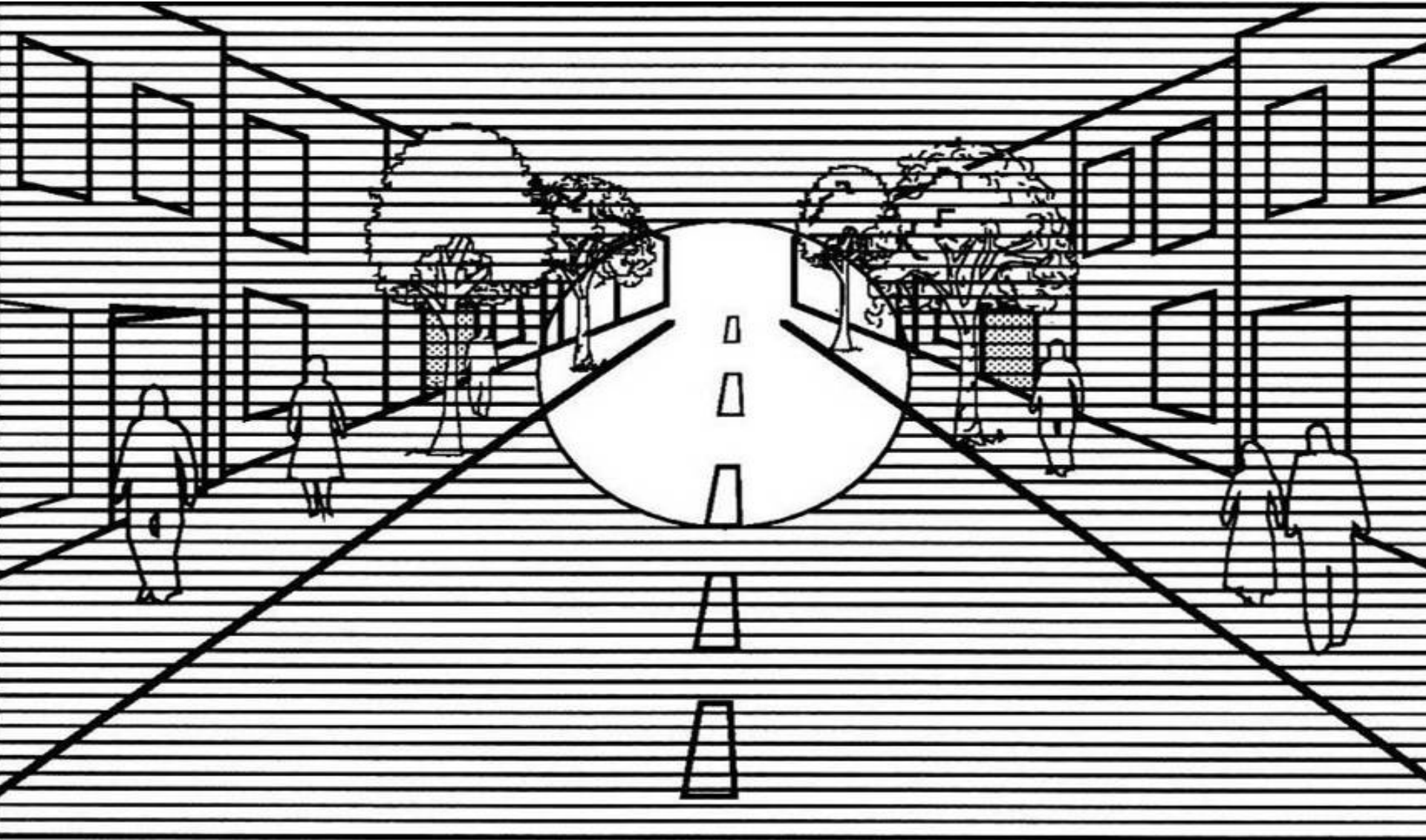
**15 MPH**

# Speed & Field of Vision



**25 MPH**

# Speed & Field of Vision



**30 MPH**



## Complete Streets



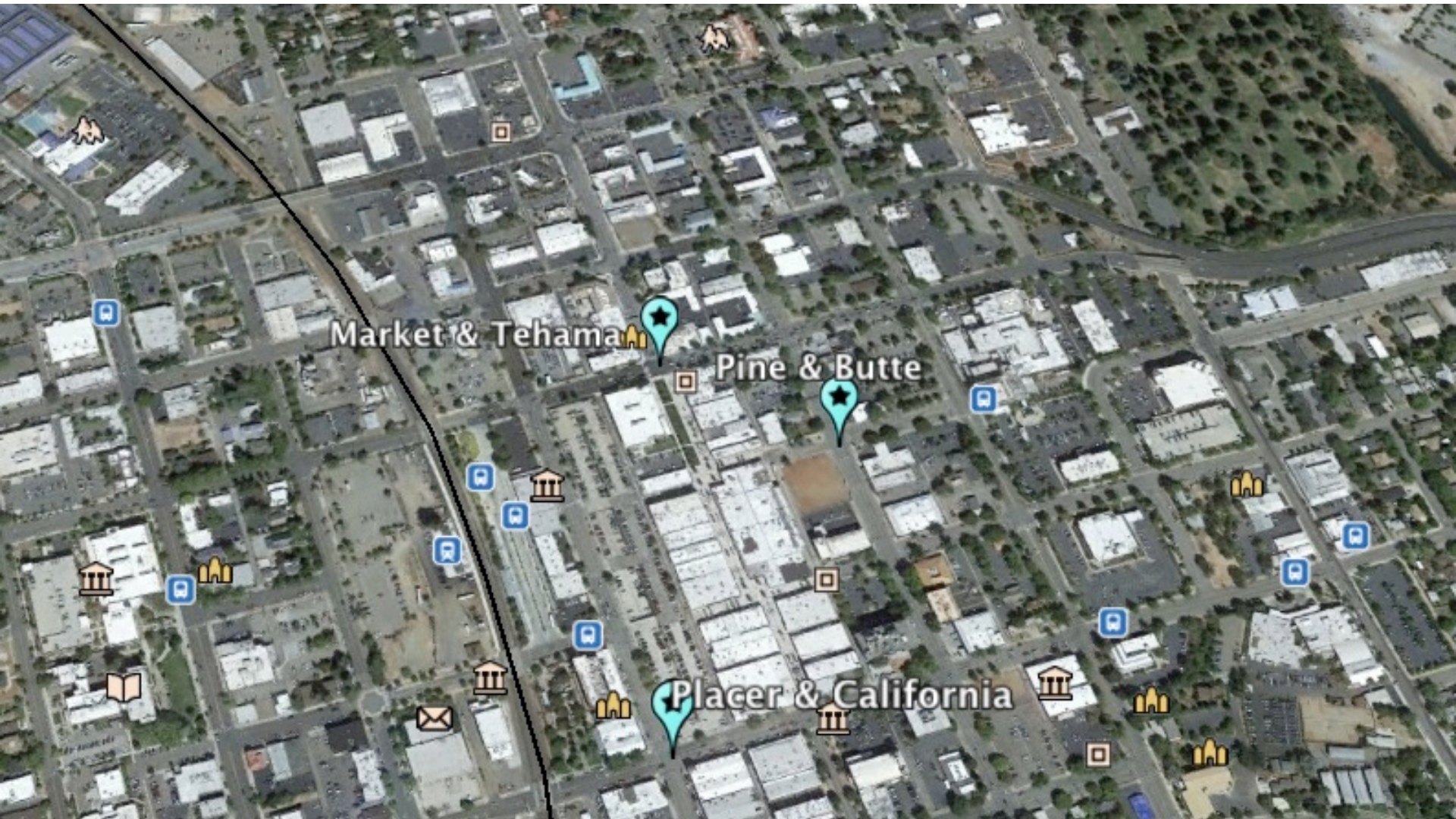
**Designed for all users, all ages, all abilities**

## Focus on Low Cost, Easy to Implement Solutions





# What Can We Apply to Downtown Redding?





## Market & Tehama





## Pine Street





# Placer & California





# Cypress & Market (CA-273)





# Corner Parking Restrictions



# #2 Lane, Passenger Position





# #2 Lane, Driver Position



Paradise, CA

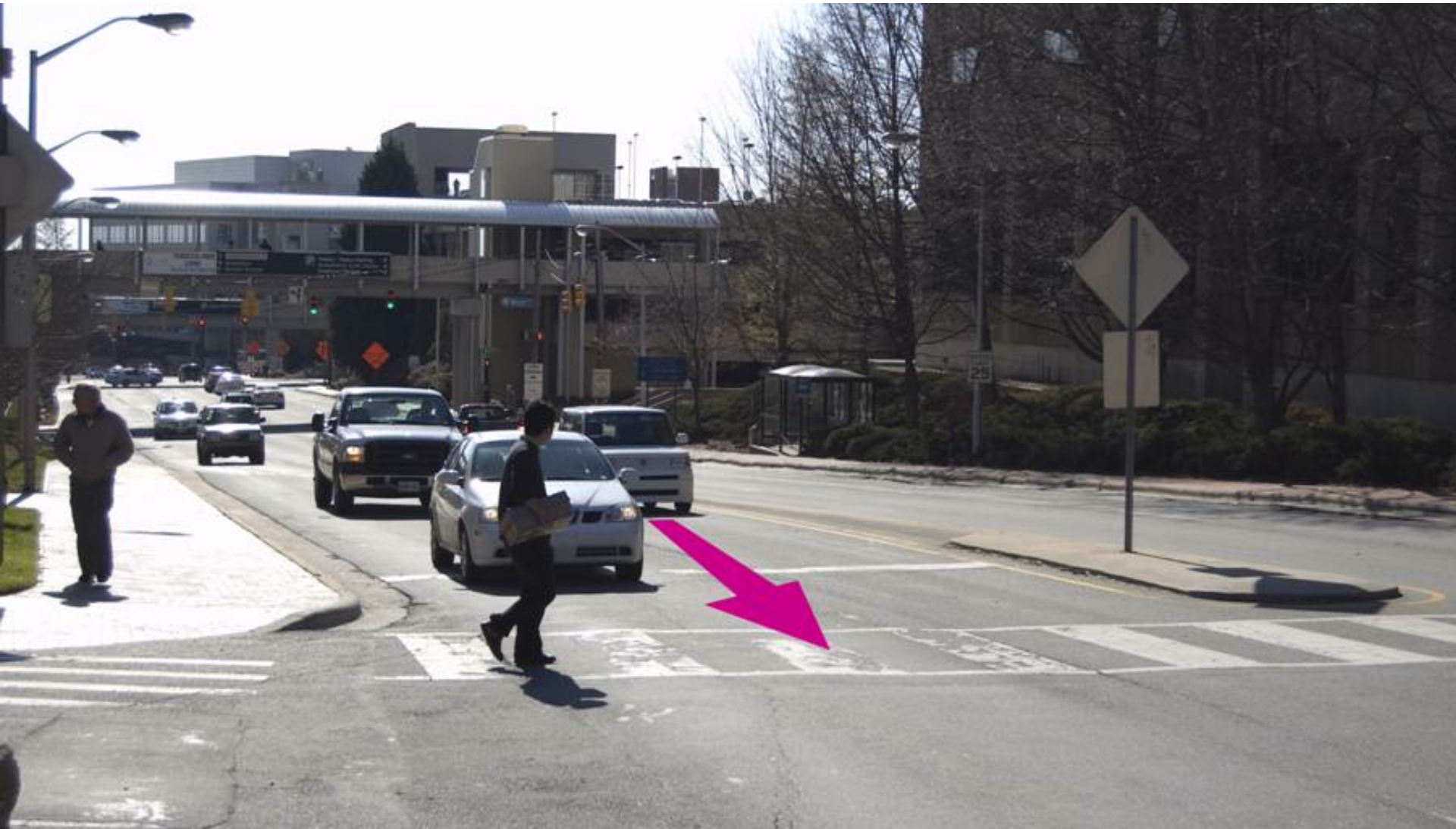


# #1 Lane, Passenger Position



Paradise, CA

# Advanced Yield Lines





## Advanced Yield Lines



Ukiah, CA

Photo Credit: Ben Kageyama



# Pedestrian Countdown Signals



## Pedestrian Recall



- ❑ Only about 50% of pedestrians actually push the buttons\*
- ❑ If pedestrian fails to push button, longer wait time results—increasing potential for disobeying signals
- ❑ Consider placing signals into automatic pedestrian recall

\*Source: Zegeer C. V., Opiela K. S., Cynecki M. J. (1985). Pedestrian signalization alternatives final report. (Report No. FHWA/RD-83-102). Washington, DC: Federal Highway Administration



# Leading Pedestrian Interval





# Turning Restrictions



## Rectangular Rapid Flashing Beacon



## Pedestrian Hybrid Beacon



Sacramento, CA

Photo Credit: Tony Dang



## Pedestrian Hybrid Beacon



1



2

Flashing



3



## Pedestrian Hybrid Beacon



4



5

Wig Wag



Return  
to 1



# Pedestrian Hybrid Beacon



**Crescent City, CA**

(On US-101)



# Pedestrian Hybrid Beacon



**San Francisco, CA**  
(On CA-35/Sloat Blvd.)

# Traffic Signal Timing



# Pedestrian Lighting





# Pedestrian Lighting



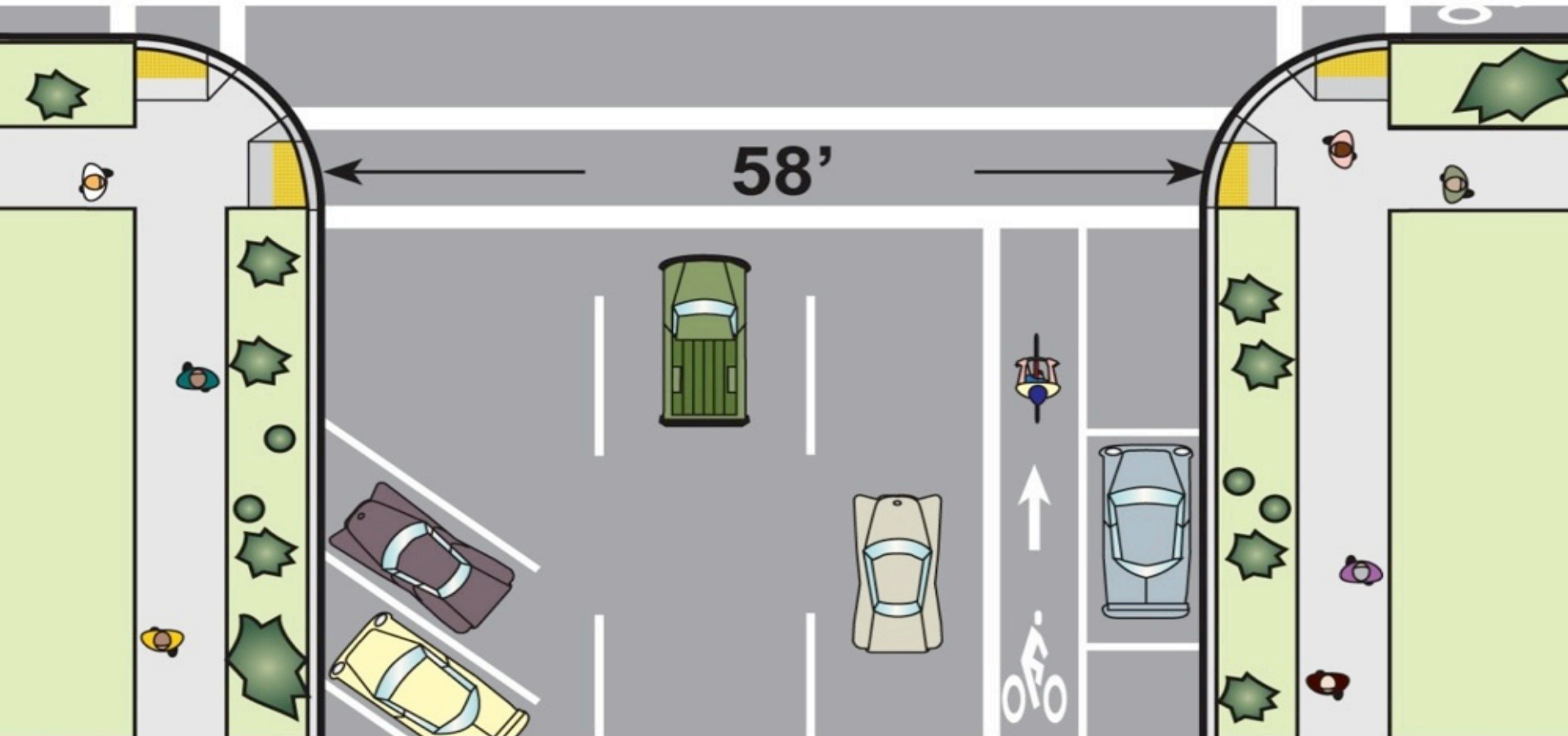
# Pedestrian Safety Islands/ Raised Medians



Photo Credit: Tony Dang

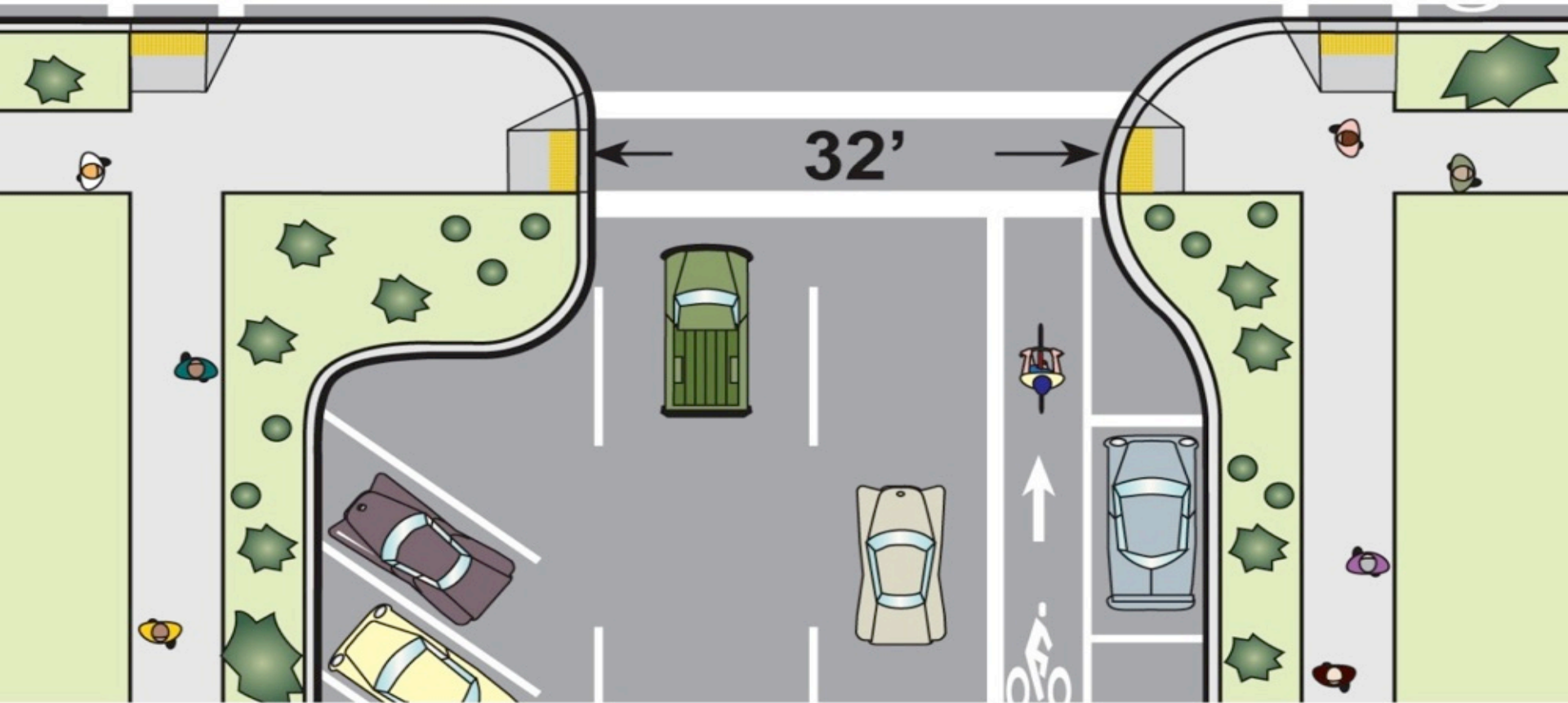
**McKinleyville, CA**

# Bulb Outs / Curb Extensions





# Bulb Outs / Curb Extensions



# Bulb Outs / Curb Extensions





## Painted Curb Extensions



Berkeley, CA



# Temporary Curb Extensions



San Francisco, CA

# Retrofitted Curb Extensions



Alameda, CA



## Raised Crosswalk



**Boulder, CO**



## Raised Crosswalk



Photo Credit: Tony Dang

**Windsor, CA**

## Convert One-Way Streets to Two-Way

- ❑ One-way streets tend to:
  - ❑ Encourage higher speeds
  - ❑ Facilitate less cautious left-turning movements
  - ❑ Create poorer sight lines of pedestrians for left-turning drivers
  - ❑ Create multiple crash threat conditions
  - ❑ Decrease automobile accessibility to businesses
- ❑ Conversion generally results in fewer pedestrian crashes & reduced speeds due to:
  - ❑ Fewer turning movements
  - ❑ Increased perceived friction along roadway



# Road Diet/Right Sizing – Before





# Road Diet/Right Sizing – After



# Road Diet/Right Sizing w/ Safety Island





# Parkview Road—Rightsized





# California Street—Rightsized



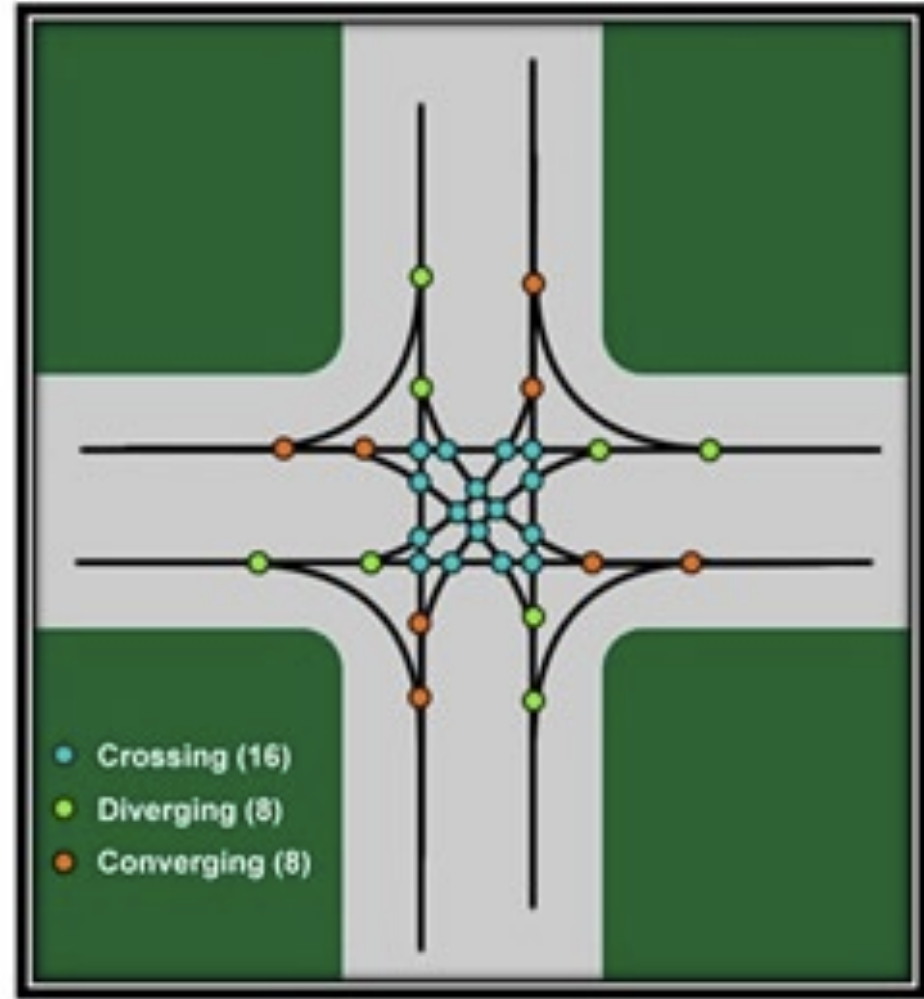
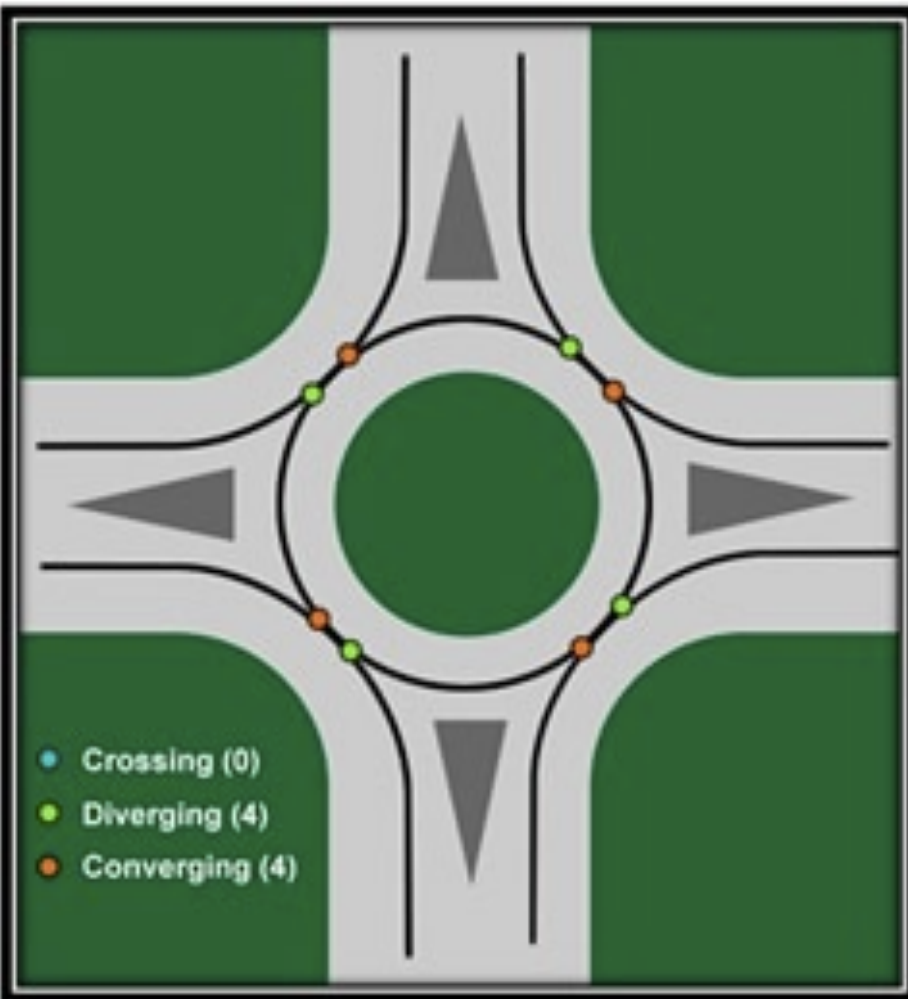
# Roundabouts



**Sonoma County, CA**



## Roundabouts



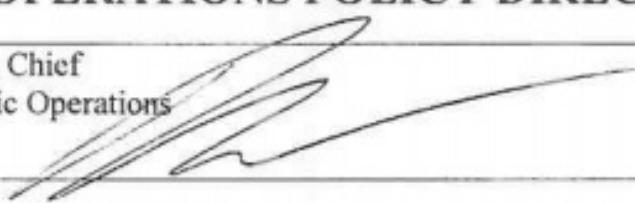
# Create a Policy and/or Toolbox of Treatments

## Caltrans Traffic Operations Policy Directive 12-03, Crosswalk Enhancements

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

### POLICY DIRECTIVE

TR-0011 (REV 9/2006)

<b>TRAFFIC OPERATIONS POLICY DIRECTIVE</b>	NUMBER: <b>12-03</b>	PAGE: 1 of 7
ROBERT COPP, Chief Division of Traffic Operations 	DATE ISSUED: June 27, 2012	EFFECTIVE DATE: June 27, 2012
SUBJECT: <b>Crosswalk Enhancements Policy</b>	DISTRIBUTION <input checked="" type="checkbox"/> All District Directors	



## Create a Policy and/or Toolbox of Treatments

### **Pedestrian Crossing Policy at Mid-Block & Uncontrolled** (Washington County, OR)

Tier	Standard	Additional Treatments Considered
Tier One	Crosses a 2-lane street with or without an Island/ refuge—install high visibility mounted signs and markings	Refuge islands, curb Extensions, staggered pedestrian refuges
Tier Two	Crosses a 3-lane street with Island/ refuge —install high visibility signs and markings	Flashing Beacons, Pedestrian Actuated Signal/Beacon
Tier Three	Crosses a 3-lane street without Island/ refuge or 4-lane street with Island/ refuge —install high visibility signs and markings or pedestrian actuated signal	Pedestrian Actuated Signal/Beacon
Tier Four	Crosses a 4-lane or greater street without an Island/ refuge —install pedestrian actuated signal or beacon	Pedestrian Actuated Signal, Pedestrian over or undercrossing

## 2014 CA-MUTCD Updates

- ❑ **Crosswalk enhancements across uncontrolled intersections** (Sec. 3B.18.09)
- ❑ **Updated crossing time guidance for seniors & people w/ disabilities** (2.8 feet/second) (Sec. 4E.06.10a)
- ❑ **High-visibility crosswalk guidance for high pedestrian volume locations w/o traffic control devices** (Sec. 3B.18.14, Sec. 7C.02)



# 2014 Highway Design Manual Updates

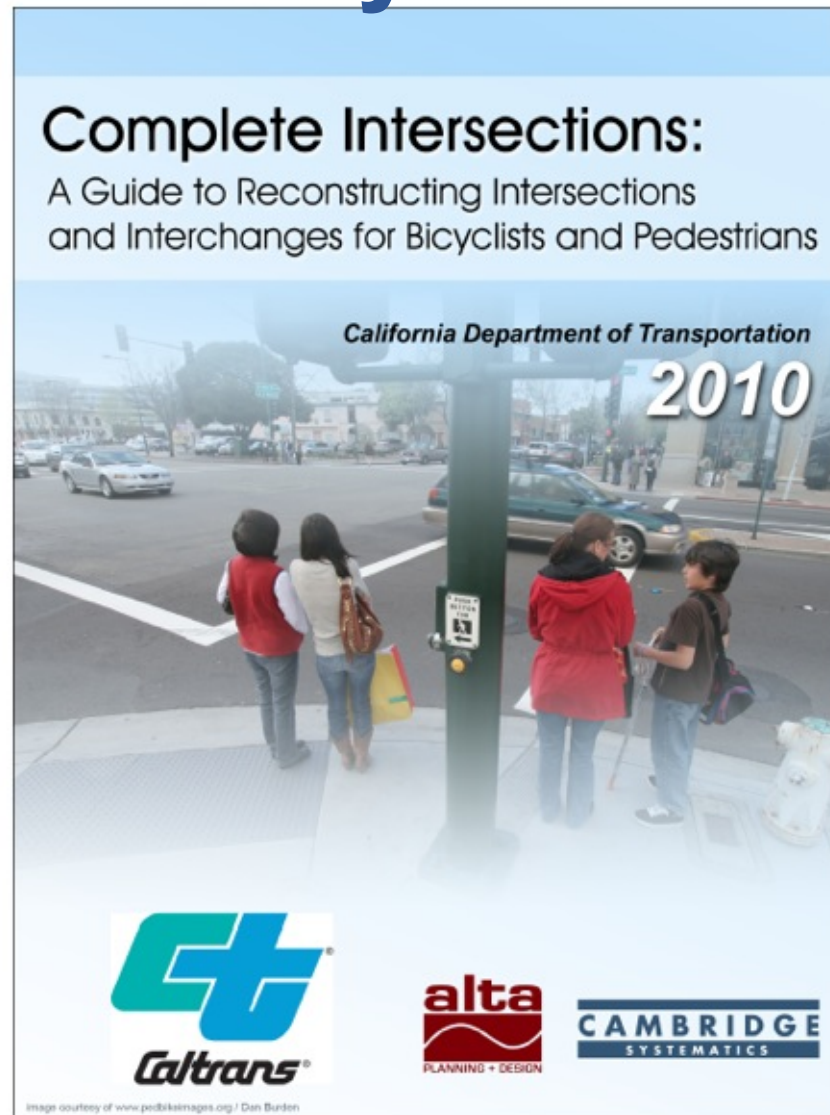
- ❑ **Reduction in the curb extension minimum setback from 4 feet to 2 feet.**  
(Index 303.4; Figs. 303.4A, 303.4B)
  
- ❑ **Reduction in Design Speeds**  
(Index 101.1 and 101.2)
  - ❑ **30 mph** for State Routes in downtowns & city centers
  - ❑ **30-40 mph** for rural & suburban main street State Routes

# Design Flexibility





## Design Flexibility



[www.dot.ca.gov/hq/tpp/offices/owd/academy\\_files/  
Oct\\_2012\\_Workshop/Wednesday/Complete\\_Intersections.pdf](http://www.dot.ca.gov/hq/tpp/offices/owd/academy_files/Oct_2012_Workshop/Wednesday/Complete_Intersections.pdf)

# Design Flexibility



OVERVIEW

OCTOBER 2012

## What's to Come

The NACTO Urban Street Design Guide has been organized to analyze the street from multiple perspectives, from the bird's eye view to the granular details. This overview is the first product in the development of a design guide for urban streets. The chapters highlighted here illustrate some of the greatest street design practices around the country and synthesize these national efforts.

Street network design principles will be discussed mainly as they relate to the design of individual corridors. Materials, lighting and street furniture are de-emphasized here due to their inherently local character and application.

**The NACTO Urban Street Design Guide is slated for release in Summer 2013.**

## Outline for the 2013 NACTO Urban Street Design Guide

Items highlighted in **bold** are discussed in this overview.

### Streets and Intersections

- Very Large Streets
- Large Streets
- Medium Streets
- Small Street
- Very Small Streets
- Alleys and Passageways
- Pedestrian Streets
- Shared Streets and Home Zones
- Transit Streets
- Complex Intersections
- Compact Intersections
- Reorganizing Intersections
- Multi-leg Intersections
- Public Plazas

### Critical Issues

- Speed and Safety
- **Design vs. Target Speed**
- Corner Design and Turning Radii
- Lane Width
- Transit Lanes
- Crosswalks and Crossings
- Level of Service
- Curbside Management
- Design and Control Vehicle
- Functional Classification
- One-way vs. Two-way
- Traffic Control Devices
- Visibility and Sightlines
- Clear Zones
- Access Management
- Driveways

### Treatments & Elements

- Parklets, Pop-ups & Street Seats
- **Low Impact Design**
- Moving the Curb
- Bus Stops
- Stormwater Management
- Parking
- Sidewalk Configurations

**Available free, online at [nacto.org/usdg](http://nacto.org/usdg)**

# LAW ENFORCEMENT

---





## Enforcement Strategies

- ❑ Traditional policing on most dangerous behaviors
- ❑ Crosswalk Enforcement Actions
- ❑ Community Watch
- ❑ Speed Feedback





# Enforcement

## Targeted Hotspot/Corridor Enforcement



- ❑ High Injury Locations
- ❑ Most Dangerous Behaviors





# Enforcement

## Crosswalk Enforcement Actions

**High-Visibility  
Enforcement on  
Driver Compliance  
With Pedestrian  
Right-of-Way  
Laws**

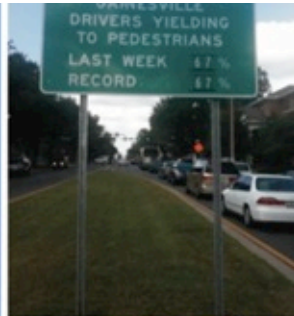


Figure ES-3. The Mean Percentage of Drivers Yielding to Pedestrians at Enforcement Sites During Each Condition of the Program



Available at

[www.nhtsa.gov/staticfiles/nti/pdf/811786.pdf](http://www.nhtsa.gov/staticfiles/nti/pdf/811786.pdf)



U.S. Department of Transportation  
National Highway Traffic Safety  
Administration

★★★★★  
**NHTSA**  
www.nhtsa.gov

# Enforcement

## Crosswalk Enforcement Actions



Photo Credit: Riverside County Sheriff's Department

**Moreno Valley, CA**

## Media Outreach

- ❑ Key to educating public to change behavior
- ❑ Greatly extends reach of enforcement efforts
- ❑ Proactive media outreach can involve community members as well as law enforcement





# EDUCATION

---

## Forming Lifelong Habits & Practices

Who needs to be educated? And what approaches should be taken?

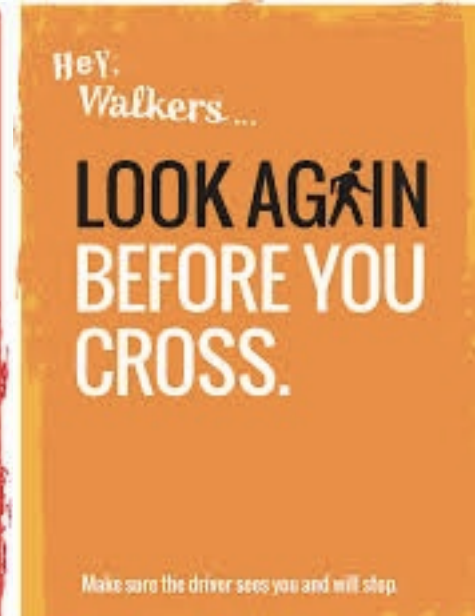
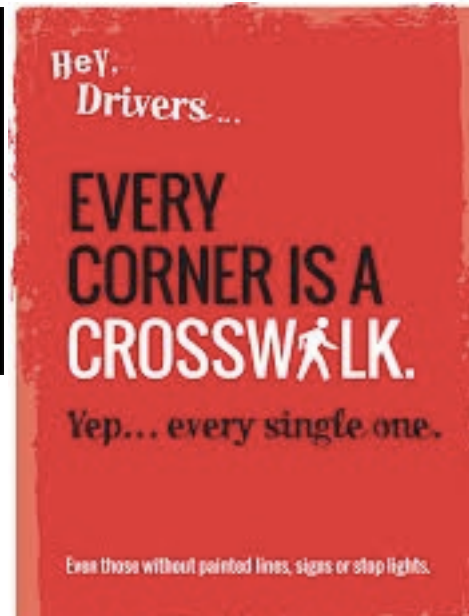
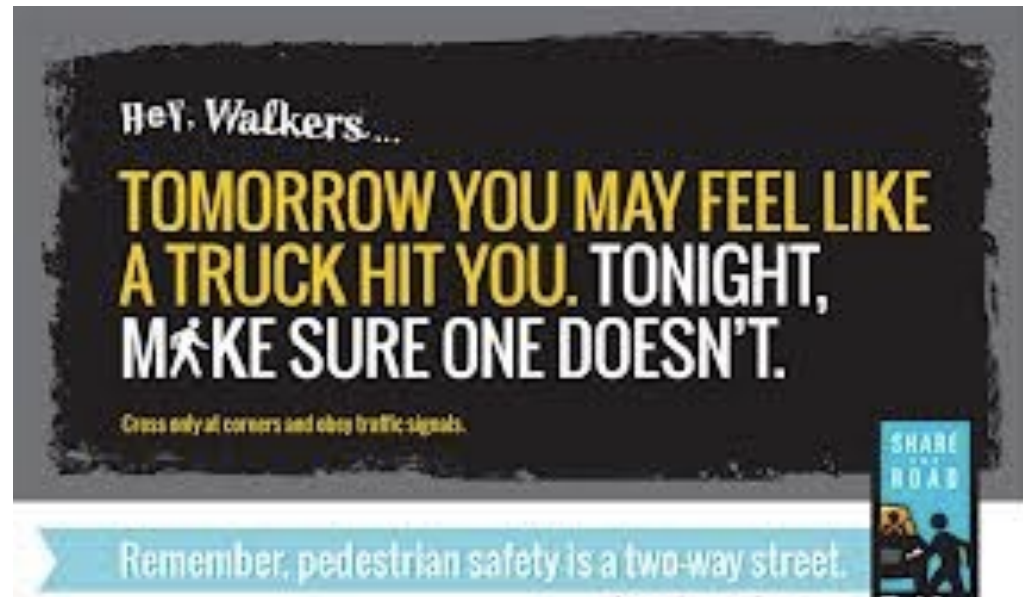
- ☐ Children
- ☐ Parents
- ☐ Older Adults
- ☐ Neighbors & Drivers
- ☐ Others?



## Community Campaigns

Publicity on:

- Buses
- Bus Shelters
- Billboards
- Car bumper
- Others?





## It's Up to All of Us

- Campaign of PedSafe Program (California Dept. of Public Health)
- Free and ready-to-use campaign materials



## Walk Smart CA



## Walk Smart



# Smart Phone **Dumb Move**

## Eyes Up. Phone Down.



# Education

## Set Good Examples (Not Bad Ones)

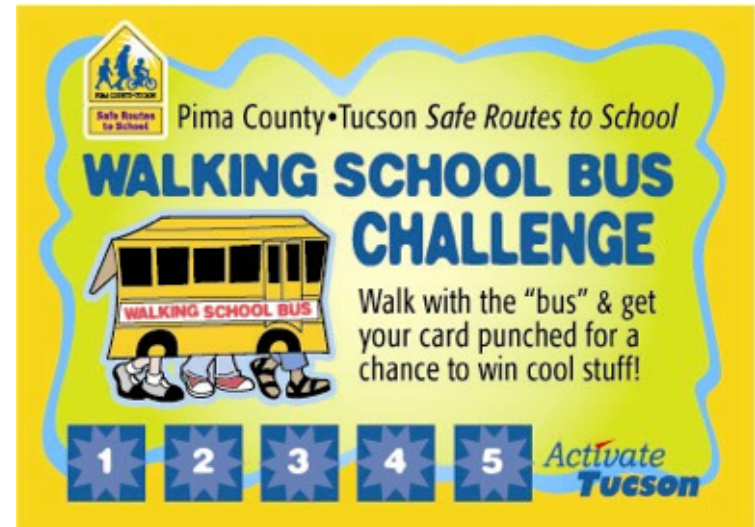


# ENCOURAGEMENT

---

## Competitions/Challenges

- ❑ Walking School Bus
- ❑ Walking Wednesdays
- ❑ Walking Challenges
- ❑ Group Mileage Goals
- ❑ Walking Clubs
- ❑ Others?



Eureka, CA



## Community Events

- ☐ Walk to School Day
- ☐ Open Streets / Play Streets
- ☐ Other?



# Encouragement

## Walking Maps/Guides





## Walking Maps/Guides



### Message from the Mayor

Creating safe, accessible and interesting walking trails is a central component in attaining Redding's goal of a healthier community. To that end, Redding has partnered with Healthy Shasta to create this updated Redding Walks Guide.

The new guide is divided into 4 different regions and highlights 22 distinct walking routes within those regions. The variety of trails allows walkers of all ages unique access to the natural beauty of Redding, as well as the opportunity to visit some historic locations. The gem of the trail system is the award-winning Sacramento River Trail – extending over 15 miles through the heart of the City – featuring attractions such as soaring eagles, fish jumping, and the world-famous Sundial Bridge... all part of the outdoor splendor to be experienced!

These walking trails also serve as key links between neighborhoods and provide access to various services, connections that help build stronger communities and offer residents alternative transportation options.

I hope this informative and easy-to-use guide leads to you enjoying our unbelievable trail system and helps contribute to your healthier lifestyle!

I'm looking forward to meeting you on the trails. WALK ON!

Missy McArthur  
Mayor, City of Redding



Mayor McArthur  
and son Rob

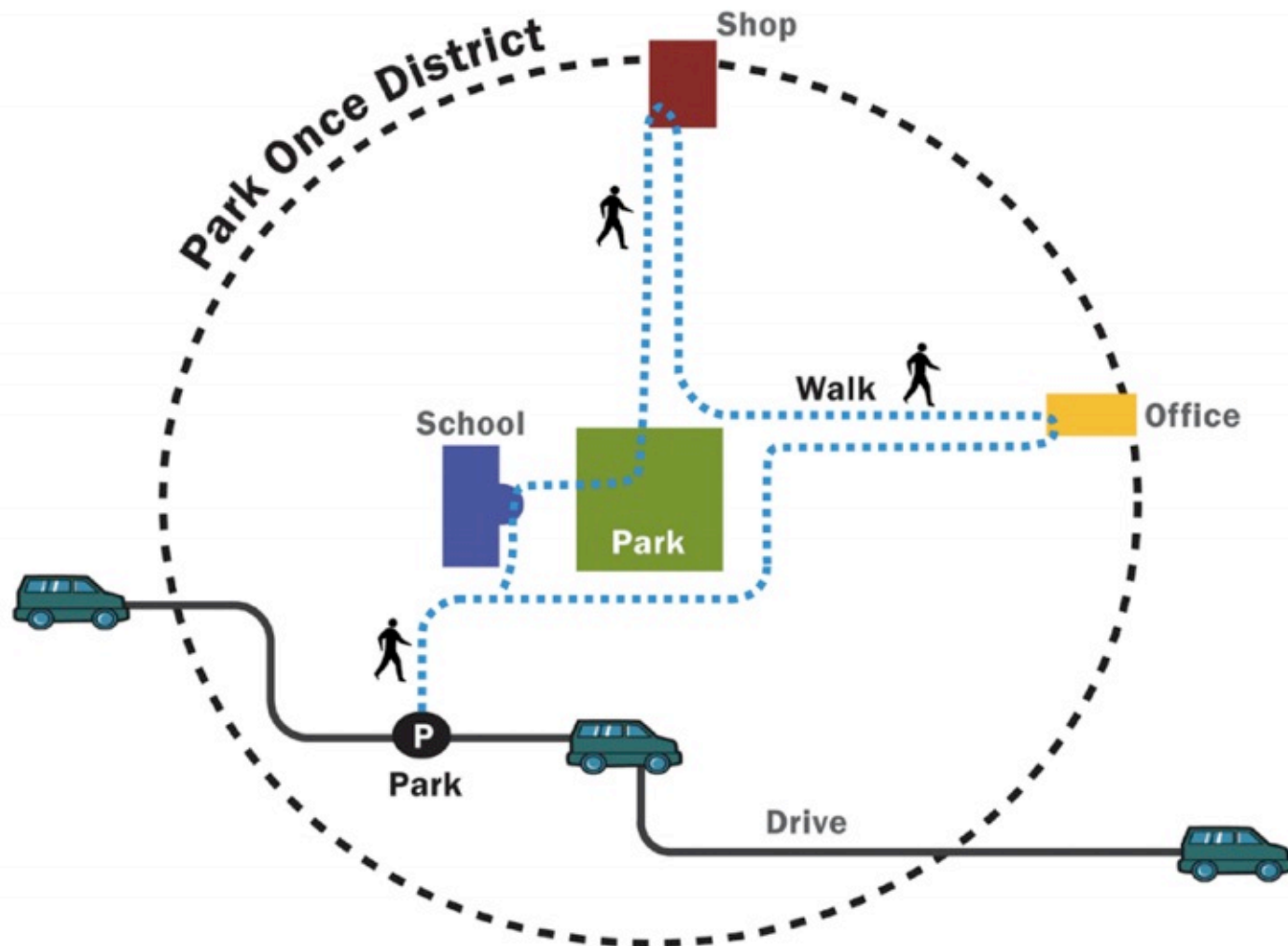
### Walking Tips

1. When walking on trails shared with bicyclists, be aware of their presence and keep to the right.
2. Drink water before you feel thirsty - before, during, and after exercise.
3. Walk briskly, but make sure you can maintain a conversation while walking. Stop if you feel pain, severe fatigue, light-headedness, dizziness, or significant shortness of breath.
4. Set goals to walk for a specified amount of time rather than distance. An average pace of brisk walking is one mile in 18-20 minutes. Beginners should strive for a 30-minute per-mile pace.
5. Work up to 30-60 minutes a day, five days a week, of walking or other moderate physical activity. Several short walks a day (10-20 minutes each) can be as effective in improving and maintaining health as one long walk.
6. Wear comfortable, sturdy shoes with good arch support, a firm heel, and plenty of room for your toes.
7. Warm up and cool down with five minutes of slow walking and some light stretching to prevent injuries and increase flexibility.
8. Before you start a walking program, check with your doctor if you have a health or safety concern.
9. For current walking maps, visit [www.healthyshasta.org](http://www.healthyshasta.org)

This Redding Walks guide is offered free to encourage physical activity and enjoyment of our beautiful area. Neither the City of Redding, ENPLAN, the County of Shasta, or Healthy Shasta endorse or assume responsibility or liability for the condition of any of the locations or programs described in this guide.



## Park Once District



## Park Once District

DOWNTOWN CHICO BUSINESS ASSOCIATION



### A Walkable Downtown

A Pedestrianization Project Strategy for  
Parking Management

Objective	Owner	Status
<b>Meter Revenue Reinvestment Policy</b>		
Adopt 85% parking space occupancy goal	City Council	Completed
Adopt two-prong parking structure decision process	City Council	Completed
Adopt "Park Once" strategy	City Council	Completed
Modify parking requirements policy	City Council	Proposed
Allocate Fund 853 funds for reinvestment priorities	City Council	In Progress
Establish residential neighborhood parking districts	City Council	Proposed
<b>Reinvestment</b>		
Convert surface lots to smart meters	CapProj	Proposed
Install Smart Meters for new spaces	CapProj	Proposed
Convert Sub-Area 1 to smart meters	CapProj	Proposed
Convert remainder of Zone A to smart meters	CapProj	Proposed
<b>Increase Parking Inventory</b>		
Convert curbside parking to diagonal	CapProj	In Progress
Site new parking structure	CapProj	Proposed
Convert private parking to better land uses	CapProj	Proposed



# Encouragement Parklets





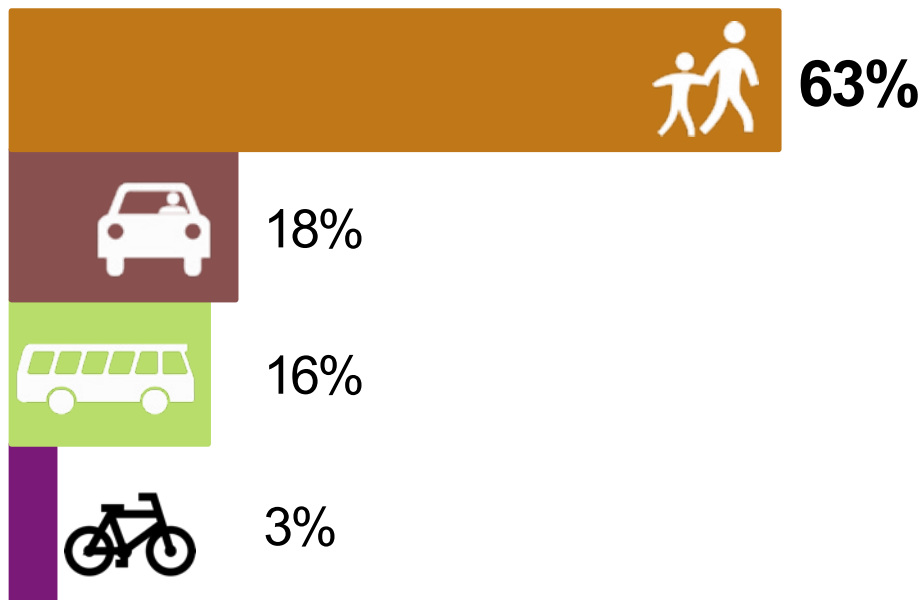
Encouragement

# Spring Street Parklet (Downtown LA)

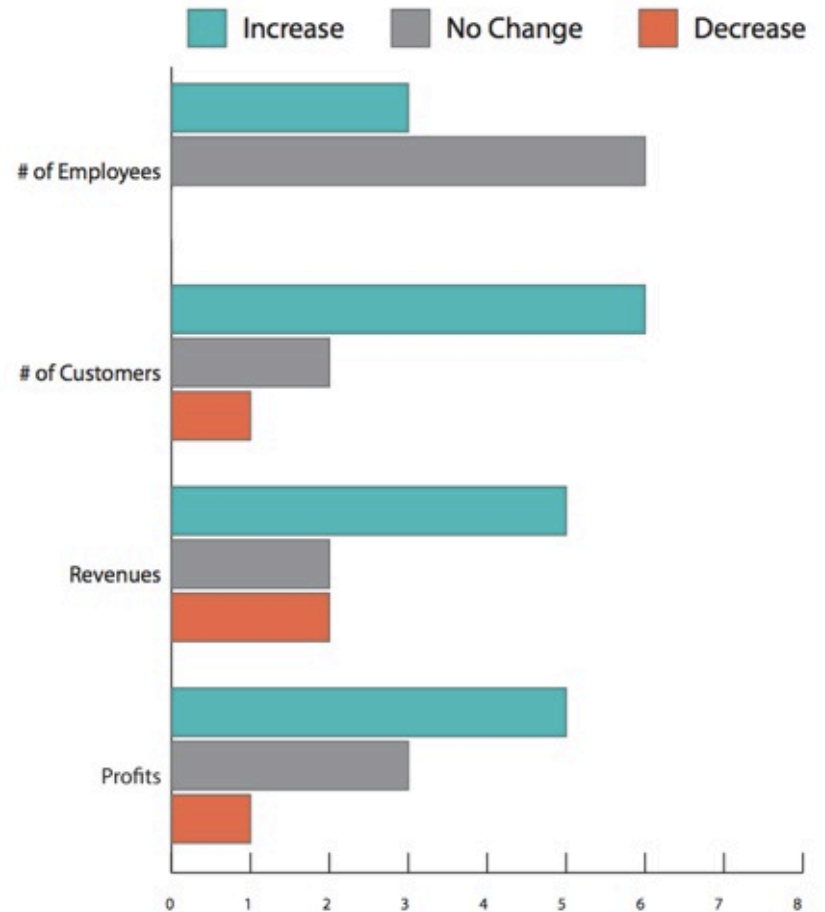


## Spring Street Parklet (Downtown LA)

### How People Arrived



### Change Expected over the Next Year





# Encouragement

## Parklets



**Ukiah, CA**

Photo Credit: Tony Dang



Encouragement

# Temporary Demonstrations



Livingston, GA

Photo Credit: Local Government Commission



Encouragement

# Temporary Demonstrations



Livingston, CA

Photo Credit: Local Government Commission



Encouragement

# Temporary Demonstrations



Livingston, CA

Photo Credit: Local Government Commission



Encouragement

# Temporary Demonstrations



Livingston, CA

Photo Credit: Local Government Commission



Encouragement

# Temporary Demonstrations



Livingston, CA

Photo Credit: Local Government Commission

# WALK ASSESSMENT

---



## Conducting a Walk Assessment

**Walk | Observe | Discuss**

- ☐ **What is the walking experience like...**
  - ☐ ...for you?
  - ☐ ...for someone with disabilities?
  - ☐ ...for a child?
  - ☐ ...for an older adult?
- ☐ **What problems are you encountering?**
- ☐ **What can be done to fix them?**

## Conducting a Walk Assessment

- ☐ **Record your observations**
  - ☐ **Where are the key problems?**
  - ☐ **What needs to happen to make it safer?**
- ☐ **Use maps and take notes**
- ☐ **Take Photos**
- ☐ **Discuss with a Walking Buddy**

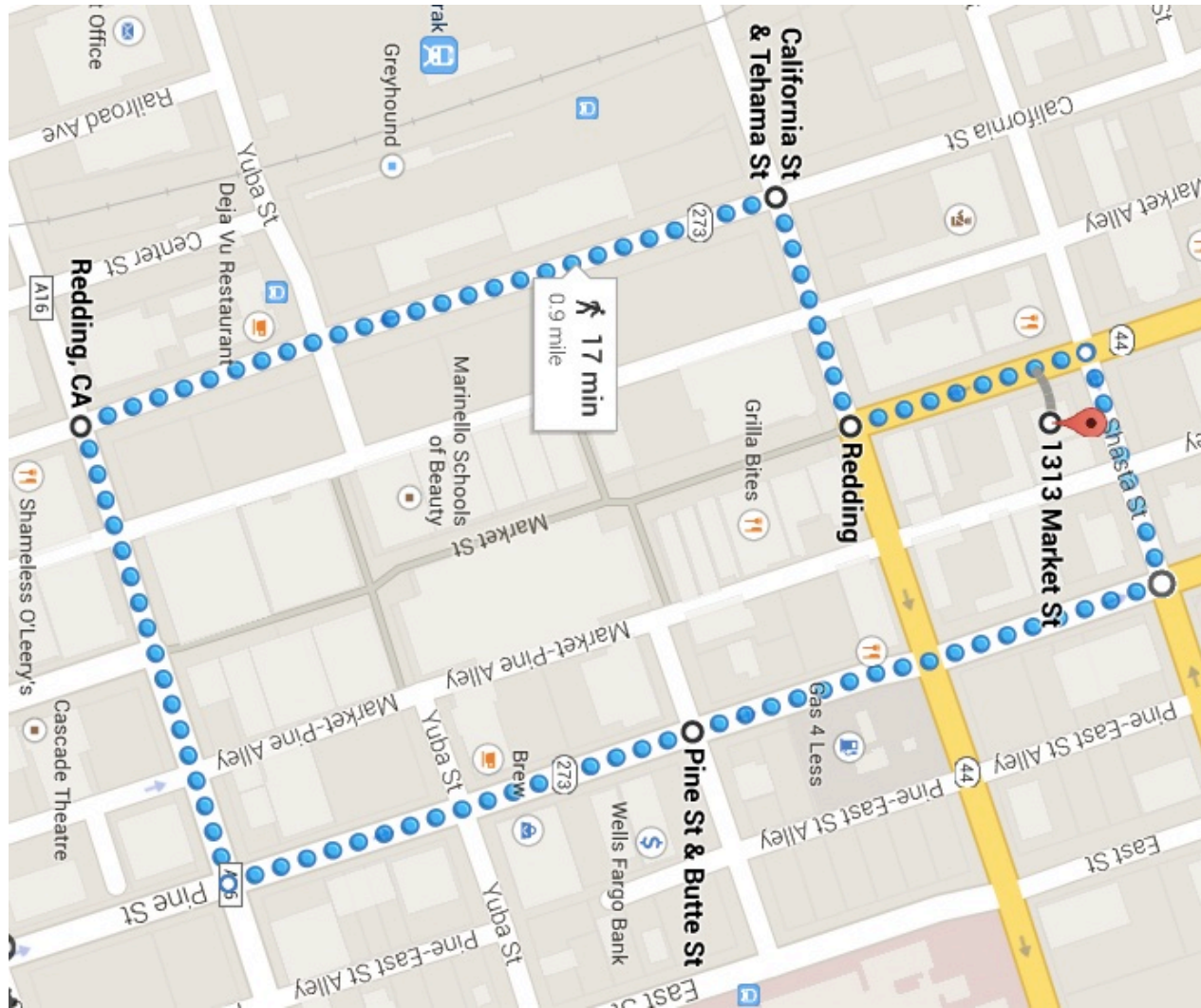
# Walk Assessment—Route 1

## Cypress/Market/Pine (Drive to Site)





# Pine-Placer-California-Tehama-Market (0.9 mi)



# Funding

- ❑ **Parking Benefits District**
- ❑ **Local Transportation Fund (LTF)—  
2% Non-Motorized Program**
- ❑ **Highway Safety Improvement Program  
(HSIP)**
- ❑ **Affordable Housing Sustainable  
Communities (AHSC)—Integrated  
Connectivity Projects**
- ❑ **Active Transportation Program (ATP)**

# Funding

## ❑ Parking Benefits District

- ❑ Reinvest net revenues for sidewalk & streetscape improvements into area where revenue collected
- ❑ Focus on creating **availability**, not **price**
- ❑ Effective way to generate local match for outside grants





# Funding

## ☐ **Local Transportation Fund (LTF)— 2% Non-Motorized Program**

- ☐ Administered by Shasta Regional Transportation Agency
- ☐ Projects must conform to Regional Transportation Plan and any adopted non-motorized plan
- ☐ Claims submitted annually and approved dependent upon available revenues

# Funding

- ❑ **Highway Safety Improvement Program (HSIP)**
  - ❑ **\$150 million** available to all communities on statewide competitive basis
  - ❑ HSIP funds for projects to improve safety—including for pedestrians & bicyclists—on any publicly owned roadway
  - ❑ Awards determined by Benefit/Cost (B/C) Calculation; minimum B/C ratio for Cycle 7 is 5.0
  - ❑ Call for projects **April 27 through July 31, 2015**

# Funding

## ❑ **AHSC—Integrated Connectivity Projects**

- ❑ **30% of available AHSC funds** (\$120M in FY14/15)
- ❑ Projects must reduce vehicle miles traveled (VMT)
- ❑ Requires concept proposal to be invited to apply
- ❑ Active transportation infrastructure and non-infrastructure projects eligible expenses



# AHSC Program

0 to 55 points

**Greenhouse Gas Reduction**

0 to 15 points

**Feasibility & Readiness**

0 to 30 points

**Policy Objectives**

**100 Total  
Possible  
Points**

**5.5 Employment Access**

**5.5 Walkable Corridor**

**3 Bicycling Features**

**6.5 Housing Serving Lower- to Moderate  
Income Households**

**6.5 Co-Benefits**

**1 Anti-Displacement Strategies**

**2 Community Engagement**

# AHSC Program

0 to 55 points

**Greenhouse Gas Reduction**

0 to 15 points

**Feasibility & Readiness**

0 to 30 points

**Policy Objectives**

**100 Total  
Possible  
Points**

**5.5 Employment Access**

**5.5 Walkable Corridor**

**3 Bicycling Features**

**6.5 Housing Serving Lower- to Moderate  
Income Households**

**6.5 Co-Benefits**

**1 Anti-Displacement Strategies**

**2 Community Engagement**

# Funding

## ❑ Active Transportation Program (ATP)

- ❑ \$180 million available to all communities on statewide competitive basis
- ❑ \$36 million available to Small Urban/Rural communities
- ❑ Redding eligible for Statewide and Small Urban/Rural Components
- ❑ Applications due June 1, 2015



# Active Transportation Program (ATP) Goals

Increasing  
walking & biking  
for transportation

Improve safety  
for people  
walking & biking

Reduce vehicle  
use &  
greenhouse gas  
emissions

Enhance public  
health & reduce  
childhood obesity

Ensure benefits  
to disadvantaged  
communities

# Active Transportation Program

**100 Total  
Possible  
Points**

0 to 30 points

**Mode Shift (Esp. for Students)**

0 to 25 points

**Safety Improvements**

0 to 15 points

**Public Participation & Planning**

0 to 5 points

**Cost Effectiveness**

0 to 5 points

**Leveraging Non-ATP Funds**

0 to 10 points

**Benefit to Disadvantaged Communities**

-5 to 0 points

**Partnering with Conservation Corps**

-10 to 0 points

**Poor Performance on Past Caltrans Grants**

# Lessons Learned from ATP Cycle 1

- ❑ High-scoring applications...
  - ❑ Demonstrated **strong partnerships** b/w agencies & w/ community members
  - ❑ **Meaningfully incorporated non-infrastructure** components
  - ❑ Broad **stakeholder support & strong community engagement**
  - ❑ Chose **multi-site or corridor-wide** projects
  - ❑ **Leveraged data** to explain community need
  - ❑ Clearly explained **assumptions & sources**



# WHAT ARE THE MOST **CRITICAL ISSUES**

---

## FOR DOWNTOWN REDDING?

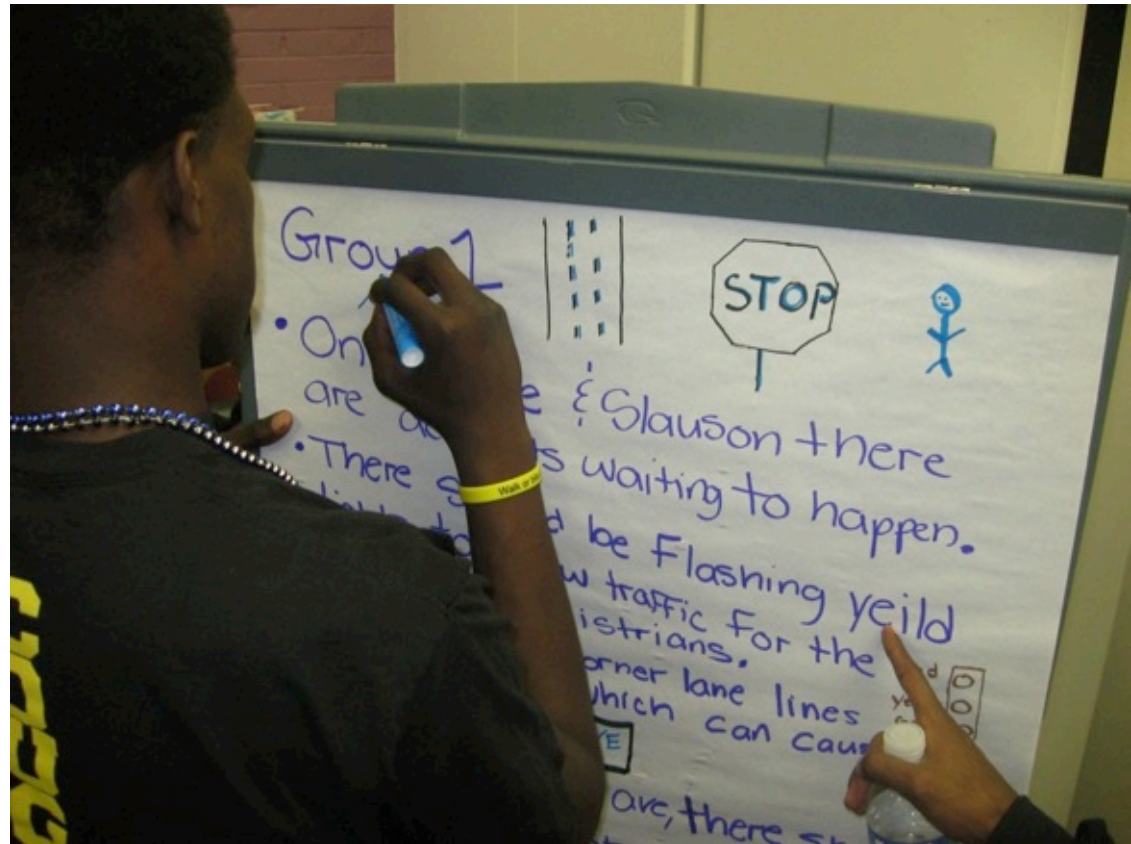
# Small Group Discussions

## Ground Rules

- ❑ Each group will be assigned one topic w/ formal switch half-way through
- ❑ If your group finishes with assigned topic, move to second topic
- ❑ Assign note taker & reporter before beginning
- ❑ Keep walk observations in mind (both good & bad)

# Small Group Discussions

- ❑ Develop solutions along 6 E's—Formulate concrete action items.
- ❑ As a group, prioritize solutions/actions for each of the 6 E's.





# Round 1 Topics

## ❑ **Taming Downtown Arterials: Pine, California, Market**

- Placer & California: Proposed scramble?
- Pine Street: Road diet? Protected bike lane?
- Cypress/Market/Pine: Roundabout?
- Convert Downtown One-Ways into Two-Ways

## ❑ **Market Street Promenade**

- Market & Tehama: Yielding issues?
- Market & Placer: 3-way stop control working?
- Reopening Market to Cars?

# BREAK

---

# Round 2 Topics

## ❑ Policy Changes

- Downtown pedestrian signals?
- Daylighting intersections?
- Downtown parking?
- Crosswalk policies? Mid-block? Enhancements?
- Parklets?

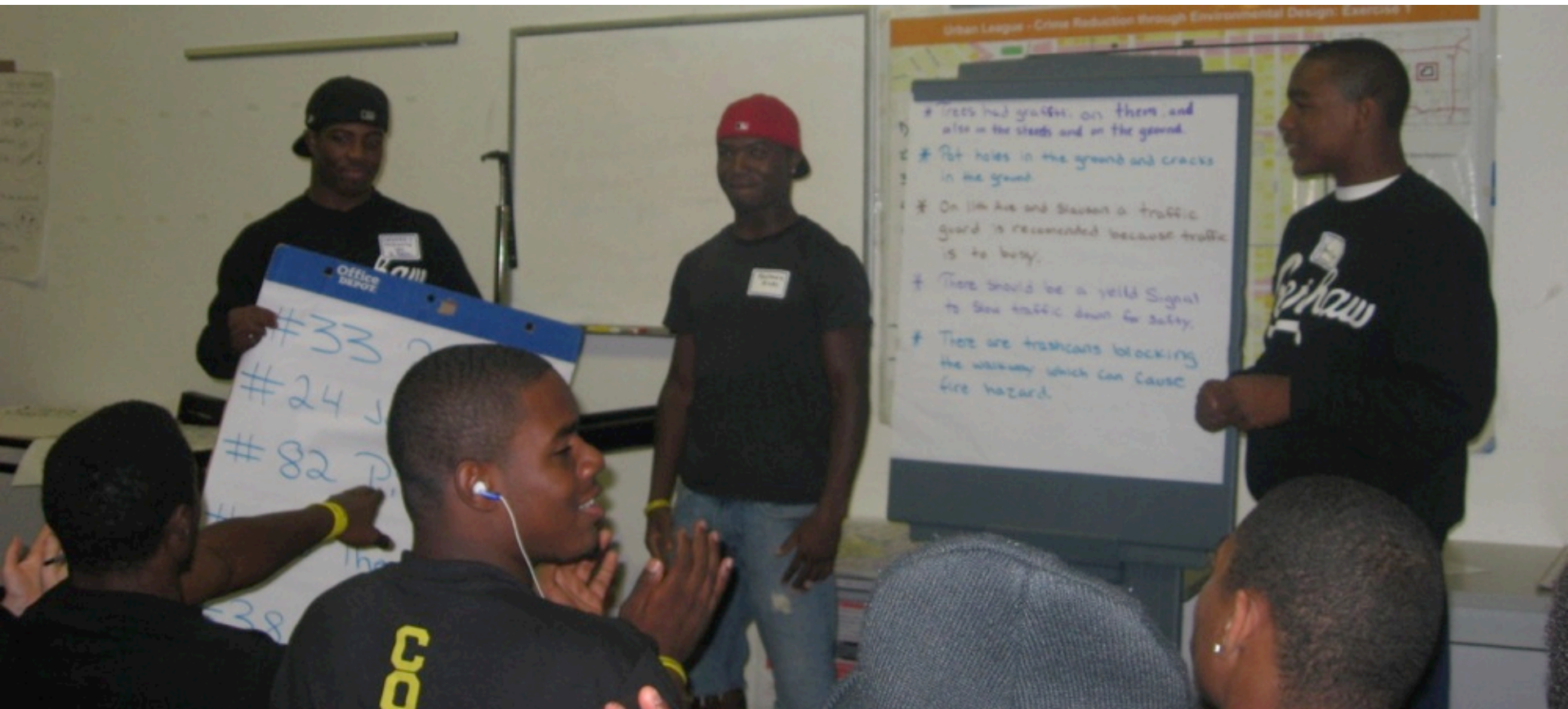
## ❑ Short-Term Improvements

- Temporary installations?
- Tactical urbanism (e.g., wayfinding)?
- Others?



# Report Backs

**Share your top action/  
solution for each of the 6 E's**



# Next Steps

## ☐ **Final Report by Cal Walks/SafeTREC**

- ☐ To be shared with City by May 15

## ☐ **Walk Audit Findings to Inform:**

- ☐ Downtown Redding Transportation Plan
- ☐ Potential ATP application(s)
- ☐ City engineers/planners

## ☐ **Secure support letters for ATP application**

# Streets Alive!

SUNDAY, MAY 3





THANK YOU

---

# Contact Information

**Wendy Alfsen**

California Walks

(510) 684-5705

wendy@californiawalks.org

**Tony Dang**

California Walks

(510) 507-4943

tony@californiawalks.org

**Jaime Fearer**

California Walks

(408) 693-0602

jaime@californiawalks.org

**Jill Cooper**

UC Berkeley, SafeTREC

(510) 643-4259

cooperj@berkeley.edu

*Many of the resources in this presentation are from the FHWA How to Develop a Pedestrian Safety Action Plan and FHWA Residents' Guide to Safe and Walkable Communities*

