

Fenton Walkability Visit Overview

May 2009



Walkable settings can positively impact physical activity levels, housing values, health, air quality and sense of community, while serving as an affordable and socially equitable mode of transportation. Healthy Shasta brought Mark Fenton, a nationally renowned expert on walkable communities and Safe Routes to School, to Shasta County May 6 to 8, 2009. Healthy Shasta's goals for the visit included beginning a dialogue with various stake holders about walkability, identifying local needs and resources, and establishing Action Steps towards creating walkable environments that support people in living physically active lifestyles.

Mark Fenton is a consulting engineer on walkability, mechanical engineer by training, a Safe Routes to School expert, and a motivational speaker. During the series of workshops, Fenton posed the question – do we have free-range kids? Can they bike to school or walk to a friend's house? Or must they be buckled up and driven around?

This document includes highlights from the six workshops provided by Mark Fenton, including his recommendations, participant comments and survey results.

Fenton's visit was hosted by Healthy Shasta, a local partnership to increase physical activity and healthy eating by making healthier choices – such as walking – easier, convenient, and enticing. If you would like to get involved with walkability, bikability, or Safe Routes to School, contact Healthy Shasta at 229-8243.

Executive Summary

The six workshops included:

- Investing in Our Community: Healthy Design = Healthy Bottom Line (for private developers and engineering firms) – see page 3
- Healthy Community Design & Walkability Workshop (for the general public, with a walkabout in downtown Redding) – see page 4
- Professional Dialogue with City/County/State Engineers, Planners and Professionals – see page 8
- Safe Routes to School Workshop (for school administrators, staff, parents and volunteers) – see page 9
- Leader's Breakfast (a synopsis of the earlier workshops and recommendations geared towards elected officials, Healthy Shasta's Partner Leadership Team, and leaders from local organizations) – see page 11 and appendix
- Walkability Action Team Planning Session to identify local priorities and begin laying out action steps – see page 12

During his visit, Fenton praised local assets that support walking – such as the Sacramento River Trail system, new crosswalk design with high visibility and center islands on Hilltop Drive in Redding, and the redesigned Shasta Dam Boulevard in Shasta Lake.

According to Fenton, things that matter for walkability include:

- **Destinations within walking, biking and public transit distance** (ex: land use mix, compact neighborhoods, mixed-use, neighborhood/village centers, avoid excess free parking)

- **Networked sidewalks, trails, bike lanes, and crossings** (ex: short blocks, cul-de-sac cut-throughs, trail access points, sidewalk setbacks)
- **Inviting settings for active travelers** (ex: site design, buildings near sidewalk rather than pedestrians crossing parking lots, decrease/share parking, build-to lines, mixed-use with residential, expedite permits, density bonus, multi-story, reverse angle diagonal parking)
- **Safe and accessible for all ages and abilities** (ex: neighborhood mini-circles in place of four-way stops, mountable curbs, lane re-alignments)

Fenton’s observations from local sessions (as reported at Leader’s Breakfast):

- Trail system is enviable and great for recreation, but incomplete for transportation use.
- Some developers are ready for healthier design, but don’t feel system is clear and rewards it enough.
- Some in public frustrated by automobile dominance; ready to support change.
- Many professionals ready to learn more about how to implement and what really works.
- Safe Routes to School: where are the schools?

Fenton made recommendations at a session for local community leaders, including:

- Build an interdisciplinary team focused on this issue (contact Healthy Shasta to get involved!)
- Advance the trail network, focusing on critical local links (ex: tie into sidewalks and bike lanes, create short links, focus on destinations)
- Implement community-wide Safe Routes to School programs to support more children safely walking and bicycling to and from school (ex: start with evaluation of current situation, focus on the 5 E’s, get schools on board)
- Fully implement a Complete Streets policy, taking all modes of transportation into consideration – autos, bicycles, pedestrians and public transit (ex: roadway designed for posted speed, update roadway design standards, detail when you allow rare exceptions and required remediation, use full right-of-way)
- Establish new subdivision and commercial ‘village’ site standards (use older neighborhoods as a guide, density bonuses for mixed use, affordability and infrastructure improvements, clusters, grid streets, avoid cul-de-sacs)

How to get there? Fenton’s suggestions include:

- Learn more about what’s happening in the state and region (host technical trainings, lunch-n-learns, field trips to other communities).
- Move from allowing, to encouraging, to requiring healthy design
- Engage the public constructively (list serves, public forums, walkabouts)
- Require not just traffic, but multi-model transportation analysis for all development
- Explore opportunities for re-use of first generation big box buildings.

For more Information:

View **Fenton’s PowerPoint slides** for more details about what increases walkability and his specific recommendations for our community at www.healthyshasta.org. Or check out these websites:

- Bicycling and Pedestrian Information Center (resources and design guides for creating walkable bikable environments): www.pedbikeinfo.org

- Local Government Commission (info on livable communities): www.lgc.org
 - Safe Routes to School: www.saferoutesinfo.org or www.saferoutespartnership.org
 - Complete Streets: www.completestreets.org
 - National Center for Bicycling and Walking and Centerlines newsletter: www.bikewalk.org
 - Active Living by Design: www.activelivingbydesign.org or www.activelivingresearch.org
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WORKSHOP: Investing in Our Community: Healthy Design = Healthy Bottom Line

Purpose: To engage private engineering firms and developers around economic benefits, importance, and how to create walkable/bikable communities. Main theme is making healthy community design / walking / biking profitable and doable. Fenton asked the audience about current barriers, what would make them more likely to design this way, etc.

Participants: approximately 30 participants (local developers and private engineering firms)

Some general notes on Fenton's comments at this session:

- Fenton challenged Healthy Shasta (HS) to partner with developers/engineers
- Add housing to retail area to get mixed use (instead of having to get enough housing to add retail in "mixed use zone")
- Retail designed for 15 year life (don't expect it to last); plan for its next evolution
- Set parking maximums, not parking minimums and seek shared parking arrangements (ex: movie theater busy on weekends/evenings share with workday office parking lot)
- Do study of linkages needed to connect current trail systems to housing and destinations
- Arrange field trips: identify #1 problems or barriers then conduct multi-disciplinary learning field trips in California (nodding heads, they would attend) – HS's role could be to do good homework, set it up
- Downtown has some energy at college, hospital, mall roof removal - yes, state highway is a challenge in downtown areas
- This is not a one time talk, it's a start of dialogue (encouraged audience to use HS as resource)
 - Ex: contact HS to get people to public comment on new concept development
 - Have rational voices talk to planning commissioners (utilize HS to get that voice there)

Audience Comments (private developers and engineering firms that serve multiple cities and clients):

- Other problems much bigger than PA – TV, computers, etc, this doesn't matter
- People move to Redding to have space, buy home and space – not apartment or density
- "Select staff on board, others clueless" – makes a big difference (regarding city)
 - City manager makes a big difference
 - City inconsistent
- Pocket park or pocket retail = dirty word in our town
- Development community would like flexibility
- Can't say people don't want this – it's not offered
- City makes demands to do this = too much time, too much \$, too many demands
- Doing some small housing in apartment areas, but not critical mass, big enough area to support retail.
- Outrageous parking requirements – don't need that much parking, even Dec 20th

- Good trails but recreational – hard to bike for function
 - Plan addresses recreation but not reaching destination
- City says they want to look at it project by project basis – needs to be in zoning code otherwise too slow (or unpredictable)
- Our clients want to know if everyone else has to do it (demands of city) – consistency is important
- Retirement community here – large lot is appealing to retirees moving here – at least traditionally
- Garden tract popular now with smaller houses, big trees, etc
- New urban builders failed because price point too high after all the demands – and lacks full concept (of retail, mixed use) – city had zero response to 2 RFP’s
- Have regional trails & making links = great backbone to what we need, improve feeders and connections to houses & downtown
- Take planners and developers to model communities – tour/field trip – it’s different to see/feel it, not just read it
- Ordinance tries to get to this stuff – mainly in larger tracts of land – ordinance was too prescriptive
- Try this energy downtown with mixed use – more realistic than grandiose new development
- West Redding, many ridge top developments with open space in canyon but not accessible, becomes a fire hazard – used to donate to city but city doesn’t want it now
 - Use those green spaces for connectivity
 - Current policy makes trail access in these green spaces difficult in newer subdivisions

Fenton’s last slide titled “Ideas worthy of discussion:”

- Zoning – accessory dwellings, mixed use, transportation analysis
- Subdivision Regulations – look at road widths, connectivity
- Growth Boundary – fill in
- Density Bonuses – open space preservation
- Parking – alternate mode credits/requirements
- Permitting – expedite
- Education – of election officials, have a vision

Some post-session remarks by Fenton:

- If health outcomes are central to Planner’s work, good stuff happens
- Opportunities to rezone “grey zones” (ex: Dana Drive and big box areas); some places even go back to public streets, create grids in unused big box areas
- Ordinances are an alternative, but not too prescriptive
- Have design review by jury of peers rather than to city staff; don’t want to make their life hard

WORKSHOP: Healthy Community Design & Walkability Workshop

Format: Walkabout (learn about and experience how environment impacts pedestrians) and indoor workshop (discuss creating an environment that is inviting, convenient and safe for pedestrians and bicyclists).

Promoted as: Opportunity to get out on the street with Fenton for an insightful walkabout plus discuss things that make a community walkable and bikable.

Participants: Over 70 participants (general public, also included planning commissioners and professionals who work in this field, participants from both Redding, Anderson, Shasta Lake and rural areas).

Suggestions from participants regarding the downtown mall area where roof was recently removed

(gathered during outdoor walkabout):

- Add more trees/landscaping
- Public art such as Sacramento River painted on concrete with education (river and other land features – origin to Delta)
- Consider allowing skateboarding to integrate physical activity, eyes on the street, mixed generations – have teens patrol each other: Redding Skateboard Patrol
- Fountain/water feature (area that’s all concrete will be hot in the summer)
- More places to sit (benches)
- Redevelopment has plans to do colorful artsy awnings from existing pillars in August 2009

Participant suggestions overall (Fenton asked audience what key things they feel would make the community more walkable or bikable):

- Creekside Road has +/- 1000 homes isolated by (x?) Ranch
- Safe bike path east to west
- Trail on ACID Canal
- Canopy trees
- Trash cans – st/trail (mixed)
- Access that ties the Diestelhorst Bridge / River Trail to downtown
- Public drinking fountains (decrease plastic bottles)
- Transit >- 30 min (not one hour)
 - Mixed – can’t walk to bus stop
 - Access to stops important part of transit system
- Reach to rural with transit and trails
 - Rural community to urban areas
 - Regional thinking
- Schools / Walking School buses
- Bring rural streets near town up to standards (ex: Old Alturas)
- What do you want character of which streets to be? Ex: some rural, some urban, etc
- Shasta High School – “hub and spoke”
 - Kids walking, get out of school (Fenton commented on remote drop off locations such as churches)
- Bonneyview School – cross walk = hot topic
- College students lead walk school bus
- Support complete streets - through repaving program = 1 way
- HS website – add what you (public) can do! Here’s how to do advocacy
- Have role models and issue challenge to leave car at home 1 day/week = decrease in driving by 20%
- “What you do for your town also what you do for next generation”

Survey Results Healthy Community Design & Walkability Workshop

Total surveys: 42

How would you rate this workshop? Please check one box for each topic:

	Excellent	%	Good	%	Average	%	Poor	%	n/a	%
Speaker expertise	39	93%	2	5%					1	2%
Valuable & relevant content	38	91%	4	9%						

Walkability is an important topic for our community	37	89%	4	9%					1	2%
Other: Health concerns persuasive	1	2%								
Speaker drew you in-awesome	1	2%								
Activity improvement	1	2%								
Bike Lanes							1	2%		
Inspiring	1	2%								
Residential neighborhood							1	2%		
Dynamic focus	1	2%								

Comments about speaker, content or usefulness of workshop:

- Passion
- Where the hell was the workshop? It was all him talking and talking. That's fine- but not what was advertised.
- All aces
- Love the way the walk was worked into the presentation.
- Awesome - get more decision makers and advocates to attend
- Funny
- His enthusiaism is contagious
- Mark should be a speaker in Shasta every year.
- Thank you for bringing Mark here
- Great, Excellent (3)
- Excellent speaker, great content, and very useful
- Very thought provoking, loved the local questions, informative, motivating (5)
- Great, lively, and fun
- His message of more exercise and better diet was presented effectively. His message about diagonal parking options seems like good idea.
- Excellent slides, examples, attitude
- It was nice how Marke engaged the audience
- Thank you for holding this. Please contact me for any citizen volunteer/ committee opportunities.
- Wonderful speaker. We need more workshops like this that involve the community.
- Great presentation - use of slides and pictures
- N/A (17)

What do you feel should be done to increase walkability and/or bikability in our community?

- - Publicity - multiple focus
- Don't waste the stimulus money on the I-5 Oasis "interchange to nowhere"
- Raise consciousness in public. Raise consciousness in commissions. Plan implementation.
- Traffic ??
- Connect trails and create new ones that connect to service and employment areas.
- Pretty sidewalks
- Connect Hilltop to Turtle Bay to Bechelli under 44.
- People need to be activists for walkability to city council, planning commission
- Plant more trees = more shade=more outdoor activity
- More walking school buses.
- Put downtown Redding as a part of the River, etc. trails
- Connectivity & destinations
- Trail connections - connect our river trail system to our downtown.
- Have restaurants, shops, etc.

- More trails throughout city to useable locations. Create acid trail walking trail
- Hopefully, shopping center to be built off Oasis Rd will be more pedestrian friendly than the Dana Drive development.
- More pedestrian/bicycle friendly streets
- Separated walkways, bikeways
- Education about how ordinances can be changed. Their voice does matter.
- More trees/plants, events at downtown mall, paint the river in mall, walking campaigns so that walking is no longer taboo in this town.
- Finish the city wide bikeway plan
- Connect trails and bikeways that are safe to commute
- Make an effort to make streets safer for bikers
- Better pathways throughout the community. Severe policing of vehicle traffic violations, driving outside of lane, non-stops at stop signs and rt had turns.
- More awareness of pedestrians: education. If downtown was more attractive to walkable.
- Construct (sidewalks, trail) walking access along all major arteries. Regional system
- More bike lanes - increased connectivity - additional crosswalks in long stretches of roadway.
- You must make bikes lanes on the roads.
- N/A (14)

What would encourage you to walk or bicycle more?

- If I could afford a good bike
- Shady trails, separate bike lanes everywhere
- When grocery stores and other stores are in neighborhood
- Having less things to do after work that include people who don't bike or walk
- Time
- Make my residential street (Star/Sacramento) safe. (4000 vehicle trips per day on a rural residential designed roadway.)
- Myself
- More bike/pedestrian safe lanes and areas (3)
- Improve Quartz Hill Road with bike lane and shoulder on the grade up the hill.
- Safer routes, vehicles are tricky to walk and bike near
- Walking as a group
- Readily accessed ways to get to the walking/bicycle trails
- Making driving and especially parking harder - less convenient
- More urban bike lanes
- More connecting routes. More bike routes and bike racks. Get kids to walk to school with adults
- Shops closer to my home (Gold Hills)
- Separated walkways and bikeways
- Safer bike lanes, well lit streets, we need to change the attitude. Cars here are threatening and see pedestrians/cyclists as an inconvenience.
- This workshop did a great job
- Interesting spots to see
- Pathways to destinations - work, shopping, etc.
- Safer traffic patterns and routes
- Bike lanes - walking paths in rural communities with no sidewalks. Useful destinations within walking distance.
- N/A (15)

WORKSHOP: Professional Dialogue with City/County/State Engineers, Planners and Professionals

Purpose: Engage city, county and Caltrans engineers, planners and professionals (fire, utilities, trails, etc) to tap into Fenton’s expertise, troubleshoot situations they deal with, and prepare for Complete Streets.

Participants: approximately 26 participants (majority were City of Redding staff from multiple departments, as well engineers or planners from Anderson, Shasta Lake, Shasta County; RTPA and Caltrans).

Participants were asked a head of time what they’d like to get out of it / topics of value to them. Common responses:

- Economics. Balancing bike/ped facilities with competing demands. And economics!
- How to pay for ped/bike features. How to do it affordably. Funding sources. How to leverage it.
- Handling regional highways running through downtowns (moving regional traffic quickly but serving downtown peds) – several state highways run through Redding’s downtown; Hwy 273 and I-5 bisect Anderson, etc
- Free right hand turns & impact on peds
- Calif recently passed Complete Streets legislation. How can cities/county prepare for implementation and do it well?
- Bring specific case studies from other communities – how to incorporate bike/peds economically. Examples and specific tools used. Ex: local ordinances, how to strengthen mandates (must still make economical sense to developers); better plan links.
- Roundabouts, peds and ADA. (Redding will soon install their first on Shasta View)
- Crosswalks: when are they appropriate, best locations for crosswalks, what are the best ones, peds having a false sense of security when using crosswalks

Survey Results from Professional Dialogue with City/County Engineers and Professionals

Total surveys: 11 (note many left before survey announced at end of session)

How would you rate this workshop? Please check one box for each topic:

	Excellent	%	Good	%	Ave	%	Poor	%	n/a	%
Speaker expertise	11	100%								
Valuable & relevant content	11	100%								
Other - Audience dialogue/engagement	1	10%							10	90%

Comments about speaker, content or usefulness of workshop:

- Enjoyed local representation in presentation. Offering out of the box suggestions/examples were great.
- Good use of slides. Provide slides as handout?
- Very informative. Found the information useful and the presentation very well done.
- Knowledgeable, good speaker. Kept our attention. (2)
- Great local examples. You really understand who this audience is.
- N/A (5)

What tools do you need or what would make it easier for you or your agency to create walkable and bikable settings in our community?

- How do we help everyone become more open minded to all users?
- A more cooperative planning commission, decisions based on public needs and public friendliness, not decisions based on how much money they can charge a business.
- Money
- Build this into the process so it happens automatically
- Money and we need developers ready to embrace neighborhood design
- N/A (6)

Safe Routes to School (SRTS) Workshop

Purpose: Learn best practices and creative models to get more kids safely walking and biking to school more often. School teams will begin a SRTS plan for their site utilizing the 5E’s. Learn about new local SRTS resources.

Participants: 51 participants from 3 district offices and 8 schools (school principals, parents, high school students, community members, school facility coordinators, school transportation staff, city planners, public health staff, etc). Some attended as individuals, others came as part of a school team.

Format: Meet at flag pole in front of school to watch dismissal, then move into multipurpose room for workshop. School teams were provided with aerial view and map of their school/surrounding area.

Note: Public Health will soon house a Caltrans funded non-infrastructure Safe Routes to School grant to provide technical support to schools, form coalition, provide trainings, establish incentive bank, establish walking school bus / bike train / frequent walker programs at schools.

Fenton’s Comments/Suggestions:

- Sell SRTS as a solution across the board (safety, healthy, saves money on bussing, academic performance, etc)
- Institutionalize Safe Routes to School. Get superintendent and school board to FULLY embrace SRTS
- Any school can have a SR2S program despite location, where kids live, etc. Program includes walking school busses, remote drop-off locations, preferred routes to school, etc.
- Most common barriers to walking to school: distance, traffic, adverse weather, fear of crime
- Air quality and kid’s health can improve with less traffic around the school/community

Survey Results for Safe Routes to School Workshop

Total surveys: 32

How would you rate this workshop? Please check one box for each topic:

	Excellent	%	Good	%	Aver	%	Poor	%	n/a	n/a
Speaker expertise	31	97%	1	3%						
Valuable & relevant content	30	94%	2	6%						
We have started a solid plan for out school	15	47%	4	13%	7	22%	1	3%	5	15%
Kids can safely walk/bike to our school	13	41%	5	15%	4	13%	6	18%	4	13%
Other										

Comments about speaker, content or usefulness of workshop:

- Speaker is very upbeat and aware of the reasons for safe routes and obesity
- Thanks, you make great sense!!
- Powerpoint gave good info and advice - sites
- Thank you for your energy and time (3)
- Great. We will continue to implement the 5 E's and have done so.
- Excellent, great speaker (4)
- Very engaging & inspiring, and practical (3)
- Excellent background & information
- Good, practical, useful, knowledgeable (2)
- N/A (14)

How can the new Safe Routes to School program support your school's efforts to encourage students to safely walk or bike to school?

- - To be a consultant for us as we move through this project.
- Have parents drop off at safe location near school
- Parents drop kids off maybe 1/2 mile from school
- Evaluation & Education
- Parents driving kids to school making them late
- Yes, drop off points, walking school bus, use of college students
- Carla Thompson working on this (our dev director
- Create safe drop off route so kids can walk where sidewalks are.
- I would love your powerpoint presentation notes to help me share better
- Showing how dangerous it could get. How many people could get hurt from speeding cars. It helps the environment. Actually helps you pay attention in class.
- Education
- Materials, ideas, connections to community resources
- Not sure - will check website
- N/A (18)

What is the number one barrier for students walking/biking to school?

- Uninformed parents, education (2)
- Distance
- Traffic issues in rural communities
- Some people don't like it / think it is dumb (2)
- Unsafe location (2)
- Speed of moving cars
- Not sure at this time - would need to survey
- Less sidewalks
- Traffic, parents worrying and unsafe people (3)
- Parents and their apathy (2)
- 30 to 40
- Lack of sidewalks & bike plans (2)
- I just didn't think they ever think about it. Culture
- Entrenched attitudes
- N/A (11)

What school reps reported they could/would like to do to get started?

- **Mistletoe:** Explore putting a cul-de-sac behind the school for remote drop-off/pick-up
 - **Juniper:** Stripe bike lane marking on streets near school; Look for cut-through trails near in neighborhood for kids to get to school
 - **Columbia/Mountain View:** Education (roads rural and fast near school)
 - **Manzanita:** Start with evaluation surveys on SR2S website
 - **Burney:** Conduct a poll using older students asking why parents are driving kids to school
 - **Cypress/Sequoia:** Explore remote drop-off(s); Educate students while on walking field trips about being good neighbors/respecting other's property; 8th grade class goes to pancake breakfast – good educational opportunity for respecting property
 - **Bonneyview/Sycamore:** Drop off point at track/other remote drop-offs to set up walking school busses; Focus on educating around safe walks to get to bus stops (encourage parents to walk their kids to bus stops, give tools to educate how kids can safely walk to bus stops); Less bus stops = less time on bus, more physical activity if have to walk a bit further to stops
 - **Turtle Bay:** Explore transcontinental route?
 - **Shasta Lake City:** Count number of bikes taking which roads to school to indicate where bike lane should be striped
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LEADER'S BREAKFAST

Purpose: Fenton will provided a synopsis of the key strategies and participant input from his workshops in Shasta County, along with innovative and realistic recommendations for creating more walkable settings in our communities.

Participants: 45 community leaders (Healthy Shasta Partner Leadership Team (including elected officials, city managers, organizational CEO's and leaders; Healthy Shasta Steering Committee; Walkability Action Team, and select invitations).

RECOMMENDATIONS: REFER TO SLIDES IN APPENDIX (these are the slides, with recommendations, provided by Fenton). Synopsis of recommendations pulled from Fenton's slides:

1. Build a compact, interdisciplinary implementation team focused on this issue (consider Education, schools; Planning and Zoning; Engineering, DPW; Parks, Recreation; Public Health and Safety; Historical; Social Equity; Chamber of Commerce; Employers, Business Groups; Developers, Lenders, Realtors; Neighborhood Association, Church and Service Groups; Environment, Conservation)
2. Advance the trail network, focusing on critical, local links.
 - a. Tie in to the sidewalk, bike lane and transit network – connections.
 - b. Focus on destinations.
 - c. Make it part of, not an escape from, fabric of the community
 - d. Look for short links that boost *functionality*.
 - e. Map comprehensively!
3. Institutionalize community-wide Safe Routes to School programs.
 - a. Get superintendent, principals, and parents on board!
 - b. Focus on safety, solving traffic issues, transportation costs, academic performance.
 - c. Of the five E's, start with EVALUATION; convene school working groups.
 1. Education – for students (bike/ped skills) and parents.
 2. Enforce proper and safe behavior, procedures.

3. Engineer sidewalks, crossings, traffic calming.
4. Encourage walking & cycling (students, staff, faculty, and parents).
5. Evaluate: Show of hands, surveys, observation – do this first
 - a. Travel modes – show of hands survey
 - b. Direct observation – counts, speed, vehicle movements
 - c. Surveys – student, parents – perceptions, barriers
 - d. Municipal data – crash data, traffic volumes, speed
 - e. Mapping – home locations, code by travel mode, routes (current, preferred, barriers)
4. Fully implement a Complete Streets policy:
 - a. All users (pedestrians, cyclists, transit riders and drivers- of all ages and abilities considered whenever you touch a road.
 - b. Roadway design = posted speed.
 - c. Update roadway design guidelines. . .
 - d. Don't be bound by the local-collector-arterial hierarchy; What about alleys and lanes? Boulevards and parkways?
 - e. Use full right-of-way width, including sidewalks, side or separate pathways, bike lanes, etc.
 - f. Keys: detail when you allow (rare) exceptions and clarify what remediation is required when an exception is granted
5. Establish new subdivision & commercial “village” site standards.
 - a. Use older neighborhoods (e.g. alleys) as a guide; begin with overlay districts first if necessary.
 - b. Density bonuses for mixed use, affordability, infrastructure improvements.
 - c. Higher residential densities, clusters, grid streets.
 - d. No more cul-de-sacs!

How to get there:

- Learn more about what's working across the state and region
- Engage the public constructively
- Require not just traffic, but multi-modal transportation analysis for all development

WORKSHOP: Walkability Action Team Planning Session: Creating Action Steps

Objectives: Collaboratively develop Action Steps / Plan for working towards a more walkable (and bikeable) community. Define roll Healthy Shasta should play in creating a more walkable community and in getting more people to walk safely. Identify barriers to be addressed and possible solutions. Establish Action Steps.

Participants: 20 participants. All Action Team members attended Leader's Breakfast to hear Fenton's recommendations. Included representatives from Cities of Redding, Anderson, and Shasta Lake; Shasta County; California Department of Transportation; community members; non-profits; healthcare; foundations; Healthy Shasta staff and Steering Committee members; etc.

Format: Fenton facilitated a discussion to identify needs and Action Steps. No decisions were made.

Next Steps: Staff are following up with Action Team members. Fenton recommends reconvening as a smaller, more focused work team to make a decision on each of Fenton's proposed recommendations and then outlining Action Steps.

Before Fenton’s visit, Action Team members expressed interest in these topics:

- Removal of crosswalks in downtown area; locations for new cross walks – what are safest, most visible crosswalks, false sense of security in crosswalks, crosswalks with overhead lighting
 - How to market and encourage people to walk downtown
 - Balancing needs of state highways running through downtown
 - Lighting for pedestrians
 - Taking advantage of changes with removal of downtown mall roof
 - Walkability and healthy community design in rural areas & small unincorporated towns (ex: pop 2,000 and surrounded by fields or forest)
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Contacts:

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- Sara Sundquist, 245-6457 (Public Health, Safe Routes to School)
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