

LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANNING AGENCY



John L. Clerici, Executive Secretary

Office:
555 Capitol Mall, Suite 600
Sacramento, CA 95814

Date Posted: January 7, 2021

P.O. Box 1028
Susanville, CA 96130

To: THE LASSEN COUNTY TRANSPORTATION COMMISSION:

Phone: (530) 919-9739

Mendy Schuster (City Council)
Quincy McCourt (City Council)
Thomas Herrera (City Council)

Tom Hammond (Co. Supervisor)
Jeff Hemphill, Chair (Co. Supervisor)
TBD - (Co. Supervisor)

Subject: **REGULAR MEETING**

of the

LASSEN COUNTY TRANSPORTATION COMMISSION

A meeting of the Lassen County Transportation Commission has been scheduled for **Monday, January 11, 2021 at 1:30 p.m.**

Special Note: The meeting will be held at the Lassen County Fairgrounds, Jensen Hall, Susanville, CA.

Call in number for participants who want to join by phone:

Call number: 302-202-1104

Access Code: 968698

The Agenda is as follows.

Page **(1) CONVENE**

1.1 Pledge of Allegiance

1.2 Adoption of the Agenda and Approval of the Consent Calendar: **Motion Required**

The Commission may make any necessary additions, deletions or corrections to the agenda including moving items to or from the Consent Calendar and adopt the agenda and the Consent Calendar with one single vote. A Commission member may request an item be removed from the Consent Calendar for discussion and separate Commission action. At the appropriate time as called by the Board Chair, members of the public may make a comment on matters on the Consent Calendar prior to Commission action.

1.21 Minutes Approval:

November 9, 2020 Regular Meeting

1.22 Payment of Clerici Consulting Executive Secretary and LCTC staffing fees and costs in the amount of \$27,819.29. *

REQUESTED ACTION: Approve payment of Clerici Consulting fees and costs in the amount of \$27,819.29, as shown in Invoice #009-8 for December 2020.

1.23 Fiscal Year 2020/21 Overall Work Program and Budget Amendment #3. *

REQUESTED ACTION: Adopt Resolution 21-03 approving Amendment #3 to the Fiscal Year 2020/21 Overall Work Program and Budget.

(2) CORRESPONDENCE/PUBLIC COMMENT

(3) REPORTS

3.1 Reports from Caltrans, CHP, City of Susanville, County of Lassen, and LCTC Staff

- Caltrans Report
- California Highway Patrol (CHP) Report
- City of Susanville Report
- County of Lassen Report
- Susanville Indian Rancheria Report

(4) NEW BUSINESS

4.01 ANNOUNCEMENT OF ITEMS TO BE DISCUSSED IN CLOSED SESSION

- There are no closed session items.

4.02 ANNOUNCEMENT OF ACTION TAKEN IN CLOSED SESSION

4.10 ACTION/DISCUSSION ITEMS

4.11 Fiscal Year 2021/22 Unmet Needs Process: *

ACTION REQUESTED: By Motion:

- **Adopt Resolution 21-01 approving definitions of “Unmet Transit Needs” and “Reasonable to Meet”.**
- **Approve recommended membership of the Social Services Transportation Advisory Council.**
- **Set February 24, 2021 at 2:00 PM via Zoom for a public hearing regarding unmet transit needs. Those without internet access can participate via telephone.**

4.12 Authorization for Chair or Executive Secretary to Temporarily Assign Executive Secretary Duties

ACTION REQUESTED: BY MOTION, Adopt Resolution 21-02 giving authority to the LCTC Chair, or the Executive Secretary, to temporarily assign Executive Secretary responsibilities to LCTC staff member as needed.

4.13 SR 36/Main Street Complete Streets and Safe Mobility Report*

ACTION REQUESTED: By Motion, receive and file the SR 36/Main Street Complete Streets and Safe Mobility Report. Direct staff to transmit the SR 36/Main Street Complete Streets and Safe Mobility Report to Caltrans.

4.14 Presentation on the US 395 Coalition Development and Phase Two Engineering and Economic Study

ACTION REQUESTED: None, this is an information item for the Commission.

(5) INFORMATION ITEMS

5.01 Executive Secretary Report

- Infrastructure Financing from the State and Feds
- Updates

(6) CORRESPONDENCE

6.01 None

(7) OTHER BUSINESS

7.1 Matters brought forth by the Commission

7.2 Next Commission Meeting – **Monday, March 15, 2021 at 1:30 p.m.**

7.3 Adjourn

* Attachment

Enclosure

^ Handout

ITEMS TENTATIVELY SCHEDULED FOR FUTURE MEETINGS:

January/February 2021

- Receive SR 36 Report for filing with Caltrans
- Presentation on US 395 Coalition Building Efforts

LASSEN COUNTY TRANSPORTATION COMMISSION

MINUTES

Regular Commission Meeting

November 9, 2020

Veterans Memorial Hall
1205 Main Street, Susanville, CA

1:30 P.M. Open Session

1:30 P.M. OPEN SESSION

1. **Convene**

The Chair called the meeting to order at 1:32 P.M. and the Pledge of Allegiance to the Flag was recited.

Roll Call: **Present:** Hammond, Hemphill, Herrera, Schuster, Teeter
 Absent: McCourt

1.2 **Adoption of Agenda and Approval of Consent Calendar:**

It was moved by Commissioner Hammond and seconded by Commissioner Schuster that the Commission adopt the agenda as posted and approve the Consent Calendar. The motion was passed by the following vote:

AYES: Hammond, Hemphill, Herrera, Schuster, Teeter
NOES: None
ABSENT: McCourt
ABSTAIN: None

1.21 **Minutes Approval of the September 14, 2020 Regular Meeting**

Adopted Minutes of the September 14, 2020 Regular Meeting

1.22 **Payment of Clerici Consulting Executive Secretary and LCTC staffing fees and costs in the amount of \$38,068.35.**

Approved payment of Clerici Consulting fees and costs in the amount of \$38,068.35, as shown in Invoice #009-6 for October 2020. This invoice included separate invoices for sub-consultants Borroum Engineering in the amount of \$7,761.92 and LSC Transportation Consultants in the amount of \$20,130.00.

2. **CORRESPONDENCE/PUBLIC COMMENT**

No written communications were received.

No oral comment was received.

3. **REPORTS**

3.1 **Caltrans**

Mike Mogen provided the following update to the Commission:

- **Secret Valley SRRA** is now open and under a two-year contract. There will be a major project to rehab/improve the facility, or move it and build a new one.
- **Good Fred** project will go into winter suspension on 11/10/2020. Project has one more construction year and should wrap up next year. Currently all the drainage is done, and only the pavement for the reroute is left.
- **2019 traffic count data for SR 36 and US 395** is available and Mike is compiling the data. A cursory look at the data suggest that some volumes have gone down which seems counterintuitive given local reports of more, less safe traffic situations. Did not have separate truck traffic data so it could be that truck traffic is up, but overall traffic is flat or even down in some locations. Commissioners did not agree with this and wanted additional reports back on this.
- At the next LCTC meeting will bring back information and discuss the possibility of an additional **cross walk at SR 36 & Robs Way**.

3.2 **CHP**

No report was provided.

3.3 **City of Susanville**

No report was provided.

3.4 **Lassen County**

County reported that projects on the Biz Johnson and Fredonia trails were funded.

3.5 **Susanville Indian Rancheria**

No report was provided.

4 **NEW BUSINESS**

4.01 **Announcement of Items to be Discussed in Closed**

There was no closed session.

4.02 Announcement of Action Taken in Closed Session

There was no closed session.

4.10 Action/Discussion Items

4.11 Fiscal Year 20120/21 Overall Work Program and Budget Amendment #2

The Commission was asked to adopt by motion, Resolution 20-13 approving Amendment #2 to the Fiscal Year 2020/21 Overall Work Program and Budget.

David Knaut, Lassen County Transit Manager, asked if RPA funds could be used to fund WE 604 rather than TDA funds. RPA funds are intended for the commission (and jurisdictions) for planning purposes that directly or indirectly support the Regional Transportation Plan. RPA funds cannot be used for the activities in WE 604.

It was moved by Commissioner Teeter and seconded by Commissioner Hammond to adopt Resolution 20-13 as requested. The motion was passed with the following vote:

AYES: Hammond, Hemphill, Herrera, Schuster, Teeter

NOES:

ABSENT: McCourt

ABSTIAN:

4.12 Modification of CalOES FY 16/17 Project

The Commission was asked to authorize, by motion, the Executive Secretary of the Lassen County Transportation Commission to request a modification of the FY 16/17 CalOES "Security Enhancement for Paratransit Contractors" project.

It was moved by Commissioner Schuster and seconded by Commissioner Teeter to approve the motion as requested. The motion was passed with the following vote:

AYES: Hammond, Hemphill, Herrera, Schuster, Teeter

NOES: None

ABSENT: McCourt

ABSTAIN: None

4.13 Local Roadway Safety Plan

Gordon Shaw provided the Commission with an update on the progress of the Countywide Traffic Safety Assessment adopted in the FY 20/21 OWP. He noted that staff had received a grant from Caltrans to expand the effort to a more comprehensive Local Road Safety Plan (LRSP).

An LRSP identifies and analyzes safety problems and recommends safety improvements. An LRSP will be required to obtain Highway Safety Improvement

Program (HSIP) funding in the future. The plan will include extensive data collection and analysis of crashes and other traffic data throughout the County, public/stakeholder workshops and identification of safety projects designed to reduce potential future crashes.

The original effort was planned to be completed by the end of FY 20/21. The new LRSP will be finished in FY 21/22.

4.14 SR 36 Complete Streets and Safe Mobility Report

Genevieve Evans provided the Commission with an update on the progress of the SR 36/Main Street Complete Streets and Safe Mobility Plan being prepared By Mark Thomas Consultants.

She noted that a Draft report was completed and presented by Mark Thomas Consultants to the Susanville City Council on October 7th.

Public outreach began on October 8th and consists of the following:

- *Project website*
- *On-line survey*
- *Voice-over Power Point presentation (similar to City Council presentation)*

She added that links to the above were advertised in Susanvillestuff.com for two weeks, Lassen News for 1 month as well as sent to a variety of stakeholders (chamber, schools, Rancheria, local government). As of 11/2, over 339 responses to the survey have been received. Respondents are generally split on the lane reallocation issue (42% for it, 50% against, remainder are neutral). It was noted that the survey is not scientific, and that people can respond more than once. When asked to rank all types of improvements in terms of priority, streetlights and Rectangular Rapid Flashing Beacons (RRFB)s are top priority.

Public input will close on November 13th. The LCTC Team will compile a summary of input and public participation plan by November 20th. This should allow sufficient time for Mark Thomas to complete a Final Report by January (grant deadline).

Commissioners discussed a number of items contained in the report. Most notably Commissioner Schuster repeated her desire to have the lane reallocation removed from the report. Commissioner Herrera remarked that the issue needed further community discussion and that all safety issues needed to be discussed in depth.

4.15 Transit Development Plan/Coordinated Plan Update

Genevieve Evans provided the Commission with an update on the progress of the Transit Development Plan/Coordinated Plan (TDP) currently being updated by Commission staff.

She noted that LCTC staff was working with transit staff and had completed a description of background economic and demographic conditions and conducted a review of Lassen Rural Bus (LRB) transit performance. In an effort to provide the

transit agency with a realistic picture of how many vehicle service hours LRB can afford over the next three years, the team is preparing a rough revenue to expenditure comparison of available transit revenues. This is important as LRB must go out to bid for an operations contractor next fiscal year. Both operating and capital financial conditions are being considered in this analysis.

Next steps are: 1) Begin public/stakeholder input process. 2) Identify alternatives to improve efficiency and effectiveness of Lassen Rural Bus. She added that the Final Plan will be completed this fiscal year.

4.16 US 395 Phase 2 Update

Genevieve Evans and John Clerici provided the Commission with an update on the progress of efforts related to Phase 2 of the US 395 coalition building and highway improvements analysis. Ms Evans noted that the purpose of the Phase 2 analysis is to build on previous efforts in Phase 1, to prioritize investments on US 395 with the ultimate goal of constructing a four lane facility between SR 36 in Susanville and Hallelujah Junction. The analysis will demonstrate the safety needs for the project along with potential economic benefits. The result will be a corridor segment prioritization based upon technical data and stakeholder support to advance into the Project Development Process.

To proceed on Phase 2, a virtual kick-off meeting was held on October 15th. Two separate Cal State University of Sacramento Teams are under contract to provide: 1) Traffic and Safety Evaluation and 2) Economic Analysis. A representative from Washoe RTC (Nevada) also attended the kick-off meeting and is happy to share data and information with the project. Mr. Clerici added that these new efforts were being shared and coordinated with coalition partners in Nevada, so that ultimately a complete picture of the US 395 corridors needs from Susanville to Reno can be developed.

Interim reports are not scheduled to be completed until next year. Stakeholder and community input will begin in 2021.

4.17 Active Transportation Plan Update

Genevieve Evans provided the Commission with an update on the progress of the update to the 2011 Lassen County Bike Plan. As background she noted that the revised plan will include pedestrian improvement projects. Using requirements of the state's Active Transportation Plan as a guide, the revised bike plan will help Lassen County to be more competitive when applying for Active Transportation Program grants.

She noted that a virtual kick-off meeting was held on October 19th with representatives from the City, County, LCTC, BLM and Lassen Land and Trails Trust in attendance. Bicycle/pedestrian needs and issues were discussed. Based on input from the meeting, a working list of non-motorized facility projects has been developed

4.18 2022 State Transportation Improvement Program – Kick-off

John Clerici provided the Commission with background on the State Transportation Improvement Program (STIP) and staffs efforts to engage City and County staff in anticipation of the 2022 STIP cycle. He provided background on the nature of the program, funding sources, typical local projects funded by the STIP, and very tentative prospects for the next STIP cycle.

Specifically, he noted that the Technical Advisory Committee (TAC) discussed the upcoming RTIP/STIP cycle at their November 2, 2020 meeting and that they agreed to meet again in early December to begin the process of identifying and nominating projects to be included in the 2022 STIP. In addition, the TAC will discuss programming Planning Programming and Monitoring (PPM) funds to assist the city and county to perform planning activities in support of the RTIP/STIP. He reminded them that in the last STIP, all PPM funds (approximately \$200,000) were deprogrammed because the jurisdictions had been challenged in spending those funds. Unspent PPM must be returned to Caltrans. He added that staff, City and County staff and Caltrans are also in the process of evaluating projects already included in the 2020 STIP, and scheduled for delivery in 2021, to make sure that they are still on track to be implemented as described.

There is no current fund estimate for the 2022 STIP for Lassen County. The fund estimate will be provided by Caltrans in July 2021.

4.19 LCTC Finances Status Report

Steve Borroum provided the Commission with an update on the status of Commission finances. He noted that although progress was being made with the new County Auditor, there was still many issues that need to be resolved.

5. INFORMATION ITEMS

No additional information items were presented to the Commission.

The Executive Secretary thanked Commissioner David Teeter on his service to the Commission.

6. CORRESPONDENCE

None.

7. OTHER BUSINESS

7.1 Matter brought forth by the Commission

None.

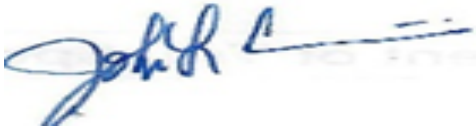
7.2 Next Commission Meeting

Next meeting of the LCTC will on Monday, January 11, 2021 at time 1:30 PM, at the Veterans Memorial Hall, 1205 Main Street, Susanville.

7.3 Adjourn

The meeting was adjourned at 2:55 p.m.

Submitted for approval by:



John Clerici
Executive Secretary



LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

555 CAPITOL MALL, SUITE 600
SACRAMENTO, CA 95814

P.O. Box 1028
SUSANVILLE, CA 96130


John L. Clerici, Executive Secretary

PH: (530) 919-9739

Staff Report

To: Lassen County Transportation Commission **AGENDA ITEM 1.22**

Date: January 7, 2021

From: John L Clerici, Executive Secretary 

Subject: Payment of Clerici Consulting Executive Secretary and LCTC staffing fees and costs in the amount of \$27,819.29

REQUESTED ACTION

Approve payment of Clerici Consulting fees and costs in the amount of \$27,819.29 as shown in Invoice #009-8 for December 2020.

PAST ACTION

This is the eighth invoice under the contract with Clerici Consulting for Executive Secretary and staff services.

DISCUSSION

Attached is Invoices #009-8, with supporting documentation, and a detailed Progress Report for the period beginning December 1, 2020 and ended December 31, 2020. This invoice includes invoices for sub-consultants Borroum Engineering in the amount of \$7,883.20 and LSC Transportation Consultants in the amount of \$9,473.00.

Key items of work completed in the last month included the following.

- Prepared Agenda and information items for and September LCTC Meeting
 - Attended September 10 LCTC Meeting
 - Met with Consulting staff to plan and execute additional coalition building efforts for the US 395 effort. Meetings included US 395 Coalition conference call.
 - Attended webinars for federal and state funding programs for transportation and mobility
 - Participated in the following video-meetings:
 - Rural Counties Task Force
 - SR 36 Complete Streets Report Consulting team update
 - Provided input to final report for the Main Street/SR 36 Complete Streets Report
 - Provided engineering oversight for the US 395 Coalition Building effort
-

These charges are consistent with the billing trends for the FY 2020/21 OWP budget to date. A full update on Commission expenditures will be provided at the end of the third quarter of FY 2020/21

Attachments (1)

INVOICE

Project Title: Lassen County Transportation Commission
Executive Secretary and Staffing Services

Date: January 5, 2020
Invoice # 009-008
Billing Cycle Ended: 12/31/2021 (December 1, 2020 - December 31, 2020)

Clerici Consulting
 1555 Sean Drive
 Placerville, CA 95667
 530-919-9739
 jlfclerici@gmail.com

To: Mr. Jeff Hemphill, Chairman
 Lassen County Transportation Commission
 PO Box 1028
 Susanville, CA 96130

Staff Member	Total Hours	Payroll Rate	Overhead Rate	Profit (5%)	Total Rate	Total Cost
John Clerici	73.00	\$ 65.00	\$ 71.50	\$ 6.83	\$ 143.33	\$ 10,463.09
Borroum Engineering	December					\$ 7,883.20
LSC Transportation Consultants	December					\$ 9,473.00
Printing, copies, reproduction						No Charge
Travel (Lodging, meals)						No Charge
TOTAL						\$ 27,819.29
<i>Thank you for your history of prompt payment! As a small business, we greatly appreciate it!</i>						
Prior Balance						
Payment						\$ -
Total Due						\$ 27,819.29

12/2/2020

Billing Detail for Clerici Consulting --

Date	Hours											Labor Sub-Total
	WE 100 - OWP Administration	WE 601A - General Planning	WE 601B - RTP Data Collection	WE 601C - Active Transportation Planning	WE 601D - Transit Planning	WE 602 - Programming	WE 603 - Outreach	WE 604 - TDA	WE 701 - SR 36 Study	WE 702 - US 395 Coalition Building	WE 703 - US 395 Phase 2	
December												
1	1	1						1		1		4
2		1		1		1			1			4
3	1					1		1		3		6
4					1			1	1			3
												0
												0
7		1										1
8							1				1	2
9	1			1		1	1	1				5
10	2	1			1					1		5
11		1				1		1		1		4
												0
												0
14		1										1
15									1			1
16	1	1			1	1	2	1				7
17							1	1				2
18	1	2		1		2	1				1	8
												0
												0
21	1	2				1						4
22	1	1							1			3
23		2		1	1	1	1				1	7
24												0
25												0
												0
												0
28												0
29												0
30		1			1	2	2					6
31												0
Total	9	15	0	3	6	11	9	7	4	6	3	73
	Billing Rate: \$143.33											
	\$ 1,289.97	\$ 2,149.95	\$ -	\$ 429.99	\$ 859.98	\$ 1,576.63	\$ 1,289.97	\$ 1,003.31	\$ 573.32	\$ 859.98	\$ 429.99	\$ 10,463.09

PROGRESS REPORT
CLERICI CONSULTING ACTIVITIES

Project: Lassen County Transportation Commission
Clerici Consulting Project 009-008
Period: December 1, 2020 – December 31, 2020

WORK COMPLETED (through December 31, 2020)

SPECIFIC WORK ELEMENT RELATED ACTIVITIES

- Provide support to Commission, stakeholders and public. Provided follow-up for November LCTC Regular meeting and LCTC and TAC meetings. (Work Element 100, 601A & 603)
- With Caltrans, the Commission, the City of Susanville, and Lassen County work on the long-range transportation projects in the RTP, including amending the RTP as needed. (OWP Work Element 601A, 601C, 601D & 602)
- Attend regional and community meetings to discuss plans and projects important to Lassen County and the City of Susanville, the Regional Transportation Plan, and transportation programming and planning for the LCTC. Participated in US 395 Coalition Building team and stakeholder phone calls to discuss possible planning and programming discussion relevant to the OWP and RTP. (OWP Work Element 601A, 603, 701, 702).
- Communicated Local Transportation Fund Apportionments, Notified Claimants, Prepared Claim Forms through interagency consultation (OWP Work Element 603)
- Working with staff, independent auditor and Lassen County Auditor assisted with addressing audit and accounting issues associated with LCTC finances and TDA administration (WE 704).
- Provided administrative support for the RT 36/Main Street Complete Streets Study (OWP Work Element 701) including follow-up with City Staff and consulting team as a result of the October 7 presentation to Susanville City Council. Reviewed preliminary public input on project with staff.
- Participated in US 395 Coalition workshop conference call (Work Element 702)
- Reviewed preliminary documents related to contracting services for US 395 Phase 2 effort (Work Element 703)

1/5/2021

INVOICE TO CLERICI CONSULTING (re. Lassen County Transportation Commission)

Borroum Engineering
 633 Tamarindo Way
 Roseville, CA 95678

Invoice #: Invoice Period: December 1, 2020 to January 1, 2021

DATE	HOURS											Labor Sub-Total	
	OWP Task 100- Administration	OWP Task 601 - Transportation Planning	OWP Task 601 - Transportation Planning - Data	OWP Task 601 - Transportation Planning - ATP	OWP Task 601 - Transportation Planning - Transit	OWP Task 602 - Programming	OWP Task 603 - Outreach	OWP Task 604 - TDA	OWP Task 701 - Rt 36 Study	OWP Task 702 - Rt 395 Corridor Advance Planning	OWP Task 703 - Rt 395 Grant Study		
December													
1		4						1					5
2								4					4
3								4					4
4		2						3					5
7		4											5
8		4											4
9		1											2
10		2											3
11		3	2										5
14		4			1								5
15		4											6
16		4	1										7
17		4	1										6
18													0
21													0
22													0
23													0
24													0
25													0
28		2											2
29													0
30					1								2
TOTAL	0	38	4	0	2	9	0	12	0	0	0	0	65
	\$	\$ 4,608.64	\$ 485.12	\$	\$ 242.56	\$ 1,091.52	\$	\$ 1,455.36	\$	\$	\$	\$	\$ 7,883.20
Totals	\$	7,883.20											

Rate: \$121.28/hour

Total this invoice: \$ 7,883.20

Handwritten signature and date:
 12/5/21

Steve Borroum

Work assignments

Invoice period for December 1, 2020 to January 1, 2021

- Gather, review and produce the fiscal records, invoices, quarterly reports, budget, and budget portion of the OWP (OWP work element 100)
- With Caltrans, the Commission, the County and the City of Susanville work on updating the long-range transportation projects in the RTP, including amending the RTP as needed. This includes work on data collection, planning Rt 36 and 395, non-vehicular transportation, and transit systems. (OWP work element 601)
- With the local transit operator, Caltrans, the County, the City, and the County Auditor to identify available funding, and assist the Commission's project prioritization and programming processes. (OWP work element 602)
- Planning and involved with public outreach in support of the RTP planning processes. (OWP work element 603)
- With the independent auditor and the County Auditor addressing audit findings, address claims for ensuing year, preparing year end audit reports (OWP work element 604)
- Administration support for the grant (contracts, budgets and schedules, and invoicing) (OWP work element 701, 702, and 703)
- Engineering oversight (OWP work element 701, 702, and 703)


4/5/21



**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lscctahoe.com

Date: December 30, 2020

John Clerici
1555 Sean Drive
Placerville, CA 95667

Project: FY 2020-21 LCTC Staffing Assistance

Dear Mr. Clerici:

The following is a summary of work performed for the Lassen County Transportation Commission staffing team for the month of December 2020:

- Monthly staff team call
- LCTC TAC Meeting
- General project coordination
- Continued work on existing conditions, financial plan and capital plan for transit plan update
- Began work on Coordinated Public Transit Human Services Transportation Plan
- Discussed and revised internal memo projecting transit revenues to expenditures for the next five years

Work performed for each OWP Work Element is as follows:

Work Element 601 – Total \$7,778

A) General Planning - \$0

B) Regional Transportation Planning and Data Collection - \$1,080

C) Active Transportation Planning - \$1,275

D) Transit Planning - \$5,423

Work Element 603 – Engagement - Total \$1,695

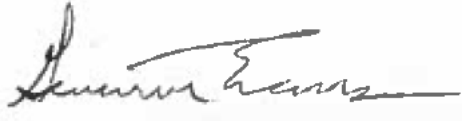
Work Element 701 – SR 36 – Total \$0

Work Element 703 – US 395 – Total \$0

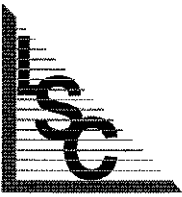
Grand Total for December: \$9,473

Please find more detail in the attached pages.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Genevieve Evans", written over a light gray rectangular background.

Genevieve Evans
Associate
LSC Transportation Consultants Inc.



LSC Transportation Consultants, Inc.
 1889 York St.
 Denver, CO 80206
 303-333-1105

John Clerici Consulting
 Attn: Accounts Payable
 1555 Sean Dr.
 Placerville, CA 95667

Invoice number 59446
 Date 01/07/2021

Project **207081 LCTC FY 20-21 Assistance-
 Regional Transp. Planning, WE601**

Professional Services rendered through 12/31/2020
 Project Manager: Genevieve A. Evans

Professional Fees

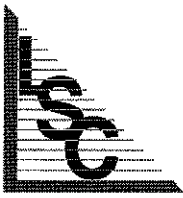
	Hours	Rate	Billed Amount
Alexandra C. Silverman	6.00	80.00	480.00
Genevieve A. Evans	31.50	150.00	4,725.00
Gordon R. Shaw	6.00	210.00	1,260.00
Justine E. Marmesh	12.50	105.00	1,312.50
Professional Fees subtotal	56.00		7,777.50
Invoice total			7,777.50

Invoice Summary

Description	Contract Maximum	Prior Billed	Current Billed	Remaining
General Planning	9,900.00	7,020.00	0.00	2,880.00
Regional Transp. Planning, Data Collection	22,500.00	2,717.50	1,080.00	18,702.50
Active Transportation	28,800.00	5,510.00	1,275.00	22,015.00
Transit Planning	37,800.00	22,147.50	5,422.50	10,230.00
Total	99,000.00	37,395.00	7,777.50	53,827.50

Aging Summary

Invoice Number	Invoice Date	Outstanding	Current	Over 30	Over 60	Over 90	Over 120
59427	12/09/2020	12,860.00	12,860.00				
59446	01/07/2021	7,777.50	7,777.50				
Total		20,637.50	20,637.50	0.00	0.00	0.00	0.00



LSC Transportation Consultants, Inc.
 1889 York St.
 Denver, CO 80206
 303-333-1105

John Clerici Consulting
 Attn: Accounts Payable
 1555 Sean Dr.
 Placerville, CA 95667

Invoice number 59447
 Date 01/07/2021

Project **207082 LCTC FY 20-21 Assistance-
 Regional Transp. Planning, WE603**

Professional Services rendered through 12/31/2020
 Project Manager: Genevieve A. Evans

Professional Fees

	Hours	Rate	Billed Amount
Genevieve A. Evans	8.50	150.00	1,275.00
Gordon R. Shaw	2.00	210.00	420.00
Professional Fees subtotal	10.50		1,695.00
		Invoice total	1,695.00

Invoice Summary

Description	Contract Maximum	Prior Billed	Current Billed	Remaining
Community Outreach and Engagement	45,640.00	18,270.00	1,695.00	25,675.00
Total	45,640.00	18,270.00	1,695.00	25,675.00

Aging Summary

Invoice Number	Invoice Date	Outstanding	Current	Over 30	Over 60	Over 90	Over 120
59428	12/09/2020	3,285.00	3,285.00				
59447	01/07/2021	1,695.00	1,695.00				
Total		4,980.00	4,980.00	0.00	0.00	0.00	0.00



LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

555 CAPITOL MALL, SUITE 600
SACRAMENTO, CA 95814

P.O. Box 1028
SUSANVILLE, CA 96130

John L. Clerici, Executive Secretary

PH: (530) 919-9739

Staff Report

To: Lassen County Transportation Commission

AGENDA ITEM 1.23

Date: November 4, 2020

From: John L Clerici, Executive Secretary

A handwritten signature in blue ink, appearing to read "John L. Clerici", is placed over the printed name in the "From:" field.

Subject: Fiscal Year 20120/21 Overall Work Program and Budget Amendment #3

REQUESTED ACTION BY MOTION: Adopt Resolution 20-13 approving Amendment #3 to the Fiscal Year 2020/21 Overall Work Program and Budget.

PAST ACTION & DISCUSSION

At your June 22, 2020 meeting you approved the FY20/21 OWP and Budget. In Work Element 601 there was an element for RTP Data Collection (WE 601B) with the goal of developing a Countywide Traffic Safety Assessment. Since then, the LCTC applied for, and received, a grant from Caltrans to do a more extensive Local Roadway Safety Plan (LRSP).

An LRSP identifies and analyzes safety problems and recommends safety improvements. An LRSP will be required to obtain Highway Safety Improvement Program (HSIP) funding in the future. The plan will include extensive data collection and analysis of crashes and other traffic data throughout the County, public/stakeholder workshops and identification of safety projects designed to reduce potential future crashes.

The LSRP will supersede the effort described in Work Element 601B. On January 4, 2021, the Executive Secretary received the allocation notification letter from Caltrans, which allows staff to begin work on the project. Staff is now presenting the Commission with a formal amendment to the OWP reflecting the new funding.

Besides expanding the scope of the traffic safety effort, the grant provides additional funding providing for a more in-depth analysis. The revised scope and budget will be included in the OWP and transmitted to Caltrans. Revisions to the OWP will include:

- Develop a WE 704 specifically for the LRSP
 - Revise WE 601B to reflect only those activities and expenditures that have been executed to date
 - Revise the OWP budget to reflect the new grant funding, and the actions described in the first two bullets.
-

ALTERNATIVES

Provide direction to staff.

Attachments (2)

Work Scope

Lassen County Local Roadway Safety Plan Study

Work Tasks

Task 1 – Study Management and Stakeholder Group

As part of this task LSC will manage the progress of the LRSP and provide billing and coordination documents to LCTC.

We will develop a stakeholder group comprised of representatives of key groups concerned with highway/roadway safety in Lassen County. Invitations will be made to each of the following:

- Caltrans District 2
- Lassen County Public Works
- Lassen County Sheriff's Department
- California Highway Patrol
- City of Susanville Public Works
- City of Susanville Fire Department
- US Forest Service
- US Bureau of Land Management
- Susanville Indian Rancheria
- Lassen Lands and Trails Trust

This stakeholder group will help to provide input and data resources, will review interim and final study products, and will provide input with regards to safety strategies. It will meet a minimum of three times over the course of the study (either in person or virtually, as conditions permit). LSC will prepare agendas, conduct the meetings and provide minutes of the meetings.

Task 2 – Data Collection

LSC will collect available crash data for the last 10 available years, including SWITRS and TIMS data (at the collision level). In addition, we will contact the Lassen County Sheriff's Department, Susanville Police Department and California Highway Patrol to identify any available documented crash information not included in the statewide databases. This available data will be reviewed and, if found to be of sufficient quality, included in the analysis.

LSC will collect available daily traffic volume data for public roads throughout Lassen County, including data from Caltrans, Lassen County, City of Susanville, US Forest Service, US Bureau of Land Management and the Susanville Rancheria.

LSC will contact law enforcement agencies (City, County, CHP, USFS, BIA and the Susanville Indian Rancheria) to discuss traffic safety issues and the availability of data.

Task 3 – Data Analysis

Once the crash database has been developed and reviewed, LSC will conduct the following data analysis tasks:

- Locations of crashes will be mapped for the most recent 10-year period. This will include separate maps for fatalities, for crashes involving bicyclists and for crashes involving pedestrians. In addition to countywide maps, maps focusing on the City of Susanville will be prepared. Other focus-area maps will be prepared as necessary to define specific issues.
- Traffic count data will be summarized and analyzed to identify the average daily traffic and 10-year total vehicle-movements (for intersections) or vehicle-miles of travel (for roadway segments). This will be used to analyze
- The crash data inventory will be analyzed to summarize crashes by severity, by type, and by contributing factor.
- Crash rates will be calculated by roadway segment and intersection (as traffic count data allows), for those intersections and roadway segments with two or more recorded crashes over a 10-year period.
- The type of crash and injury severity will be assessed to identify those that are correctable through changes in the roadway design, as well as those that are related to excess speed or other factors.

We will identify crash patterns, crash trends, and primary contributing factors that most commonly recur in the crash data. These findings will be summarized using charts and graphs. In addition, as a basis for future Highway Safety Improvement Program (HSIP) funding, LSC will use the database established in Task 2 to identify trends, location characteristics, and contributing factors for the pertinent California Strategic Highway Safety Plan (SHSP) Challenge Areas. This work will be multimodal, documenting collisions and trends by mode as well as for the incorporated and unincorporated areas. We will conduct this work by considering descriptive statistics of the crash data as well as analyzing the crash data spatially. While LRSP guidelines require only a minimum of a 5-year data analysis, we will use the 10-years of crash data to identify the broader trends in crashes and roadway safety.

We will identify high priority locations to provide clarity on what locations have the greatest opportunity for safety improvements, based upon the costs associated with the crash history. These locations will be

identified by mode (vehicle, pedestrian, bicyclist). A series of maps will identify these high priority locations.

We will document the work conducted in Tasks 2 and 3 in a memorandum. The memorandum will present the data analysis findings from the descriptive analysis, comparative analysis, and the spatial analysis. We will use visuals and graphics to support the text regarding the data analysis findings. The memorandum will also present the high-priority locations and risk factors associated with crashes. The content of the memorandum will serve as the basis from which the team will generate workshop materials for discussion with the Stakeholder Group in Task 4.

Task 4: Workshops -- Establish Goals, Priorities and Potential Countermeasures

We propose to conduct a series of two workshops with the Stakeholder Group. We expect that these can be conducted with consultant staff on-site, with stakeholders participating either in person or virtually. Materials will be distributed in advance, and we will conduct the workshop so that all participants have a chance to fully engage. Each workshop would be up to two hours in duration.

The two workshops would be organized as follows:

Workshop #1 – Goals, Priorities and Data Review

The first workshop will review in greater detail the data analysis findings from Task 3 and will spur the Stakeholders Group's input regarding safety concerns. LSC will facilitate a discussion of goals and priorities for the LRSP. We will develop the proposed goals and priorities for discussion with the Stakeholder Group (based on the data analysis) and then update those based on the input received. We will also lead a discussion of the priorities regarding the locations of focus and the emphasis areas of types of crashes and conditions to address.

Workshop #2 – Countermeasures Workshop

This workshop will focus on discussing the draft engineering countermeasures to address the priority locations, as well as comprehensive programmatic countermeasures. The pros and cons of various approaches will be discussed, and the input received from the Stakeholder Group will be used to refine the individual countermeasures as well as their prioritization.

Workshop Documentation

As an outcome of each of the workshops, we will prepare a summary memorandum regarding input received on the following:

- Goals and Priorities
- Prioritized Engineering Countermeasures
- Input on Comprehensive Countermeasures
 - Identify promising education, enforcement, emergency services strategies

- Document likely partners for promising comprehensive measures
- Document next steps in follow-on effort to further develop and implement the comprehensive measures with its agency partners

The content of the summary memorandum would be integrated into the Town’s LRSP in Task 8.

Task 5: Develop Safety Projects

LSC will work with the County and City staffs to finalize the prioritized countermeasures, based on the input received in Task 4 from the Stakeholder Group. In finalizing the list and priorities, we will consider the local jurisdiction’s ability to deploy and implement the countermeasures to arrive at a final set of countermeasures that are implementable and effective at improving roadway safety.

We will identify locations where the countermeasures are appropriate and effective. We will work with the City and County staffs to identify up to three competitive HSIP Cycle 11 grant applications that include high priority locations for safety improvements and also potentially include systemic countermeasures that would benefit multiple locations. For up to six individual locations, LSC staff will visit the site and evaluate conditions for site-specific criteria such as driver sight distance and grades.

In finalizing the work under this task, we will prepare a final project listing capturing the locations and projects in the HSIP applications and/or others the local jurisdictions are confident in advancing. Other projects will be noted in the final LRSP but not included in the final project list.

Based on the crash analysis and professional standards, LSC will identify risk factors that are correlated to the most frequent occurrences of injury/fatal collisions. We will also identify safety areas and locations on which to focus for the greatest potential safety benefits. We will consider the following comprehensive strategies:

- **Emerging technologies** that have the potential to enhance roadway safety, such as automated enforcement, dynamic engineering treatments (e.g., operational under specific weather conditions), and ways to leverage social media for education programs.
- **Education strategies** that include programs and strategies that can be used to address road user behavior across multiple age groups forums. For example, these can include messaging that can be incorporated into Safe Routes to School Programs, community-based programs, and community campaigns (e.g., messaging on social media, posted on buses, and distributed through other channels such as existing newsletters).
- **Enforcement strategies** will focus on best practices for improving roadway and community safety. As research has found that most enforcement strategies have limited long-term impacts for changing road user behavior, the most effective enforcement strategies tend to be those that can be done transparently and consistently. An example is education or outreach campaigns as part of enforcement in school zones during school hours.

- The **emergency services strategies** will focus on strategies and partnerships that could help reduce response times and sharing of real-time information to improve overall coordination.
- **Engineering strategies** will be organized in a toolbox type of form that describes the treatment, shows an image or photo of each treatment, the context in which it is applicable, the mode or road users that the treatment would benefit and/or impact, the specific type of crashes and/or priority areas it helps to address, a planning-level cost estimate, the expected degree of crash reduction (if known), and if it has typically been eligible for HSIP funding.

We will document the work in Task 5 in a memorandum. The memorandum will present the safety areas, high-priority locations or high-injury network, risk factors associated with crashes, and the draft multidisciplinary strategies and countermeasures. The content of the memorandum will serve as the basis from which the team will generate workshop materials for discussion with the Stakeholder Group in Task 6.

Task 6: Final Local Road Safety Plan

We will prepare the final LRSP and supporting materials using the findings and information from the work in Tasks 2 through 7. The final set of deliverables will consist of the following:

- Local Road Safety Plan – Meeting the LCTC’s needs and requirements for Caltrans’ grant funding.
- Executive Summary – Stand-alone document that can be used share key elements of LRSP with local decision-makers and/or broader community.
- PowerPoint Presentation – Targeted towards sharing LRSP key elements with local decision-makers and/or broader community. This could potentially be hosted on the LCTC website.

The LRSP will include a discussion of the crash characteristics, data gathering, data analysis, countermeasures prioritization, and proposed projects. The report will also document the individuals who participated in the development of the LRSP.

We will tailor the LRSP to a format that is most useful for the LCTC, City and County to monitor and implement the recommendations. For each of the final deliverables, we will provide a draft version for the LCTC’s review and comment and a final version incorporating edits to respond to the LCTC’s comments. LSC will be available to make a presentation of the final report in Susanville, if desired.

Proposed Schedule

The following schedule is intended to ensure that grant applications can be submitted for the Highway Safety Improvement Program (HSIP) Cycle 11, currently forecasted to occur in April 2022.

Project Initiation – October 2020

Completion of Task 3 (Crash Data Analysis Memo) – January 2020

Workshop 1 (Goals, Priorities and Data Review) – February 2020

Completion of Task 5 (Develop Safety Projects) – April 2021

Workshop 2 (Countermeasures) – May 2021

Completion of Task 6 (Final Report) – October 2021

Proposed Project Budget

See attached table.

Lassen County Local Road Safety Plan Study

		Personnel and Hourly Rates					Total Hours	Costs
		Project Principal (Shaw)	Engineers (Suen) (Brown)	Planner (Marmesh)	Technician (Silverman)	Support Staff		
Total Rate		\$210.00	\$115.00	\$105.00	\$80.00	\$65.00		
Task 1	Study Management and Stakeholder Group	24	8	8	0	0	40	\$6,800
Task 2	Data Collection	12	32	8	0	0	52	\$7,040
Task 3	Data Analysis	24	120	16	60	12	232	\$26,100
Task 4	Workshops	20	24	20	0	0	64	\$9,060
Task 5	Develop Safety Projects	60	40	24	32	12	168	\$23,060
Task 6	Final Local Road Safety Plan	20	2	20	16	24	82	\$9,370
Total Hours		160	226	96	108	48	638	\$81,430
							Other Costs -- Travel	\$900
							Total LSC Project Costs	\$82,330
							LCTC Staff Administrative Costs	\$2,470
							TOTAL COSTS	\$84,800

1/6/2021

Lassen County Transportation Commission

Fiscal Year 2020/21 Working Budget - 10th Version

Work Element Name	WORK ELEMENT NUMBER											
	100	601				602	603	604	701	702	703	704
	Administration and Coordination	Regional Transportation Planning				Regional Transportation Programming	Community Engagement and Outreach	Transportation Development Act	Sustainable Communities Grant - SR 36 Complete Street Study	US 395 Corridor Coalition and Advance Planning	Strategic Partnership Grant - 395	Local Roadway Safety Plan (LRSP)
Total		A. General Planning	B. Regional Transportation Planning - Data Collection	C. Active Transportation Planning	D. Transit Planning							
Executive Team												
John	\$ 15,000	\$ 31,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 30,000	\$ 15,000	\$ 10,000	\$ 1,500	\$ 9,404	\$ 1,000	\$ 127,904
Steve		\$ 50,000	\$ 10,000	\$ 3,000	\$ 3,000	\$ 25,000		\$ 23,000	\$ 1,500	\$ 3,403	\$ 1,670	\$ 120,573
LSC		\$ 9,900	\$ 14,000	\$ 28,800	\$ 60,800		\$ 45,640		\$ 2,000	\$ 10,800	\$ 82,350	\$ 254,270
Total	\$ 15,000	\$ 90,900	\$ 29,000	\$ 36,800	\$ 68,800	\$ 55,000	\$ 60,640	\$ 33,000	\$ 5,717	\$ 23,607	\$ 85,000	\$ 503,464
Expenditures												
Professional Services - Consultant												
Executive Secretary and Staff	\$ 503,464	\$ 90,900	\$ 29,000	\$ 36,800	\$ 68,800	\$ 55,000	\$ 60,640	\$ 33,000	\$ 5,717	\$ 23,607	\$ 85,000	\$ 503,464
Professional Services - CSUS	\$ 74,000									\$ 74,000		\$ 74,000
Professional Services - Legal Counsel	\$ 15,000	\$ 13,000						\$ 2,000				\$ 15,000
Professional Services - Independent Audit	\$ 35,000							\$ 35,000				\$ 35,000
Professional Services - Consultants (Encumbered)	\$ 56,619								\$ 43,833	\$ 12,786		\$ 56,619
Professional Services - Consultants	\$ 17,000									\$ 5,000	\$ 12,000	\$ 17,000
Professional Services - County Auditor	\$ 5,200							\$ 5,200				\$ 5,200
County PERS	\$ 100,000											\$ 100,000
Return of unused PPM funds	\$ 102,006	\$ 102,006										\$ 102,006
Memberships	\$ 4,000						\$ 4,000					\$ 4,000
Insurance	\$ 3,400	\$ 3,400										\$ 3,400
Training / Conferences	\$ 2,000	\$ 500				\$ 1,500						\$ 2,000
Travel												
Total Expenditures	\$ 917,689	\$ 233,906	\$ 90,900	\$ 29,000	\$ 36,800	\$ 56,500	\$ 64,640	\$ 75,200	\$ 49,550	\$ 17,786	\$ 85,000	\$ 917,689
Revenues												
Rural Planning Assistance (FY 20/21 RPA)	\$ 230,000										\$ 8,500	\$ 230,000
FY 19/20	\$ 60,500											\$ 60,500
Local Transportation Fund (LTF)	\$ 260,099	\$ 184,899				\$ 37,500		\$ 75,200				\$ 260,099
PPM	\$ 91,561						\$ 64,640		\$ 5,653	\$ 21,921		\$ 91,561
PPM (Encumbered)	\$ 18,439								\$ 12,786			\$ 18,439
PPM (Unused)	\$ 49,007	\$ 49,007										\$ 49,007
Sustainable Communities Grant (carryover from FY 19/20)	\$ 43,897							\$ 43,897				\$ 43,897
Strategic Planning Grant (carryover from FY 19/20)	\$ 87,686									\$ 87,686		\$ 87,686
LRSP Grant	\$ 76,500										\$ 76,500	\$ 76,500
Total Revenues	\$ 917,689	\$ 233,906	\$ 90,900	\$ 29,000	\$ 36,800	\$ 56,500	\$ 64,640	\$ 75,200	\$ 49,550	\$ 17,786	\$ 85,000	\$ 917,689

LASSEN COUNTY TRANSPORTATION COMMISSION
Resolution 21-03
Amendment #3 (Formal) to the Fiscal Year 2020/21 Overall Work Program and Budget

WHEREAS, the Lassen County Transportation Commission (LCTC) is the designated regional transportation planning agency for the Lassen County region, and an eligible recipient for transportation planning funds administered by the California Department of Transportation (Caltrans); and,

WHEREAS, the LCTC previously adopted a Fiscal Year 2020/21 Overall Work Program (OWP); and,

WHEREAS, on June 22, 2020 meeting the LCTC approved the FY20/21 OWP and Budget, including Work Element 601 which contained Sub-element B outlining an RTP Data Collection work element with the goal of developing a Countywide Traffic Safety Assessment; and,

WHEREAS, the LCTC applied for, and received, a grant from Caltrans to do a more extensive Local Roadway Safety Plan (LRSP), which identifies and analyzes safety problems and recommends safety improvements; and,

WHEREAS, The LSRP will supersede the effort described in Work Element 601B, and on January 4, 2021, the Executive Secretary received the allocation notification letter from Caltrans, which allows staff to begin work on the project; and

WHEREAS, the new grant provides additional funding, and an expanded scope necessitating a revision to Work Element 601B, the development of WE 704 LRSP, and a revision to the OWP Budget reflecting the new grant funding and a reallocation of remaining funds previously identified in WE 601B.

NOW, THEREFORE, BE IT RESOLVED by the Lassen County Transportation Commission (LCTC) hereby adopts Amendment #3 to the Fiscal Year 2020/21 Overall Work Program and Budget.

The foregoing resolution was passed and adopted at the January 11, 2021 meeting of the Lassen County Transportation Commission by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jeff Hemphill
Chair, Lassen County Transportation Commission

The foregoing instrument is a correct copy of the original on file in the office of the Executive Secretary of the Lassen County Transportation Commission.

January 11, 2021

John Clerici, Executive Secretary



LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

555 CAPITOL MALL, SUITE 600
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John L. Clerici, Executive Secretary

Staff Report

To: Lassen County Transportation Commission

AGENDA ITEM 4.11

Date: January 6, 2021

From: Genevieve Evans, LCTC Staff 

Subject: Fiscal Year 2021/22 Unmet Needs Process:

- Approval of Definitions of “Unmet Transit Needs” and “Reasonable to Meet,”
- Approval of the Social Services Transportation Advisory Council Membership
- Establishing February 24, 2021 as the Date of the Unmet Transit Needs Hearing

REQUESTED ACTIONS

1. Adopt Resolution 21-01 approving definitions of “Unmet Transit Needs” and “Reasonable to Meet”.
2. Approve recommended membership of the Social Services Transportation Advisory Council.
3. Set February 24, 2021 at 2:00 PM via Zoom for a public hearing regarding unmet transit needs. Those without internet access can participate via telephone.

PAST ACTION

Each year the Commission has adopted definitions “Unmet Transit Needs” and “Reasonable to Meet” and has also appointed members, as needed, to the Social Services Transportation Advisory Council, when vacancies existed.

Under Public Utility Code (PUC) Section 99238, each year the Commission has recruited and appointed candidates from a broad representation of social service and transportation providers representing the elderly, disabled and limited means for the Social Services Transportation Advisory Council (SSTAC).

DISCUSSION

Definitions of Unmet Transit Needs and Reasonable to Meet

No changes are proposed from the definitions adopted in the prior year. The proposed definitions are shown in Attachment A.

The definitions are used to evaluate transit service requests and other items of public comment that are received. Any items that are determined to be “unmet needs” that are “reasonable to meet” would typically be required to be funded with TDA funds and provided in the upcoming 2021/22 Fiscal Year.

The Local Transportation Fund (LTF) within TDA provides funding for streets and roads for county regions with a population of 500,000 or less, to the extent that LTF remain after and ‘unmet transit needs’ are met. LTF is derived from ¼ cent of the existing retail sales tax and was created in the early 1970s. LTF funds that are available for roads are split on a population basis between the City of Susanville and County of Lassen, in accordance with State law.

Social Services Transportation Advisory Council Membership

As part of the process of apportioning the Local Transportation Fund (LTF) portion of Transportation Development Act (TDA) Funds, LCTC is required to establish and implement a process of citizen participation including a Social Services Transportation Advisory Council (SSTAC) to hear public input on the transit needs of transit dependent or disadvantaged persons. State law requires that this process provide for at least one public hearing annually. It has been the LCTC’s practice to hold two opportunities for public comment.

- A publicly noticed hearing of the SSTAC.
- The LCTC meeting at which recommendations from the SSTAC are considered and action taken.

By law, the SSTAC is comprised of the following membership:

- One representative of potential transit users who is 60 years of age or older.
- One representative of potential transit users who is disabled.
- Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
- Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists
- One representative of a local social service provider for persons of limited means.
- Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists including one representative from an operator, if one exists.

The responsibilities of the SSTAC are as follows.

1. Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

All prior SSTAC members were contacted and agreed to serve on the SSTAC for 2021 and are recommended to be appointed.

- Caleb Schortz, Local Social Service Provider for Seniors

- Charlotte Roberts, Local Social Service Provider for Seniors
- Penny Artz, Representative of Consolidated Transportation Services Agency (CTSA)
- Michal Harding, Representative of Local Service Provider for Disabled
- Barbara Longo, Representative of Local Service Provider for Persons of Limited Means
- Deborah Van Brunt, Local Social Service Provider for Seniors
- Joyce Wright, Transit user who is 60 years or older
- Bob Gundel, Transit user who is disabled
- David Knaut, Local Transportation Service Provider for Disabled

As of this date the SSTAC has the requisite number of participants in the categories outlined in the staff report.

Date of Unmet Transit Needs Hearing

An SSTAC meeting, including a hearing on Unmet Transit Needs is being scheduled for February 24, 2021 at 2:00 PM via Zoom for a public hearing regarding unmet transit needs. With the Commission's approval, the hearing will be noticed for that date, time and location.

ALTERNATIVES

Commission to provide direction to staff.

Attachments (1)

LASSEN COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-01
ADOPTING “UNMET TRANSIT NEEDS” AND “REASONABLE TO MEET”
DEFINITIONS

WHEREAS, the Transportation Development Act (TDA) provides funding for streets and roads under Article 8 for counties with a population of 500,000 or less, and

WHEREAS, Lassen County has a population of less than 500,000 thereby making Lassen County eligible for funding under Article 8, and

WHEREAS, Section 99401.5 of the TDA requires that transportation planning agencies identify unmet transit needs that are reasonable to meet prior to making any allocations for streets and roads, and

WHEREAS, the regional transportation planning agency is required to adopt definitions of the terms “unmet transit needs” and “reasonable to meet” by resolution as a component of the unmet needs process.

NOW THEREFORE BE IT RESOLVED, that the definition of “unmet transit needs” is deemed as follows:

An unmet transit need is any deficiency in the system of public transit services, specialized transit/paratransit services, and private transportation services within the jurisdiction of the Lassen County Transportation Commission (LCTC) which has been identified by community members or through a local or regional planning process and which has not been funded and implemented. At a minimum, this may include desires for transportation services which are identified through the annual TDA Unmet Transit Needs public hearing, by the Social Service Transportation Advisory Council, in Lassen County’s Transportation Development Plan, in the Regional Transportation Plan, or in the compliance plan for the Americans with Disabilities Act as prepared by any public or private entity.

LCTC recognizes that public transportation includes a broad range of users, uses, and destination. Although, some services may be restricted or give priority to traditionally transit-dependent populations (such as elderly, disabled, low-income, or youth), all eligible users should have equivalent access or opportunity to use the service. The transportation desire of a small group of individuals or of the clients of particular agencies shall not, in and of themselves, be sufficient to justify a finding of unmet transit need.

Trips that would duplicate transportation services to the general public are not considered unmet transit needs. A need for transportation service beyond the fiscal year under consideration shall not be considered an unmet transit need at the present time. Provision of escorts or attendants is not a transit need.

BE IT FURTHER RESOLVED that the definition of “reasonable to meet” is deemed as follows:

LASSEN COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-01
ADOPTING “UNMET TRANSIT NEEDS” AND “REASONABLE TO MEET”
DEFINITIONS

An identified unmet transit need can be determined to be “reasonable to meet” if it is demonstrated, based upon LCTC staff analysis or other independent evidence, that the transit need can be met within the following performance and financial standards:

The performance standard for fixed-route systems is 10% fare revenue ratio.

All other systems shall achieve at least the fare revenue ratio and passenger productivity standards established in the Lassen County Transit Development Plan and the Regional Transportation Plan or as established by statute.

An extension of service shall not cause the system of which it is a part to fail to meet the system-wide performance standards. Considered separately, it shall achieve at least half the system-wide performance standards, except in case of an extension of service determined to be a necessary lifeline service for transit dependent populations.

The unmet transit need will not require the expenditure of more than the affected jurisdiction(s) proportional share of Transportation Development Act funds that are apportioned by LCTC on the basis of population.

The determination of whether a transit need is reasonable to meet shall also take into account as appropriate:

1. Likely demand for service based on transit use rates per capita in comparable communities.
2. Whether a service to meet the need would put the system of which it is a part in jeopardy of losing state or federal funding as a result of failing to meet mandated performance or efficiency standards.
3. In the case of any new general public transit services, potential Americans with Disabilities Act implications within that service area, including whether complementary paratransit service, if required, would impose an “undue financial burden” on the public entity.
4. In the case of a paratransit service providing complementary service to fixed-route service by a public entity, whether meeting the need would require spending a greater amount than that required by an undue financial burden waiver approved by the Federal Transit Administration under the Americans with Disabilities Act.
5. Opportunities for coordination among adjoining public entities or with private transportation provider and /or funding agencies. This shall include consideration of other existing resources (including financial), as well as the legal or customary responsibilities of other entities (e. g., social service agencies, religious organizations, schools, carpools,

LASSEN COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-01
ADOPTING “UNMET TRANSIT NEEDS” AND “REASONABLE TO MEET”
DEFINITIONS

etc.) Duplication of other services or recourses is unnecessary and not a prudent use of public funds.

6. An unmet transit need may be determined to be unreasonable to meet because it is not feasible to initiate service within the coming fiscal year, due to the time required for vehicle acquisition, planning, or similar time factors, or because additional information is needed to determine whether or not the unmet needs is reasonable to meet. An unmet transit need shall not be determined unreasonable to meet more that once on these grounds.
7. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for a finding that a transit need is not reasonable to meet.
8. Comparing unmet transit needs with the need for streets and roads shall not make the determination of whether an unmet transit need is reasonable to meet.

The foregoing resolution of the Lassen County Transportation Commission was adopted at its January 11, 2021 meeting by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

JEFF HEMPHILL, Chairman
Lassen County Transportation Commission

The foregoing instrument is a correct copy of the original on file in the office of the Executive Secretary of the Lassen County Transportation Commission.

John L. Clerici, Interim Executive Secretary

January 11, 2021



LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

555 CAPITOL MALL, SUITE 600
SACRAMENTO, CA 95814

P.O. Box 1028
SUSANVILLE, CA 96130

John L. Clerici, Executive Secretary

PH: (530) 919-9739

Staff Report

Date: January 7, 2021 **AGENDA ITEM 4.12**
To: Lassen County Transportation Commission
From: John Clerici, Executive Secretary
Subject: Authorization for Chair or Executive Secretary to Temporarily Designate
Executive Secretary Duties

REQUESTED ACTION

BY MOTION, Adopt Resolution 21-02 authorizing the Lassen County Transportation Chair, or the LCTC Executive Secretary, to temporarily designate an Acting Executive Secretary to carry out the duties of the Executive Secretary to LCTC staff as needed to manage Commission activities in the absence of the Executive Secretary.

BACKGROUND & DISCUSSION

The Executive Secretary has authority (along with the Commission Chair) to administer activities of the LCTC. This includes the authority to sign claims and other documents on behalf of the Commission, as well as represent the Commission in interaction with the stakeholders, professional and peer organizations, and with a variety of regional, state and federal agencies.

From time to time, it might be necessary for the Executive Secretary to step away from their duties to attend to personal or professional needs. In these limited situations, there is a need for the continued administration of Commission business. The assignment of duties would include processing and signing claims generated by the LCTC, attending meetings are webinars on behalf of the LCTC, developing agendas for the LCTC Commission and TAC, and leading LCTC Commission Meetings.

The length of these assignments would vary but would be expected to be a week to perhaps a month in duration.

Providing this flexibility would allow for uninterrupted Commission operations irrespective of the status of the Executive Secretary.

ALTERNATIVE

Provide alternative instructions to staff.



LASSEN COUNTY TRANSPORTATION COMMISSION
Resolution 21-02
Authorization for the Chair or Executive Secretary to Temporarily
Assign Executive Secretary Duties to LCTC Staff

WHEREAS, the Lassen County Transportation Commission (LCTC) is the designated regional transportation planning agency for the Lassen County region, and as such has authorized an Executive Secretary to act on behalf of the LCTC; and,

WHEREAS, the Executive Secretary has the authority to sign approved claims and transfers to distribute LCTC funds, represent the LCTC to regional, state, and federal entities, and direct LCTC staff in approved activities; and,

WHEREAS, to assure the uninterrupted operation of the LCTC it may be necessary to assign those duties to LCTC staff in the temporary absence of the Executive Secretary.

NOW, THEREFORE, BE IT RESOLVED by the Lassen County Transportation Commission it hereby authorizes the Commission Chair or the Executive Secretary to designate an Acting Executive Secretary to temporarily carryout the duties of the Executive Secretary to a designated LCTC staff person; and,

BE IT FURTHER RESOLVED that the term of the temporary assignment shall not last more than 4 weeks and will be revisited by the LCTC at their next regular meeting.

The foregoing resolution was passed and adopted at the January 11, 2021 meeting of the Lassen County Transportation Commission by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jeff Hemphill

Chair, Lassen County Transportation Commission

The foregoing instrument is a correct copy of the original on file in the office of the Executive Secretary of the Lassen County Transportation Commission.

January 11, 2021

John Clerici, Executive Secretary



LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

John L. Clerici, Executive Secretary

555 CAPITOL MALL
SUITE 600
SACRAMENTO, CA 95814

P.O. Box 1028
SUSANVILLE, CA 96130

PH: (530) 919-9739

Staff Report

To: Lassen County Transportation Commission

AGENDA ITEM 4.13

Date: January 11, 2021

From: Genevieve Evans, LCTC Staff 

Subject: SR 36/Main Street Complete Streets and Safe Mobility Report

REQUESTED ACTIONS: By Motion, receive and file the SR 36/Main Street Complete Streets and Safe Mobility Report. Direct staff to transmit the SR 36/Main Street Complete Streets and Safe Mobility Report to Caltrans.

BACKGROUND

The goal of this effort has been to develop a plan to create a more vibrant corridor which will improve existing businesses, attract new businesses, and increase safety for motorists, bicyclists, pedestrians and transit users. The report combines work conducted through previous studies with current public input. The report includes a list of priority roadway projects for State Route 36 along with a funding and implementation plan. The report divides recommended improvements into sections and identifies grant funding sources which could pay for the improvements.

DISCUSSION

A Draft report was completed and presented by Mark Thomas Consultants to the Susanville City Council on October 7th. Comments at the City Council meeting included:

Public outreach began on October 8th and consisted of the following:

- o Project website
- o On-line survey
- o Voice-over Power Point presentation (similar to City Council presentation) – 75 views

Links to the above were advertised in Susanvillestuff.com for two weeks, Lassen News for 1 month as well as sent to a variety of stakeholders (chamber, schools, Rancheria, local government).

Public input closed on November 13th. The LCTC Team compiled a summary of input and public participation plan by November 20th, allowing sufficient time for Mark Thomas to complete a Final Report by January (grant deadline).

COMMUNITY OUTREACH RESULTS

A total of 383 responses to the survey were received. Attachment 15 of the main report presents summaries of all public comment including the on-line survey (Attachment A). Survey respondents seemed to be more open to the idea of lane reallocation than previous outreach efforts. The community was generally split on the lane reallocation issue (40% for it, 52% against, remainder are neutral). Respondents ranked all SR 36 improvement concepts in terms of priority as follows:

- Priority 1:** Street lighting
- Priority 2:** Rectangular Rapid Flashing Beacons (RRFBs)
- Priority 3:** Sidewalk repair
- Priority 4:** Street trees
- Priority 5:** Colored concrete banding
- Priority 6:** Wayfinding signage
- Priority 7:** Gateway feature
- Priority 8:** Lane reallocation

Many respondents saw the proposed concepts as an effective way of increasing safety along SR 36. Others were concerned that the improvements would only increase maintenance costs. A number of specific suggestions were made for locations for RRFBs and streetlights.

NEXT STEPS

After the Commission takes action, the Final Report will be transmitted to Caltrans as required by the grant. In addition, the report will be transmitted to the City of Susanville for their consideration and potential action. The City is not obligated to take any action on the report in order for the Commission to fulfil its obligations under the grant.

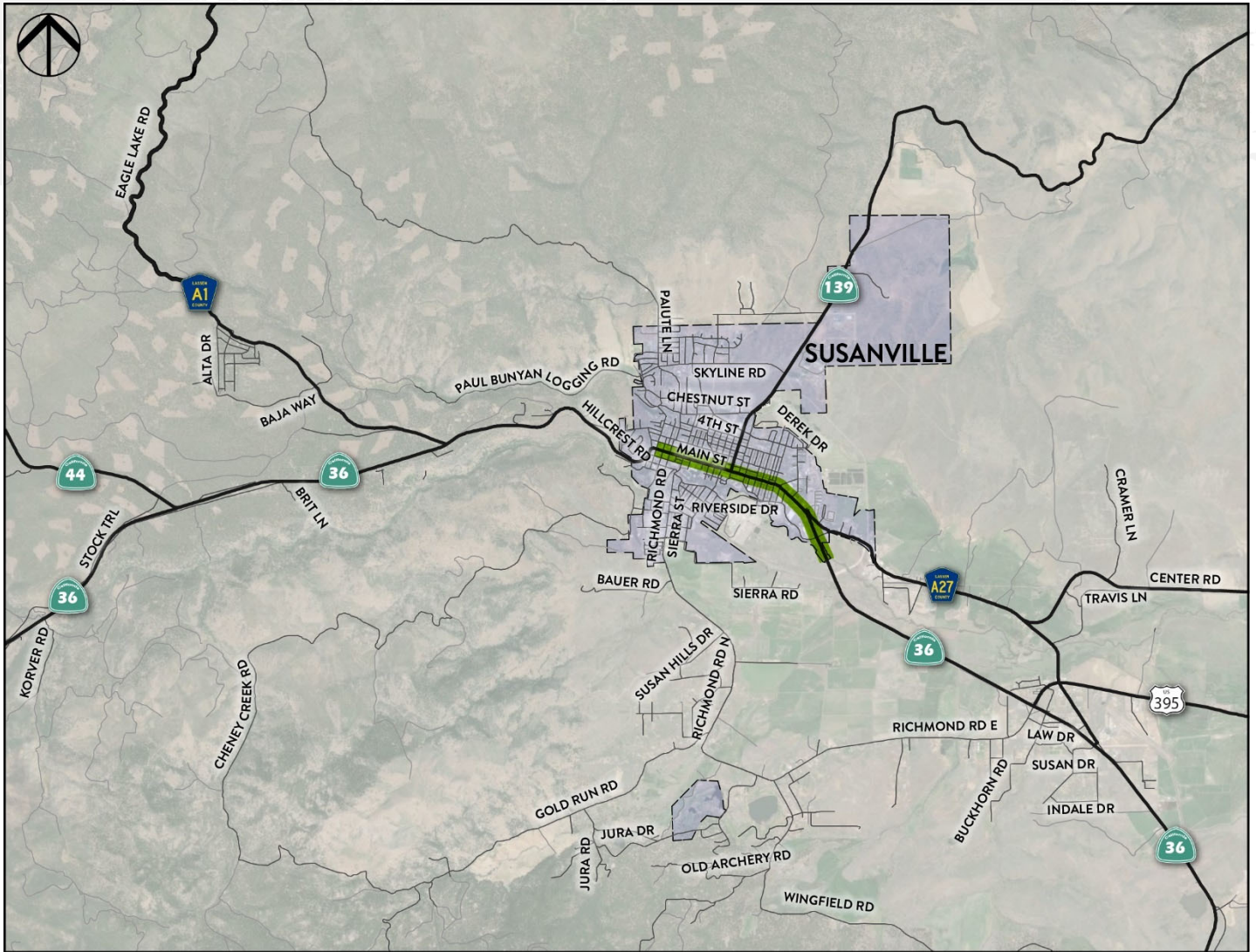
ALTERNATIVES

Provide guidance to staff.

Attachments (1)

SR 36 Complete Street and Safe Mobility Report

DECEMBER 2020 – FINAL PLAN



PREPARED BY:



CONSULTING



SUBMITTED TO:



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1. Introduction

State Route 36 (SR 36) is a major east-west interregional and goods movement corridor through Lassen County. Within the City of Susanville, SR 36 is known as Main Street and serves as major arterial roadway and provides access to the central commercial zones. Designed in the 1950s, the Main Street corridor no longer meets the needs of the community. Past studies of the corridor identified complete streets improvements, but financial circumstances have slowed the progress toward delivering improvement projects. The recently constructed SR 36 Capital Preventive Maintenance (CAPM) Project by Caltrans provides a new opportunity to invest in the Main Street corridor. Prior to completion of the CAPM project, the Lassen County Transportation Commission (LCTC) obtained a Caltrans Sustainable Communities Grant to re-envision the Main Street corridor through the City and develop an implementation plan to move forward with planned improvements.

Owned and operated by Caltrans, SR 36 (Main Street) is a four-lane conventional highway that serves as the main arterial through the City. Representing the rich history of Lassen County, SR 36 (Main Street) was developed as an auto-centric corridor and remains largely unchanged since the 1970s. Historically, there has been very little focus on other forms of mobility. The City engaged several studies, including the Susanville Main Street Revitalization Plan. These efforts demonstrate the City's initiative to implement improvements. Unfortunately, economic conditions, lack of funding, and administrative burdens significantly slowed the process. This SR 36 Complete Street and Safe Mobility Plan identifies potential improvements to SR 36 (Main Street) that best meet the needs of the City and Lassen County as a whole. This plan integrates several of the features recommended in the Southeast Susanville Gateway project which is a separate City project currently in final design, it includes new ADA curb ramps, new sidewalks, installs decorative lighting and potential gateway feature.

Historically, Caltrans policies focused on efficiently moving motorized vehicles rather than alternative forms of transportation. Recent state policy changes show a new emphasis on adapting facilities to the context of local communities. This policy shift is summarized in the Deputy Directive DD-64-R2 "Complete Streets - Integrating the Transportation System" which defines "Complete Streets" and outlines Caltrans' responsibility to plan, incorporate, and fund complete street improvements into the state highway system. These policies demonstrate a shift in perspective at Caltrans to embrace complete street design on their facilities. This provides an opportunity for the City to re-envision Main Street. With a renewed focus on transportation for all users, Caltrans can serve as a partner to the City in the funding and delivery of improvement projects along Main Street.

The 2019 construction of the Caltrans SR 36 Capital Preventative Maintenance (CAPM) project renewed the City's focus on improving Main Street to include non-motorized transportation alternatives, safety enhancements, and streetscape features that will help spur further economic investment in the City. The current focus on bike and pedestrian facility funding programs has provided an opportunity to bring the City, Caltrans, Lassen County, and LTSA together to invest in the future of Main Street.

Public participation in the plan process included direct stakeholder outreach, City Council presentations, and on-line surveys. Overall, the feedback received was supportive of the plan.

2. Purpose of this Report

The purpose of the SR 36 Complete Street and Safe Mobility Plan is to identify potential future multi-modal and complete street improvements along the 2.5-mile corridor between Uptown (South Pine Street / Cottage Street) and the Susanville Gateway (Riverside Drive) and prioritize potential projects that would be competitive for grant eligible, complete streets improvements. This report will describe existing conditions, analyze current safety issues, identify opportunities and constraints for improvements, develop preliminary cost estimates, and provide a phased approach to construct the improvements. This plan provides guidance to the City, LCTC, and other policy makers the tools necessary to make informed decisions in the future. The city may consider elements of this report for future implementation of improvements discussed throughout this report. ***The Project Area Map, Figure 2-1, on the following page*** provides an overview of the project limits in relation to the City.

PLAN AREA MAP

SR36 COMPLETE STREET & SAFE PLAN (DRAFT PLAN)

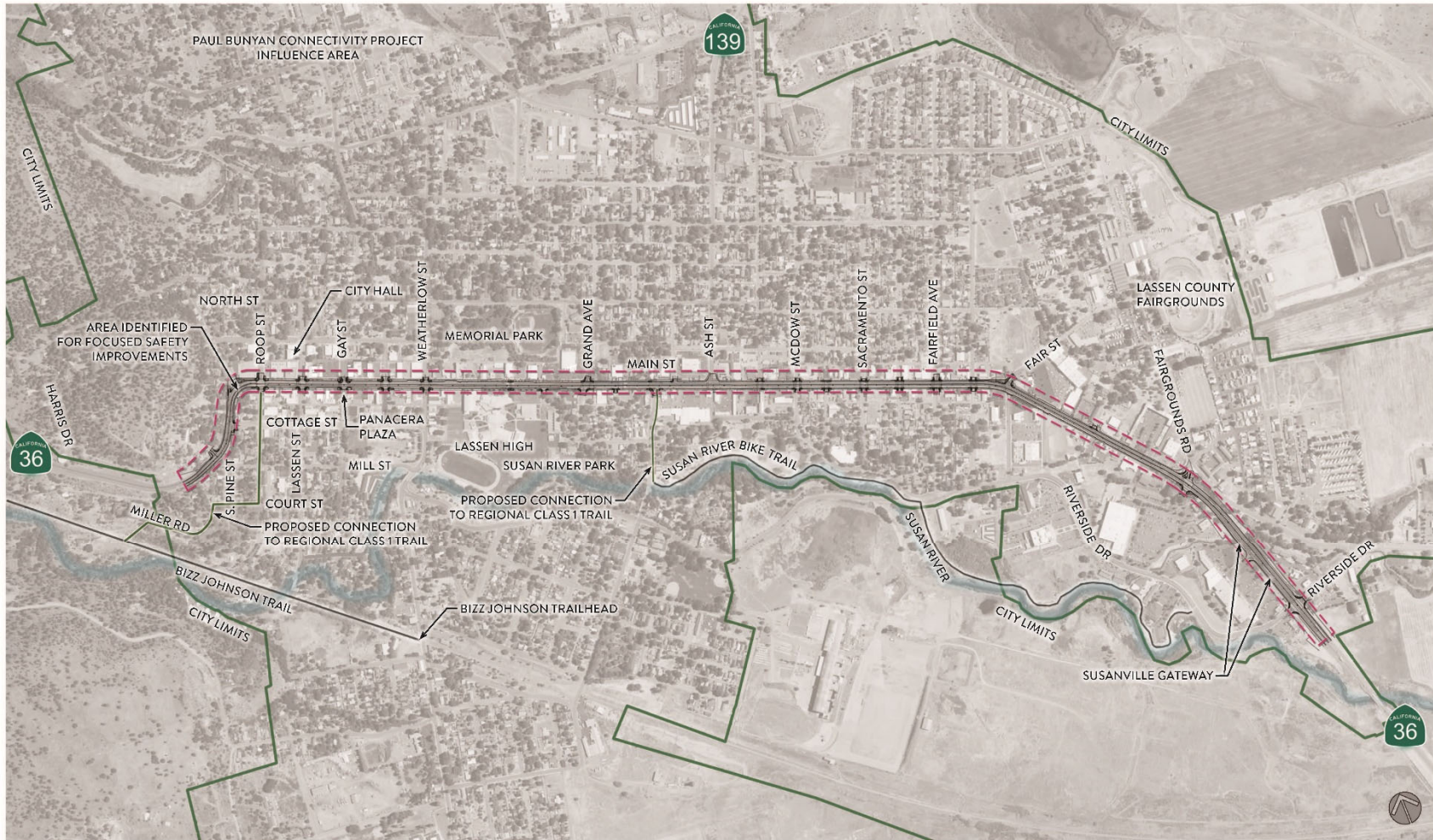


Figure 2-1 Plan Area Map

3. Project Setting

Several destinations and attractions bring visitors to the City. These attractors or destinations are categorized as any development or amenity that encourages the extended visitation and interaction of tourists and visitors to the area. The contents of this report are a roadmap to not just redefine Main Street into a destination itself, but to allow the corridor to support those opportunities and provide the capital infrastructure for the development of new attracting assets. This plan serves to support the exposure and economic growth of these local assets.

Recreation

The City's greater metropolitan area is home to several parks, open space and trails. These include:

Susanville Ranch Park – 1,100-acre open space park owned and managed by Lassen County and the Bureau of Land Management (BLM) with fields and forests providing walking and bicycling enjoyment.

Susan River Park – open space riparian park with trails and river access.

Riverside Park – community park with two ballfields, open turf for field sports, BBQ picnic area(s), and a playground.

Memorial Park – community park which includes the City's only skate park, tennis courts, a regulation baseball stadium and open grass passive space.

Bizz Johnson Trail – trail destination popular with locals and visitors

Pat Murphy Little League Park – local park with three little league baseball fields

Lassen Volcanic National Park – national park approximately 60 miles west of Susanville.



Figure 3-1 Susanville Ranch Park

Casino and Hotel

Diamond Mountain Casino and Hotel is governed and managed by the Susanville Indian Rancheria. Completed in 1996 the hotel and casino complex is a major economic draw for visitors and Susanville residents alike and provides the opportunity for self-reliance and economic development to the local Paiute, Maidu, Pit River, and Washoe Indians.

History

Lassen Historical Museum – located off Main Street adjacent to Memorial Park, this is a local museum for Lassen County

Susanville Cemetery – historic cemetery located near the uptown curve

Inspiration Point – located off the uptown curve, Inspiration Point provides sweeping vistas of the area

Old Lassen County Jail – historic building located in the uptown district

Lassen County Fairgrounds – county fairgrounds with equestrian facilities, amusement rides, a motor speedway, auction facilities which serves as the focus of many local events such as an annual parade, craft fairs, children's fairs, gun shows and tool sales.



Figure 3-2 Old Lassen County Jail

4. Goals and Objectives

The City desires enhanced access for all users along Main Street. A large portion of the community relies upon pedestrian access, including local businesses, seniors, students, and low-income families. Enhancements to pedestrian access along the corridor will directly benefit the community. This plan focuses on identifying improvements to pedestrian access and safety, bicycle travel, and transit access. These will directly improve access for unemployed or low-income families who rely on these modes for mobility. Main Street revitalizations have proven to attract business and promote job growth. The plan identifies improvements that promote economic growth through enhanced safety, increased access to local businesses and potentially increased property values.

The plan addresses on-going pedestrian safety concerns as a primary goal. Very few controlled crosswalks and high vehicular speeds make SR 36 (Main Street) a mobility barrier for pedestrians and cyclists in Susanville.

The ultimate goal for the City is to develop a corridor that exemplifies the character of the community and supports adjacent land uses. As part of the Susanville Main Street Revitalization Plan, the community was polled in September 2015. The results reflect the public's interest in incorporating design elements that reflect the historical heritage of the area, including the community's abundant wildlife and outdoor amenities. Local businesses expressed interest in enhancing Main Street with amenities that improve the character of the business corridor. These include improved street landscaping, signage, and Complete Streets elements that promote walking and biking.

Main Street serves as the backbone of the community and forms a part of the State Highway System. The plan brings Caltrans, the City, Lassen County, and LTSA, together to blend stakeholder needs and build consensus. The plan will leverage existing studies to develop an implementation plan that is supported by the local community, the City, LCTC and Caltrans. The Susanville Main Street Revitalization Study and Susanville Vehicular Wayfinding Plan will be incorporated and modified to meet Caltrans requirements and standards.

4.1. Goals and Objectives - At a Glance:

- Identify improvements that will improve mobility for all users
- Provide the foundation for the transformation of SR 36 into a true Main Street as a destination
- Enhance safety conditions for pedestrians and potentially reducing vehicle speeds
- Identify amenities that will reflect the modern character of the City
- Provide opportunities for economic growth by improving accessibility to existing local businesses
- Provide wayfinding signs to highlight points of interest
- Reduce visual clutter of commercial signage along the corridor
- Build consensus among community stakeholders
- Develop preliminary cost estimates for identified improvements
- Identify potential funding sources
- Prioritize projects based on the current needs of Susanville
- Develop a phased approach to implementing projects as funding becomes available
- Identify opportunities for additional off-street parking in Uptown

5. Existing Conditions

5.1. Highway Condition

Within Lassen County, SR 36 connects the US 395 corridor to Shasta, Butte and Plumas counties in the western Sierra Nevada Mountain Range and provides connections to various rural routes such as SR 44, SR 32, SR 89 and SR 139. SR 36 provides an alternate route for passage over the Sierras. It also serves as a Surface Transportation Assistance Act (STAA) route for trucking. When the major east-west I-80 route is closed, as it often is due to inclement weather, SR 36, along with connecting routes, US 395, SR 44, SR 32, SR 89 and SR 139, serve as the only viable alternative routes.

In Susanville, SR 36 (Main Street) is a four-lane conventional highway serving as the City's primary east-west arterial. The route spans three unique districts in the City: Uptown, Midtown and Gateway. Uptown spans from Roop Street to Weatherlow Street; Midtown encompasses Weatherlow Street to Fair Drive; and the Gateway District runs from Fair Drive to Riverside Drive. Existing conditions and recommended Improvements are provided for each district.

The typical section shown in Figure 5-1 below represents most of the corridor. The roadway is approximately 72 feet wide and has four 12-foot-wide travel lanes and 7- to 14-foot-wide shoulders where parallel parking is intermittently provided. No edge-lines delineate the shoulders and parking areas. An 11-foot-wide two-way-left-turn lane is present in segments of Uptown, Midtown and most of the Gateway districts. **See Attachment 1 for a full-size existing conditions exhibit.**

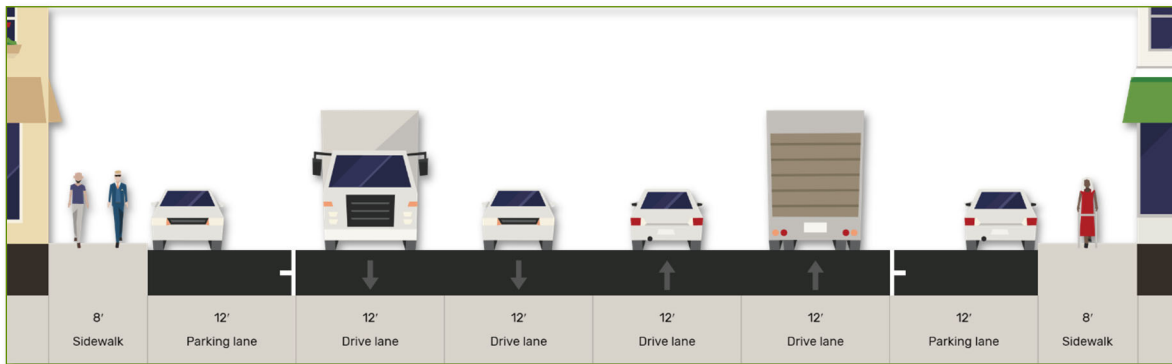


Figure 5-1 Existing Main Street Cross Section

Within the plan area, only seven four-way intersections have traffic signals and many intersections lack signalized or controlled crosswalks. The Uptown and Midtown districts feature historic buildings and commercial structures along the highway frontage. Most parking is at the back of the properties and on side streets. The buildings in the Gateway district are set back further from the highway, with street level parking lots with driveway access. Bike lanes are not present along the corridor.

The exhibit below summarizes the existing conditions within the study area. For the purposes of this study, we have focused on those features which have a connection to available funding at the state and federal level. These issues have been identified in prior studies.

EXISTING CONDITIONS MAP

SR36 COMPLETE STREET & SAFE MOBILITY PLAN



Figure 5-2 Existing Conditions Map

Uptown District

In the Uptown District, SR 36 (Main Street) does not provide two-way left-turn lane access to side streets, with exception of a "trap" left-turn lane westbound at the intersection of Roop Street. Local business owners adjacent to this segment have seen confused drivers make dangerous maneuvers to continue westbound on SR 36 (Main Street) beyond Roop Street. At the west end of Uptown is a sharp inclined curve, known by locals as Uptown Curve. This curve has a metal barrier in the median to prevent run-away trucks and vehicles traveling at high speeds from entering the opposite side of the roadway. The speed limit is posted at 30 miles per hour through Uptown starting prior to uptown hill leading into town. All intersections in Uptown are unsignalized and unprotected for pedestrians except for Weatherlow Street. The uphill grade between Union Street and Gay Street limits sight distance at many intersections in Uptown. Uptown has the widest sidewalks found in the City and more pedestrians are found in the Uptown and Midtown districts accessing connections to adjacent mixed-use residential and commercial land uses. The CAPM project constructed new pedestrian ramps in the Uptown District. The new ramps "bulb-out" into the roadway to provide standard ADA slopes, but were not intended to provide traffic calming. Driveway spacing in Uptown is dense and several unused driveway aprons remain from previous land uses.

Midtown District

In Midtown, a two-way left turn lane is provided intermittently. The roadway width is the narrowest through Midtown. Some segments lack shoulders, left turn pockets, or on-street parking. There is a pedestrian-activated signal at the west end of Midtown in front of the high school. In 2019, the Caltrans CAPM project installed partial bulb-outs at the crossing. Side street intersections in Midtown are a mixture of signalized and uncontrolled intersections. SR 139 connects at the signalized intersection of Ash Street in Midtown. Traffic volumes along Main Street are considerably less west of Ash Street, but truck traffic is consistent throughout the entire corridor.



Figure 5-3 Midtown Looking East @ State Route 139

The viewshed through Midtown is dense with signage. Signs range from regulatory roadway signs and highway guidance signs to large commercial store front signs. The posted speed limit through Midtown is 30 miles per hour. Sidewalk width in Midtown is slightly less than found in Uptown, range typically from 5' to 10' wide in midtown, with no pedestrian seating provided throughout midtown. Almost no landscaping or shade trees are in Midtown. Driveway spacing is dense in Midtown, with many parcels having multiple driveways facing SR 36 (Main Street) and very few driveways having common use between parcels.

Gateway District

Gateway is the larger modern commercial core of the City and offers other public services, such as the fairgrounds. The City is currently in the design process on a separate Southeast Susanville Gateway Project to improve pedestrian infrastructure and safety. The project is discussed later in this plan. The roadway width is the widest throughout the Gateway and provides a continuous two-way left-turn lane. Intersections are spaced further apart in this district and observed vehicle speeds are highest. Protected pedestrian crossing opportunities are also spaced far apart. Modern underground-serviced cobra style electroliers provide street lighting Sidewalks are similar to Midtown, with most sidewalk widths varying from 5' to 10'. The Gateway area has very little public landscaping, shade trees, public gathering spaces or other pedestrian features such as benches.



Figure 5-4 Gateway District Looking West, Entering Susanville

SR 36 Capital Preventative Maintenance Project

Recently, improvements along SR 36 (Main Street) through the City were completed by Caltrans during the 2019 CAPM project. The project focused on bringing all ADA curb ramps to current standards and repaving the roadway surface throughout the study corridor. The project added pedestrian sidewalk bulb-outs at crossing locations to provide the standard required sidewalk width at crossings and accommodate ADA curb ramps. The bulb-outs are not intended to serve as traffic calming features. Aesthetic elements were not included in the CAPM project. This plan uses the CAPM project as the baseline conditions for the recommended improvements.

See Attachment 6 - 2019 Caltrans CAPM Project Layout sheets.



Figure 5-5 Caltrans CAPM Installed ADA Ramps

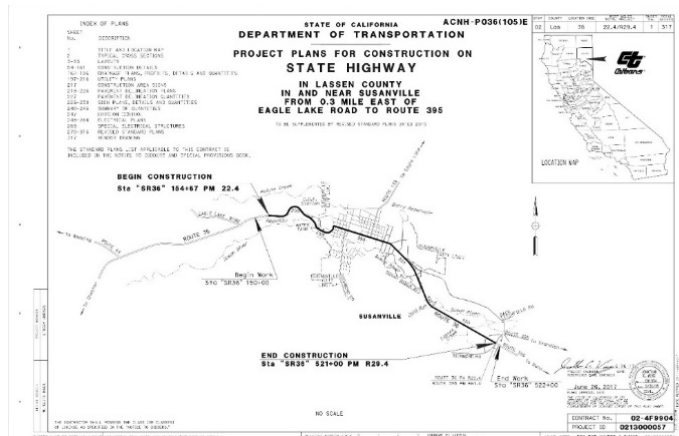


Figure 5-6 Caltrans CAPM Project Plans

5.2. Land Use

Land use along the SR 36 (Main Street) within the City contains a mixture of mostly retail, restaurants, and isolated areas of residential housing. To the west beyond Roop Street and within the city limits land uses are predominantly residential. The City’s high school is situated on the south side of SR 36 (Main Street) in the western end of Midtown. On the east end, the Gateway District consists of mostly commercial shopping centers which were constructed in the early 1990’s. Open spaces and parks near SR 36 (Main Street) include Susan River Park, Memorial Park and Riverside Park. Located northwest of Main Street, the Susanville Ranch Park is a 1,100-acre recreation area owned by Lassen County. **See Existing Conditions Map - Attachment 1, which shows current land use.**

5.3. Non-Motorized Facilities

Non-motorized users view SR 36 (Main Street) as an east-west mobility barrier for those trying to access the north or south side of the corridor. One of the contributing factors obstructing pedestrian circulation is the lack of controlled pedestrian crossings within the Study limits. As shown in the figure below, there are 10 intersections with uncontrolled (unprotected) crosswalks, where no traffic signal controls the vehicular movement. This plan aims to enhance pedestrian safety at these locations.

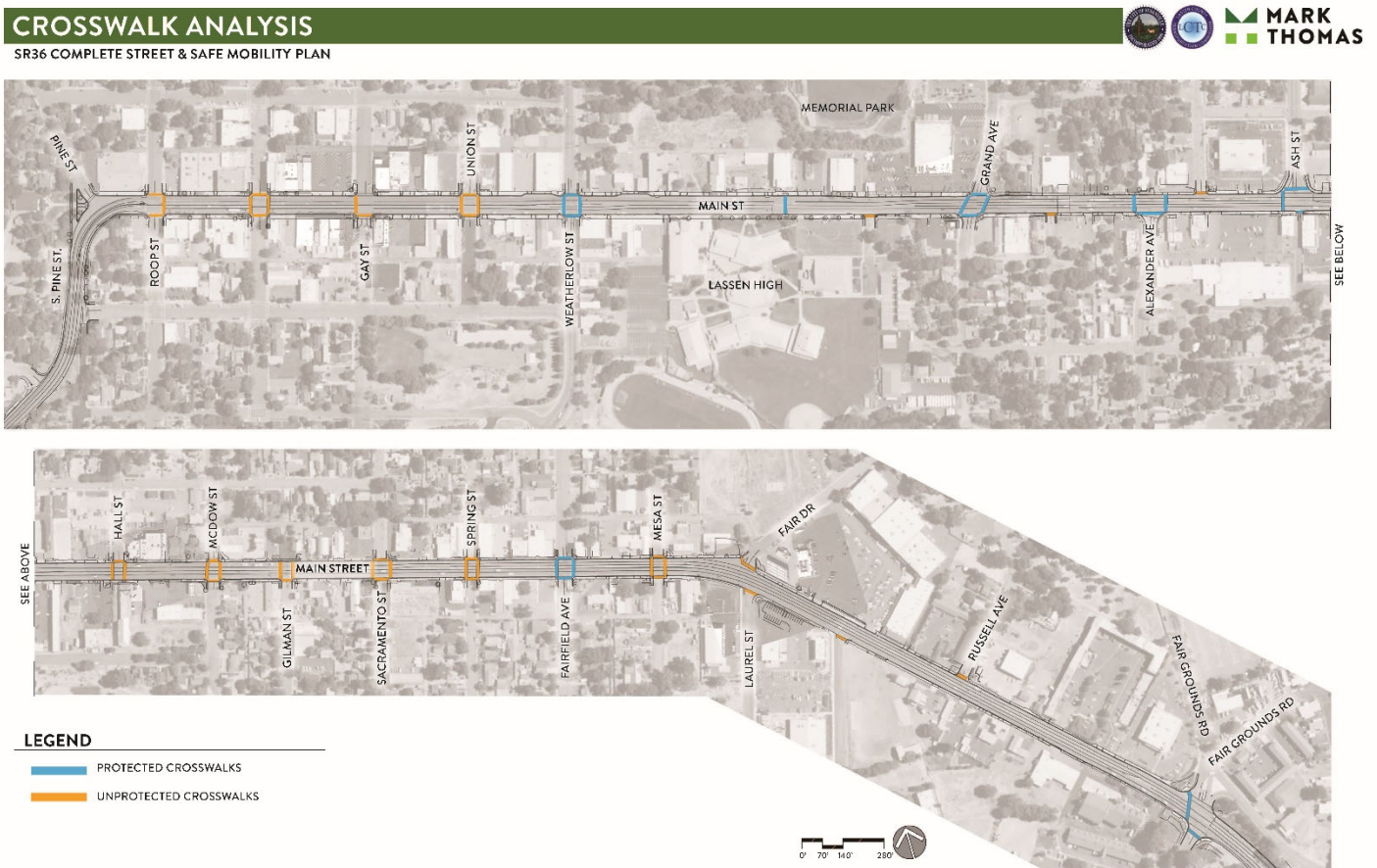


Figure 5-7 Existing Crosswalk Analysis

5.4. Existing Streetscape Elements

SR 36 (Main Street) currently lacks street trees, landscaping, furniture, decorative pavement, public art, or features intended to enhance the user experience. In general, the corridor is functional in nature and relies on the greater surrounding to provide aesthetic value.

One exception to this can be found at Pancera Plaza, located on Gay Street just south of Main Street. This Plaza is a side street which has been updated with landscaping, bicycle parking, seating areas, aesthetic sidewalk and retaining seat wall features and a narrowed roadway to provide traffic calming and a more pedestrian-focused plaza atmosphere. Through Pancera Plaza, Gay Street is one-way and provides diagonal parking on both sides. A maintenance project at Pancera Plaza was completed during winter of 2018 to fix the aging sidewalks.

Public Parking

The community wants to retain or, if possible, increase parking along the corridor. Merchants and residents have expressed the importance of parking to ease access for patrons. The old Bank of America parking lot has been closed, and parking remains as a concern in Uptown. The plan analyzed existing parking and looked to identify parcels for potential public parking that can serve Uptown. However, adding more parking on vacant lots would reduce opportunities to add new businesses, amenities, and activated spaces to the Uptown core.

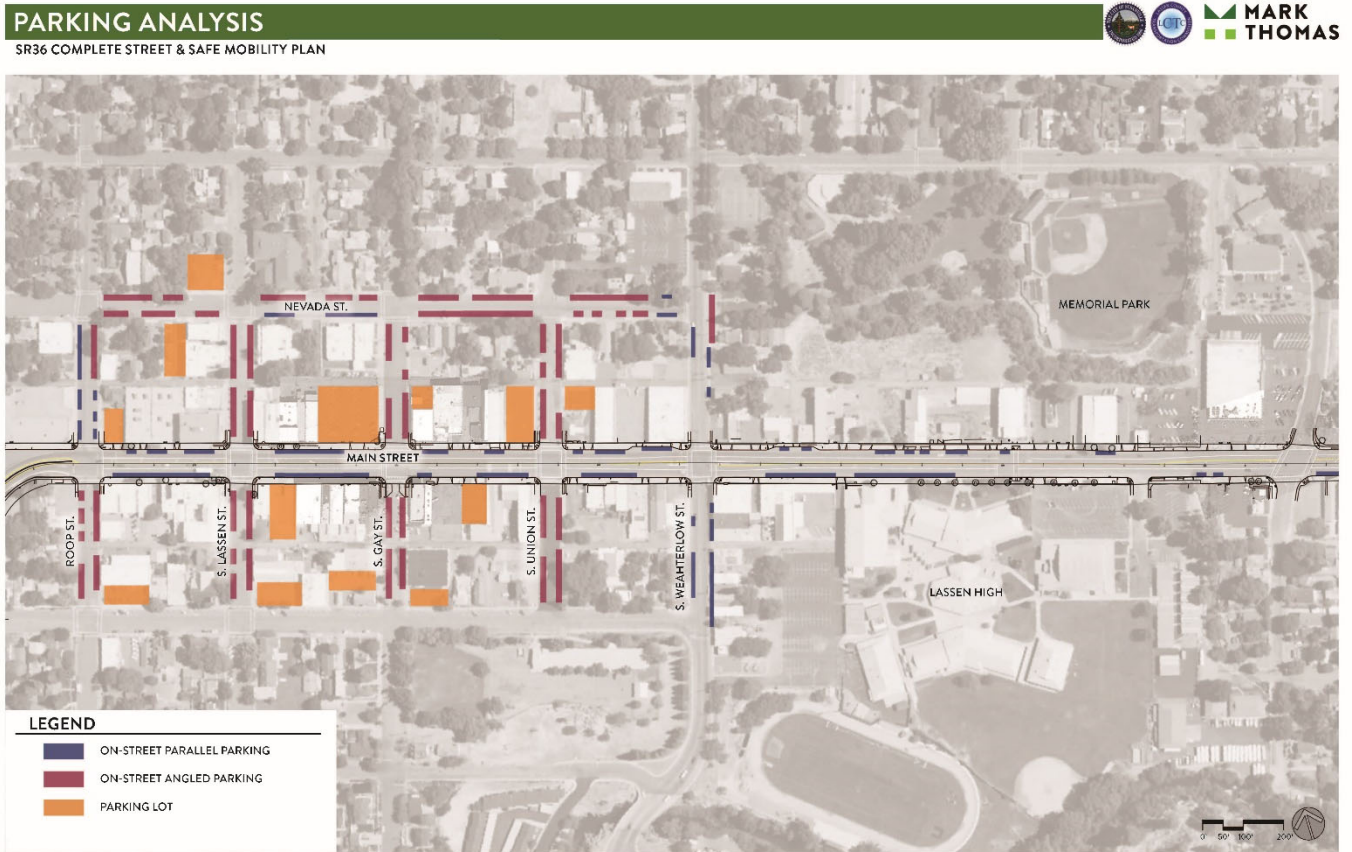


Figure 5-8 Existing Parking Analysis

5.5. Existing Safety Conditions

Collision History

The community has expressed concerns with safety conditions, including high vehicular speeds and pedestrian crossing conditions. The posted speed limit is 30 mph along the corridor, except in the Gateway District where the speed limit is 40 mph. Speed issues occur due to various factors but are mainly attributed to high speeds entering and exiting the City, and the continuous four-lane, high-speed facility with wide lanes and no traffic calming measures present until after entering the City limits. Nearly 30% of all collisions involved unsafe speeds. According to Statewide Integrated Traffic Records System (SWITRS) and Transportation Injury Mapping System (TIMS) data, 348 accidents (30 bicycle/pedestrian) have occurred between 2009 and 2018. The corridor in front of Lassen High School experiences frequent accidents. There was a pedestrian fatality at this location in 2013. Safety of students is a major concern. Transit stops are generally not marked and lack basic safety and comfort amenities for riders. The plan evaluates the impact of multimodal options that will increase safety and accessibility for a wide variety of users.

Collision Severity

A significant number of collisions between 2009 and 2018 resulted in personal injury: 92 resulted in an injury or fatality. One fatality occurred near Lassen High School. **See graphics on the next page for collision severity by segment.** Two more fatalities occurred Winter of 2019 since the completion of the safety analysis memo. Full SWITRS and TIMS data for these fatalities is not yet available, though we know these fatalities involved individuals walking or bicycling in the roadway. Additional traffic calming measures and complete street elements have the potential to reduce these types of fatalities. 47% of collisions in the Uptown area were found to be caused by unsafe starting/backing violations. This is attributed to motorists utilizing the existing parallel parking along Main Street **See Existing Conditions Map - Attachment 1, which shows collision locations. See Attachment 5 for the Safety Analysis Memorandum.**

Recommended Safety Counter Measures

Lane Reallocation – Convert the existing four-lane undivided roadway into a three-lane roadway consisting of two through lanes and a central two-way left-turn lane.

Modify Signal Timing – Emphasize pedestrian phases to encourage use of controlled crosswalks and reduce jay-walking.

Left Turn lanes – Separate left turn movement from through movement to minimize turn-related collisions and eliminate unnecessary delays.

Edgeline Striping – Create formal shoulder space, parking lanes, and potential future bike lanes along the roadway.

Bulb-outs – Reduce pedestrian crossing distance to improve safety and allow pedestrians better visibility of the roadway.

Gateway Enhancements – Provide traffic calming benefits and increase awareness that drivers are entering the City.

Rectangular Rapid Flashing Beacons – Provide pedestrian-activated flashing lights to alert drivers to pedestrians utilizing the crosswalk.

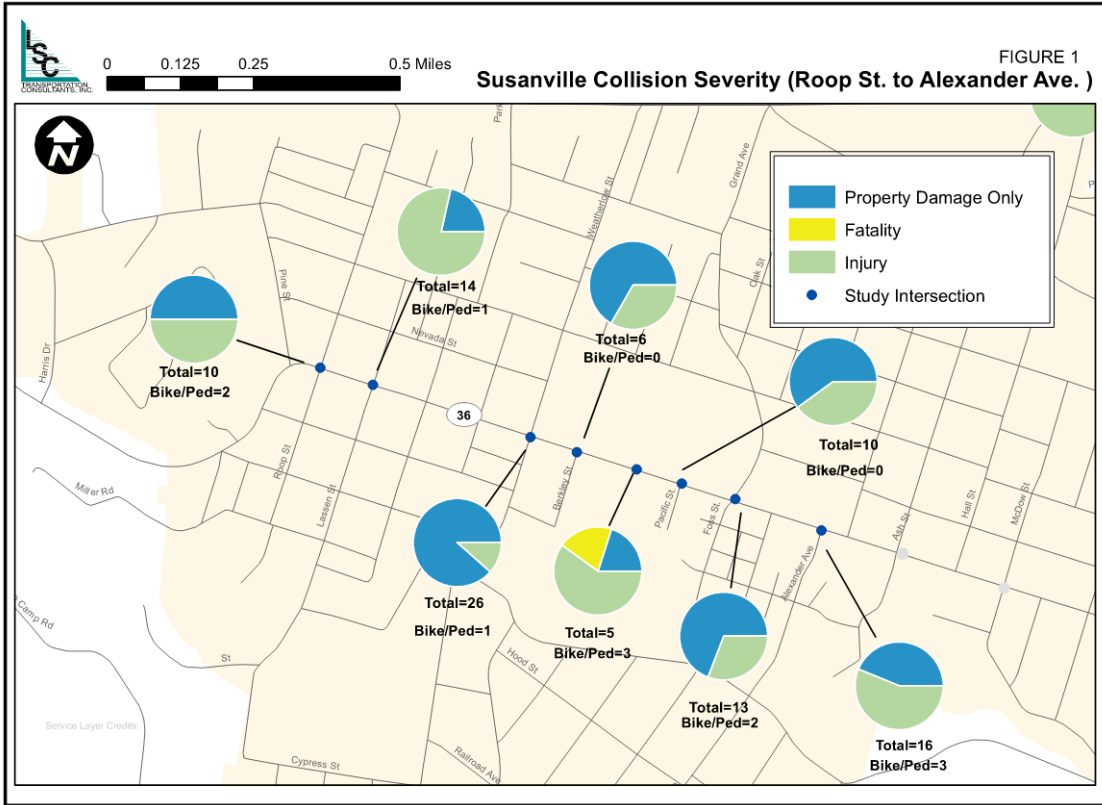


Figure 5-9 Collision Severity Diagram, Roop to Alexander

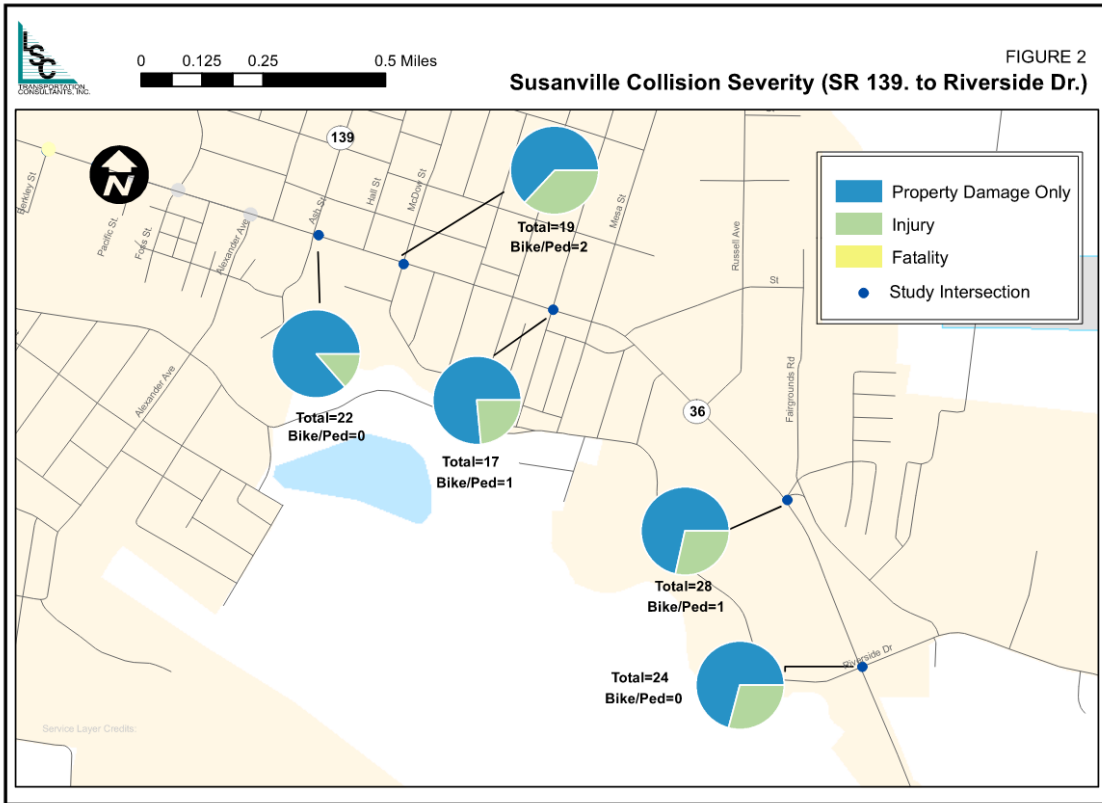


Figure 5-10 Collision Severity Diagram, SR 139 to Riverside Drive

5.6. Transit

Lassen Rural Bus currently has seven stops throughout the plan corridor. These stops are noted with a signpost and lack seating, or shelter. Lassen Rural Bus routes stopping along the corridor include the local loop of the Susanville City Route, West County Route, South/East County Route and Eagle Lake Route. The South County Commuter Route stops at the east end of the study corridor near Riverside Drive. The Lassen Transit Service Agency (LTSA) provides service through the SR 36 (Main Street) corridor with the Susanville City Route. The Susanville City route has also a complementary paratransit service for elderly (60 years and older) and people with disabilities which is called Dial-A-Ride.

6. Previous Plans and Studies

6.1. Susanville Main Street Revitalization Plan

The Susanville Main Street Revitalization Plan outlines a long-term vision for Main Street to encourage revitalization and transform Main Street into a more livable street accommodating all users (drivers, bicyclists, and pedestrians). The plan provides an overall design framework and guidelines for the area. These guidelines identify various street furnishings, landscape improvements, street and ornamental lighting, gateway monumentation, a wayfinding signage program, and recommended architectural enhancements and improvements for structures.

Over the years, various organizations and community stakeholder groups have come together to develop individual strategies and planning guidelines for improving Main Street. The Revitalization Plan was the culmination of those efforts and includes a planning process that verified the community vision for the area. The document takes elements from economic development and redevelopment strategies developed by Lassen County, City of Susanville and various stakeholder groups, including the



Figure 6-1 Uptown Susanville Looking East

Historic Uptown Susanville Association (HUSA) and creates a unified set of design guidelines. Through an extensive outreach effort, the Revitalization Plan established a concept to draw visitors, grow local business opportunities and to expand existing and new trade sectors. Future development and improvements to Main Street are a critical component to that strategy. The Revitalization Plan established the aesthetic, landscape, and architectural improvements that are carried through in this Complete Street and Safe Mobility Plan. These improvements include enhanced paving, street trees and landscape areas, improved street and pedestrian lighting, and the addition of wayfinding and signage. **The Susanville Main Street Revitalization Plan is included as Attachment 7**

6.2. Lassen County Bikeway Master Plan

Updated and adopted in 2011, the Lassen County Bikeway Master Plan re-evaluated the goals and policies of the 1999 Bikeway Master Plan. The plan provides a blueprint for developing bikeway system in Lassen County. Specifically, within the SR 36 (Main Street) corridor of Susanville, the master plan calls for the existing Class IIIs to be converted to Class IIs as well as the introduction of other bicycle support amenities, crossing protections, and street drain safety measures. The Bikeway Master Plan is currently being updated to include a public outreach component.

6.3. Lassen Transit Service Agency – Regional Transportation Plan

The 2017 Regional Transportation Plan is currently being updated by LTSA. It currently shows eight stops along the SR 36 (Main Street) corridor. No changes to the route or bus stop locations are proposed. However, shelters may be provided at high-volume locations. The regional transportation plan is currently being updated by the LTSA.

6.4. Caltrans CAPM Traffic Analysis

Caltrans prepared a traffic analysis report prior to the design and construction of the SR 36 CAPM project in July of 2016. The traffic report examined the existing corridor characteristics and operations, such as travel time delays, signal timing, safety and lane configurations. The Traffic analysis investigated if a lane reduction in Midtown and Gateway Districts was feasible. Caltrans determined that a lane reduction in Midtown and Gateway Districts would result in unacceptable degradation in Level of Service (LOS), and recommended keeping the existing lane configuration. The Caltrans traffic analysis study did not include the Uptown portion of SR 36 (Main Street) to the West of Weatherlow Street.

Truck volumes generally account for 5% of traffic through the corridor, based on Caltrans data from 2016 to 2018. The CAPM Traffic Analysis assumed 8% truck volumes in traffic forecasting analysis.

6.5. Supplemental Traffic Analysis

During January of 2019 additional traffic and pedestrian counts were completed through Uptown by LSC. The findings from the 2019 Traffic counts are summarized in the **Existing Conditions Memo included as Attachment 8**. Local and Passenger vehicle traffic volumes through Uptown were found to be less than that through Midtown and Gateway districts, with the most significant drop-off in vehicle counts occurring at the SR 139/Ash Street intersection. **Tabulated traffic counts are included in the table on the next page.** The Lassen County Regional Transportation Plan (RTP) also has found the population in the region will decline by approximately 0.5% per year over the next 10 years. The reduced vehicular load through Uptown paired with an expected population decrease in the region ultimately supports a lane reallocation through Uptown.

SR 36 and	Period	Northbound			Southbound			Eastbound			Westbound			Total
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
AM Volumes														
Roop St	7:15	0	0	0	82	23	7	0	305	2	14	131	39	603
Lassen St	7:30	12	18	40	0	0	0	11	336	9	47	191	35	699
Gay Street	7:45	0	0	0	5	4	11	18	317	2	14	308	7	686
Union Street	7:45	0	5	21	11	4	4	12	303	4	16	336	19	735
Weatherlow St	7:30	58	247	247	140	201	25	16	334	28	135	242	65	1738
Berkley St	7:30	2	0	46	0	0	0	0	474	9	28	307	0	866
High School DW	7:30	0	0	0	5	0	7	1	466	57	113	328	8	985
Pacific St	7:30	19	0	114	0	0	0	4	454	13	37	432	6	1079
Foss St	7:30	11	8	8	38	7	79	54	479	15	4	372	46	1121
Alexander Ave	7:30	38	0	93	1	0	0	0	478	48	41	380	1	1080
SR 139	7:45	0	0	1	163	6	99	127	399	0	0	361	149	1305
McDow St	7:45	12	3	17	15	5	33	18	668	6	11	620	14	1422
Fairfield Ave	7:45	29	26	12	77	9	11	17	615	17	8	636	23	1480
Johnstonville Rd / Fairgroun	7:30	33	663	9	66	513	35	41	5	18	11	6	50	1450
Riverside Dr	7:30	150	488	71	137	264	80	77	110	98	20	84	123	1702
PM Volumes														
Roop St	16:00	0	0	0	74	28	26	0	263	4	33	378	81	887
Lassen St	16:00	18	26	103	0	0	0	23	306	9	65	478	95	1123
Gay Street	16:00	0	0	0	28	16	40	12	376	16	46	613	21	1168
Union Street	16:00	7	12	35	18	7	19	16	397	4	19	648	9	1191
Weatherlow St ¹	15:00	116	175	205	145	130	49	32	422	33	107	625	77	2116
Berkley St ¹	15:00	1	0	38	0	0	1	1	516	8	20	535	0	1120
High School DW ¹	15:00	0	0	1	13	0	13	4	531	17	32	533	18	1162
Pacific St ¹	15:00	12	0	123	1	0	1	1	540	7	9	566	14	1274
Foss St ¹	15:00	6	7	11	89	6	50	45	590	11	9	499	80	1403
Alexander Ave	16:30	72	0	77	0	0	0	0	522	30	70	536	1	1308
SR 139	16:30	0	0	0	182	9	155	114	498	1	0	498	196	1653
McDow St	16:30	11	3	23	15	5	26	21	842	6	17	855	21	1845
Fairfield Ave	16:15	50	23	18	65	11	11	14	815	23	11	849	38	1928
Johnstonville Rd / Fairgroun	16:15	74	702	18	62	707	122	123	20	119	20	9	92	2068
Riverside Dr	16:15	129	371	56	189	417	77	98	156	192	54	138	255	2132

Note: January 22, 2019 count data was adjusted upward to reflect busy day conditions.
Note 1: PM Counts Conducted with School dismissal 3-5 PM
Source: LSC Transportation Consultants, Inc.

Figure 6-2 Traffic Counts

6.6. Susanville Southeast Gateway Project

The City is currently working on the Southeast Susanville Gateway project. The project will ultimately construct gateway enhancements including widening existing road shoulders; construct new ADA compliant curb, gutter, and sidewalk; install decorative safety lighting and remove standard 'cobra head' lighting, where possible; construct pedestrian safety rail on existing bridge over drainage ditch; and install additional landscaping including street furniture such as benches, trash receptacles and bicycle racks. If funding becomes available, the project will add a gateway monument sign. The Southeast Gateway project is currently in the final design phase and construction is expected in 2022. Coordination efforts will continue between the Southeast Susanville Gateway project and this complete street plan to create one cohesive and uniform main street corridor.

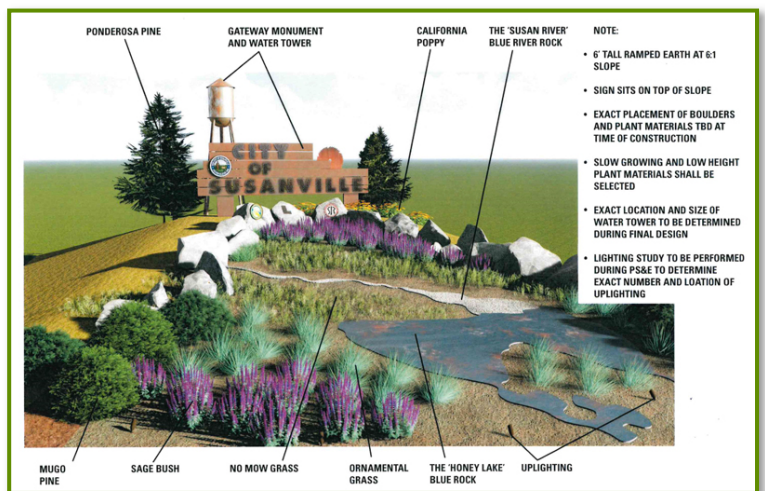


Figure 6-3 Susanville Southeast Gateway Proposed Monument

7. Analysis of Future Conditions

7.1. Population and Employment Growth

The population trend for Susanville and Lassen County has been going down over the past several years. The discussion below highlights data from the prior census and the RTP. The most significant factor for this plan is the potential decrease in projected traffic volumes due to decreased population. Rather than developing new traffic forecasts, the plan reviewed the traffic analysis from the 2019 CAPM project. The analysis states that forecasted traffic will not adversely affect LOS along the corridor.

Nearby large employers include the Sierra Army Depot, Federal Correctional Institute Herlong, High Desert State Prison, California Correctional Center, hospital and healthcare facilities, distribution and fulfillment centers in Nevada (Amazon and Sherwin-Williams), entertainment venues and casinos, and local government agencies. There are also National and State Parks adjacent to the highway that have recreational and logging use. While the locations of these employment centers are outside of Susanville, several opportunities appear along the US 395 corridor. As part of a separate planning and coalition building effort, LCTC is laying the groundwork to improve US 395 and provide better access to employment opportunities. LCTC's goal in improving SR 36 (Main Street) is to entice the Lassen County work force to stay in Susanville rather than moving to the Reno Metropolitan area.

Within the plan limits, a majority of residents are identified as a low-income as defined by AB 1550. Data compiled in the 2017 Lassen RTP reveals many households without access to vehicles and a stagnant employment rate. Based on US Census data, the 2016 median household income estimate for Susanville was \$46,863 compared to the California median income of \$67,739. It's estimated that 22.8% of the population lives below the poverty line (US Census Bureau, American Community Survey and Puerto Rico Community Survey, 5-Year Estimates). According to California EDD approximately 7.2% of the Lassen County labor force was unemployed in April 2016. Between April 2016 and April 2017, the Lassen County unemployment rate remained higher and decreased at a slower rate than the unemployment for the State of California and the United States. The City has a population of 8,700 (17,947 including the prison) with 14.3% under the age 18 and 6.6% over age 65 (2010 US Census). 2016 US Census projections show the population declining by 17.3% from April 2010 to April 2016.

The most recent reversal of population growth (2010 to 2019) is most likely attributed to a reduction in inmate population. However, it should also be noted that some households move to Susanville primarily to be close to a family member during an extended incarceration. If and when these prisoners are released or transferred to other facilities, household occupants who moved to Susanville to be closer to the incarcerated may vacate the city entirely.

7.2. Impact of COVID-19

Prior to the COVID-19 pandemic, the unemployment rate of Susanville was 4.8%; 0.9% higher than the national average. Job numbers grew 0.7% in 2019-2020 and job growth was projected to be 13.0% in the next 10 years. However, these projections will be adversely affected by the current economic shutdown caused by COVID-19.

8. Community Outreach

8.1. Stakeholder Outreach

Involvement by citizens and interest groups is encouraged at both the planning and project levels. This involvement includes contact with stakeholders individually and with the community at public meetings. In November 2018, LCTC held a public workshop in advance of construction of the CAPM project to inform the community of the impacts and schedule. The public showed strong support for incorporating complete streets enhancements with the project. However, the funding for the CAPM projects doesn't allow aesthetic features to be included. The public also voiced several safety concerns regarding the corridor, including the Uptown Curve and various uncontrolled crosswalk locations. Information gathered at this meeting was used to develop the purpose and need for this plan and establish justification for grant funding.

At the beginning of the SR 36 Complete Street and Safe Mobility Study, the study team held a kick-off meeting in Susanville. In addition to Caltrans and city staff, other stakeholders such as the Chamber of Commerce, the Historic Uptown Susanville Association, and the Lassen Historical Society were invited.

In 2019, the Study Team met with representatives from the Lassen County Chamber of Commerce to discuss wayfinding signing in downtown Susanville. Designs from the 2015 Susanville Vehicular Wayfinding Plan were discussed. A preferred style sign was selected along with sign locations.

Following the initial stakeholder outreach, LCTC presented the concept plans to City of Susanville Councilmembers and the public. The council meeting kicked off a 6-week period to solicit public feedback on the plan. A summary of public engagement activities has been included as Attachment 15.

8.2. City of Susanville Council Presentation

On Wednesday, October 7, 2020, in coordination with the Lassen County Transportation Commission, the City of Susanville received a presentation and held public comment on the SR 36/Main St. Complete Street and Safe Mobility Plan. The presentation and subsequent public comment period were held during the City Council's regular meeting at the Veterans Memorial Hall, 1205 Main Street. The presentation to the Susanville City Council provided an opportunity for the public to be introduced to the SR 36/Main Street Complete Street and Safe Mobility Plan, provide for Councilmember and public comment, and begin the period for more expansive public review and comment starting on October 8, 2020. Since the presentation was part of the City Council's regular agenda, public comment was made available during the regular course of the meeting proceedings.

Activities included a presentation by Consultant Project Manager, James Pangburn of Mark Thomas. James answered questions and recorded comments from both the City and Council. John Clerici, the Executive Secretary of the Lassen County Transportation Commission, provided background on the role of the Commission in funding and managing the report to date. He also commented on the efforts to collect public comment over the next 6 weeks and how those results would inform the document and be reported back to the City Council. A summary of comments received during the presentation is provided below.

Traffic and Pedestrian Safety

- Comments of concern and support for the Uptown restriping proposal:
 - Consider impacts to snow removal / storage
 - Potential Traffic back-ups in Uptown if the number of lanes is reduced
 - Ability to pullover for emergency vehicles
 - Roadway capacity during a potential evacuation
 - Potential safety benefits of restriping should be thoroughly discussed in a public setting
 - Better presentation of striping could help with more informed comments on the issue
- Crosswalks at uncontrolled intersections should be “piano key” style.
- Crosswalks with flashing signals and signs should be considered at more locations – especially at locations with highest pedestrian volumes.
- Speed limits should be reduced (especially in the upper historic part of Main Street) and more heavily enforced by Susanville PD and CHP.
- Bike Lanes are not a good idea on Main Street – look for other roads.
- Access to local and regional parks should be part of the plan.

Corridor Aesthetics

- Consider adding discussion about undergrounding the utilities.

General Comments

- Council members McCourt and Herrera are in general support of the project.
- LCTC commissioner David Teeter provided his support for the project and urged the City to take action.
- Funding for this should not include funding that could be used for other purposes.

8.3. Project Website

LCTC developed a project website which included information about the project, links to related planning studies and interim memorandums. The project website can be found here: <https://www.lassenctc.com/state-route-36-re-paving-project-ca>.

8.4. On-Line Survey

After concept designs for SR 36 improvements were completed, the study team conducted an on-line survey to gauge public and stakeholder support for proposed improvement projects. A link to the survey was posted on the project website and distributed in the following ways:

A link to the survey along with a printable flyer was emailed to a variety of stakeholders including:

- Local government staff and elected officials
- California Highway Patrol
- Susanville Indian Rancheria
- Lassen Transit Services Agency
- Social Services Transportation Advisory Council

- Lassen County Chamber of Commerce
- Lassen Land Trails and Trust
- Susanville Historical Society
- Members of the Uptown Susanville Association
- Susanville School District
- Lassen Highschool District
- Lassen Community College

Availability of the survey was publicized in the following media outlets:

- Lassen News (on-line publication) for four weeks in October
- Susanvillestuff.com for one week in early October and one week in late October
- City of Susanville website
- Lassen County Transportation Commission website

The survey was available from October 8th to November 16th. A total of 383 persons participated in the survey. Results from the on-line summary are presented in Attachment 15. The on-line survey included nine questions about the plan elements. A summary of the responses is provided below. The stakeholder groups listed above were contacted and encouraged to use the on-line survey to provide comments. No direct comments were received by LCTC by stakeholder groups.

- 1. Gateway Features:** Many found a gateway feature to be a good idea and an opportunity to help beautify the town. Some respondents suggested moving the gateway to another location; not as close to Town Curve and easier to see. Others were concerned that it would only provide a distraction from driving or another obstacle for trucks to hit. Some felt that money would be better spent on other improvements.
- 2. Street Trees:** Most respondents liked the idea of street trees. However, some did caution that if not placed properly, trees could block store fronts or a driver's view of pedestrians. The type of tree is important to many, one that would not drop an excessive amount of debris and could be easily maintained.
- 3. Rectangular Rapid Flashing Beacons: RRFB's** are a popular strategy among respondents. Some provided suggestions of other locations to place RRFB's: near Gay, Mesa, Roop, Lassen, Laurel, and Robbs Way.
- 4. Concrete Banding:** Overall, respondents were positive about this type of improvement. Many respondents were concerned that the concrete banding would be damaged by snow removal equipment and necessitate increased maintenance. Other see colored concrete as a way to improve visibility of crossings when the sun is at low angles.
- 5. Way Finding Signs:** Although only 22 percent of respondents were opposed to the idea, many do not rank this technique as high priority. Some do not feel that signs would be helpful to navigate around Susanville and others feel that there are already too many signs.

6. Pedestrian Level Street Lighting: Very few respondents disagree with adding more street lighting. Several locations were suggested, and many felt they should be placed everywhere along Main Street. Respondents like the idea of attractive street lighting as opposed to the traditional orange colored lights.

7. Sidewalk Repairs: Suggestions for specific locations included:

- Near the bowling alley
- Near Mazatlán Restaurant
- From Mesa to Riverside Street
- North Street and Park
- Near Napa Auto Parts
- Between Sears and the movie theater
- From Riverside to Walmart/Walgreens
- Between Burger King and the dentist office
- Roop Street
- From Weatherlow to Riverside
- Between Fairfield and Grand
- First four blocks at the west end of Susanville
- Between Weatherlow and Pine Streets
- Between Grand and Park
- From Russel to McDow
- Between Mesa and Walmart

8. Lane Reduction in Uptown District: Overall opinion was fairly evenly split, with 52 percent either disagreeing or strongly disagreeing, 40 percent agreeing or strongly agreeing and 8 percent neutral. Although a larger number of respondents disagree with this concept than agree, there appears to be an increase in the number of Susanville residents willing to explore the idea as compared to previous public forums. Respondents in opposition are fearful that reducing the number of lanes in Uptown will cause traffic congestion; particularly as there appears to be an increase in the proportion of truck traffic travelling through Susanville. Others fear that lane reduction will limit the ability to evacuate quickly in the case of a fire. Respondents were also worried about a lack of parking and how this concept would affect the High School. Proponents of lane reallocation see it as a needed safety improvement as crossing four lanes of traffic is considered by them to be unsafe, particularly if one lane of traffic stops for a pedestrian while the other lane does not. Others feel that lane reallocation would slow down drivers and therefore provide increased safety.

9. Project Prioritization: Of the 8 above mentioned techniques to improve safety and mobility along Main Street, rank in order of importance to you (1 = most important and 8 = least important). Average weighting of concepts by respondents:

- Priority 1: Street lighting
- Priority 2: Rectangular Rapid Flashing Beacons
- Priority 3: Sidewalk repair
- Priority 4: Street trees
- Priority 5: Colored concrete banding
- Priority 6: Wayfinding signage
- Priority 7: Gateway feature
- Priority 8: Lane reallocation

8.5. Virtual Workshop

Due to the COVID-19 pandemic, it was not possible to hold in-person public workshops. Therefore, LCTC and Mark Thomas produced a “Virtual Workshop” in the form of a voice-over Power Point presentation which was posted on You-Tube. The presentation mirrored the presentation to the City Council and received 75 views. At the end of the presentation, viewers were encouraged to complete the on-line survey. A sample of the slides used in the presentation are shown below.

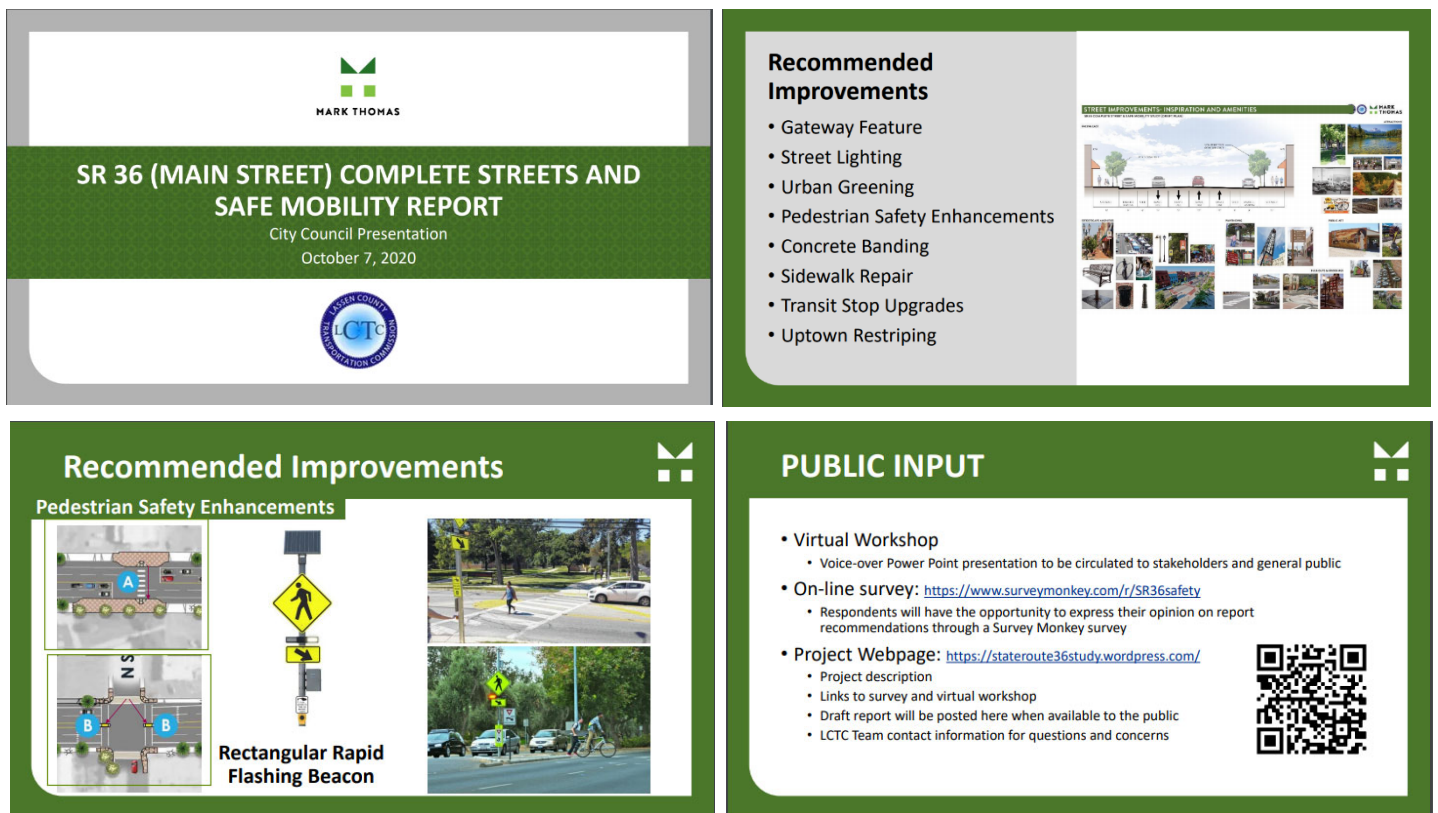


Figure 8-1 Sample Slides from Council Workshop and Virtual Workshop

9. Recommended Policies

Parking and Vehicular Policies

A coordinated set of management and supply changes are needed for substantive improvement in on-street parking conditions. The following list represents potential parking and vehicular policies to consider.

- Establish paid parking in areas where long-term parking is not desired.
- Limit on-street parking duration.
- Increase curbside pickup and passenger loading zones
- Increase employee parking location options.
- Restrict delivery vehicles from double-parking between 12:00 p.m. – 1:30 p.m. (data could be used to refine limitations over time).
- Establish parking enforcement hours.
- Collect quarterly parking occupancy and turnover data.
- Explore voluntary private shared-parking district.
- Provide van-accessible parking.
- Implement streetscape improvements to increase shade.
- Develop a parking management plan
- Improve transit options into Uptown, Midtown, and Gateway districts.
- Consolidate driveways along SR 36 (Main Street). While specifics on consolidation are not given in this document, such policy consideration should not be precluded in the future.

Maintenance Agreement with Caltrans

As SR 36 (Main Street) is owned and managed by Caltrans who is partially responsible for maintenance along the corridor. Per the Caltrans Maintenance Manual, Caltrans is permitted to delegate maintenance to the local agency by processing a Maintenance Agreement. Ongoing Maintenance Agreement updates are required to ensure the continued up-keep of the improvements outlined in this plan, such as wayfinding signs, bus shelters, enhanced paving, decorative streetlighting, and landscaping. A project specific Maintenance Agreement is currently being updated for the Southeast Gateway project. Since the ultimate improvements are unknown at this time, the City should enter into a Master Maintenance Agreement that can be updated on an ongoing basis as the individual projects are implemented. The City is in the process of developing a master maintenance agreement for all state facilities within the City limits.

Beautification and Maintenance Policies

Beautiful public spaces give visitors and residents a place to stop, shop, sit, relax, people-watch, and enjoy the neighborhood—a simple way to encourage people to spend more time on Main Street. Public spaces, like what is possible for the SR 36 (Main Street) corridor, should be well maintained and attractive and provide a central focus for gatherings. Policy recommendations include:

- Develop a Main Street arts district
- Establish a façade improvement program
- Create a street maintenance/management district or business improvement district the Historic Uptown

Susanville Association

- Implement a uniform wayfinding signage program and install information kiosks
- Recruit a team of street ambassadors
- Create a program for “pop-up” shops to fill empty storefronts
- Allow for interim uses of vacant lots
- Develop commercial signage design standards for each district

Regulatory Policies

Revitalizing Main Street and establishing a successful complete street can only be accomplished with the physical improvements and policies that are reinforced with positive regulatory policies. Policies must be flexible and able to eliminate economic and redevelopment barriers.

- Modernize regulations and codes to allow the reuse of existing structures, strategic infill construction, and mixed uses
- Support redevelopment and tenant improvements with grants or loans
- Pursue public-private partnerships with owners of large unused parcels along the corridor
- Develop a Master Maintenance Agreement with Caltrans and amend agreements as necessary as projects and improvements move forward. This will avoid costly and inconsistent project-by-project maintenance arrangements with Caltrans.

Consolidation of Private Driveways

Driveway consolidation is beyond the scope of this plan. Driveway consolidation requires close coordination with individual property owners. Opportunities for consolidation are most feasible when a parcel is undergoing redevelopment. As these opportunities arise, the City should consider requiring more spacing between driveways and the use of shared driveways. This policy should provide circulation between adjacent connected parking areas and reduce the need for multiple driveways.

Commercial Signage Standards

The SR 36 (Main Street) corridor has an abundance of signage which can be distracting to motorists. This plan reviewed the existing roadside signs, including regulatory signs, warning signs, guide signs, and informational signs. Upon review, it was found that a majority of the signs are required per the California Manual for Uniform Traffic Devices (CA-MUTCD). This abundance of signs complicates the visibility of new wayfinding signs. To mitigate the abundance of signs, the City should adopt a uniform sign policy for Main Street that would standardize commercial signs, reduce the overall number of signs, and increase the visibility of wayfinding signs. This policy would need to be prepared in advance, and implemented as new developments or tenant improvement applications come in. This report does not include specific recommendations for sign types or styles, nor does it identify specific commercial signs that require replacement.



Figure 9-1 This example of a gateway shows pedestal sign with art incorporated.

9.1. Opportunities & Constraints

Main Street has several opportunities for improvements that will have a lasting impact on the community and the community interacts within the corridor. The plan team studied the project area to consider limitations and opportunities for improvement. Some of the opportunities and constraints analyzed and considered included:

- Reclaiming underused or unused on-street parking for pedestrian space that will help support activities in Uptown.
- Activating alleys for additional off-hours use and as an easier means of travel through the corridor for pedestrians.
- Expanding and creating additional plaza spaces that fill the need for community gathering spaces for events and vendors.
- Establishing branded 'gateway' entries at connections from high traffic streets leading into the City to establish a sense of place upon arrival into Main Street that benefits all travelers.
- SR 36 (Main Street) is not currently wide enough to accommodate Class II bike lanes as called for in the 2011 Lassen County Bikeway Master Plan Update. To add them would require the acquisition of right of way along with roadway widening.
- Creating more green space along the route with trees and landscaping
- Adding signalization and other protective measures for pedestrians and bicyclists at the most dangerous intersections to increase safety.
- Adding crosswalks at select locations for ease of accessibility for pedestrians.
- Activating vacant or infrequently used lots throughout the City as additional public gathering spaces and green spaces to make the area a more attractive place to visit and spend time.
- Improving connectivity and wayfinding to existing parks and greenspace to help visitors and residents have easier access.
- Adding more amenities and site furniture at bus stops to help support Main Street as a destination and encourage public transit use to help reduce traffic and greenhouse gases along the corridor.
- Locating potential new street tree locations to enhance and add to the urban canopy.
- Implementing proposed wayfinding opportunities and locations.
- Working with the local arts council to identify key locations for art in public places, around the corridor, to help support the area as a destination, add aesthetic interest and develop pride of place within the community.



Figure 9-2 This example shows a pedestrian crosswalk with decorative paving, to help differentiate it from the road.



Figure 9-3 Street furnishings are beneficial in hilly terrain and for those with limited mobility.

9.2. Environmental Constraints

A Preliminary Environmental Constraints Analysis report was completed October of 2019. Environmental constraints are limited for safe mobility and complete streets projects that do not widen roadways or increase vehicular

capacity are limited. Projects in this plan are not likely to expect delays during environmental approval. The environmental constraints analysis included initial screenings for biological resources, cultural resources and presence of hazardous materials. Based on the initial screenings, there are no environmental issues that would significantly impact the delivery of the proposed improvements. Individual environmental clearance would be needed for each phase of the improvements.

The full Preliminary Environmental Constraints Analysis is Included as Attachment 9.

10. Complete Streets Conceptual Designs and Design Guidelines

The following conceptual design features and projects have been selected after review of the existing conditions throughout the corridor, community needs, potential available funding sources and feasibility.

10.1. Common Corridor Conceptual Design Elements

With the completion of the 2019 Caltrans CAPM project, the overall pavement surface remains in good condition. The focus of this conceptual design is to improve safety and access to the corridor for all users. The overall highway widths remain unchanged from existing conditions. All improvements included in the conceptual design fit within the existing roadway or sidewalk areas.

The conceptual design incorporates direction from City staff, previous reports and studies on the corridor, and community input. In addition, the following design guidelines were used:

- City of Susanville Public Works Standard Construction Details.
- Caltrans Highway Design Manual (March 2020)
- Caltrans Main Streets California Guide 3rd Edition

ADA Accessibility

The majority of sidewalks are generally in good condition and are wide enough to accommodate proper ADA accessibility. Small segments of sidewalk need repairs and have been identified as a potential improvement project recommended below. As previously discussed, Caltrans recently completed corner accessibility improvements along the corridor with the CAPM project. The existing pavement condition creates ADA accessibility issues. At certain locations, the roadway cross-slopes are too steep to meet ADA accessibility standards (cross-slopes that are greater than 5%). Pavement in the crosswalks would also require repair to provide an ADA accessible path.

Enhanced Crossing and Intersection Paving and Aesthetic Treatments

The plan proposes that all east-west crosswalks that cross local streets incorporate aesthetic paving patterns to differentiate the crosswalk from the roadway. Treatments such as stamped concrete brick pattern and colors can create a uniform aesthetic throughout the entire corridor and improve the experience for pedestrians. ADA curb ramps that were recently completed with the CAPM project can be improved aesthetically while retaining their current layout. Such aesthetic improvements would remain compliant with all ADA guidelines and would not alter the performance of the ramps. These aesthetic enhancements would be implemented in sequence by segment, beginning with the Uptown district.

Enhanced Pavement Markings for Crossings

The plan recommends high visibility pavement markings for all unprotected North-South crosswalk locations. Six North-South crosswalks were upgraded with high visibility markings as a part of the CAPM project, including the high school pedestrian signalized crossing, this plan will enhance the remaining crosswalks for pedestrian safety improvements.

Streetscape Enhancements

Streetscape enhancements are defined as elements that improve the street’s attractiveness and user comfort, while providing a unifying visual element that is consistent throughout the corridor. The goal is to provide a unified visual connection from the northern end of Uptown to the southern tip of the Gateway district. Although such improvements are typically focused on a pedestrian and bicyclist perspective, they have the added benefit of providing traffic calming, reducing the number of speeding vehicles through Main Street and an economic boost to the City. Well-designed streetscape enhancements naturally encourage drivers to slow down, as there are visual cues that they are entering a Main Street corridor and are no longer on a high-speed roadway. The conceptual plan includes street trees throughout the plan area to provide shade and shelter to pedestrians and cyclists utilizing the corridor during warmer months as well as providing more comfortable and enjoyable spaces for restaurants and other outdoor uses such as farmers markets. These new trees should be compatible with limitations of the streetscape environment including height and size constraints near adjacent overhead utility facilities and local climate tolerance. New street trees should be carefully positioned to avoid impacting line of sight for drivers, cyclists and pedestrians and to avoid impacts to driveways/entrances that would commonly experience truck traffic.

Site furnishings such as benches and trash receptacles will be strategically placed along the corridor, primarily focused in the Uptown area, to accommodate pedestrians, encourage extended shopping trips and reduce street-side litter. Toward the Midtown district, these furnishings will be placed more sparingly as we move away from the on-street focus of Uptown to correspond with the off-street focus of land uses in the Gateway district. Such improvements are not proposed for the Gateway district. At each corner, the concept plan proposes tile banding within the concrete sidewalk. This design element will draw additional visual attention to the corners from drivers as well as add color and texture to an otherwise drab (gray) feature (the sidewalk).

Wayfinding Signs and Community Sign Guidelines

This report relies on the wayfinding sign design from the Vehicular Wayfinding Sign Plan completed in March of 2015. In a January 2019 meeting the community design team selected the preferred sign style, set preliminary destinations, and identified preliminary panel locations on the SR 36 (Main Street) corridor through the City. The community design team selected Sign Style 2 in the 2015 Plan. The preliminary plan includes 17 signs on SR 36 (Main Street), providing directions to 35 destinations throughout the community.



Figure 10-1 – Selected Wayfinding Sign Style

Caltrans highway guidance signs in the corridor complicate the consideration of

where to add wayfinding signs. Also, commercial store front signs along SR 36 (Main Street) are densely spaced and create difficulty for motorists to see the roadside signs or the potential wayfinding signs. The CAMUTCD Section 2D.50 provides additional guidance for community wayfinding sign placement and design. For community commercial sign design guidelines see Recommended Policies section of this report. **See Attachment 10 for the Wayfinding plan & Attachment 11 for the Selected Sign Locations and Destinations.**

Sidewalk and Driveway Rehabilitation

During visits to the site with City public works staff, the plan team identified distressed and cracked segments of sidewalk. These segments represent about 10% of the total sidewalk length along the corridor. Sidewalk restoration and maintenance will improve travel and safety for pedestrians and disabled persons utilizing the corridor. Substandard and damaged curbs and gutters through these segments should be considered for rehabilitation as part of the proposed improvements. Segments proposed for replacement are shaded dark grey in the attached conceptual plans.

Improved Transit Facilities

Lassen Rural Bus currently has seven stops throughout the study corridor, most of which lack seating or shelter. The conceptual plan indicates the location of transit stops on the corridor. Transit stops should offer shelters with benches and lighting at night for the comfort and safety of riders. All stop locations would remain or will be relocated within a few hundred feet of their existing locations. Transit stop locations are shown in the attached conceptual plan.

Parking

Although findings indicate that parallel parking is generally underutilized on Main Street in Uptown, and on nearby side streets, the conceptual plan does not propose removing on-street parking. The plan adds other project elements to enhance the safety and ease of use of the parallel parking available on Main Street.

Accommodation for Bicycles

The 2011 Lassen County Bikeway Master Plan calls for existing Class III facilities along SR 36 (Main Street) to be converted to standard Class II bike lanes. Standard Class II bike lanes can't be accommodated along the corridor within the existing roadway width and lane configuration. A travel lane reduction or right of way acquisition and roadway widening would be required to accommodate Class II bike lanes in spring 2019, a concept plan to restripe the Uptown District was presented to the City council as potential change to the Caltrans CAPM project. However, the concept wasn't accepted due to the required reduction in travel lanes. Class II bike lanes could have been accommodated with the restriped configuration.

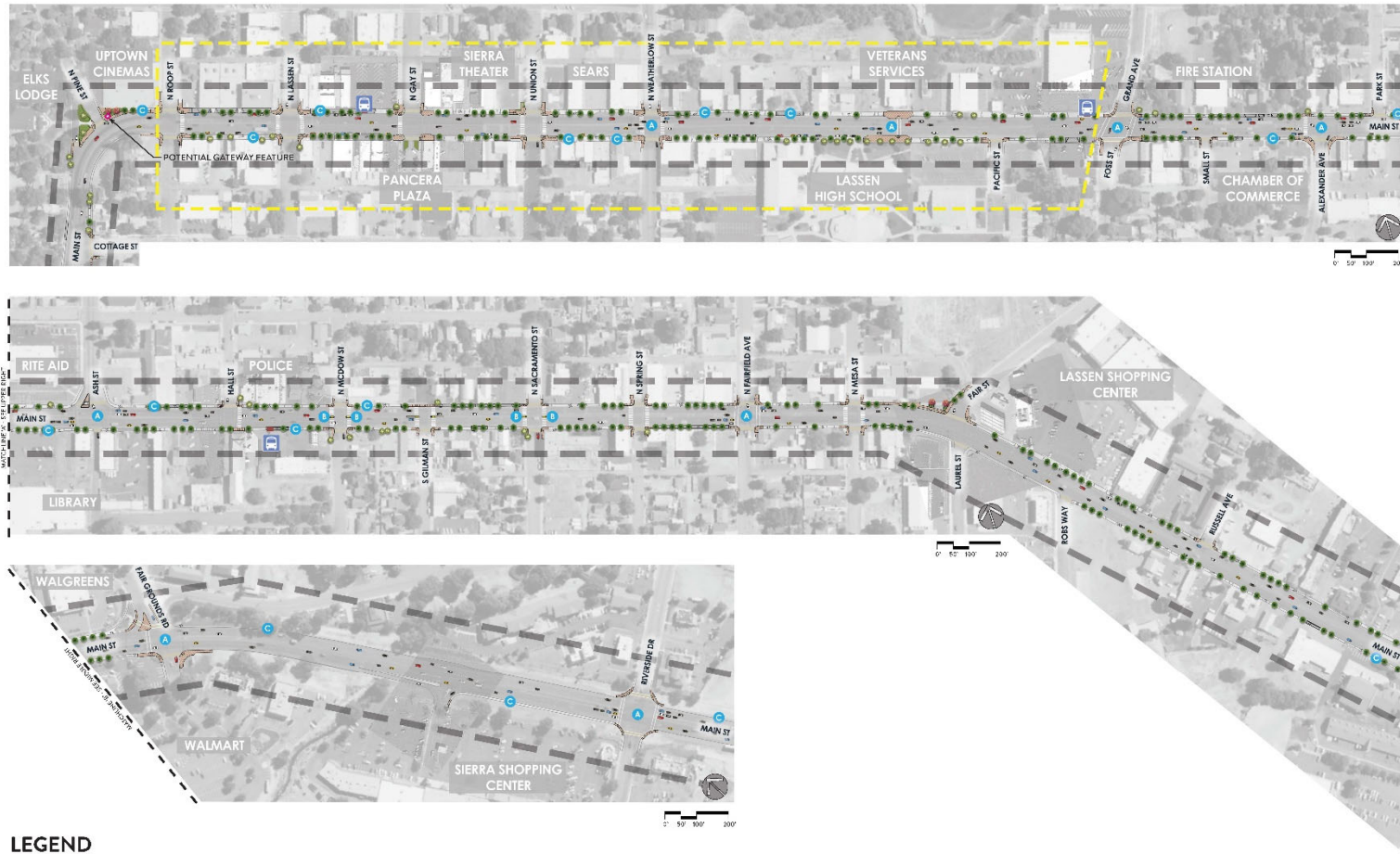
Overall Concept Plan

Using the design elements discussed above, the team has prepared a concept plan for the entire corridor. Shown on the following page, the concept plan exhibit depicts all proposed street striping, lane reallocations, landscaping, trees, lighting locations, enhanced transit stops, safety improvements and aesthetic sidewalk areas.

State Route 36 Complete Street and Safe Mobility Report Final Plan

OVERALL CONCEPT PLAN

SR36 COMPLETE STREET & SAFE MOBILITY PLAN



6/8/2020

Figure 10-2 Conceptual Plan

10.2. Uptown District

Uptown Gateway Feature

At the Uptown curve, the Pine Street plaza is a prominent area that creates a great viewshed opportunity for the installation of a gateway feature or monument. Such a monument or feature should be a custom element designed in conjunction with public input to capture the unique character and personality of Susanville. The gateway feature also serves as a safety countermeasure, as drivers will typically reduce speed when they notice they're entering a city area. An example of this counter measure can be found in downtown Roseville, CA. Monument and pedestal signs were installed at key locations for aesthetic value and to reduce vehicle speeds. A photo of one of these features is shown below.



Figure 10-3 Sample Monument - Roseville CA Monument & Pedestal

Uptown Greening

With the current condition of the Uptown core consisting mostly of asphalt road, concrete sidewalk, and retail and office frontage, there is a need for the development of SR 36 (Main Street) into a corridor that is more comfortable and friendlier to pedestrians, tourists, and patrons. The introduction of landscape elements such as street trees, flowering shrubs, and water wise plantings will provide users with an Uptown environments that increases shade and reduces both radiant and direct heat, filters out air pollutants, improves quality of life and physical and mental health, increases property values, and fosters community pride through beautification of the community's backbone. Such plantings, when properly placed, maintain views and visibility throughout the corridor, create areas of interest, and reduce the scale of the corridor to that which is comfortable for pedestrians.

Street Lighting

The placement and spacing of light fixtures would be closer together than they are today and would include more pedestrian scale lighting. Lighting analysis should be completed to ensure the roadway is lit to current Caltrans/ California MUTCD standards. Lighting fixtures and poles would be modernized and replaced with aesthetically enhanced fixtures that are less costly to maintain than the current aging fixtures.

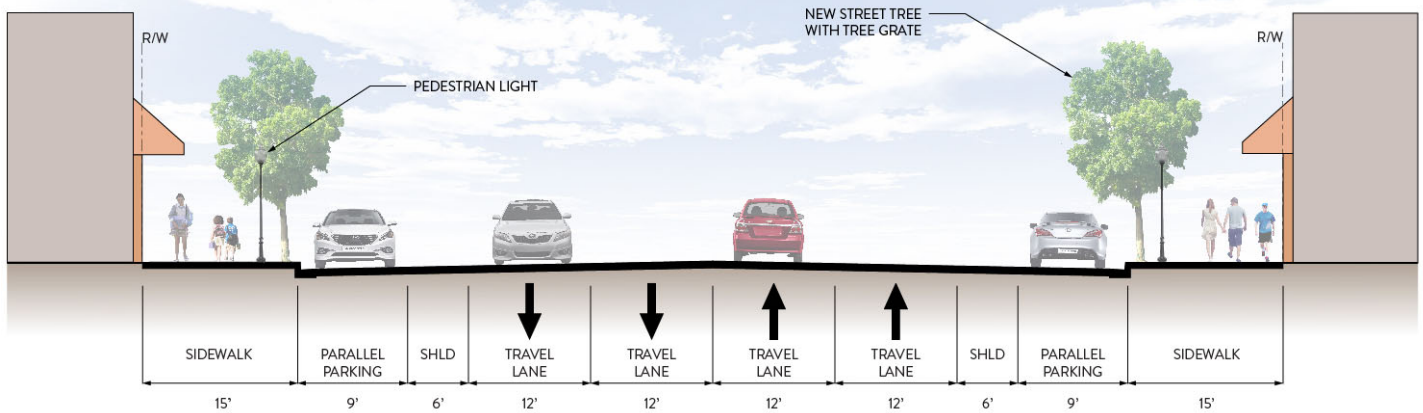


Figure 10-4 Uptown Cross Section

Design Alternative Uptown Lane Reallocation and Edgeline Striping

A lane reallocation was discussed as an option for the entire corridor. For the purposes of this project, a lane reallocation is defined as reducing the number of travel lanes from 4 to 2, providing continuous left-turn access, and to improve roadway safety by reducing rear end collisions. However, the traffic volumes east of Ash Street are too high to consider reducing the number of travel lanes. **Attachment 14 shows the concept lane reallocation exhibit.**

The Uptown District of SR 36 (Main Street) experiences less overall traffic than the rest of SR 36 (Main Street) in the City and experiences more overall turning vehicular traffic. Providing a continuous two-way-left-turn-lane for vehicles would eliminate queuing behind stopped vehicles and would decrease the occurrence of rear end accidents. The wider shoulder would enhance safety for entering and exiting parked vehicles, as a portion of the movement would occur outside the travel lane. Recommended edge-line striping creates formal parking lanes and shoulders, clearly delineating the travel lanes.

10.3. Midtown

Highschool Crossing

The crossing in front of Lassen High School is a pedestrian-activated signal, which presents vehicles with a red light when students and pedestrians are crossing. In the conceptual plan this pedestrian signal would remain in place and would be enhanced with full pedestrian bulb-outs at the corners. The bulb-outs would be extended to reduce the width of the crossing and to provide traffic calming, encouraging vehicles to travel at safe speeds near the crossing. The extended bulb-outs also provide longer clear sight distance so both pedestrians and motorists can see each other more clearly around parked vehicles

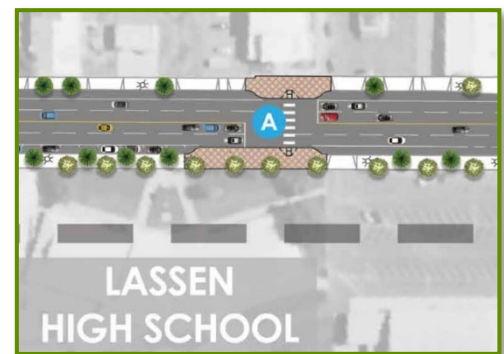


Figure 10-5 - Enhanced High School Crossing

on the side of the roadway. The bulb-outs would be constructed in a way that enables a bike lane to be installed at a later date when desired. The crosswalk pavement markings across the roadway was updated with high visibility markings.

Midtown Mid-Block Pedestrian Crossing Safety Enhancements

The corridor is very wide, which creates long crossings for pedestrians. Currently there is no safety refuge areas for pedestrians, once they leave the sidewalk and start crossing the street. Bulb-outs that were constructed by Caltrans as part of the CAPM project are minimal and only provide ADA compliant ramps. They were not designed to shorten crossing distance or provide traffic calming. Safe, protected crossing opportunities for pedestrians are limited between Ash Street and Fairfield Ave. Vehicular traffic is heavier through Midtown than in Uptown making crossing more difficult and less safe. Nearby pedestrian attractors such as Pat Murphy Little League Park, Riverside Park and McKinley Elementary are destinations that would benefit from improved pedestrian facilities across SR 36 (Main Street). The conceptual plan proposes raised pedestrian refuge islands in the median of the roadway at McDow Street, Gilman Street and Sacramento Street. These raised pedestrian islands would provide traffic calming, encouraging drivers to travel at a slower rate of speed through the corridor. Pedestrians can more easily cross the roadway accomplishing one section at a time by pausing in the protected pedestrian island before proceeding to cross the rest of the roadway. Rectangular Rapid Flashing Beacons (RRFBs) are proposed at McDow Street and Sacramento Street. These flashing yellow signals are warning beacons that pedestrians can activate by pressing the button. RRFBs are best suited for mid-block crossings and for crossings that are spaced far from a nearby traffic signal. During final design, the medians will be designed to accommodate snow-plowing operations.



Figure 10-6 - Enhanced Mid-Block Pedestrian Crossings

10.4. Gateway

The Susanville Southeast Gateway Project currently in design will require continued coordination with other projects planned along Main Street. The Southeast Gateway Project aligns with the goals of this plan. Major elements discussed above that are planned for Uptown and Midtown are included with the Southeast Gateway Project. The Southeast Gateway project will ultimately construct gateway enhancements including widening existing road shoulders; construct new ADA compliant curb, gutter, and sidewalk; install decorative safety lighting and remove standard ‘cobra head’ lighting, where possible; construct pedestrian safety rail on existing bridge over drainage ditch; and install additional landscaping including street furniture such as benches, trash receptacles and bicycle racks.

11. Implementation & Next Steps

Recommended Projects

Based on the recommended improvements described above, the overall project has been segmented into phases. Each phase has a unique purpose and is intended to complete the corridor without re-work. The phased projects have also been separated to best align with the requirements under various available grant programs. The recommended project phases are listed below.

Uptown Gateway & Urban Greening Project - This project focuses on revitalization of the Uptown by constructing a gateway feature and installing landscaping and irrigation. The project will improve aesthetics and enhance safety for pedestrians. These features have shown to provide traffic calming as vehicle speeds tend to reduce when the surrounding environment has been developed to a pedestrian scale. This project is well-suited for an Urban Greening Grant funded through the California Natural Resources Agency. This project would coordinate with the City's "Town Hill Gateway Project".

Uptown Complete Street Lane Reallocation Project - This project would implement the lane reallocation improvements proposed in the Uptown District. Reducing the number of travel lanes from four to two will create room for left-turn lanes which currently don't exist. Reducing the number of lanes also reduces the number of conflict points between vehicles and pedestrians, enhancing safety for all users. This project is well suited for the Highway Safety Improvement Program (HSIP) funded through Caltrans.

High School Crossing Safety Improvement Project - This project focuses on enhancing pedestrian safety in front of the high school. The existing pedestrian crossing would be improved to include bulb-outs to reduce the length of the crossing. The bulb-outs also provide the opportunity to organize the strip of parallel parking along the high school frontage and facilitate pick-up and drop-off movements during peak traffic periods. This project is well suited for HSIP funding.

Midtown Pedestrian Safety Improvements & Sidewalk Rehabilitation - This project focuses on enhancing pedestrian safety in Midtown. The plan conducted pedestrian counts that show high pedestrian volumes at McDow Street. RRFB's and pedestrian refuge islands are recommended to enhance the uncontrolled crossings in this segment. Lane and shoulder widths would be reduced to accommodate the pedestrian refuges. This project is well suited for HSIP funding.

Midtown Pedestrian Enhancements and Rehabilitation - Additional pedestrian enhancements have been separated into five segments, all of which are eligible for Community Design Block Grant (CDBG) funding. These improvements would include landscaping, irrigation and enhanced paving at the corners.

Bus Transit Improvements - Transit stop improvements were identified for various locations along the corridor. The improvements include bus shelters and reconstructed sidewalks to facilitate loading/unloading. Transit stop improvements are well suited for funding through the Active Transportation Program (ATP). ATP funds are competitive at both statewide and local levels.

City Sidewalk Repair (Local Funds) - This project focuses on enhancing mobility by repairing sidewalks and improving them to current ADA standards. The City receives an annual contribution of \$16,000 from the state for sidewalk repairs.

11.1. Overview of Costs

The entire proposed project is estimated to cost \$16.1 million dollars. Unit costs are based on recent unit costs for similar improvements. The table below shows the cost of various project elements including construction and support. No escalations were included at this time. **For a detailed estimate showing a break-out of the projects, see the estimate provided in Attachment 12.**

Table 11-1 Project Estimates

PROJECT NAME	COST	POTENTIAL FUNDING SOURCE
Uptown Gateway and Urban Greening Project	\$3,500,000	Urban Greening
Uptown Complete Street Lane Reallocation Project	\$160,000	HSIP
High School Crossing Safety Improvement Project	\$510,000	HSIP
Midtown Pedestrian Safety Improvements and Sidewalk Rehabilitation	\$810,000	HSIP
Midtown Pedestrian Enhancements and Rehabilitation	\$3,000,000	CDBG
Pedestrian Enhancements and Rehabilitation (N Spring St to N Mesa St)	\$1,740,000	CDBG
Pedestrian Enhancements and Rehabilitation (N Mesa St to Fairgrounds Rd)	\$3,670,000	CDBG
Pedestrian Enhancements and Rehabilitation (High School)	\$750,000	CDBG
Pedestrian Enhancements and Rehabilitation (Ash St to N Springs St)	\$740,000	CDBG
Bus Stop Improvements	\$670,000	ATP
City Sidewalk Repair	\$510,000	Local Agency Funds
Total SR 36 Investment	\$16,060,000	

11.2. Funding Sources

The projects identified in this plan are eligible for funding from various local, state, and federal programs. These programs will leverage the work done by the City, stakeholders, and the community to design and construct project improvements. This section discusses these various programs and anticipated Calls for Projects as well as key grant application components.

Potential Funding Programs

Active Transportation Program:

The Active Transportation Program (ATP) was created by Senate Bill 99 to encourage increased use of active modes of transportation, such as walking and biking. ATP consolidates funding from various transportation programs at both the state and federal level, including the Federal Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), State Safe Routes to School, and SB 1. ATP consists of three components: the statewide competition (50%), Metropolitan Planning Organization (MPO) projects for regions with 200,000 or more residents (40%), and small urban and rural regions with populations of less than 200,000 (10%). A minimum of 25% of the funds must go toward disadvantaged communities. The program can fund both the design and construction of capital improvements and can be used for non-infrastructure projects. Calls for Projects occur every other year. The most recent programming cycle, Cycle 4, awarded \$237,566,000 in funds through the statewide competition, \$174,885,000 in funds through the MPO component, and \$43,756,000 through the small urban and rural component.

The next Call for Projects, Cycle 6 is scheduled to be released in Spring 2022. As the project study area is located within a SB 535 designated Disadvantaged Community and an AB 1550 designated Low Income Community, the City could submit an application for sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, and street trees within the project area. The presence of a disadvantaged community will result in higher scores on the grant application, making the project more competitive for funding.

Highway Safety Improvement Program:

The Highway Safety Improvement Program (HSIP) is a federal funding program administered by Caltrans. The intent of the program is to reduce traffic fatalities and serious accidents through strategic infrastructure improvements. There are two components to the program, the Common Benefit/Cost Ratio (BCR) and Set-Aside. The BCR component requires a benefit/cost (B/C) calculation to demonstrate the effectiveness of the improvements and to prioritize projects. Recent set-asides have included high friction surface treatment, guardrail upgrades, horizontal curve signing, and pedestrian crossing enhancements. The set-asides do not require a B/C calculation. Typically, Caltrans issues calls for projects every other year. The most recent cycle, Cycle 10, was announced on May 5, 2020 with \$220,000,000 in funding available.

HSIP Cycle 11 will likely be announced in Spring 2022. The City could submit HSIP applications for both common BCR. Or for specific improvements based on how the funds are allocated. The common BCR application should focus on safety improvements in high collision areas including bicycle facilities, intersection improvements, crosswalks, and sidewalks. If there is another set-aside for pedestrian crossing enhancements, the application could include multiple crosswalk enhancements in the study area.

State Transportation Improvement Program:

The State Transportation Improvement Program (STIP) is the largest funding program in the state. It consists of a combination of state and federal funds allocated to each county and it can fund a wide variety of public improvements. Eligible projects can be both on and off the state highway system. A Project Study Report (PSR) or equivalent is required for projects to be eligible for STIP funds. LCTC nominates projects for the STIP through the Regional Transportation Improvement Program (RTIP). STIP is updated every even year and programs projects over a five-year period.

The City can discuss with LCTC the opportunity to receive STIP funds for projects in the study area for the 2022 STIP. STIP funds could be used for the design and construction of sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, landscaping and street trees, and traffic signals. A PSR would need to be prepared prior to LCTC's submission of the RTIP.

Urban Greening Grant:

California voters passed the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of in November 2006. These Proposition 68 bond funds are administered by the California Natural Resources Agency. The Urban Greening Grant Program funds projects that reduce greenhouse gas emissions by sequestering carbon, decreasing energy consumption and reducing Vehicle Miles Travelled (VMT.) Urban Greening Grant funds projects that increased non-motorized access to community destinations concurrently with improving water quality and stormwater management, as well as the planting of shade trees. A minimum of 25% of the funds must go towards disadvantaged communities. The last programming cycle, Round 3, funded 11 projects totaling \$19,000,000.

Community Development Block Grant:

The City participates in the Community Development Block Grant (CDBG) entitlement program. The Department of Housing and Urban Development (HUD) offers CDBG grants that can support a wide array of infrastructure improvements that provides benefit to low and moderate-income persons, prevents or eliminates slums or blight, and helps to remediate urgent threats to the health or welfare of the community for which other funds are not available. Improvements that are eligible for CDBG funding include sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, landscaping and street trees, and traffic signals. The City's loan committee determines which Public Services and Capital Projects/Public Improvement projects receive CDBG funds for each fiscal year. The City could submit eligible projects to the CDBG Commission for approval and inclusion in future CDBG Action Plans.

Road Maintenance and Rehabilitation Account:

Senate Bill 1 (SB 1) dedicated approximately \$1.5 billion per year in new formula revenues, Road Maintenance and Rehabilitation Account (RMRA), apportioned by the State Controller to cities and counties for road maintenance and rehabilitation, safety projects, grade separations, complete streets components, and traffic control devices. Each year, cities and counties must submit a proposed project list adopted at a regular meeting by their council that is then submitted to the California Transportation Commission. The funds can be programmed to eligible projects at the City's discretion.

The City could elect to program future fiscal year RMRA funds for improvements within the study area. Eligible improvements include sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, and traffic signals.

The City intends to utilize RMRA funds for maintenance of City streets. The City does not have adequate funding for street maintenance and although this funding is eligible to be expended on projects identified in this plan, doing so will create a significant shortfall within the City's street maintenance budget.

Master Maintenance Agreement with Caltrans

Master maintenance agreements with Caltrans are intended to reimburse local agencies for expenses associated with the maintenance of state owned highway facilities. Per the Caltrans Maintenance Manual, Caltrans is permitted to delegate maintenance to the local agency by processing a maintenance agreement. SR 36 (Main Street) is owned and managed by Caltrans who is partially responsible for maintenance along the corridor. The Master Maintenance Agreement allows for funds to be allocated for the maintenance and upkeep of Main Street. The City is in the process of developing a master maintenance agreement for all state facilities within the City limits.

Transportation Development Act:

The Transportation Development Act (TDA) was signed by the Governor on November 4, 1971 and became effective July 1, 1972. The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). The LTF is derived from ¼ percent of the 7½ percent statewide general sales tax and returned to the County in which it was collected. The STA funds are derived from statewide sales tax on diesel fuel and returned to each county based on a formula of population and fare revenues. TDA provides transportation revenues to local jurisdictions for the development and support of public transportation. TDA also provides some funding for bicycle and pedestrian projects and when certain conditions are met. The main purpose and priority of TDA, however, is to provide funding for public transportation. LCTC is responsible for the administration and distribution of funds to local TDA recipients, including the City. The City can apply for LTF funds for the design and construction of bicycle and pedestrian facilities and bus stops and STA funds for delivery of bus stops within the project.

Enhanced Infrastructure Financing Districts:

The Enhanced Infrastructure Financing District (EIFD) was created by Senate Bill 628 and is a relatively new funding mechanism to serve as a post Redevelopment tool. An EIFD is a tax increment financing mechanism that funds a wide array of infrastructure projects. EIFD revenues can be used to fund ongoing maintenance and operations. An area designated for an EIFD does not have to meet stringent qualifying criteria. An EIFD is created by a Joint Powers Authority (JPA) consisting of the involved local agencies, such as the City and County. The JPA develops the financing plan that includes tax increment, assessment revenues, fees, and other sources such as state and federal grants. A public vote is not required to establish an EIFD. To issue debt, a 55 percent vote of the EIFD's registered voters is required. The City would need to determine the percent of property tax increment that the City (and other cooperating agencies) controls, and the magnitude of tax increment that could be generated over time, in order to evaluate the potential efficacy of establishing an EIFD. The EIFD revenues can fund the proposed sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities,

pavement rehabilitations, landscape and street trees, and traffic signals.

Business Improvement District:

A Business Improvement District (BID) is a common type of self-taxing Special Assessment District that assesses business and/or property owners to fund maintenance, marketing, and other activities, including improvements. To establish a BID, the City must adopt a resolution of intention. The BID is established if the resolution of intention is not protested by a majority of the affected taxpayers. Once formed, the BID is limited to those types of improvements or activities that were specified upon formation. A standard BID assesses the businesses located within the district. A property-based business improvement district (PBID) assesses the owners of property within the district. Prior to initiating the formation process, the City will want to discuss the BID/PBID with local businesses or property owners who would support the self-assessment. BID and PBID funds can be used for the construction and maintenance of landscaping and pedestrian improvements. A similar business district in Susanville was the Historic Uptown Susanville Association, however the organization disbanded in 2019.

Surface Transportation Block Grant:

The Surface Transportation Block Grant (STBG) program, also referred to as the Regional Surface Transportation Program (RSTP), was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. RSTP funds originate from the federal gasoline excise tax. The State distributes the funds to regional agencies and counties based on population. For Lassen County, the funds are distributed to LCTC for allocation. This program provides flexible funding that may be used by state and local agencies for projects to preserve and improve the conditions and performance on any Federal aid highway, bridge and tunnel project, on any public road, pedestrian and bicycle infrastructure, and transit capital and intercity passenger project. LCTC is also permitted to participate in an exchange of these federal funds to non-federal State Highway Account funds, which can reduce administrative burdens. LCTC accepts applications annually for RSTP funds.

In any year, the City can apply for RSTP funds for the design and construction of various projects of this plan. This includes sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, landscaping and street trees, and traffic signals. The application will include project name, project description, category of eligibility, and the estimated amount of funds to be expended.

The City intends to use RSTP funds for maintenance of City Streets. RSTP funds have been relied upon historically for maintenance of City streets and diverting these funds to projects identified in this plan will create a significant shortfall within the City's street maintenance budget.

Grant Application Components

Funding agencies often update grant guidelines and requirements for each funding program's cycle. There are several items that are typically required in competitive grant applications. These key items to complete prior to submitting a grant application are listed below. These descriptions are based on recent grant applications funding cycles. Grant application requirements are subject to change and should be reviewed frequently.

Resolution from Agency Supporting the Project:

A resolution from an agency supporting the project is required for Urban Greening Grant applications, but not

required for Caltrans ATP and HSIP applications.

Disadvantaged Community Analysis:

Typically, funding agencies prioritize or require funds to be distributed to areas that are considered socioeconomically or environmentally “disadvantaged.” The most common formulas used to identify disadvantaged communities include the top 25 percent of CalEnviroScreen 3.0 Census Tracts, median incomes that are lower than 80 percent of the statewide average, or 75 percent of students in the project area that qualify for free/reduced lunches. See the CalEnviroScreen Demographics Map Exhibit, in the Appendix, for information that could be used to support a disadvantaged community analysis for the study area. Assessment of disadvantaged communities is required for Caltrans ATP and Urban Greening Grant applications, but not required for HSIP applications.

Cost-Benefit Analysis:

A cost-benefit analysis is required for all Urban Greening Grant, LPP, and HSIP applications, but only required for Caltrans ATP grant applications requesting over \$7 million dollars in funding.

Statement of Project Need:

A statement of project need is required for most competitive grant applications, including Caltrans ATP, HSIP, and Urban Greening Grants. Most applications require a short project title (less than 200 characters), followed by an executive-level project description (200 words or less), and a longer statement of need (500-1,000 words). The existing conditions analysis in Chapter 4.3 of this plan, with full report in the Appendix, could be used to support a statement of project need, generally, for the study area. For specific projects, Chapter 4 identifies key issues that the project will address, which can also support the project need statement.

Cost Estimate:

A preliminary cost estimate is required for most infrastructure project applications, with costs often separated into environmental studies and permits (PA&ED), preliminary engineering and pre-construction (PS&E), ROW acquisition, and construction (CON). Caltrans ATP, LPP, and HSIP applications require that such estimates be prepared by a registered engineer licensed in the State of California. See Appendix for Preliminary Cost Estimate Exhibit.

Collision Statistics in Project Area:

Collision statistics are required for Caltrans ATP and HSIP applications, but not required for Urban Greening Grant applications. See the Chapter 6 of the Existing Conditions Report in the Appendix for collision statistics in the study area.

Bicycle and Pedestrian Counts in Project Area:

Bicycle and pedestrian counts are required for Caltrans ATP and LPP applications, but not required for HSIP or Urban Greening Grant applications.

Community Outreach:

Documentation of outreach may include a brief written description of outreach conducted, sign-in sheets, images of events, and promotional materials of events. Such documentation is recommended for most

competitive grant applications. It is optional for HSIP applications and required for ATP and Urban Greening Grant applications. A summary of the community outreach for this plan, is provided in Chapter 5, with a full report in the Appendix of this report.

Letters of Support:

Letters of support are recommended for most competitive grant applications; they are optional for HSIP applications and required for ATP and Urban Greening Grant applications. Including letters of support from multiple stakeholders and community can offer a competitive edge.

11.3. Next Steps

The following next steps are recommended to begin implementation of the recommended improvements.

- Update the City Capital Improvement Program (CIP) to include recommended projects
- Complete the execution of the master Maintenance Agreement with Caltrans
- Prepare a Local Roadway Safety Plan (New Requirement for HSIP Funded Projects)
- Identify Priority Projects for 2022 Grant Cycle
 - a. Active Transportation Program
 - b. Highway Safety Improvement Program
 - c. Urban Greening Grant
- Prepare Grant Applications for HSIP or ATP funded projects
- Select consultants for Preliminary Engineering and Environmental Clearance



**TRANSPORTATION PLANNING AND
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DATE: November 20, 2020

TO: James Pangburn, Senior Project Manager and Associate
Mark Thomas
701 University Avenue, Suite 200
Sacramento, CA 95825

FROM: Genevieve Evans, AICP
LSC Transportation Consultants Inc.

RE: State Route 36 (SR-36) Complete Street and Safe Mobility Study - Public Outreach and Marketing Summary

The objective of the State Route 36 Complete Street and Safe Mobility report is to provide recommendations to improve multimodal mobility and safety along the Main Street corridor in Susanville. The existing four-lane facility has a history of accidents and difficult pedestrian crossings. The study area extends 2.5 miles from Harris Drive to Riverside Drive on SR 36. The study is designed to re-integrate Main Street back into the community by translating the locally-developed Susanville Main Street Revitalization Plan into a vision that is consistent with Caltrans policies and standards. Context-sensitive enhancements and multimodal options were evaluated to improve safety and efficiency for a range of users, including pedestrians, bicyclists, and drivers.

Community and stakeholder engagement are an important part of this study. Particularly important is obtaining input from low income and transportation disadvantaged residents. Data compiled in the 2017 Lassen Regional Transportation Plan reveals a high number of seniors, many persons without access to vehicles, a high level of poverty, and a stagnant employment rate. Data compiled by the California Department of Finance reveals a growing number of seniors in Lassen County. By 2035 the age group 65+ is estimated to compose 23.6% of the population. The Study Team used stakeholders and traditional media outlets to reach out to these groups for this planning process.

Previous Planning Efforts

This study builds on the previous planning and public outreach efforts for the SR 36 corridor. The **Susanville Main Street Revitalization Plan (2015)** outlined a long term vision for SR 36 in Susanville to encourage revitalization, as well as develop an overall design framework and guidelines for the area. Public outreach conducted as part of this study included an on-line community survey which was open to the public for 20 days. The survey was marketed through the local newspaper, social media and sent through direct contact to community and stakeholder groups. A total of 720 responses were received.

In 2016, Caltrans began work on a **Capital Preventative Maintenance Project (CAPM) for SR 36** in Susanville. CAPM projects are roadway projects needed to maintain and extend the life of existing infrastructure and are funded through the State Highway Operation and Protection Program (SHOPP). In this case, the CAPM project included repaving of the highway and upgrading pedestrian ramps at crosswalks. In 2017, Caltrans held a community meeting as part of this project to explore opportunities to improve or change the original CAPM project to meet the objectives of the Susanville Main Street Revitalization Plan. Potential improvements included a “road diet” plan with bulbouts and bicycle lanes. At these meetings, the community and City staff expressed concern over an increase in traffic volumes resulting from the proposed improvements. Therefore, the original CAPM project was implemented without the road diet option.

Public Outreach Plan and Summary

The following outlines public and stakeholder outreach efforts for the SR 36 Complete Streets and Safe Mobility Report.

Stakeholder Outreach

At the beginning of the SR 36 Complete Street and Safe Mobility Study, the study team held a kick-off meeting in Susanville. In addition to Caltrans and city staff, other stakeholders such as the Chamber of Commerce and the Lassen Historical Society were invited.

In 2019, the Study Team met with representatives from the Lassen County Chamber of Commerce to discuss wayfinding signing in downtown Susanville. Designs from the 2015 Susanville Vehicular Wayfinding Plan were discussed. A preferred style sign was selected along with sign locations.

Project Website

LCTC developed a project website which included information about the project, links to related planning studies and interim memorandums.

On-line Survey

After concept designs for SR 36 improvements were completed, the study team conducted an on-line survey to gauge public and stakeholder support for proposed improvement projects. A link to the survey was posted on the project website and distributed in the following ways:

- A link to the survey along with a printable flyer was emailed to a variety of stakeholders including:
 - Local government staff and elected officials
 - California Highway Patrol
 - Susanville Indian Rancheria
 - Lassen Transit Services Agency
 - Social Services Transportation Advisory Council
 - Chamber of Commerce
 - Lassen Land Trails and Trust
 - Susanville Historical Society
 - Susanville Uptown Association
 - School District
 - Lassen Community College

- Availability of the survey was publicized in the following media outlets:
 - Lassen News (on-line publication) for four weeks in October
 - Susanvillestuff.com for one week in early October and one week in late October
 - City of Susanville website
 - Lassen County Transportation Commission website

The survey was available from October 8th to November 16th. A total of 383 persons participated in the survey. Results from the on-line summary are presented as Attachment A.

Draft Plan Presentation

LCTC and Mark Thomas presented the Draft Plan at the October 7th Susanville City Council Meeting. A summary of comments received at the meeting is included as Attachment B.

Virtual Workshop

Due to the pandemic, it was not possible to hold in-person public workshops. Therefore, LCTC and Mark Thomas produced a “Virtual Workshop” in the form of a voice-over Power Point presentation which was posted on You-Tube. The presentation mirrored the presentation to the City Council and received 75 views. At the end of the presentation, viewers were encouraged to complete the on-line survey.

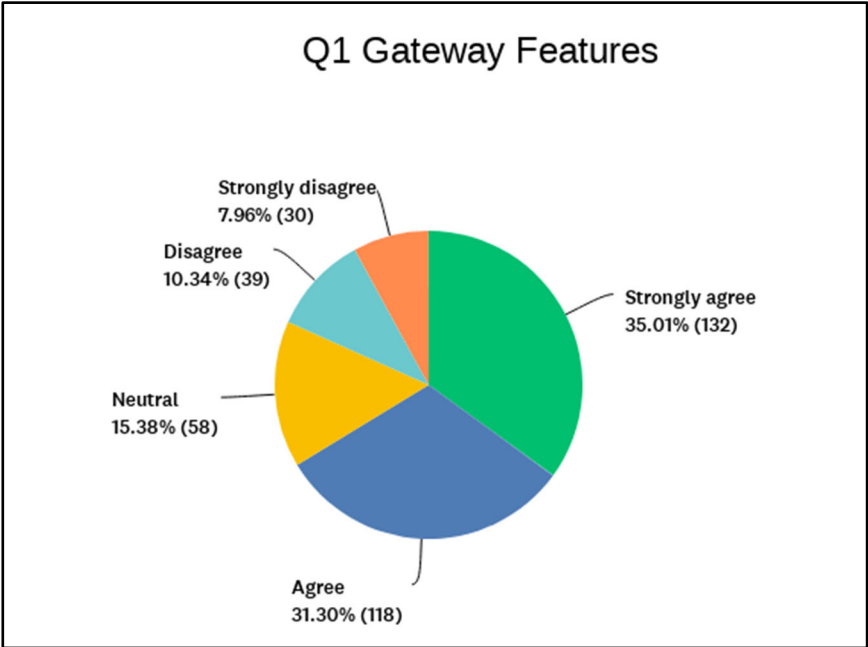
Attachment A

SR 36 Complete Street and Safe Mobility Study On-Line Survey Summary

The on-line survey was developed using Survey Monkey. A total of 383 people responded to the survey. A summary of each question is presented below. A complete list of comments is presented as Appendix 1 to this document. Materials used to advertise the survey are included in Appendix 2 of this document.

Question 1: *Gateway features are signs or artwork at the entrance to a community. They can provide a sense that one has arrived at their destination and help to show arriving drivers that they are entering a commercial district. Do you agree that there should be a gateway feature on the western end of Main Street? (Respondents were referred to a map to show the location of the gateway at the corner of N. Pine and SR 36).*

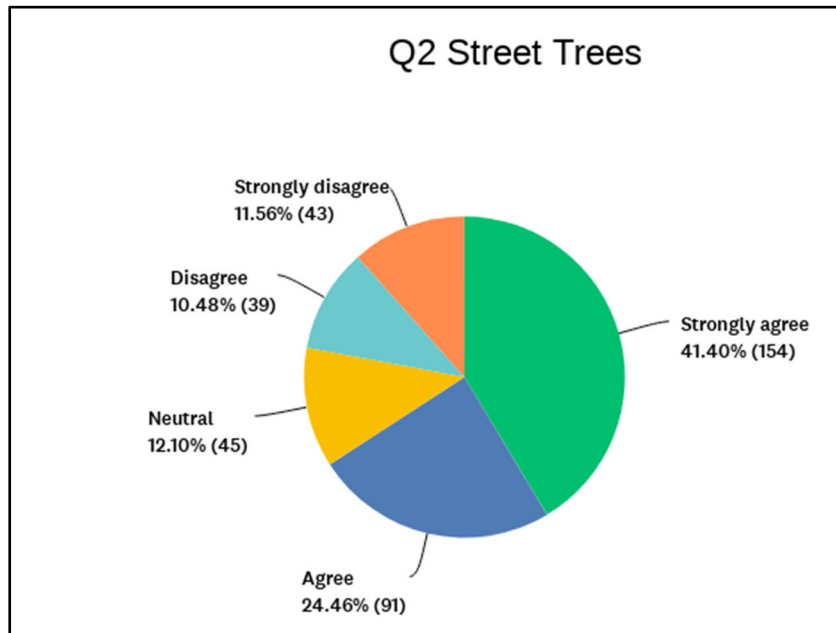
Total Respondents: 377



Summary of Comments: Many found a gateway feature to be a good idea and an opportunity to help beautify the town. Some respondents suggested moving the gateway to another location; not as close to Town Curve and easier to see. Others were concerned that it would only provide a distraction from driving or another obstacle for trucks to hit. Some felt that money would be better spent on other improvements.

Question 2: *Street trees encourage lower traffic speeds and can beautify a community. Do you agree that there should be more trees along Main Street?*

Total Respondents: 372

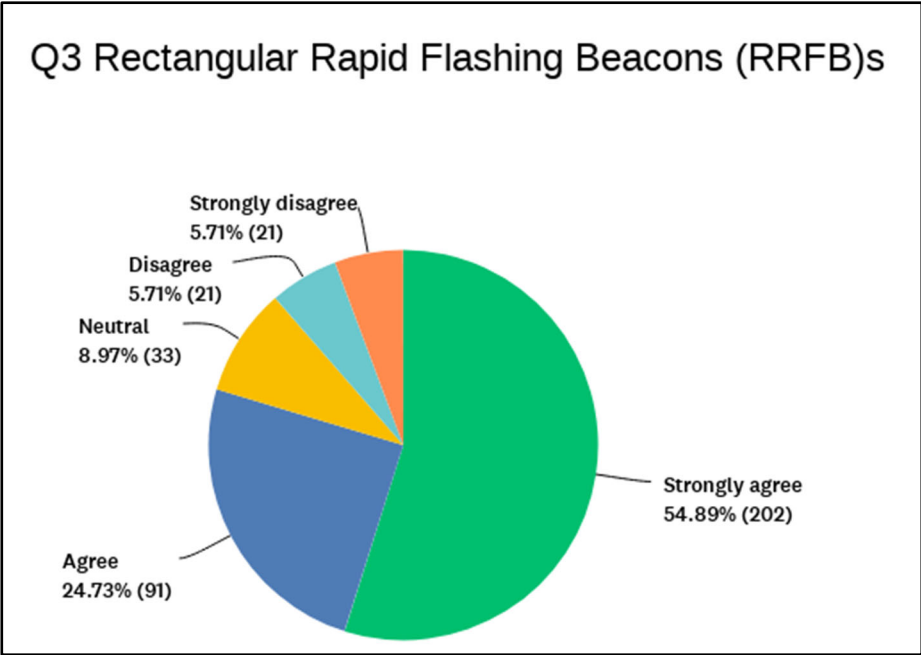


Summary of Comments: The majority of respondents liked the idea of street trees. However, some did caution that if not placed properly, trees could block store fronts or a driver’s view of pedestrians. The type of tree is important to many, one that would not drop an excessive amount of debris and could be easily maintained.

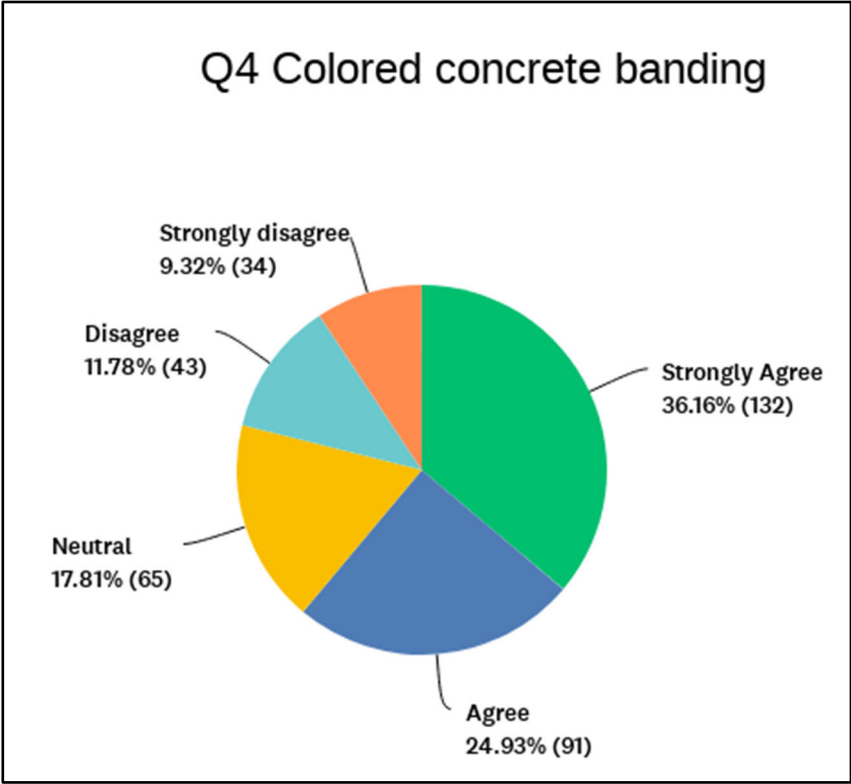
Question 3: *"Rectangular Rapid Flashing Beacons (RRFB) can be placed mid-block to warn motorists of pedestrians crossing the roadway. They are activated by a pedestrian push button. Do you agree that RRFB's should be placed at Sacramento Street and McDow Street along Main Street?"*

Total Respondents: 368

Summary of Comments: RRFB’s are a popular strategy among respondents. Some provided suggestions of other locations to place RRFB’s: near Gay, Mesa, Roop, Lassen, Laurel, and Robbs Way.



Question 4: *One technique to increase pedestrian safety is to incorporate aesthetic paving patterns on all side street crosswalks such as stamped brick or different colors. This would improve upon the recently constructed ADA ramps and bulbouts. Do you agree that colored concrete banding should be added to the crosswalks and intersections along Main Street?*



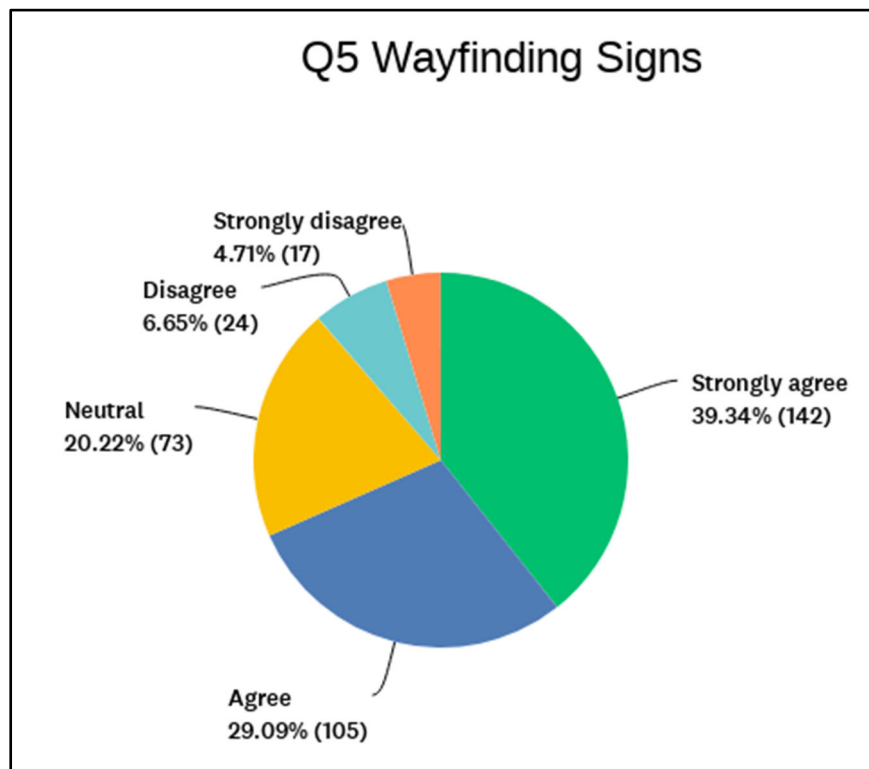
Total Respondents: 365

Summary of Comments: Overall, respondents were positive about this type of improvement. Many respondents were concerned that the concrete banding would be damaged by snow removal equipment and necessitate increased maintenance. Other see colored concrete as a way to improve visibility of crossings when the sun is at low angles.

Question 5: *Attractive wayfinding signs help people find destinations and encourage visitors to stop and explore the community. Do you agree that more wayfinding signs should be added at various locations along Main Street?*

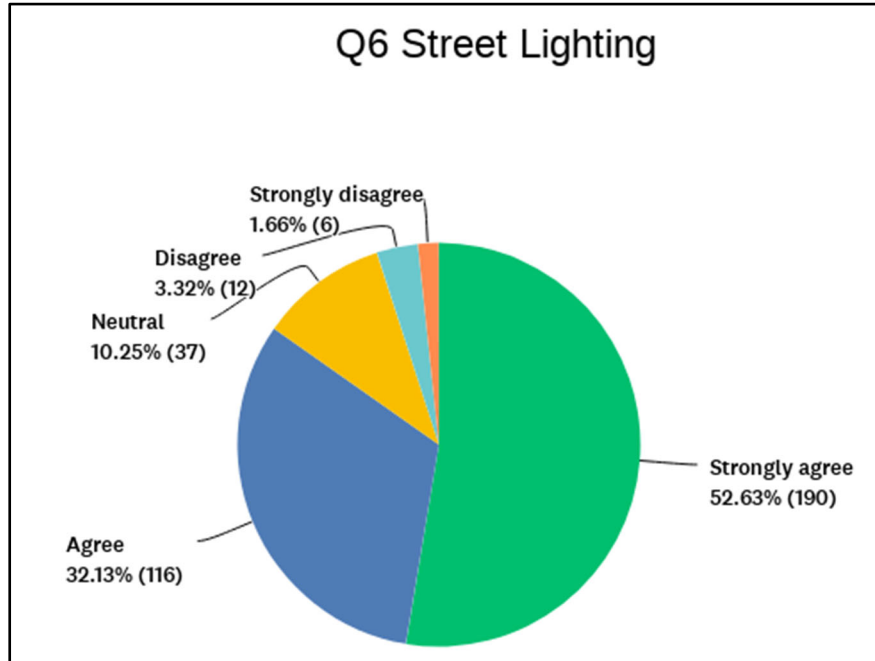
Total Respondents: 361

Summary of Comments: Although only 22 percent of respondents were opposed to the idea, many do not rank this technique as high priority. Some do not feel that signs would be helpful to navigate around Susanville and others feel that there are already too many signs.



Question 6: *Street lighting improves safety and security for all users. Do you agree that more street lighting should be provided along Main Street?*

Total Respondents: 361



Summary of Comments: Very few respondents disagree with adding more street lighting. A number of locations were suggested, and many felt they should be placed everywhere along Main Street. Respondents like the idea of attractive street lighting as opposed to the traditional orange colored lights.

Question 7: *Portions of sidewalk along Main Street are distressed and cracked. A smooth sidewalk enables a continuous free path of travel for pedestrians and disabled users. Are there particular segments of sidewalk along Main Street which you feel are the most important to fix?*

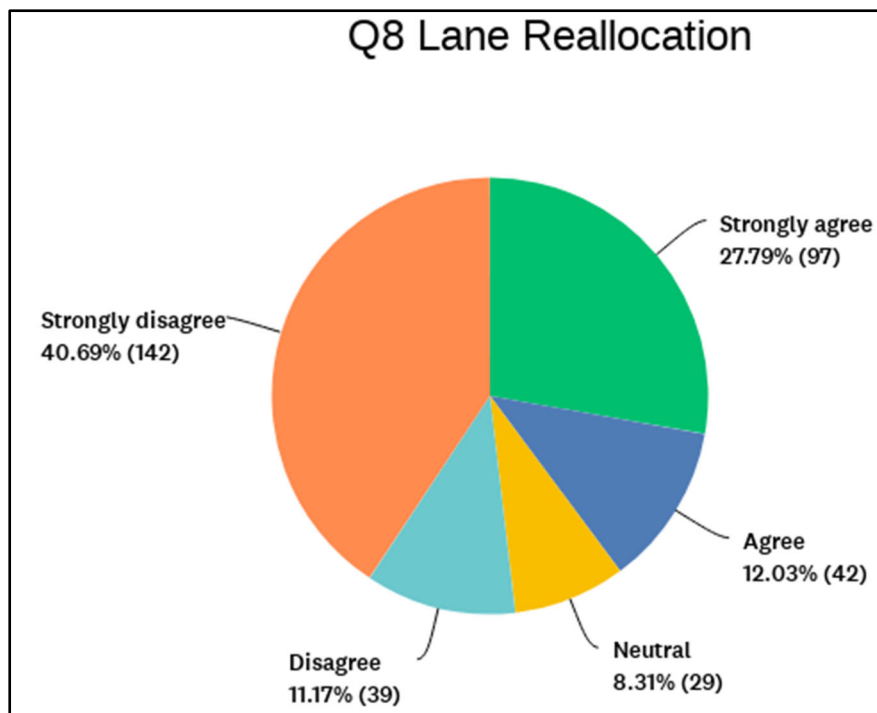
Summary of Comments: Specific suggestions included:

- Near the bowling alley
- Near Mazatlán Restaurant
- From Mesa to Riverside Street
- North Street and Park
- Near Napa Auto Parts
- Between Sears and the movie theater
- From Riverside to Walmart/Walgreens
- Between Burger King and the dentist office
- Roop Street

- From Weatherlow to Riverside
- Between Fairfield and Grand
- First four blocks at the west end of Susanville
- Between Weatherlow and Pine Streets
- Between Grand and Park
- From Russel to McDow
- Between Mesa and Walmart

Question 8: Lane reallocation is a safety countermeasure which involves reducing the number of travel lanes in each direction from 2 to 1 and providing continuous left-turn access and additional space for potential bike lanes or parking. This relatively inexpensive technique can reduce crashes, lower vehicle speeds and provide increased safety for non-motorized users. Lane reallocation is proposed for the seven blocks along Main Street between Roop Street and Grand Ave/Foss Street. Do you agree with this concept?

Total Respondents: 349



Summary of Comments: Overall opinion was fairly evenly split, with 52 percent either disagreeing or strongly disagreeing, 40 percent agreeing or strongly agreeing and 8 percent neutral. Although a larger number of respondents disagree with this concept than agree, there appears to be an increase in the number of Susanville residents willing to explore the idea as compared to previous public forums. Respondents in opposition are fearful that reducing the number of lanes in Uptown will cause a large bottleneck; particularly as there appears to be an increase in the proportion of truck traffic travelling through Susanville. Others fear that lane

reduction will limit the ability to evacuate quickly in the case of a fire. Respondents were also worried about a lack of parking and how this concept would affect the High School. Proponents of lane reallocation see it as a needed safety improvement as crossing four lanes of traffic is considered by them to be unsafe, particularly if one lane of traffic stops for a pedestrian while the other lane does not. Others feel that lane reallocation would slow down drivers and therefore provide increased safety.

Question 9: Of the 8 above mentioned techniques to improve safety and mobility along Main Street, rank in order of importance to you (1 = most important and 8 = least important).

Average weighting of concepts by respondents:

Priority 1: Street lighting

Priority 2: Rectangular Rapid Flashing Beacons

Priority 3: Sidewalk repair

Priority 4: Street trees

Priority 5: Colored concrete banding

Priority 6: Wayfinding signage

Priority 7: Gateway feature

Priority 8: Lane reallocation

Attachment B
Susanville City Council Meeting Summary



SR 36/Main Street

Complete Street and Safe Mobility Plan

Presentation to the Susanville City Council

October 7, 2020

The project location is the 2.5-mile corridor between Uptown (South Pine Street / Cottage Street) and the Susanville Gateway (Riverside Drive) in Susanville, CA. This report will describe existing conditions, analyze current safety issues, identify opportunities and constraints for improvements, develop preliminary cost estimates, and provide a phased approach to construct the improvements. In addition, the report will identify and prioritize potential projects that would be competitive for grant eligible, complete streets improvements.

Introduction

On Wednesday, October 7, 2020, in coordination with the Lassen County Transportation Commission, the City of Susanville received a presentation and held public comment on the SR 36/Main St. Complete Street and Safe Mobility Plan. The presentation and subsequent public comment period were held during the City Council's regular meeting at the Veterans Memorial Hall, 1205 Main Street in Susanville.

Project Overview

The purpose of the SR 36/Main Street Complete Street and Safe Mobility Plan is to identify potential future multi-modal and complete street improvements along the 2.5-mile corridor between Uptown (South Pine Street / Cottage Street) and the Susanville Gateway (Riverside Drive) and prioritize potential projects that would be competitive for grant eligible, complete streets improvements. This plan will describe existing conditions, analyze current safety issues, identify opportunities and constraints for improvements, develop preliminary cost estimates, and provide a phased approach to construct the improvements. This plan provides guidance to the City, LCTC, and other policy makers the tools necessary to make informed decisions in the future. The city may consider elements of this report for future implementation of improvements discussed throughout this report. *The Project Area Map* below, provides an overview of the project limits in relation to the City.



Presentation Purpose and Format

The presentation to the Susanville City Council provided an opportunity for the public to be introduced to the SR 36/Main Street Complete Street and Safe Mobility Plan, provide for Councilmember and public comment, and begin the period for more expansive public review and comment starting on October 8, 2020. Since the presentation was part of the City Council's regular agenda, public comment was made available during the regular course of the meeting proceedings.

Activities included a presentation by Consultant Project Manager, James Pangburn of Mark Thomas on the SR 36/Main Street Complete Street and Safe Mobility Plan. James answered questions and recorded comments from both the City and Council. John Clerici, the Executive Secretary of the Lassen County Transportation Commission, provided background on the role of the Commission in funding and managing the report to date. He also commented on the efforts to collect public comment over the next 6 weeks and how those results would inform the document and be reported back to the City Council.

Below is a compilation of all the comments received from the public and City Council.



Public Comments

Traffic and Pedestrian Safety

- Comments of concern and support for the uptown restriping proposal:
 - Consider impacts to snow removal / storage.
 - Potential Traffic back-ups in Uptown if the number of lanes is reduced.
 - Ability to pullover for emergency vehicles.
 - Roadway capacity during a potential evacuation.
 - Potential safety benefits of restriping should be thoroughly discussed in a public setting.
 - Better presentation of striping could help with more informed comments on the issue.
- Crosswalks at uncontrolled intersections should be “piano key” style.
- Crosswalks with flashing signals and signs should be considered at more locations – especially at locations with highest pedestrian volumes.
- Speed limits should be reduced (especially in the upper historic part of Main Street) and more heavily enforced by Susanville PD and CHP.
- Bike Lanes are not a good idea on Main Street – look for other roads.
- Access to local and regional parks should be part of the plan.

Community Outreach Process

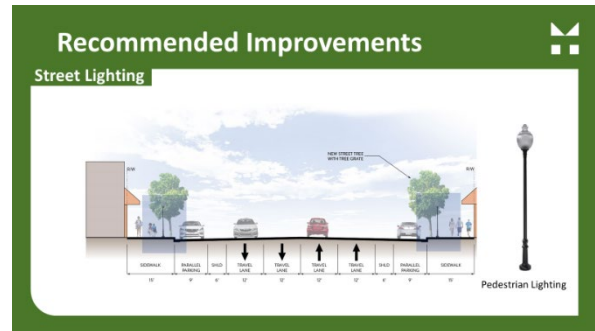
- More transparency about outreach process – previous efforts (striping proposal) seemed to be presented to the community without warning.
- Concerns that elderly residence won’t utilize on-line resources.

Corridor Aesthetics

- Consider adding discussion about undergrounding the utilities.

General Comments

- Council members McCourt and Herrera are in general support of the project.
- LCTC commissioner David Teeter provided his support for the project and urging the City to take action.
- Funding for this should not include funding that could be used for other purposes.





LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

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SUSANVILLE, CA 96130

PH: (530) 919-9739

Staff Report

To: Lassen County Transportation Commission **AGENDA ITEM 4.14**

Date: January 7, 2021

From: John Clerici, Executive Secretary

Subject: Presentation on the US 395 Coalition Development and Phase Two Engineering and Economic Study

REQUESTED ACTION

None. This is an information item only. Staff from California State University Sacramento are conducting the studies and will be making a presentation on their progress to date.

BACGROUND & DISCUSSION

In 2017, Caltrans District 2 completed a comprehensive US 395 Transportation Concept Report (TCR). The TCR states that “two major changes to the existing US 395 facility type are recommended,” including upgrade of the existing two-lane conventional highway to a four-lane divided expressway from Hallelujah Junction (SR 70) to the SR 36 junction in Susanville. Since the 1980's, LCTC has identified the desire to widen US 395 to a four-lane divided expressway. This cross section presents delivery and funding challenges and may take upwards of 30 years to implement. The TCR also discusses additional non-capital strategies. LCTC believes that this vision is critical and overdue

Phase 2 – Engineering and Economic Analysis

US 395 Strategic Corridor Investment Analysis is building upon previous efforts by LCTC and Caltrans to prioritize investments on US 395. Efforts in this phase of the project include an economic analysis along the corridor, identify project segments based upon logical termini, prepare programming level cost estimates, and prioritize segments for future delivery. The project will continue the coalition building and coordination efforts currently underway by LCTC as part of Phase 1. The coalition consisting of local, regional, state, and federal governments as well as industry groups will steer project decisions on this regionally and nationally significant freight movement corridor. The result will be a corridor segment prioritization based upon technical data and stakeholder support to advance into the Project Development Process.

Engineering Safety Analysis

The purpose of this study is to conduct a detailed safety analysis of the current roadway conditions in the corridor and evaluate the safety impact of the corridor expansion in the future. The objectives are:

1. To analyze historical crash data, trends, and relevant traffic data including heavy vehicle traffic to identify and understand safety deficiencies, crash hotspots, and potential for improvements.
2. To use state-of-the-art methods from the AASHTO Highway Safety Manual to compare the safety of a “no build” scenario versus corridor expansion (comparing expected crash frequency of the two-lane highway versus the predicted crash frequency of the four-lane divided highway in the future).

The outcome of this effort will be a detailed safety analysis and evaluation report. This will help focus efforts to identify short, medium and long-term projects that will enhance safety and mobility in the US 395 corridor.

Corridor Investment Economic Analysis

The economic impact analysis will look at the effects of widening US 395 from a 2-lane highway to a 4-lane highway from Hallelujah Junction (interchange with SR 70) to the SR 36 intersection (Susanville, CA) which is approximately 57 miles. In particular the analysis will look at the economic impact on Lassen County, which is the study area where this widening of US 395 will occur. In theory, by widening the road in this area, benefits may include increased market access for existing firms in the study area, access to a larger labor pool by decreasing transportation costs, as well as potential increases in safety and efficiency. Obviously, there are costs that must also be taken into account such as construction costs and costs associated with a potential increase in the number of vehicles on the road. The main tool to be used in this analysis is TREDIS, which is software specifically designed to analyze and forecast the economic impact and user benefits of a transportation improvement, which in this case would be a lane widening.

Both studies are being conducted by staff at California State University Sacramento.