

Greenville Streetscape & Revitalization Committee
Steering Committee Meeting
Indian Valley Civic Center
December 10, 2007, 6:30 pm - 8:30 pm

Next meeting - TBD

1. Introductions

Dawnette Dryer	John Schramel	Ken Donnell
Josh Huddleston	Betsy Schramel	Ginger Gramm
Lanis LaBaron	Kim Fluty	Alicia Knadler
Dan Salvatore	Blake Shelters	John Kolb
Jane Braxton Little		
Caltrans Project Engineer	John Biendara	Advance Planning
Caltrans Resident Engineer	Ron Collins	

2. John Biendara

Project area Forgay Rd to south of campground was original scope of project - Wolf Creek to just north of Main St may be the new scope.

Once project is designed and then passed on to funding to Sacramento for approval. It may pass or lose out to something in another part of the state. Feels that the Greenville Streetscape website provides information that is well structured, knowledgeable and aware of what is out there and well versed in project. Wants to get a feel for what the community here wants.

Other towns (Los Molinas on 99 north of Chico- Tehama County) have focused more on grading issues, safety, etc and did not wish to lose those items to landscaping if the money was not available for both.

\$20 million dollar bond measure passed in state last year and a lot of it was allocated to central and southern state.

Ron Collins - civil engineer for Plumas County in Quincy - handles all the heavy engineering etc for these kind of projects and would be a good contact for us as he is in the area.

3. Maps from John Kolb showing Hwy 89 from Hot Springs to Bidwell and Main from Mill St to Civic Center

Integrate work on Hwy 89 with historic area on Main St.

Priorities:

Main & 89 Intersection safety

High School and Hot Springs area on 89

Bulbouts - usually painted red, shortens distance across street, visually attractive, slows traffic down, makes street appear narrower - lots of good points - bad point - snow removal and damage

Makes ADA accessibility easier to deal with.

With undergrounding utilities gives more room for all these things

Discussion at maps with Lanis, John K, John B

Center turn lane, back-in parking (such as Chico), greenspace between parking on 89 and sidewalk that has concrete and a few trees - could be a spot to plow snow into and give passenger side occupant a dry place to step out onto - ideas

Caltrans and County often share sidewalk maintenance, snow removal is done by property owner generally.

JB - bulbout - my perception, typically, most of the state routes provide a 12 ft lane where feasible- but possibly can provide an 11 lane or narrower where possible - sometimes intentionally strip less than 12 feet even if there is 16 feet available - tends to slow traffic down -intent is to slow down traffic.

Bulbouts on Main & 89 leaves enough room for 12 feet lane and bulbouts - looks good. Curb extensions provide visual appearance of being pinched.

JK - 89 is 50 feet all the way through so it does leave room for a bike lane and parking all the way through if we wish

At Nellz, possible greenspace in front of Nellz - may make it safer and parking would be on road - would this work? Is it something that is agreeable to property owner?

Activated flashing lights for crosswalk can be in the road rather than above ground? JB - in pavement LED lights (Stockton officer felt it saved countless lives)

Can be used for wheelchair, can have sound mechanism for sight impaired. Who pays for it - electricity, (installation by Caltrans), maintenance? JB-can't make promises - committee decides these things. Lights can be set such that plows can plow snow over them.

Community can have input on the priority of items and importance. There are approximately three phases of draft and it would be best to have input as early as possible - as the process goes on, less chance to have input make changes.

Our timeline at this point works for Caltrans.

The maintenance and operating cost must be determined and accepted by respective agencies or community or Caltrans will not really be interested in installing as Caltrans would not do maintenance. This applies to bulbouts, landscaping, green areas - JB feels that those things make better communities - local property owners really need to step up and take care of them. "We, the community, are going to maintain these things."

Pedestrians on overpass on Wolf Creek at Hot Springs - how can it be made safer, what kind of things can Caltrans do to help with this? JB - most bridges do not have sidewalks on them. Snow plowing covers up the shoulder area. Can there be stripping on the shoulders - reduced speed prior to bridge from 45 to 35 (JB - a speed study would be done and the speed ends up at the 85% speed)? The sidewalk that was there provided a feeling of safety in case a car slid on bridge. Can it be retrofitted like the Hamilton Branch bridge that had a sidewalk attached on the outside several years ago.

Speedlimit - can it be changed to 25 through the whole town?

To keep speeds down - get a grant to put in a radar box that tracks vehicle speed?

Congested area ahead, urban area ahead - slow down - these kind of signs can be used as slow down effect.

What about transverse stripping (gradually getting closer together?) - Not something that is in the Caltrans "Black Book" under this type of application. But we can ask for it.

To read up and be informed on ways to slow traffic go to - "Traffic Calming" on Google

JB is a proponent for communities to be "walk to" places, with people walking in town.

Willow Creek on 299 took away the 4 lane through town with bulbouts, created 2 lanes in order to stop the high speed passing and make more of a community feel.

Color in road - JB likes

Texture can provide issues for handicapped if in pedestrian traffic areas, but in areas that are not used by pedestrians - texture may be possible.

Can crosswalks be diagonal to really suit pedestrian traffic? They can be in certain circumstances. However, the crosswalk from high school to Evergreen should not be diagonal as it puts the pedestrian's back to oncoming traffic on one side of the road.

Is a center median possible in place of say the center turn lane? Where do you put turn pockets? Lots to think about this.

Redding has two way center turn lane - some want to put medians in - the turning is dangerous.

Median only really possible between Grand St and the bridge. JK - You could put a median between the bridge and the high school to slow traffic down. With a left turn lane to access Hot Springs.

Why is the highway super-elevated at the High School (6.7% grade)? Is it necessary for the 35 mph speed?

In a lot of towns the speed at schools is 15 mph.

Is an event banner possible across the highway? (Used to put one between pharmacy and the hotel.) That all goes through the Caltrans permit department - can be done - talk to Tracy Barnes.

Can't be attached to Caltrans poles, but can to County or PG & E poles - but nothing with power or TV lines above it. The height of the bottom of the banner must be more than 18 feet.

Check the north end of Pine St in Redding - they almost always have a banner up.

Can a survey be done on 89 (Bidwell to Ann?) to determine the property ownership just either side of Main so that we know what the responsibility is for property owners.

Can a crosswalk be installed from the Fire Hall/Town Hall and the Library?

JB - some people think that cross walks cause people to think that they are safe and so they don't pay enough attention.

JB - will talk to supervisor about survey funding and implementation?

Can Caltrans work be coordinated with work that other agencies need to do, i.e. Community Services District?

To some extent there is conversation about coordination, very complex. It can be possible. "Pots" of money are available for funding and the "pots" are often not able to be coordinated. Can be a red tape nightmare. The coordination is problematic due to scheduling, timing, project contractor availability. So when it can happen - it must.

RC - will be first to call the community to let us know when say "a two inch overlay" will be done. If a job comes through here - RC says he will take the super elevation out.

Grind & replace - materials are hard to find in California these days - so these projects are becoming more popular.

JB's supervisor & John Manly have discussed reducing the crown in the road where it has been raised so high that it makes it hard to open passenger side door, or a large truck is set at such an angle that it is close to buildings. (Especially on Main St)

Drainage is a main issue when road elevations are changed and in general an issue for the area - some areas are under water in the snow and heavy rains.

Most of the pipes that go from 89 into Wolf Creek are on private property and there are no easements for them. If there are easements, the county is responsible for maintenance.

Sierra Nevada Conservancy - \$25 million - \$17 million of which is earmarked for water issues for Northern Calif. Look into for funding of special projects.

In the Caltrans 2001 study a note was made about development and growth around the area of the industrial park area on East side of bridge. Can we keep the idea of growth, change and development in the report. Should we be guarding our industrial and commercial areas of land use?

The draft report from Tony & Eleanor may be ready on Friday? After quick review by admin committee it would be sent out to steering committee for feedback. When do we have the next meeting to discuss? Should it be before the end of the year?