

KFOI Radio - Shasta Environmental Alliance Program Oct. 26, 2018

[David Ledger]: Today on KFOI Radio's Shasta Environmental Alliance Program. This is a weekly program that starts every Friday at 1:00 PM. The day after our news stories, we will hear from Ann Thomas of Shasta Living Streets, who will be talking about bicycling trails and walking trails in the Greater Redding area.

Shasta Environmental Alliance, or SEA, is a nonprofit organization which has 14 supporting groups. You can see our website at ecoshasta.org and we have a Facebook page at facebook.com/shastaenvironmentalalliance.

Now next week we will have Paul Venue of Shasta Land Trust and he will discuss how the Land Trust gets conservation easements from willing landowners which preserves thousands of acres of Shasta County land from development. He will discuss current lands they are working on and areas they have already preserved.

On November 9th, we will have Tom O'Mara and Alice Wilkinson. That's a couple who are trying to become carbon neutral from using rooftop solar, an electric car, and solar charging for that car.

On November 16th, we will have Daniel Barrad of the California Sierra Club and he will talk about the net carbon emissions of biomass cogeneration plants and the subsidies some plants receive, which ultimately come from utility customers. Sierra Club says that some of these subsidized biomass plants produce more greenhouse gases than coal power plants for the amount of electricity produced.

A welcome name change at Shasta Lake. Digger Creek and Digger Bay at Shasta Lake are now officially known as Wintu Creek and Wintu Bay following a letter of complaint by a local Wintu tribe. This change became official on August 9th of this year following a ruling by the US Board on Geographic Names. And that's a division of the US Geological Survey. For those new to this area, the term "digger" was a derogatory term that white settlers called Indigenous Peoples of California. It was believed to have been applied because white settlers would see native peoples often digging roots and bulbs from the ground. It is also possible the term was applied because of its similarity to the N-word. In 1923, a large ceremony of various tribes of Northern California in a ritual dance near Williams burned an effigy of the despised name that settlers had placed on them.

Many recent residents of this area frequently learned the name of a common Foothill pine as digger pine. A better word is Gray pine, Foothill pine, or ghost pine. If you ever take an evening walk in an area with ghost pines sticking out above the chaparral shrubs, you will know one possible way that this tree may have acquired the name ghost pine. So next time you see one, try not to use a name insulting to Native Americans.

Trail updates: Repairs are continuing on the Sacramento River Rail Trail north of Keswick Dam. The BLM—Bureau of Land Management—is continuing its work replacing damaged culverts on the Sacramento River Rail Trail. The trail is closed between Keswick Dam trailhead and the Rock Creek trailhead about 3 miles north. The trail will be closed until mid-November while they dig up and replace over 24 plastic culverts. The Francis Berg Trail is now open, although they may still be working on clearing some of the trees. The South Sacramento River Trail is open through to Middle Creek.

Speaking of the Carr Fire, free erosion control materials are available. The City of Redding, Shasta County, the McConnell Foundation, and other agencies are giving away free erosion control materials. The free materials include up to 10 bales of straw and four straw wattles. Now, wattles are those 6-inch wide, long, woven straw that you can put along a bank to keep it from eroding, and each homeowner can get them while supplies last. You must provide proof of residency in the Carr Fire area. The pickup date is tomorrow, that's Saturday, October 27th, and the 28th from 10:00 AM to 3:00 PM. The location is 8031 Eastside Rd., which you can reach off Hwy 273 just south of Win-River Casino and turning left off of 273. Deliveries are available for an additional fee. The straw is certified weed-free rice straw and it is available, once again, while supplies last. There will also be a demonstration of how to apply the erosion material from 10:00 AM to noon, and this information is from the City of Redding website.

Upcoming Events: Turtle Bay and Redding Arboretum are having a garden tour, and they call it "a walk with a horticulture manager," and that will also be tomorrow, October 27th from 10:00 AM to 11:00 AM. To go on this tour, meet at the west entrance of the gardens which is located off of Arboretum Dr. and N. Market St. The cost is \$3, but it is free for Turtle Bay members or if you have purchased admission.

The local chapter of the California Native Plant Society has a number of field trips. One coming up is called the Fall Colors Field Trip and that will be in the Mount Shasta area on Saturday, November 3rd. The field trip will be a drive up to Mount Shasta where they will walk on trails—a few short trails around the greater Mount Shasta area identifying various native plants using fall identification features. Weather permitting, they will also drive up to Castle Lake for some high-elevation native plants. These walks should be easy for most individuals. If you want to go, meet at the Mount Shasta Mall parking lot near Chase Bank at 9:00 AM to carpool up to Mount Shasta. No dogs please. Dress appropriately for the colder weather and bring water. For more information call David Ledger at 355-8542 or go to the website at shastacnps.org.

Next, we have California's 100% clean energy bill. You may have heard about Senate Bill 100, and that is California's 100% clean energy bill. And this bill was signed into law by Governor Brown in September and it was authored by State Senator Kevin de León, who was also running for the U.S. Senate seat held by Dianne Feinstein. But exactly what does this bill mean and what are the goals?

Well, the bill will have three steps to 100% carbon-free electricity. The first goal is 50% renewable electricity by 2026. Now, the previous goal was 33% by 2020, and most utilities have already met that goal. The second is 60% renewable electricity by 2030, and the previous goal there was set in 2015 and it was 50%. The third goal is 100% carbon-free electricity and that is set for 2045.

Now, what is the difference between renewable and carbon-free electricity? Renewable is considered solar, wind, small hydroelectric (not Shasta Dam), geothermal, and certain biomass. Carbon-free is considered all the standard renewables I just mentioned, as well as large hydroelectric, nuclear power, and natural gas with carbon capture and storage.

The goals of SB 100 are achievable; however, there is another issue that will make it hard to reach the 2030 goal. Approximately 40% of California's CO_2 emissions are from gasoline and diesel engines—basically our cars and trucks on the highways. To reduce those greenhouse gases, Governor Brown signed an executive order setting a goal of five million zero-emission vehicles in California by 2030. If California reaches this goal, it will require a tremendous amount of more renewable electricity to power up and recharge all of those electric vehicles. But if these goals are met, California will be doing its part to get closer to achieving zero net greenhouse gas emissions.

The Redding electric utility will have a hard time reaching its 2030 goal of 60% renewables, and that is because it currently gets 40% of its power from its gas-powered electric plant on Clear Creek Rd. It gets 24% from large hydroelectric, and that is Shasta Dam. And it gets 29% from eligible renewables, and that includes 4% hydroelectric and 25% from wind power. With the current formula of 60% renewable by 2030, it will not be able to meet the goal. With increased solar power, it will be possible to meet the 2045 goal as large hydroelectric will be eligible to meet the carbon-free label.

The European Parliament has voted for a complete ban of certain single-use plastic items. This ban, which was just recently passed, will go into effect in 2021 and it would apply to single-use plastic items such as plastic straws, cutlery, plates, cotton buds or Q-tips, drink stirrers, and balloon sticks. The proposal also calls for a reduction in single-use plastic food and drink containers like plastic cups. It also requires countries to recycle 90% of the plastic bottles that they produce by 2025. Plastic bottles account for 20% of all plastic waste in the ocean. The European Union estimates that 150,000 tons of plastic waste are dumped into European waters every year, according to the BBC.

How long does plastic last in the ocean? Well, Styrofoam cups there have a life of about 50 years, disposable diapers 450 years, plastic bottles 450 years, fishing line 600 years, and surprisingly, aluminum cans 200 years. And this is from the National Oceanic and Atmospheric Administration. While the plastic will disintegrate over the years, it still stays in the food web. It's just in much smaller pieces and in microscopic sizes. But when we eat the fish out of the ocean, we are eating some of that plastic.

Speaking of plastic waste, at the Coleman Fish Hatchery's Return of the Salmon Festival last week, there were two poo—excuse me, there were two booths that were giving out helium-filled balloons to children. It seemed like about one in 10 balloons soon escaped a child's grasp and floated into the air. The balloons were attached with a black plastic string. These balloons are a threat to birds, fish, marine turtles, and sea mammals. Many animals in the sea mistake the balloons for food and swallow them, often clogging their digestive tract and killing them. The strings can entangle various animals, including birds and sea turtles, resulting in their eventual, subsequent starvation. Why the US Fish and Wildlife Service, tasked with protecting our wildlife, would allow and subsidize this pollution that can harm the very animals it is tasked with protecting at a fish hatchery—this is a question the agency needs to answer.

Saving the Redwoods: 2018 marks the 100-year anniversary of the Save the Redwoods League. Redwoods National Park was established 50 years ago, and 40 years ago the Redwood Expansion Act, which enlarged the park by 48,000 acres, was passed. The Save the Redwoods League was responsible for saving many groves of old-growth redwoods along the North Coast, buying the land and then turning it over to the state of California to preserve. Many of these groves were threatened back in the 1950s when then-Governor Pat Brown declared that he was going to make US 101 a four-lane highway through many of the groves that the league had paid to protect. Over the years, many environmental groups have had to fight to protect our majestic redwoods. Even today, conservationists are still trying to protect a grove of redwoods in Humboldt County called Richardson Grove. Caltrans and various economic interests believe short-term profits are more important than our magnificent redwoods and are determined to cut into this grove of trees to widen the freeway.

Today we have with us Anne Thomas, who is the founder and executive director of Shasta Living Streets. Shasta Living Streets is a local organization dedicated to building better bikeways and walking trails in Shasta County, reducing our greenhouse gases. Welcome to KFOI Radio, Anne.

[Anne Thomas]: Thank you for having me. I'm so happy to be here.

[David Ledger]: OK, we're happy to have you too. Maybe you can tell us when and why was Shasta Living Streets created?

[Anne Thomas]: Shasta Living Streets started in 2010 with a handful of people who wanted to help create more livable communities in Shasta County.

[David Ledger]: What are living streets?

[Anne Thomas]: So the idea of living streets is—there's an idea of complete streets. So complete streets is a concept that says for the infrastructure and the way the street works, we should consider people driving, people parking, people walking, people biking, people and all forms of transportation. Living Streets takes it to another level. It looks most at the property owners and the people who live and have businesses close

to that street and asks, "What are the things that we need to do on that street to make businesses and residents have sort of the best lifestyle there?" So it includes things like street trees, shade, public plazas. It includes traffic calming, which serves the property owners directly next to the street instead of what happened for maybe the past 30 years where they were looking more at the throughput on the street and getting people to pass through a neighborhood faster. Living Streets looks at making the street work for the people who live and work there.

[David Ledger]: Alright. And we certainly need more trees in downtown Redding.

[Anne Thomas]: Yes, there's a lot of efforts underway to make that happen.

[David Ledger]: OK, great. Now related to that, I saw on your website you want to build walkable cities. Now is that—maybe you can explain that, or you kind of did in your previous—walkable cities.

[Anne Thomas]: It's funny, you know, this really is "Back to the Future." So walkable cities are what we always had. Everybody walks. Everybody has always walked. That's what we do. So there has been a time in past decades where the way that the streets were designed made it very difficult for people to conveniently walk around, say, a residential area or a business district. So walkable cities, again, it's just a concept with a set of things that you can do to make your downtown business districts much more walkable and enjoyable for people who walk.

[David Ledger]: Right. And I did see something, and this is on your website, it said Shasta valet bicycle parking and it sounded kind of neat. Can you explain what that is? And I guess it's a service that you offer, is that...?

[Anne Thomas]: Yeah, yeah. So most of what we like to do is offer services and amenities to create better biking and walking. So this is one of them. And the Shasta bike valet, we are working to be at all major events in Redding and hopefully expanding into other cities and towns in Shasta County. It's a service so you could actually ride your bike to these major events and not have to worry about parking. One of the major barriers for cycling as a form of transportation is safe bike parking.

[David Ledger]: OK, that sounds like a good idea. I can remember going many years ago when I was younger, going to the fireworks festival and yeah, taking my bike, but I had to hold it with me, push it all around the lawn area.

[Anne Thomas]: It's a problem. People don't like to push their bike around at the farmers market or at any event. It's also good for event managers; they don't like to have bikes, you know, parked on trees and on fences and sort of shoved here and there the way people do to try to keep their bike safe. So it's not something we created. It already exists in other cities. So this is a service that it looks like the city is going to support for city events in the future. And then if you want to see bike parking at any events, you go talk to the host, the people who plan the event, and tell them that you

want valet bike parking. It's like, they can call us, we'd be happy to be there. It's a service we provide, and think of it as it's like a coat check for your bike, OK?

[David Ledger]: Sounds like a great idea. I'm going to go off subject a little here because I know you work with a lot of different agencies, and so this relates to the Shasta Regional Transportation Authority. Can you tell us what percent of Shasta County \$CO_2\$ emissions come from transportation—auto and buses? Do you know that figure? Sort of throwing it at you here.

[Anne Thomas]: Now, what I can say is that for Shasta County—so if you look at the state of California, we don't have the largest population. That's kind of an understatement. So we don't have the largest percentage of emissions, but what we want to do is make sure that we don't develop in the way that other places in California have.

[David Ledger]: It's all about prevention, such as preventing urban sprawl then, right?

[Anne Thomas]: Preventing, right. So we're looking at no-carbon energy, which is the way the state is going, and low-carbon transportation, which is two things. It's E-mobility—electric mobility—and development policies, so the way that we develop so that people are not required to drive for every trip that they would like to walk and bike for.

[David Ledger]: Then there's the Shasta Regional Transportation Authority. Don't they have some electric buses that they've just gotten?

[Anne Thomas]: Yeah, yeah, we're pretty excited about this. So they don't have—they don't exist yet. I think it's about a year out. It's already been approved and funded. So you can look at SRTA's Facebook page or website if you like. But what we're going to get are electric buses that run between Redding and Sacramento. And then in Sacramento, you can connect to trains if you want into the Bay Area, further south in California, or you can get to the airport or hang out in downtown. But so these E-buses will be going back and forth between Redding and Sacramento. I think it's still going to be four times a day. You can bring your bike. There's going to be Wi-Fi. It's a big, beautiful luxury bus. It's a very low-cost trip; I think it's \$20, might be less. Yeah, this, I think it's going to start in a year, like I said, and it's so—it's going to be the no-driving option that we've all been waiting for that connects us into the rest of California.

[David Ledger]: Sounds like a great way to get down to Sacramento.

[Anne Thomas]: Super excited, yeah.

[David Ledger]: Now the Redding Riffle trail, can you tell us about that and its current status, what that trail is?

[Anne Thomas]: Yes. So this is something that Shasta Living Streets helped facilitate. We brought together three other nonprofits behind the Posse Grounds, behind the Civic Auditorium.

[David Ledger]: Yes. Yeah.

[Anne Thomas]: So it's—it's west of the Sundial Bridge. I'm drawing a picture here with my hand that you can't—kind of hard to.

[David Ledger]: Yes.

[Anne Thomas]: But west of the Sundial Bridge over to where the boat ramp is, some people don't even know it's there. The boat ramp is used by fly fishermen from all over the world that come into—to the fly shop. Also at the Civic Auditorium, there's 1,500 kids there every day with Bethel and, you know, with the new Sheraton and everything. So we brought together Turtle Bay, The Fly Shop, the Civic Auditorium, and Shasta Living Streets and looked at what needed to be done. So, and this was in 2015, we raised money for a match for a grant to do a scoping of the project. We did some short-term cleanup there—that was in 2015 and 2016—just to make it nicer, do some vegetation work, take out some invasives along the river and such. So they've also—the City of Redding received a \$560,000 grant to—the first step is to extend the riparian area along the river. So the Redding Riffle is apparently a major fish spawning spot. It's known by scientists all over California and I suppose around the world. But it's a place where lots of fish spawn at different times of year and needs to be protected. So the riparian area was really only about four to six feet wide; it was not wide enough. So rolling it back, right. This is happening right now. It's very good. It's awesome, yeah, yeah. They're putting—so the parking has been placed a little bit up out of the flood zone and a little bit away from the river, more towards the Civic Auditorium. And then they're planting natives, they've done some grading, taking care of the beautiful big oak trees there, aligning for a trail that's going to go through. So the first grant was just about the planting part, the riparian area, and then there'll be a grant to put in a trail there and some seating for people—sort of a naturalized trail. Another trail that will connect over to the loop trail that's going into downtown.

[David Ledger]: And then that is the loop trail. Now is that going to go over the freeway there or is it going to come up by the cemetery?

[Anne Thomas]: What's currently being proposed is to go along 44, between 44 and the—if you imagine where the Dana Downtown one is on the crossing of the river, if you just pretend you just extend that up into downtown. So that's—I've been calling it "Dana all the way into downtown." But the way they're proposing it is engineers have designed taking that trail and going underneath an intersection where the cars come into Turtle Bay, because, yes, it has to be very rapid movement for cars there because there's only one entrance and exit. So the people walking and biking will go under and then continue up the hill into downtown. Bikes will turn right on the name of the street right there in

front of the cemetery, and then people walking will have a way to walk up the hill into downtown.

[David Ledger]: That sounds exciting. Safer for someone my age than it was 30 years ago.

[Anne Thomas]: It's going to be nice. We've also proposed, and hope to get funded—this proposal went into the state—we proposed to have a celebration and some artwork there also to celebrate the Yana people and the Wintu people who lived in that area not so long ago.

[David Ledger]: All right, now let's see, what is currently—what project are you working on right now?

[Anne Thomas]: Two things, we have two major things. So the first one is the Shasta Bike Depot. That's our regular business. That's the one that's going to grow and move across in a couple of years over by the Transit Center.

[David Ledger]: That was Shasta Bike Depot? Just a bike depot?

[Anne Thomas]: Depot, OK. Yeah, it's the Shasta Bike Depot. It collects the services that we already provide and we'll add more. So the idea is we will build it to be a complete resource for local residents commuting by bike, walking, and also connections to transit. It will be located—its final location will be at the Transit Center on California St.

[David Ledger]: Transit center meaning the bus center?

[Anne Thomas]: Yeah, like where—you know, where the E-buses are going to build out. It's currently slated to be next to the cafe that McConnell is working on restoring, the old Bell Rooms, into a cafe. So we're looking to create something that's like—imagine what is Redding's Grand Central Station. It's going to look different than, say, the one that was just built in San Francisco, yeah, but it's the same idea. Residents from Redding could go in there, maybe ride your bike in, park your bike. You'll get on one of these luxury buses to Sacramento, make your way to San Francisco. It's our—it's our gateway to transportation for people who aren't driving.

[David Ledger]: That sounds like a pretty good project. I want to go back to the Riffle trail because I remember reading on the website, "permeable pavement parking." I don't want to—had a question with you that you're not prepared for, but it sounds like—I don't think we have any of that around Redding.

[Anne Thomas]: We don't. We're working on getting some. There was another proposal put in last summer as a stormwater project to do the first project like that in an alley in downtown Redding, but this will be—it's all about, in that project along the Redding Riffle, what we're trying to do is prevent runoff from all the parking areas into

the river. So it's—it's good for the trees, it's good for the fish. It's not installed yet; they're still in the sort of early stages of that riparian area project.

[David Ledger]: That'll be great. I hope it works, not just for Redding, because we need more of that permeable pavement.

[Anne Thomas]: Yes, yes.

[David Ledger]: Are there any—any other things that I've missed that you want to talk about, touch on?

[Anne Thomas]: Well, let's see. We also are working to operate the California St. Labs in the old police station warehouses and courtyard on California. So this is something that happens every Thursday and Saturday, and I want to encourage anyone who's interested in activities or events, maybe meetings or presentations in downtown—we have this venue. Think of it as a container and an innovation lab for downtown. So it's going to be a building where you can have meetings, community meetings. We've restored—it's still a warehouse, but we have restored this warehouse and there's 10 rooms in it. They're all kind of different rooms. So you could do an art show there, you could do a presentation, a science cafe—something I'm really looking forward to producing there. These are not things that Shasta Living Streets does; this is stuff that we help others do. So the rooms are available for the most part at no charge for people who are doing community events and activities. We do have pop-up vendors as well, and they pay a small charge to be there if they're making money, but it's a— it's a very low cost, even for vendors. We have farmers there every Saturday with their produce between 3:00 and 7:00 on Saturdays.

[David Ledger]: Will that be the Farmers Market changing, or just a smaller farmers market?

[Anne Thomas]: Right now, we're not—not the Farmers Market Association that currently exists. We're—we're not that. So I don't know what that group is going to do, but we do have some farmers that are coming to us and want to pop up and sell. And that's absolutely appropriate.

[David Ledger]: Sounds like an exciting, exciting place. And how can people contact you and how can they volunteer?

[Anne Thomas]: Oh, look on our website, shastalivingstreets.org. You could call me directly on my business cell: 530-355-2230. We also have two Facebook pages and two Instagram sites—one for Shasta Living Streets and one for California St. Labs. You can find information there, or you can email to info@shastalivingstreets.org where we check for emails.

[David Ledger]: Alright, well if you want to get in touch with Ann and Shasta Living Streets, it's pretty easy to remember: shastalivingstreets.org. And Anne, I'd really like to

thank you for coming here and telling us about your great organization and all of the work you're doing.

[Anne Thomas]: Thank you so much for having me.

[David Ledger]: This has been David Ledger with the Shasta Environmental Alliance program. Thank you very much for listening.