

## Mt. Shasta Active Transportation Committee Regular Meeting Agenda

City Hall Conference Area  
305 North Mt. Shasta Blvd.  
Friday May 19, 2017; 8:30 AM

“Our mission is to maintain the character of our “small town” community while striking an appropriate balance between economic development and preservation of our quality of life. We help create a dynamic and vital City by providing quality, cost-effective municipal services and by forming partnerships with residents and organizations in the constant pursuit of excellence.”

Item
1. Call to Order
2. Roll Call
3. Special Presentations & Announcements
4. Public Comment Welcome to our meeting. The committee invites the public to address the committee on matters on the Consent Agenda and matters not listed on the agenda that are within the committee’s subject matter jurisdiction. If the Public wishes to comment on matters that are on the agenda, the committee will request comment when the matter is heard. The committee reserves the right to limit public comment on matters that are outside its subject matter jurisdiction. The committee may regulate the total amount of time on particular issues and for speakers (typically 3 minutes). The committee may place additional time limits on comments, to ensure members of the public have an opportunity to speak and the committee is able to complete its business. A group may be asked to choose a spokesperson to address the committee on a subject matter, or the committee may limit the number of persons addressing the committee whenever a group of persons wishes to address the committee on the same subject matter. Speakers may not cede their time to another. If there is an item of great community significance/interest and is within the committee’s subject matter jurisdiction, the committee may request the item be agendaized for further consideration at a subsequent committee meeting.
5. <b>Staff &amp; Member Comments</b> Update on City Council Report
6. <b>Meeting Minutes</b> a. Approval of the April 21, 2017 Regular Meeting Minutes
7. <b>Midtown Trail Project Update</b> Background: The Midtown Trail is a major priority for the Active Transportation Committee. The trail would connect the north and south side of the City for cyclists. The process of designating this route has been stagnate due to staff and committee member turn-over. City Staff would like the committee to renew and confirm the route.

Action: Review previous Midtown Trail Documents and give City Staff direction on final route.

**8. Active Transportation Community Events**

Background: The ATC has been working diligently to increase outreach in the community. The topic of ATC sponsored community bike events was discussed as a means to better reach the public.

Action: Discussion on types of events, timelines for each event, and if funding and staffing will be needed for the events.

**9. Future Agenda Items – These are tentative items to review in the upcoming meetings**

- a. STAGE Update – 6/16/2017
- b. Community Calendar of Events – 6/16/2017
- c. Off-Street Parking Requirements – 6/16/2017
- d. Amtrak Discussion & Feasibility – 7/21/2017
- e. Car-Free Zones – 7/21/2017

**10. Adjourn Next Meeting Friday June 16, 2017 at 8:30am**

Availability of Public Records: All public records related to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at City Hall located at 305 North Mt. Shasta Blvd., Mt. Shasta, CA at the same time the public records are distributed or made available to the members of the legislative body. Agenda related writings or documents provided to a majority of the legislative body after distribution of the Agenda packet will be available for public review within a separate binder at City Hall at the same time as they are made available to the members of the legislative body.

The City of Mt. Shasta does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or provision of services. In compliance with the Americans with Disabilities Act, persons requiring accommodations for a disability at a public meeting should notify the City Clerk or Deputy City Clerk at least 48 hours prior to the meeting at (530) 926-7510 in order to allow the City sufficient time to make reasonable arrangements to accommodate participation in this meeting.

**Mt. Shasta Active Transportation Committee Regular Meeting DRAFT Minutes**

City Hall Conference Area  
305 North Mt. Shasta Blvd.  
Friday April 21, 2017; 8:30 AM

“Our mission is to maintain the character of our “small town” community while striking an appropriate balance between economic development and preservation of our quality of life. We help create a dynamic and vital City by providing quality, cost-effective municipal services and by forming partnerships with residents and organizations in the constant pursuit of excellence.”

<b>Item</b>
<b>1. Call to Order</b> – Chair Sojka called to order at 8:31am
<b>2. Roll Call</b> <b>PRESENT</b> – Chair Sojka, Members Quinn, and Ryan <b>ABSENT</b> – Members Riddle and Kane
<b>3. Special Presentations &amp; Announcements</b> Chair Sojka: Upcoming Siskiyou Trails Association Annual Meeting and discussion on sending members.
<b>4. Public Comment</b> None
<b>5. Staff &amp; Member Comments</b> Chair Sojka: Discussion on Active Transportation Committee report to the City Council Member Ryan: Discussion on STAGE, Amtrak, and Car-Free Zones
<b>6. Consent Agenda:</b> <ul style="list-style-type: none"><li>a. Approval of the Minutes March 10, 2017 Special Meeting  Approval of the minutes as presented: 1st Member Quinn, 2nd Member Ryan AYE: Chair Sojka, Members Quinn and Ryan NO: ABSTAIN: ABSENT: Members Kane and Riddle</li> <li>b. Approval of Minutes March 17, 2017 Regular Meeting Approval of the minutes as presented: 1st Member Ryan, 2nd Member Quinn AYE: Chair Sojka, Members Quinn and Ryan NO: ABSTAIN: ABSENT: Members Kane and Riddle</li></ul>

<p><b>7. Public Works Quarterly Report</b> City Planner: Presentation of Public Works Director Report Member Ryan: Request for Downtown Committee to assess sidewalks in front of business driveways</p>
<p><b>8. UC Berkley Report Action</b> City Planner: Presentation of Berkley table of actions Member Quinn: Discussion on the exclusion of nursery and large vehicles Chair Sojka: Including priorities and other initiatives in the Public Works Quarterly Report. Member Ryan: Discussion on previous Downtown Study. Chair Sojka: Discussion on Ski Village speed change system and other options.</p>
<p><b>9. 2017 -2018 ATC Priorities</b> City Planner: Presentation on priorities and ranking system Member Quinn: Discussion on the ability to alter the list and prioritizing data collection higher Member Ryan: Discussion on data collection</p> <p>Approval of the priorities as presented: 1st Member Ryan, 2nd Member Quinn AYE: Chair Sojka, Members Quinn and Ryan NO: ABSTAIN: ABSENT: Members Kane and Riddle</p>
<p><b>10. Active Transportation Community Events</b> Chair Sojka: Discussion on Bike to Work Month, updating Facebook, and a City Council Proclamation Member Quinn: Discussion on level of involvement. Request for calendar of events as a future item.</p>
<p><b>11. Future Agenda Items</b> – These are tentative items to review in the upcoming meetings</p> <ul style="list-style-type: none"><li>a. Midtown Trail Project Plan – 5/19/2017</li><li>b. STAGE Project Update – 5/19/2017</li></ul> <p>Request to add off-street parking requirements.</p>
<p><b>12. Adjourn – Meeting adjourned at 9:40am</b></p> <p>Availability of Public Records: All public records related to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at City Hall located at 305 North Mt. Shasta Blvd., Mt. Shasta, CA at the same time the public records are distributed or made available to the members of the legislative body. Agenda related writings or documents provided to a majority of the legislative body after distribution of the Agenda packet will be available for public review within a separate binder at City Hall at the same time as they are made available to the members of the legislative body.</p> <p>The City of Mt. Shasta does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or provision of services. In compliance with the Americans with Disabilities Act, persons requiring accommodations for a disability at a public meeting should notify the City Clerk or Deputy City Clerk at least 48 hours prior to the</p>

meeting at (530) 926-7510 in order to allow the City sufficient time to make reasonable arrangements to accommodate participation in this meeting.

## Active Transportation Committee 2017 - 2018

Priority Level	Priority Area	Cost Factor	Goal	Measure	Deliverable
	Outreach	\$	Host events to increase public engagement	Host at least three educational and recreational events per calendar year	
		\$	Increase information points of contact (i.e. updated maps at public locations, online information offerings)	Identify public areas and disseminate Active Transportation materials to those areas.	List of public areas
		\$	Increase materials to promote routes and points of interest	Identify, update, and create materials to promote active transportation within the City	New, updated maps and educational materials related to Active Transportation
	Data Collection	\$\$	Create baseline data for routes and active transportation programs	Creation of a database and access policy on traffic counts, route geographic data, and other pertinent data identified by the City.	Open access database with active transportation data for City and public use
	Midtown Trail	\$	Clarify and coordinate the Midtown Trail execution and find funding for the Midtown Trail	Creation of a task-based, detailed plan for the completion of the route	Task-based, detailed working plan
		\$\$ - \$\$\$	Construct the Midtown Trail	Construction and execute Midtown Trail section	
	Sidewalks	\$	Creation of priority plan for sidewalk construction and maintenance	A priority plan is created for current and future sidewalk improvements throughout the City Limits.	A plan for the use of Public Works to prioritize sidewalk projects
		\$ - \$\$	Map sidewalks for levels of completion and conditions	Data on the complete, damage, and incomplete status of City sidewalks	Database on sidewalk conditions for the use of Public Works to identify areas of need
	Facilities	\$\$ - \$\$\$	Increase the number and distribution of pedestrian, cycling, and mass transit supporting facilities	Identify and construct, at minimum, 5 pedestrian, 5 cycling, and 2 mass transit supporting facilities	
		\$	Identify and communicate where current and future facilities are located	Creation of a map of supporting facilities	

## 2015 Traffic Safety Assessment

Recommendation	Cost Factor	Priority	Status
<b>Chestnut and Lake Intersection</b>			
Remove parking spaces at SW corner that require cars to back into the intersection when leaving the parking space.	Low	High	Complete
Install STOP signs on Lake Street, mark crosswalks in all directions, remove parking spaces that require backing into the intersection, add bulbouts to intersection. Include STOP AHEAD signs and pavement marking to warn westbound traffic on Lake Street	Low	High	Bulbouts in progress, STOP AHEAD added to Chestnut Street, and STOP signs on Lake Street are not feasible due to potential traffic congestion.
If four-way STOP control is not added, consider adding a marked crosswalk across Lake Street with warning signs and pavement markings.	Low	Option to	Crosswalks not added due to false sense of security. Possible in the future with other infrastructure changes.
Consider providing "bulbouts" at each corner of the intersection.	Low-Medium	Medium	In Progress
<b>Chestnut/McCloud/Mt. Shasta Blvd.</b>			
Restrict southbound Chestnut Street traffic to right turns only	Low	High	Alpine Street has been designed as a right turn only. Not progress on Chestnut.
Request that Berryvale close the two driveways on Mt. Shasta Blvd. or change the two two-way driveways to one-ways	Low	High	Unable to perform
Consider an ordinance to prohibit, large, heavy trucks over a certain weight from traveling through downtown	Low	Medium	No progress. Limitations are that we do not allow right turns of large vehicles at Lake Street and Mt. Shasta, and tall vehicles cannot drive under 15 passes.
Consider installing a narrow median barrier to prevent left turns from southbound Mt. Shasta traffic to northbound Chestnut Street.	Medium	Medium	No progress.

## 2015 Traffic Safety Assessment

Recommendation	Cost Factor	Priority	Status
Consider "bulbouts" at each end of the marked and unmarked crosswalks at the intersection and the marked crosswalk across Mt. Shasta Blvd. and Alpine Street.	Medium	Medium	No progress
<b>Springhill Dr./I5/Mt. Shasta Blvd.</b>			
Install a roundabout at the intersection	Medium to High	High	No progress due to Caltrans priorities and funding availability.
Consider installing raised center median islands on the eastbound I5 off-ramp and westbound Mt. Shasta Blvd. approach to provide refuge areas for motor vehicles, pedestrians, and cyclists.	Medium to High	High	
Consider installing a raised island with STOP signs on the southbound Springhill Dr. approach to replace painted island	Medium to High	Low	
<b>Ski Village Dr./Mt. Shasta Blvd.</b>			
Consider providing delineators along the east side of the northbound Mt. Shasta Blvd. approach	Low	High	Need Information
Consider providing left-turn lane on the northbound Mt. Shasta Blvd. approach to allow queuing.	Low	High	No progress
Consider marking two lanes for the westbound Ski Village approach	Low	Low	Need Information
Consider marking the pavement with STOP on the two westbound Ski Village approaches	Low	Low	Need Information



**Active Transportation Committee**  
Staff Report

**Meeting Date:** Friday May 19, 2017  
**To:** Active Transportation Committee  
**From:** City Planner  
**Subject:** Midtown Trail

<input checked="" type="checkbox"/>	Regular
<input type="checkbox"/>	Consent
<input type="checkbox"/>	Closed
<input type="checkbox"/>	Presentation

---

**Recommendation:**

**City Staff respectfully request the Active Transportation confirm the route fo the Midtown Trail.**

**Background:**

The Active Trtansprotaiton Trails Master Plan disucsses a Midtown Trail which conections the north and south portions of the City of Mt. Shasta. The Active Transportation Committee has at length discussed the Midtown Trail location and scope of the trail (Attachment 1 & 2).

**Staff Recommendations:**

The City Planner and Public Works Director have met to review the documents, but continue to be unclear what the preferred full route is for the Midtown Trail. The southern portion from the corner of South Mt. Shasta Boulevard and Mountain View Drive to Sisson Meadow is clear to City Staff, but beyond this point we are unclear.

City Staff request that the committee confirm the route for the Midtown Trail prior to City Staff pursuing the Right of Way aqcutisiton.

**Attachments:**

- 1. Midtown Right of Way Document**
- 2. Midtown Trail Scoping Document**
- 3. Blank City Limits Map**

# Northern Midtown Trail ROW Process

---

North of Butte Avenue, the Midtown Trail requires additional right of way to connect to its northern terminus. This document describes the process and cost to secure those rights of way.

**WARNING!** The value of all of these easements, and the money spent procuring them, are conditional upon the establishment of a crossing across the McCloud RRX at the point where the proposed Crystal Geyser plant property easement abuts the McCloud RRX property. If the RRX crossing is not approved, the easement across CG plant property has little value and the value of the other easements discussed in this document decreases to a variable extent. If one assumes the inevitability of the abandonment of the McCloud RRX and subsequent conversion to a Rail Trail, these easements keep their value.

## Process

A new crossing of the McCloud RRX needs to be established to connect Butte Avenue to the easement on the eastern end of the Crystal Geyser plant property. This process is unique and is discussed separately at the bottom of this document.

Easements need to be recorded for the portion of the Midtown Trail extending from the McCloud RRX to the northern city limits. These easements will connect the Midtown Trail to the Ski Village Drive neighborhood, the portion of the City north of Spring Hill, the Spring Hill Trailhead, the Gateway Trailhead and the trail to Weed. A portion of this trail will travel over USFS land; easements are not necessary and are not possible over USFS land. All of the needed easements have verbal agreements in place; we just need to legally record them.

These easements are necessary to complete the Midtown Trail within the City limits. These easements are necessary but not sufficient to complete the connection to Weed. The Weed connector will require additional easement work to that shown here. That work is dependent upon an affirmative decision from Timber Products and its cost should be shared with the City of Weed.

The right of way securing process consists of:

1. check the title of the parcels we are recording easements over,
2. draw up an easement agreement with signatures of legal owners,
3. survey the easements to produce a legal description, and
4. record the legal description and easement agreements along with an easement deed with the County Recorder's office.

The parcels for which this work needs to be done are:

1. 037-160-030-000: Crystal Geyser plant property, south of Ski Village Drive (CG)
2. 037-090-560-000: Ski Village Drive and the southern portion of Raspberry Way (Salanti)
3. 037-080-170-000: Northern portion of Raspberry Way (Salanti)
4. 037-060-020-000: Portion of Om Shasta Path, west of Raspberry Way (Salanti)
5. 037-080-010-000: Portion of Om Shasta Path, east of Raspberry Way (Salanti)
6. 037-080-290-000: Parcel between eastern end of Om Shasta Path and EMH (Pearson)
7. 037-070-090-000: CG parcel directly west of Raspberry Way (CG)

8. 037-070-060-000: Large CG parcel directly west of 037-070-090-000 (CG)
9. 037-070-210-000: CG parcel connecting 037-070-060-000 to Ski Village Drive (CG)
10. 057-811-190-000: CG parcel connecting 037-070-060-000 to Spring Hill Trailhead (CG)
11. 057-801-010-000: CG parcel connecting 037-070-060-000 to Spring Hill Trailhead (CG).

Owners are listed in parens at the end of each parcel description. CG is Crystal Geyser, Salanti is the Salanti Family Trust and Pearson is the Bonnie Pearson Trust. We have a total of 11 parcels and 3 landowners.

## Cost

The estimated cost for the title reports for these parcels is \$1,500. Mt. Shasta Title charges \$395 per parcel for title reports but Paige Bullerwell has gotten the City a volume discount on this work. We will also need to pay \$50/deed for MS Title to prepare the deeds. Total cost for their work is \$2,000.

The guess for the creation of the easement agreements is \$6,000. This number has a lot of uncertainty associated with it. The plan would be to create a "master" easement agreement which would be offered to the parties. That base agreement would be customized as necessary for the parties involved. Two attorneys are being contacted. Jeff Swanson, who does work for the Shasta Land Trust, was contacted 11/14 and 12/1 (left a voicemail both times) but he never returned the calls. Another option is to use the City attorney for this process.

Ellen Fred, who does work for Siskiyou Land Trust, was contacted. She charges \$300/hr. Her expertise is in conservation easements but she has done some work on ROW easement agreements and did one project for the Shasta Land Trust involving a trail on railroad right of way. Travel time would be charged as if she was traveling from San Francisco. Tries to combine trips to clients in this area.

The estimated cost for the survey and creation of legal descriptions for these easements is \$6,000. This is based on quotes received from Al Morris and Terry Curry, both longtime surveyors in Siskiyou County.

The County Recorder charges \$14 for the first page and \$3 for each additional page of an easement being recorded. Each parcel gets its own easement. The estimated cost for recording all of these easements is \$500.

Estimated total cost for this process is \$15,000.00.

## McCloud RRX Crossing

The McCloud RRX line includes 2 owners. The Mike Williams Group owns the right to operate the rail line and certain material property including the ties and rails. Jeff Forbis remains the owner of the land underlying the rail line.

The parcel over which this crossing would be constructed is owned by Four Rails, Inc, a company owned by Jeff Forbis. The parcel number for that parcel is 037-330-350-000. There may be another, separate parcel that lies alongside this first parcel that is also involved but the online source for APNs didn't show an APN for that parcel.

Establishment of a new railroad crossing needs to be approved by the California Public Utilities Commission (CPUC or PUC for short). The PUC takes input from all parties involved, looks at

the project, makes a site visit and makes the final decision. The PUC tends toward reducing the number of crossings rather than increasing them. There must be a real benefit to a new crossing for it to be approved. One of the factors that can help our case is the existence of existing uncontrolled crossing activity, which does exist at our site. The application process for a new crossing has a significant timeframe (on the order of a year). The new crossing needs to include signals to insure safety. I had a brief phone conversation and have been exchanging emails with Daniellia Fristoe of the PUC in order to learn more about what is required.

It appears that the best chance for success is to have an agreement with the railroad before the PUC takes a look at the crossing. The plan is to have an agreement at a high level between the City, Mike Williams Group and Jeff Forbis before applying to the PUC and to alert Mike Williams and Jeff Forbis when the application is submitted.

I contacted Mike Williams of the Mike Williams Group on 11/13/14 and he was supportive of the crossing. His main concern was that his attorney draw up the agreement for the crossing so that he feels protected from liability lawsuits. I assume review and approval by his attorney would also be sufficient. He also did not want to incur any costs by allowing this to move forward; all costs should be borne by entities other than his company. Mr. Williams offered to forward the material regarding the proposed crossing to Jeff Forbis. I had sent a letter to Jeff about this subject but had received no response. Mr. Williams said he was in regular contact with Jeff and would forward information to Jeff. I sent an email to Mr. Williams the same day. I told him I would contact him again in one week. Contacted Mike Williams again on Friday, 11/21 – he said he needed to look at this over the weekend and to call him sometime next Monday. Have called him twice (11/? & 12/1) since 11/21 and left voicemails. I spoke with Jeff Forbis by phone on 12/18/14 and he was supportive given that his concerns were addressed. He said he would talk to Mike Williams about the project since I hadn't had much success recently getting a response. I forwarded emails I had sent to Mike Williams to him after talking to him.

## Cost

The estimated cost for this process is less well known due to lack of experience with this process.

The estimated cost for the PUC process is \$??.

The estimated cost for the easement agreements is \$6,000.

The estimated cost for the surveying, legal description and recording is \$3,000.

Estimated total cost for this process is \$10,000.00.

# Midtown Trail Scoping Document

# Table of Contents

Purpose, Requirements and Goals.....	4
Geographical Description and Important Connections .....	4
Northern Portion.....	4
Central Portion.....	5
Southern Portion.....	6
Detailed Information on Trail Segments.....	7
Northern Portion.....	8
Segment Name: Mt. Shasta to Weed Trail.....	8
Segment Name: North Mt. Shasta Trail.....	9
Segment Name: Ski Village .....	10
Segment Name: Gateway Trailhead Spur .....	11
Segment Name: Spring Hill Trailhead Spur .....	12
Segment Name: Crystal Geysers Plant .....	13
Segment Name: McCloud RR Crossing.....	14
Central Portion.....	15
Segment Name: Butte/Morris .....	15
Segment Name: Shasta Avenue.....	16
Segment Name: Caroline Avenue (Alternate C).....	17
Segment Name: Jessie/Castle (Alternate C) .....	18
Segment Name: Shasta/Kenneth (Alternate K) .....	19
Segment Name: Spruce (Alternate K) .....	20
Segment Name: Sisson School/City Library/MSHS Spur.....	21
Segment Name: Castle Alley .....	22
Segment Name: Downtown Spur.....	23
Segment Name: Sisson Meadows.....	24
Segment Name: Birch/B Connector .....	25
Segment Name: North B St .....	26
Segment Name: McCloud Avenue .....	27
Segment Name: South A St #1 .....	28
Segment Name: Ida Street .....	29
Segment Name: South A St #2 .....	30
Segment Name: MSB Crossover .....	31
Segment Name: Oak Street.....	32

Segment Name: Lake Siskiyou Spur ..... 33  
Segment Name: The Landing ..... 34  
Segment Name: Wayside ..... 35  
Segment Name: Hwy 89 Crossing ..... 36  
Southern Portion..... 37  
Appendix A. Skill Ladder..... 38

## Purpose, Requirements and Goals

The purpose of the Midtown Trail is to serve as the primary active transportation facility for the City of Mt. Shasta and its sphere of influence. The goals for this route are:

1. Maximize connections to important origination and destination points within the City, e.g. neighborhoods, work places, businesses, schools, parks, libraries, etc.
2. Make active transportation a more attractive choice for residents by accommodating the lowest user skill level possible,
3. Insure success of the route by making it a warm, inviting place to be,
4. Provide connections from Mt. Shasta to Weed and from Mt. Shasta to Dunsmuir that are equal to, or better, than existing routes,

The corridor for the City portion of the trail is roughly parallel to Mt. Shasta Boulevard. The identified route north of Old McCloud Avenue stays to the east of Mt. Shasta Boulevard while the route south of Old McCloud Avenue has a large segment on the west side of Mt. Shasta Boulevard. This corridor allows connection to all of the large neighborhoods in the City, the downtown area, businesses located along Mt. Shasta Boulevard, Sisson School, Mt. Shasta High School, Crystal Geyser plant, Spring Hill Trailhead, Gateway Trailhead, Black Butte Trailhead, the City of Weed to the north and the City of Dunsmuir to the south. This route also provides non-motorized access to the portion of the City north of Spring Hill while avoiding travel on Spring Hill Road and Mt. Shasta Boulevard; this will be important once that area is developed.

In order to maximize use of the route and to make active transportation an attractive choice for the widest range of residents, the route should accommodate the lowest user skill level possible (see skill level ladder below). This route's target population is not cyclists that feel comfortable negotiating more heavily trafficked streets or bike lanes. One of the key target populations for this route is the large percentage of residents that could choose to use active transportation if a facility was available that was a safe, comforting option. When choosing a route, the topmost priority should be a route that allows for a separated pathway (Class 1). If that choice is not available or is too costly in terms of detour length, safety, etc, then the second choice should be as lightly traveled a street or alley as possible. Crossings of arterials or other heavily trafficked streets should be minimized. Travel along heavily trafficked streets must be avoided unless absolutely necessary; improvements to the street may be necessary if that is the only route choice available. When the route is forced to travel on quiet residential streets, improvements to those streets will be needed to calm traffic, increase safety, improve wayfinding, etc. The aim is to create a safe, quiet and calm route through the City which maximizes people's comfort and minimizes fear with regards to motorized vehicle interaction.

This route is primarily a north-south route. It does not attempt to directly connect to any points lying west of the Union Pacific Railroad line. It does not directly connect to the neighborhoods east of Mt. Shasta via McCloud Avenue and Old McCloud Avenue. It does not directly connect to the Lake Siskiyou/Mt. Shasta Resort area. It does not directly connect to points on Mt. Shasta (e.g. Bunny Flat), the Ski Park or the town of McCloud. These connections will be provided by other trails.

## Geographical Description and Important Connections

### Northern Portion

The northern portion of the trail is identified as extending from Butte Avenue to the City of Weed. This portion of the trail travels north across the McCloud RRX, through the Crystal Geyser plant property, along Ski Village Drive, along



Raspberry Way to USFS land, across Timber Products land, across the UP RRX at Black Butte Springs and into the City of Weed. In the vicinity of Raspberry Way and the Ski Village Drive neighborhood, spurs from the route connect to the Spring Hill Trailhead and the Gateway Trailhead.

All segments of this portion have verbally pledged easements with the exception of Timber Products land and UPRR crossing at Black Butte Springs. Work is under way to transform these verbal agreements into legally recorded easements.

Important connections for this portion of trail are:

City of Weed,  
Black Butte Trailhead,  
Northern Mt. Shasta (the area north of Spring Hill),  
Ski Village Drive neighborhood,  
Spring Hill Trailhead/City Park/City Park Trail (served by a spur),  
Gateway Trailhead (served by a spur),  
Crystal Geyser Plant,  
Shasta/Butte Ave neighborhood.

## Central Portion

The central portion of the trail is identified as extending from Butte Avenue to Highway 89. This portion of the trail runs through the middle of Mt. Shasta. Some route finding work still needs to be done on segments lying at the southern end of this portion.

With the exception of the alternate route connecting the Shasta/Morris junction with the Alma/Spruce junction via Kenneth/Marjorie and Spruce, all segments of this portion have secured right of way (virtually all segments lie on City owned right of way).

Important connections for this portion of trail are:

High School Tract neighborhood,  
Siskiyou Land Trust Garden Greenway,  
Sisson School,  
Mt. Shasta Library,  
Mt. Shasta High School (served by a spur),  
Sisson Meadows,  
Downtown Mt. Shasta,  
ABC Streets neighborhood,  
Businesses along Mt. Shasta Boulevard,  
Piedmont neighborhood,  
Roseburg Property (The Landing),  
Highway 89 crossing.

Spurs from the main trail may be needed to provide connection to various points along Mt. Shasta Blvd. these spurs need to be investigated further.

Connections to points lying to the west of the UP RRX, e.g. the Cedar Street neighborhood, City Park to Lake Siskiyou Trail, Mercy Hospital, Mt. Shasta Elementary School, Fish Hatchery/Mt. Shasta Museum, Mill/Berry neighborhood and the Mt. Shasta Shopping Center will be via spurs from this trail. Existing crossings that could be used for these spurs are

Nixon, Alma Street, Lake Street and Ream Avenue. It may be possible to create a new UPRR crossing in the Mill/Berry neighborhood by pointing out the substantial, informal crossing that already exists at the end of High Street (the railroad may sufficiently appreciate the reduction in liability brought about by transformation of an existing, informal crossing into an official, signalized one to agree to the idea or the PUC may recognize the need for it and impose it).

## **Southern Portion**

The southern portion of the trail is identified as extending from Highway 89 to the City of Dunsmuir. This portion of the trail needs more planning work and no effort has been made to secure right of way. The two points of access for non-motorized travel at the southern end of the City are Azalea Road (via the South Mt. Shasta Boulevard/Hwy 89 crossing) and Old Stage Road. Possible corridors for this route are Old Hwy 99, a corridor running parallel to and just east of I5 (near or on powerline route), the Sacramento River valley or some combination of these three corridors. More detailed investigation needs to be done before specific routing choices can be reasonably discussed.

Important connections for this portion of trail are:

Big Canyon neighborhood (east of I5 and south of 89),  
Azalea neighborhood (west of I5 and "south" of 89),  
Dunsmuir Airport/Mott Rd businesses,  
City of Dunsmuir.

## Detailed Information on Trail Segments

The narratives directly below are supplements to the mapped sections attached to this document.

An investigation needs to be done into the possibility of additional spurs to Mt. Shasta Blvd north of Castle St. or a trail that allows travel closer to Mt. Shasta Blvd. to the north of Castle St. One possibility is a route that follows Alder or Alder Alley.

### Questions to answer about segments:

Is this segment an alternative segment? (indicated in segment name by Segment designation)

Do any AT facilities currently exist? (current facilities are described in the Current Conditions entry)

Length, grade? (indicated in Physical Characteristics entry)

How many driveways, allies, etc. are there per segment in each direction? Is parking allowed anywhere along the route? Parallel, perpendicular, or diagonal parking? Parking is described in the Current Conditions entry. All parking is parallel unless noted otherwise.

Traffic volume? We have little in the way of traffic counts for these segments, traffic volume is characterized qualitatively when data was not available.

Transit Stops? There are no transit stops anywhere along this trail unless noted. The intent of this trail was to allow travel parallel to, and close to, the city's main drag (Mt. Shasta Blvd) without requiring travel along this busy street. The public transit is a bus line that runs primarily along Mt. Shasta Blvd.

Cost Estimate?

## Northern Portion

### Segment Name: Mt. Shasta to Weed Trail

**Extent:** Black Butte UPRR Crossing (Weed City Limits) to Northeasternmost Corner of Mt. Shasta

**Physical Characteristics:** 5 miles long, grade rises from 4080' at NE corner of Mt. Shasta to 4400' near Black Butte and back down to 3894' at UPRR crossing, 20' wide easement

**Current Condition:** Undeveloped forest with some dirt roads consisting of USFS plantation and private timberland owned by Timber Products. Timber Products is in the process of establishing a conservation easement on most of their property that lies around Black Butte. TP is currently considering a proposal for granting trail easements across this property.

**Proposed Condition:** Class 1 path with all-weather surface

**Narrative Description:** At the very northeast corner of Mt. Shasta City Limits, the segment continues along a seasonal watercourse until entering TP land. The trail remains east of Black Butte and connects to the Black Butte UPRR crossing. Spurs are envisioned to connect to the Black Butte Trailhead and to Truck Village Road.

#### **Challenges/Opportunities:**

- 1) Get an approved public crossing at the Black Butte UPRR crossing,
- 2) Get an easement from Timber Products,
- 3) Coordinate with Weed so that their trail network connects at the UPRR crossing,
- 4) Rehabilitation of spring at UPRR crossing and outflow along which the (greenway) trail would be constructed.

#### **Pictures:**

## **Segment Name: North Mt. Shasta Trail**

**Extent:** Om Shasta Path to Northeasternmost City Limits

**Physical Characteristics:** 1 mile long, grade rises from 3880' at Om Shasta Path to 4080' at NE corner of city limits, 20' wide easement

**Current Condition:** Undeveloped forest with some dirt roads consisting of USFS plantations.

**Proposed Condition:** Class 1 path with all-weather surface

**Narrative Description:** At the junction of Raspberry Way/Om Shasta Path, the segment travels west and north through USFS property to reach the portion of the City lying north of Spring Hill while remaining east of Spring Hill. This segment provides a connection between the City north of Spring Hill and the City south of Spring Hill without requiring travel along Spring Hill Drive or Mt. Shasta Boulevard. North of the City limits. The trail will either run on USFS land just east of the City limits with spurs traveling into the City or will be built within the City limits on the privately owned property once it is developed. Spurs will be needed to access the interior of those parcels. It may be necessary to create a north-south "primary" spur through that section of the City to allow for easy connection to the east-west spurs.

### **Challenges/Opportunities:**

- 1) USFS has already approved the concept of this trail; they just need us to pay for NEPA.

### **Pictures:**

## **Segment Name: Ski Village**

**Extent:** Crystal Geyser plant property to southern terminus of Mt. Shasta to Weed Trail (Raspberry/Om Shasta junction)

**Physical Characteristics:** .7 miles long, grade rises about 100' from Ski Village Drive/CG easement to Om Shasta Path, 20' wide easement

**Current Condition:** Ski Village Drive is a 2 lane public road with no sidewalks or bike lanes, 35 (or 45?) MPH speed limit on a privately owned parcel which is approximately 60' wide. It provides an important connection to Everitt Memorial Highway and Mt. Shasta Blvd and has businesses located along it. Raspberry Way is partially paved, partially graveled, partially undeveloped on an approximately 60' wide parcel. Raspberry Way is a very lightly traveled road that current dead ends at the north end and accesses a small number of private single family parcels.

**Proposed Condition:** Class 1 path with all-weather surface, separated from road or barrier between the two

**Narrative Description:** At the northern terminus of the easement along the east side of the Crystal Geyser plant property the trail travels west along Ski Village Drive. At the junction of Raspberry Way, the trail continues alongside Raspberry Way up to Om Shasta Path. Trail spurs come off this segment to connect to the Spring Hill Trailhead and Gateway Trailhead.

### **Challenges/Opportunities:**

- 1) Get an easement from private owner for Raspberry and Ski Village Drive,
- 2) Physical layout of trail and road within Ski Village Drive easement,
- 3) Physical layout of trail and road within Raspberry Way easement.

### **Pictures:**

## **Segment Name: Gateway Trailhead Spur**

**Extent:** Raspberry Way/Om Shasta Path to Gateway Trailhead

**Physical Characteristics:** .4 miles long, grade rises about 50' from Raspberry Way to Trailhead, 20' wide easement

**Current Condition:** Om Shasta Path is a very lightly traveled, dirt road on a private parcel approximately 60' wide used to access a small number of single family parcels and USFS property to the north. Everitt Memorial Highway is a 2 lane road providing access to the higher reaches of Mt. Shasta. The speed limit is 35 or 45 MPH at this point but speeds for downhill traffic may be significantly higher.

**Proposed Condition:** Class 1 path with all-weather surface, separated from road or barrier between the two

**Narrative Description:** At the junction of Raspberry Way and Om Shasta Path the spur heads directly east along the north side of Om Shasta Path, crosses Everitt Memorial Highway and connects to the Gateway Trailhead on the east side of Everitt Memorial Highway.

### **Challenges/Opportunities:**

- 1) Get an easement from private owner at east end of Om Shasta Path (alternative: USFS),
- 2) Get an easement from private owner for Om Shasta Path (alternative: USFS),
- 3) Crossing of Everitt Memorial Highway.

### **Pictures:**

## **Segment Name: Spring Hill Trailhead Spur**

**Extent:** Raspberry Way to Gateway Trailhead along Crystal Geysers easements

**Physical Characteristics:** .3 miles long, grade drops about 80' from Raspberry Way to Trailhead, 20' wide easement

**Current Condition:** The land upon which this route would travel is undeveloped.

**Proposed Condition:** Class 1 path with all-weather surface

**Narrative Description:** Approximately 270' north of the centerline of Ski Village Drive this spur heads west along the southern edge of the Crystal Geysers property and stays on the southern edge of all CG parcels (excepting the parcel which provides access to Ski Village) until reaching the Spring Hill Trailhead. The eastern end of this spur crosses the parcel upon which Crystal Geysers' main wells are located.

### **Challenges/Opportunities:**

- 1) Legally record easement,
- 2) Need to insure security concerns of Crystal Geysers around their wellheads are addressed.

**Pictures:**



## **Segment Name: Crystal Geyser Plant**

**Extent:** McCloud RRX to Ski Village Drive

**Physical Characteristics:** 650 feet long, grade rises about 40' from McCloud RRX to Ski Village Drive, 20' wide easement along the easternmost edge of the CG plant property.

**Current Condition:** The land upon which this route would travel has been cleared but is undeveloped.

**Proposed Condition:** Class 1 path with all-weather surface

**Narrative Description:** This segment is contained in a 20' wide easement which is located at the easternmost end of Crystal Geyser's plant property.

**Challenges/Opportunities:**

- 1) Legally record easement,
- 2) Need to insure security concerns of Crystal Geyser are addressed.

**Pictures:**

## **Segment Name: McCloud RR Crossing**

**Extent:** Butte Avenue to Crystal Geysers plant property, across McCloud RR tracks and property

**Physical Characteristics:** 200 feet long, flat.

**Current Condition:** The land upon which this route would travel has been cleared but is undeveloped.

**Proposed Condition:** Class 1 path with all-weather surface plus ped/bike RR crossing

**Narrative Description:** This segment is a short portion of Class 1 trail and a ped/bike crossing of the McCloud Railroad tracks. This railroad may be abandoned sometime in the future. Conversion of this railway to Rails to Trails status would eliminate need for a crossing and would provide connections to Mt. Shasta Blvd, Everitt Memorial Highway, eastern portions of Mt. Shasta, the Ski Park and McCloud.

### **Challenges/Opportunities:**

- 1) The underlying land is owned by one person and the right to operate the railroad is owned by another; both have expressed verbal support for the crossing,
- 2) The California PUC must approve this crossing; they tend to want fewer crossings, not more.
- 3) Need to address any concerns of both owners in return for support with PUC process and recording of easements.

### **Pictures:**

## Central Portion

### Segment Name: Butte/Morris

**Extent:** McCloud RR to Shasta Avenue

**Physical Characteristics:** 1300 feet long, flat.

**Current Condition:** Approximately 20' wide paved road with no sidewalks, shoulders or bike lanes within a 50' wide (guess) easement. This street provides access to a small neighborhood and is very lightly traveled.

**Proposed Condition:**

- 1) Class 1 path with all-weather surface, separated/protected from road or
- 2) Bicycle boulevard treatment plus sidewalks or
- 3) Bike lanes plus sidewalks or
- 4) No treatment (the traffic volume is very low).

**Narrative Description:** This segment runs along Butte Avenue and Morris Street to the junction of Morris and Shasta Avenue.

**Challenges/Opportunities:**

- 1) This segment may connect to Mt. Shasta Blvd via a privately owned street to the west of Morris,
- 2) If McCloud RR is abandoned to a Rails to Trails process, that trail would provide connection to Mt. Shasta Blvd.

**Pictures:**

## **Segment Name: Shasta Avenue**

**Extent:** Morris/Shasta to either Kenneth/Shasta (100' long) or Caroline/Shasta (1100' long)

**Physical Characteristics:** 100 or 1100 feet long, flat.

**Current Condition:** Approximately 20' wide paved road with few sidewalks, shoulders or bike lanes within a 20-30' wide (guess) easement. This street provides access to a small neighborhood and is lightly traveled.

### **Proposed Condition:**

- 1) Class 1 path with all-weather surface, separated/protected from road (may not be possible) or
- 2) Bicycle boulevard treatment plus sidewalks or
- 3) Bike lanes plus sidewalks or
- 4) No treatment (the traffic volume is very low).

**Narrative Description:** This segment runs along Shasta Avenue to one of two junctions, depending on which route alternative is developed. Alternate K runs from a spot near the junction of Shasta Avenue and Morris Street to Kenneth Way, out to Rockfellow Avenue, down Spruce to Spruce/Alma. Alternate C runs from the Shasta/Caroline junction down to Rockfellow Avenue, down E. Castle Street to Spruce/Alma.

### **Challenges/Opportunities:**

- 1) This segment appears to lie on an unusually skinny easement; possibly only 20-30' wide.

### **Pictures:**

## **Segment Name: Caroline Avenue (Alternate C)**

**Extent:** Shasta/Caroline to south side of Rockfellow Avenue

**Physical Characteristics:** 1350 feet (1/4 mile) long, flat.

**Current Condition:** Fully built out and paved two lane residential road with well used on-street parking, curb, gutter and sidewalks. It has approximately twelve 3-unit condominium complexes on the northern 1/3 of the street and twenty six single family homes on the southern 2/3 of the street. This street is dead straight and connects Shasta Avenue with Rockfellow Avenue. The expectation is that this street has little through traffic and that most traffic is generated by residents and visitors to the street.

### **Proposed Condition:**

- 1) Bicycle boulevard treatment or
- 2) Bicycle boulevard treatment with barrier to prevent through traffic or
- 3) Shared Street treatment or
- 4) No treatment (not preferred).

**Narrative Description:** This segment is a typical subdivision street that has been developed according to standard conditions. The residents might be interested in a shared street approach.

### **Challenges/Opportunities:**

- 1) Already fully developed street,
- 2) Dead straight, 1/4 mile long, lots of driveways, little expectation of bike traffic,
- 3) Crossing of Rockfellow Avenue.

### **Pictures:**

## **Segment Name: Jessie/Castle (Alternate C)**

**Extent:** Rockfellow Avenue to Alma St/Castle Alley

**Physical Characteristics:** 800 feet long, flat.

**Current Condition:** Cleared, undeveloped land on unused street right of way. Existing informal trail exists on proposed alignment. Wetlands exist on northern and southern end of segment.

**Proposed Condition:** Class 1 path with all-weather surface

**Narrative Description:** This segment uses a portion of E. Jessie at its northernmost end to connect to the ROW for E. Castle Street. E. Castle St. is followed to the intersection of Spruce and Alma where a crossing of Alma is made from the NE corner. A short pathway is needed on the south side of the sidewalk to connect to Castle Alley (AKA E. Castle St).

### **Challenges/Opportunities:**

- 1) Wetlands at southern and northern end,
- 2) Incorporated into Garden Greenway project (meandering trail through community garden space, education area),
- 3) Crossing of Alma at Alma/Spruce.

### **Pictures:**

## **Segment Name: Shasta/Kenneth (Alternate K)**

**Extent:** Shasta/Morris to south side of Rockfellow/Spruce

**Physical Characteristics:** 2000 feet long, flat.

**Current Condition:** Cleared, undeveloped land on northern end with a fully built out and paved two lane residential road (Kenneth Way) with on-street parking, curb, gutter and sidewalks on the southern end. It has approximately twenty four single family homes on the street and a multi-unit assisted living facility next to the intersection of Kenneth and Marjorie. The expectation is that this street has little through traffic and that most traffic is generated by residents and visitors to the street. The intersection at Rockfellow would need to have stop signs added to deal with the ped/bike traffic and the existing sight distance problem for cars traveling along Rockfellow.

### **Proposed Condition:**

A combination of Class 1 path with all-weather surface on undeveloped land along with:

- 1) Bicycle boulevard treatment or
- 3) Shared Street treatment or
- 4) No treatment.

**Narrative Description:** This segment uses a portion of E. Jessie at its northernmost end to connect to the ROW for E. Castle St. E. Castle St. is followed to the intersection of Spruce and Alma where a crossing of Alma is made from the NE corner. A short pathway is needed on the south side of the sidewalk to connect to Castle Alley (AKA E. Castle St).

### **Challenges/Opportunities:**

- 1) Would need an easement from the owner of the undeveloped property,
- 2) Kenneth/Marjorie/Rockfellow intersection layout is tricky,
- 3) Crossing of Rockfellow at angled corner.

### **Pictures:**

## **Segment Name: Spruce (Alternate K)**

**Extent:** Rockfellow/Spruce to Alma St/Castle Alley

**Physical Characteristics:** 950 feet long, flat.

**Current Condition:** Heavily vegetated wetlands on northern end with a fully built out and paved two lane residential road (Spruce St.) with on-street parking, curb, gutter and sidewalks on the southern end. It has approximately eleven units in triplexes and duplexes on the east side and two single family homes on the west side. This street has no through traffic; all traffic is generated by residents and visitors to the street.

### **Proposed Condition:**

A combination of Class 1 path with all-weather surface on undeveloped land along with:

- 1) Bicycle boulevard treatment or
- 3) Shared Street treatment or
- 4) No treatment (very light traffic).

**Narrative Description:** This segment is a straight shot down the city's unused ROW for Spruce St and the used portion. A crossing of Alma would be needed to continue down Castle Alley (AKA E. Castle St).

### **Challenges/Opportunities:**

- 1) Lots of wetlands (probably the entire undeveloped portion of Spruce St),
- 2) Crossing of Alma.

### **Pictures:**



## **Segment Name: Sisson School/City Library/MSHS Spur**

**Extent:** Alma St/Castle Alley to Sisson School

**Physical Characteristics:** 360 feet to Library, 600 feet to Sisson School, 1800 feet to MS High School, flat.

**Current Condition:** A mix of undeveloped land, existing trail, paved playground, grass areas.

**Proposed Condition:** Class 1 path with all-weather surface

**Narrative Description:** This spur connects to the library, local middle school and high school. It provides a way for students to access the middle school and bike parking without going through the pickup/dropoff cluster that happens in the school and library parking lot. This spur may use a portion of the Rotary Trail. This spur may be extended to connect to the high school which is only 1200 feet away from the middle school.

### **Challenges/Opportunities:**

- 1) Work with library to plan for possible expansion there,
- 2) There may be wetlands involved either along Alma St or if the Rotary Trail needs to be widened,
- 3) Working with school to get permission to route trail on school property.

### **Pictures:**

## **Segment Name: Castle Alley**

**Extent:** Alma St to Sisson Meadows entry at top of Castle St.

**Physical Characteristics:** 700 feet long, flat, existing potholed alley with little asphalt pavement remaining.

**Current Condition:** A one way only city alley in poor repair with little remaining asphalt and lots of potholes – essentially a one lane gravel road. Underlying soil is very wet and improvement will likely require a large section of base and/or drainage improvements. The Planning Commission has already voted to dedicate this alley to non-motorized use. The City Council will be voting on the motion in 1Q of 2015.

**Proposed Condition:** Class 1 path with all-weather surface

**Narrative Description:** This segment is currently used rarely by motor vehicles but should be barred to all but emergency vehicles sometime in 2015.

### **Challenges/Opportunities:**

- 1) Underlying wet soil will make development of a long-lived paved surface more costly than usual.

**Pictures:**

## **Segment Name: Downtown Spur**

**Extent:** Castle Alley to Chestnut and Mt. Shasta Blvd

**Physical Characteristics:** 800 feet long, flat.

**Current Condition:** Residential street connecting to CBD; missing some sidewalk; apparent 60' wide easement.

### **Proposed Condition:**

- 1) Class 1 path with all-weather surface, separated/protected from road or
- 2) Bicycle boulevard treatment plus sidewalks or
- 3) Bike lanes plus sidewalks or
- 4) No treatment (not preferred).

**Narrative Description:** This spur would connect to the heart of the city's business district.

### **Challenges/Opportunities:**

- 1) Previous idea for this connector was to daylight creek now in culvert and make a greenway through this portion.

### **Pictures:**

## **Segment Name: Sisson Meadows**

**Extent:** Castle Alley to Birch/B Connector

**Physical Characteristics:** 655 feet long, flat.

**Current Condition:** This area is a dedicated wetlands area with boardwalks running through the area; a pond lies just north of the crossing. Use of this boardwalk system by cyclists and skateboarders has resulted in accelerated wear. Width of the boardwalk prevents walking side-by-side and just barely fits a wheelchair. The crossing consists of approximately 175 linear feet of 12' wide gravel path transitioning to 230 linear feet of 3' wide boardwalk in poor repair with another 250 linear feet of undeveloped wetland before reaching Lake Street. A ditch/creek must be crossed where the B Street ROW terminates at the Sisson Meadows boundary. A crosswalk with curb cuts already exists at the Lake St. crossing. It is unknown whether any kind of signalization would be required here.

**Proposed Condition:** Class 1 path with all-weather surface plus 12-15' wide boardwalk over meadow area. A small bridge will be needed to cross the creek/ditch at south end.

**Narrative Description:** This segment crosses a community "park" consisting of dedicated wetlands, a pond and a boardwalk system that allows travel over the wetlands.

### **Challenges/Opportunities:**

- 1) Lots of wetlands (the entire boardwalk area and connection to Lake St. is wet),
- 2) Working with Siskiyou Land Trust and public to insure a good project and wide acceptance,
- 3) Help improve the boardwalk system at Sisson Meadows.

### **Pictures:**

## **Segment Name: Birch/B Connector**

**Extent:** Lake St to North B Street

**Physical Characteristics:** 430 feet long, Class 1 Birch/B Connector is steep.

**Current Condition:** This portion of the trail has already been constructed. It consists of an untreated portion of Birch St (only about 5 houses on this street) and a dedicated Class 1 path connecting Birch St and North B St.

**Proposed Condition:** Already constructed.

**Narrative Description:** This segment crosses a community “park” consisting of dedicated wetlands, a pond and a boardwalk system that allows travel over the wetlands.

### **Challenges/Opportunities:**

- 1) Intersection of two driveways and northern end of Birch/B connector,
- 2) Don't know if lack of lighting is a problem on Birch/B connector.

**Pictures:**

## **Segment Name: North B St**

**Extent:** Birch/B Connector to B/McCloud Avenue

**Physical Characteristics:** 870 feet long, moderately sloped.

**Current Condition:** Paved two lane residential road with some missing sidewalks and lightly used on-street parking. There are few single family homes that face onto this segment. This street is dead straight. The expectation is that this street has no through traffic and that most traffic is generated by residents and visitors to the street.

### **Proposed Condition:**

- 1) Separated path or
- 1) Bicycle boulevard treatment with sidewalks or
- 2) Bicycle lanes plus sidewalks or
- 3) Shared Street treatment or
- 4) No treatment (not preferred).

**Narrative Description:** This segment is a dead-end street with low density development. The residents might be interested in a shared street approach.

### **Challenges/Opportunities:**

- 1) Crossing of Orem Street with stop signs on North B, not on Orem; Orem is steep and downhill traffic can be fast,
- 2) Already developed street (but not fully developed).

### **Pictures:**

## **Segment Name: McCloud Avenue**

**Extent:** North B Street to South A Street

**Physical Characteristics:** 250 feet long, moderately sloped.

**Current Condition:** High traffic volume. Paved two lane residential road with curb, gutter and sidewalks. Only two homes on one side and about four on the other. This is a busy street since it connects many neighborhoods to the east with downtown Mt. Shasta. On-street parking on south side (the side with only two homes) is lightly used. It would be easy to not allow parking on this side of the street since both homes have on-street parking available on other street frontages. Sidewalks are in poor condition.

### **Proposed Condition:**

Lots of treatment options here. We probably need to get rid of onstreet parking on south side. This is one of the more dangerous segments and should be treated aggressively. May need to add stop signs on McCloud at this point.

- 1) Separated path or
- 1) Bicycle boulevard treatment or
- 2) Bicycle lanes or

**Narrative Description:** This segment consists of one block of a high volume street that jogs the trail between North B and South A Streets.

### **Challenges/Opportunities:**

- 1) Need to slow/stop downhill traffic,
- 2) Fully developed street,
- 3) Street is not wide enough for two travel lanes and two parking lanes

### **Pictures:**

## **Segment Name: South A St #1**

**Extent:** McCloud Avenue/South A St to Ida Street

**Physical Characteristics:** 1150 feet long, flat.

**Current Condition:** Paved two lane residential road through single family neighborhood with some missing sidewalks and moderately used on-street parking. There are x single family homes on this segment. This street is straight and parallels Mt. Shasta Blvd, only one block away. There is some through traffic on this street but traffic volume is light. ROW width may not be sufficient for bike lanes and full sidewalks plus parking lanes – this needs more investigation.

**Proposed Condition:**

- 1) Separated path or
- 1) Bicycle boulevard treatment with sidewalks or
- 2) Bicycle lanes plus sidewalks or
- 3) Shared Street treatment or
- 4) No treatment (not preferred).

**Narrative Description:**

**Challenges/Opportunities:**

- 1) Already developed street (but not fully developed),
- 2) Offset, unsigned intersection at Smith Street may need stop signs to stop Smith Street traffic.

**Pictures:**



## **Segment Name: Ida Street**

**Extent:** South A Street to South A Street

**Physical Characteristics:** 120 feet long, gently sloped.

**Current Condition:** Paved two lane residential road through single family neighborhood with curb, gutter and sidewalks and lightly used on-street parking. This street has some through traffic and is moderately used.

### **Proposed Condition:**

- 1) Separated path or
- 2) Bicycle boulevard treatment or
- 3) Bicycle lanes or
- 4) No treatment (not preferred).

**Narrative Description:** This segment is a jog that allows the trail to continue following South A St. But for the length, it would be considered an offset intersection.

### **Challenges/Opportunities:**

- 1) Already developed street,
- 2) Moderate traffic volume.

### **Pictures:**

## **Segment Name: South A St #2**

**Extent:** Ida Street/South A St to Sheldon Avenue

**Physical Characteristics:** 1120 feet long, flat.

**Current Condition:** Paved two lane residential road through a mixed use neighborhood (commercial offices, a vacant commercial building, one apartment complex at northern end and approximately 14 single family residences throughout) with curb, gutter and sidewalks and lightly used on-street parking. This street is straight and parallels Mt. Shasta Blvd, only one block away. There is some through traffic on this street and traffic volume is light to moderate.

### **Proposed Condition:**

- 1) Separated path (may be difficult)or
- 2) Bicycle boulevard treatment or
- 3) Bicycle lanes or
- 4) Shared Street treatment (this may be difficult with businesses on the street).

### **Narrative Description:**

#### **Challenges/Opportunities:**

- 1) Already fully developed street with lots of driveways,
- 2) Moderate traffic volume,
- 3) Where to go from Sheldon/South A? This is the subject of report on gap closure.

### **Pictures:**

## **Segment Name: MSB Crossover**

**Extent:** South A St/Sheldon Avenue to Oak/Old McCloud/Ream

**Physical Characteristics:** 760 feet long, gentle drop throughout segment.

**Current Condition:** This segment consists of several conditions. Two unpaved alleys on narrow easements connect Sheldon/S. A with Mt. Shasta Blvd. The crossing of Mt. Shasta Blvd is on a paved, busy 2-lane street (4000-6000 ADT). The Class 1 path from Mt. Shasta Blvd to Ream Ave is partially paved as a parking lot and partially undeveloped. The Ream Avenue portion runs along a mostly-developed 2-lane road in a commercial district for a short distance.

### **Proposed Condition:**

Protected Class 1 path on alleys,

Class 1 path from Mt. Shasta Blvd to Ream Avenue,

For Ream Avenue portion:

- 1) Separated path (a path on the east side would work well) or
- 2) Bicycle boulevard treatment (not preferred) or
- 3) Bicycle lanes (not preferred) or
- 4) Shared Street treatment (this may be difficult with businesses on the street),
- 5) Block off Ream/MSB intersection, require traffic to go on Old McCloud

**Narrative Description:** This segment is only one proposed route to close the gap from Sheldon/S. A to Oak St. See the report on the closure of this gap for other alternatives. The segment heads south from Sheldon/S. A on the alley that continues S. A. It then turns west on the alley at the T intersection to come to Mt. Shasta Blvd. At this point there may be a problem with access to parcel APN 057-493-210-000. This parcel has an informal access from Mt. Shasta Blvd that uses the alley. The access for this parcel runs over the parking lot of the parcel next door. There is an additional access to this parcel off Sheldon. A midblock crossing of Mt. Shasta Blvd is required here and some type of signage/signalization is likely needed. A Class 1 path continues along the southern edge of John Kennedy's parcel that hosts Lai Lai restaurant over to Ream. Once at Ream Avenue, it is 90 feet to the intersection of Old McCloud and Ream. This distance runs along the frontage of one parcel which has fenced off a portion of the ROW of Ream Avenue upon which a separated path may fit nicely. A solution will be needed for safely crossing Old McCloud and accessing Oak St – this is an oddly configured intersection.

### **Challenges/Opportunities:**

- 1) Mt. Shasta Blvd midblock crossing,
- 2) Can alley host a protected Class 1 path and allow autos (maybe one way?) as well,
- 3) Access to parcel that hosted G&M's Auto Repair appears to have inadvertently been built on the alley ROW rather than on legal access,
- 4) Ream Ave is skinny but ROW is much wider; yard of office at NE corner of Old McCloud and Ream has fenced off a portion of that ROW,
- 5) Difficult intersection layout at Ream/Old McCloud/Oak,
- 6) Constructed bus stop may be very close to this crossing.

### **Pictures:**

## **Segment Name: Oak Street**

**Extent:** Oak/Ream to Roseburg Property (AKA The Landing)

**Physical Characteristics:** 1070 feet long, flat.

**Current Condition:** This is a low traffic volume, dead-end street accessing single family homes along the street only. There is no through traffic. The street is narrow, approximately 20' wide, with missing sidewalks and no bike lanes. The easement is wider than the built street.

### **Proposed Condition:**

- 1) Class 1 path with all-weather surface, separated/protected from road (probably not necessary) or
- 2) Bicycle boulevard treatment plus sidewalks or
- 3) Bike lanes plus sidewalks or
- 4) No treatment (the traffic volume is very low).

**Narrative Description:** This segment runs along Oak Street from Ream to the entry to the Roseburg property. There is one T intersection with Holly, another lightly traveled street.

### **Challenges/Opportunities:**

- 1) The assumption being made is that this street would continue to be a dead end rather than provide motorized access to the Roseburg property.

### **Pictures:**

## **Segment Name: Lake Siskiyou Spur**

**Extent:** South end of Oak Street to Ream/UPRR crossing

**Physical Characteristics:** 1400 feet long, relatively flat.

**Current Condition:** Cleared but undeveloped land for the eastern end. A dirt road that circles the old mill pond follows the desired alignment from the end of Oak Street toward the UPRR tracks. The western end travels along what is called Old Mill Road whose ROW status is unknown (it may lie on UPRR property).

### **Proposed Condition:**

- 1) Class 1 path with all-weather surface, separated/protected from road or
- 2) Bicycle boulevard treatment plus sidewalks or
- 3) Bike lanes plus sidewalks or
- 4) No treatment (not preferred).

**Narrative Description:** The intent of this spur is to connect the Midtown Trail to the Lake Siskiyou Trail. The Lake Siskiyou Trail route is unknown at this time but crossing the UPRR is necessary in order to connect. The crossing at Ream is the closest and most direct.

### **Challenges/Opportunities:**

- 1) ROW for Old Mill Road is unknown and may lie on UPRR property.

### **Pictures:**

## **Segment Name: The Landing**

**Extent:** South end of Oak Street to intersection of Mt. Shasta Blvd and Northbound I5 offramp (where Mt. Shasta Blvd makes a 90 degree turn)

**Physical Characteristics:** 1 mile long, flat

**Current Condition:** This is a large parcel running along the west side of Mt. Shasta Blvd. It is cleared but undeveloped land which formerly housed a lumber mill and log yard decades ago. It is now owned by the City. Over much of the Mt. Shasta Blvd frontage there is a significant grade difference which will likely require the path to be away from Mt. Shasta Blvd and on the lower elevation further into the parcel. Depending on the siting of access roads into the parcel, this may require the path to cross those access roads well away from their intersection with Mt. Shasta Blvd.

**Proposed Condition:** Class 1 path with all-weather surface routed close, and parallel, to Mt. Shasta Blvd.

**Narrative Description:** At the very northeast corner of Mt. Shasta City Limits, the segment continues along a seasonal watercourse until entering TP land. The trail remains east of Black Butte and connects to the Black Butte UPRR crossing. Spurs are envisioned to connect to the Black Butte Trailhead and to Truck Village Road.

### **Challenges/Opportunities:**

- 1) A crossing across Mt. Shasta Blvd to access Mountain View Drive has sight distance problems with the northbound traffic at the current speed limit of 35 MPH,
- 2) Crossings may also be needed for Loveta Lane, Bear Springs Rd and Church St. These have not yet been investigated but would be located on straight stretches of road though with higher speed traffic.
- 3) A crossing of Mt. Shasta Blvd will be needed at the intersection of the northbound I5 offramp and Mt. Shasta Blvd – this will involve vehicles at or near highway speeds with a grade difference reducing sight distance.
- 4) Nearby Mt. Shasta Blvd has a bus line with a “stop on hail” protocol. Established bus stops may be added soon.

### **Pictures:**

## **Segment Name: Wayside**

**Extent:** Intersection of Mt. Shasta Blvd and Northbound I5 offramp (where Mt. Shasta Blvd makes a 90 degree turn) to MSB/Hwy 89

**Physical Characteristics:** .6 mile long, gentle downhill grade

**Current Condition:** This portion of Mt. Shasta Blvd has no sidewalks and little paved shoulder. The street is in poor repair. Except for the southern end, the ROW is appreciably larger than the current street. What is speed limit here? 25 or 35? It is only partially developed; all development is commercial, eg offices, church, private school, storage units, restaurant, hotels, etc. This segment is expected to have some through traffic but not much due to other, more convenient routes. For this reason, this street may have little traffic but uncertainty on this number is high.

**Proposed Condition:** Class 1 path with all-weather surface

**Narrative Description:** At the very northeast corner of Mt. Shasta City Limits, the segment continues along a seasonal watercourse until entering TP land. The trail remains east of Black Butte and connects to the Black Butte UPRR crossing. Spurs are envisioned to connect to the Black Butte Trailhead and to Truck Village Road.

### **Challenges/Opportunities:**

- 1) Finding a trail route that parallels this portion of MSB and provides for a Class 1 path would be very difficult,
- 2) The easement width at the southern end appears to be small,
- 3) The southern end has small radii turns which make safe riding there problematic,
- 4) Mt. Shasta Blvd has a bus route on it that “stops on hail”. Need to verify if the bus runs along this stretch.

### **Pictures:**

## **Segment Name: Hwy 89 Crossing**

**Extent:** Mt. Shasta Blvd on the north side of SR 89 to Big Canyon Drive on south side

**Physical Characteristics:** 150 feet long, gentle downhill grade

**Current Condition:** This segment consists solely of a crossing of SR 89. This is a Caltrans highway and is in good repair. Speed limits are 65 MPH but westbound traffic may be traveling at a significantly higher speed. This intersection has no signal, no street lights, no marked crosswalks, no medians, no islands and no signage indicating an upcoming intersection.

**Proposed Condition:**

1) Pedestrian actuated signals with median safe haven and islands to protect people waiting to cross, reduced speed limit to 55 MPH or lower, re-configuration of highway to naturally reduce speeds (eg narrow lanes, transverse stripes with gradually decreasing spacing, etc).

**Narrative Description:** Caltrans and the LTC are currently evaluating the possibility of a project that would add turn lanes to this intersection and add some of the complete streets features that are needed here.

**Challenges/Opportunities:**

1) Dealing with the combination of highway speed traffic and ped/bike traffic.

**Pictures:**



## Southern Portion

The southern portion of the trail is identified as extending from Highway 89 to the City of Dunsmuir. This portion of the trail has not yet been investigated. No map is available. It certainly includes use of the Azalea overcrossing of I5 and some paths into the Big Canyon neighborhood and Azalea neighborhoods. What route is taken to Mott Avenue/I5 intersection and further to Dunsmuir is unknown. Issues there include 35 MPH speed limits, ROW needed for trail, the wealth of possible routes to investigate, etc.

## Appendix A. Skill Ladder

# Skill Ladder for Non-Motorized Facility Assessment

---

Purpose of document: To define a taxonomy of skills, ordered by the level of interaction with motorized traffic, which a user of a non-motorized facility would need in order to safely use that facility. This document is currently in a draft state and needs further review and editing.

The highest skill level required on a non-motorized facility yields a measure of that facility's ease of use, likelihood of use and potential user population. For example, a Class 1 path is a facility that can be used by the youngest populations and least competent cyclists because the level of skill needed to negotiate that facility is low. On the other end of the spectrum, riding a bicycle in traffic on a busy street without a bike lane requires a high level of skill in dealing with motorized traffic.

The assumption is that the lower the skill set needed to use a non-motorized facility, the more widely and likely it will be used, everything else being equal. If one wishes to maximize usage of a non-motorized facility, one should aim to minimize the skill level needed to use that facility.

The ability to walk on a busy street without sidewalks or ride a bicycle on a busy street without bike lanes is a fairly high skill level. Many streets in rural areas have neither facility or the facilities are in poor to unusable repair. Children aren't allowed to walk or ride to school because the skill level needed to negotiate that route safely is not available until the child is in late middle school or high school, long after the opportunity to ingrain healthy habits has passed.

Note: Another taxonomy that could be used for assessing non-motorized facilities is that of possible or perceived consequences. This would be a measure of the perceived danger (from motorized vehicles) to the user of a facility. This would be a broader measure that could capture a competent user's reluctance to use a facility or a parent's reluctance to allow their child to use the facility. Note: This was created without knowledge of Peter Furth's Level of Stress taxonomy and has a slightly different intent than that tool.

## **Skill Ladder**

### • NO TRAFFIC INTERACTION

#### **Riding or walking competently on a Class 1 bike path or trail or equivalent.**

This requires geographical awareness of one's location, an internal mental model of the area around oneself, an idea of the route to follow to get one to the intended destinations, and in the case where the route is infeasible, the ability to create an alternate plan or to obtain help.

### • LIGHT TRAFFIC INTERACTION

#### **Ability to cross at a signed intersection (STOP sign with crosswalks) on a quiet street**

This requires the ability to assess the intent and hazards presented by drivers in a low traffic volume scenario where the user has right of way. A parent's willingness to allow a child to perform at this level may include a component of trust of drivers in the area and knowledge of traffic conditions.

Riding or walking competently on a quiet residential street, e.g. Class 3 with low traffic volume, even if sidewalks are not available

This requires the ability to remain aware of one's location on a street and the ability to listen for traffic behind and react appropriately.

Ability to travel along sidewalks on a busy street

This requires the ability to assess the intent and hazards presented by drivers in a well-controlled but heavier traffic scenario that may include traffic through driveway cuts

Ability to cross at a signalized intersection (walk/don't walk signs with activation buttons) on a busy street

This requires the ability to assess the intent and hazards presented by drivers in a well-controlled but heavier traffic scenario, knowledge of how to operate the signals and respond to them appropriately.

● HEAVY TRAFFIC INTERACTION

Ability to ride in a bicycle lane on a busier street

This requires the ability to maintain position within the bike lane, merge into traffic when necessary, watch for opening doors ahead of oneself and assess the intent and hazards presented by drivers in a heavy traffic scenario.

Ability to walk on a busier street without sidewalks

This requires the ability to remain constantly aware of one's location on a street and the ability to listen for traffic behind and react appropriately, assess the intent and hazards presented by drivers in a heavy traffic scenario.

Ability to ride on a busier street without a bicycle lane

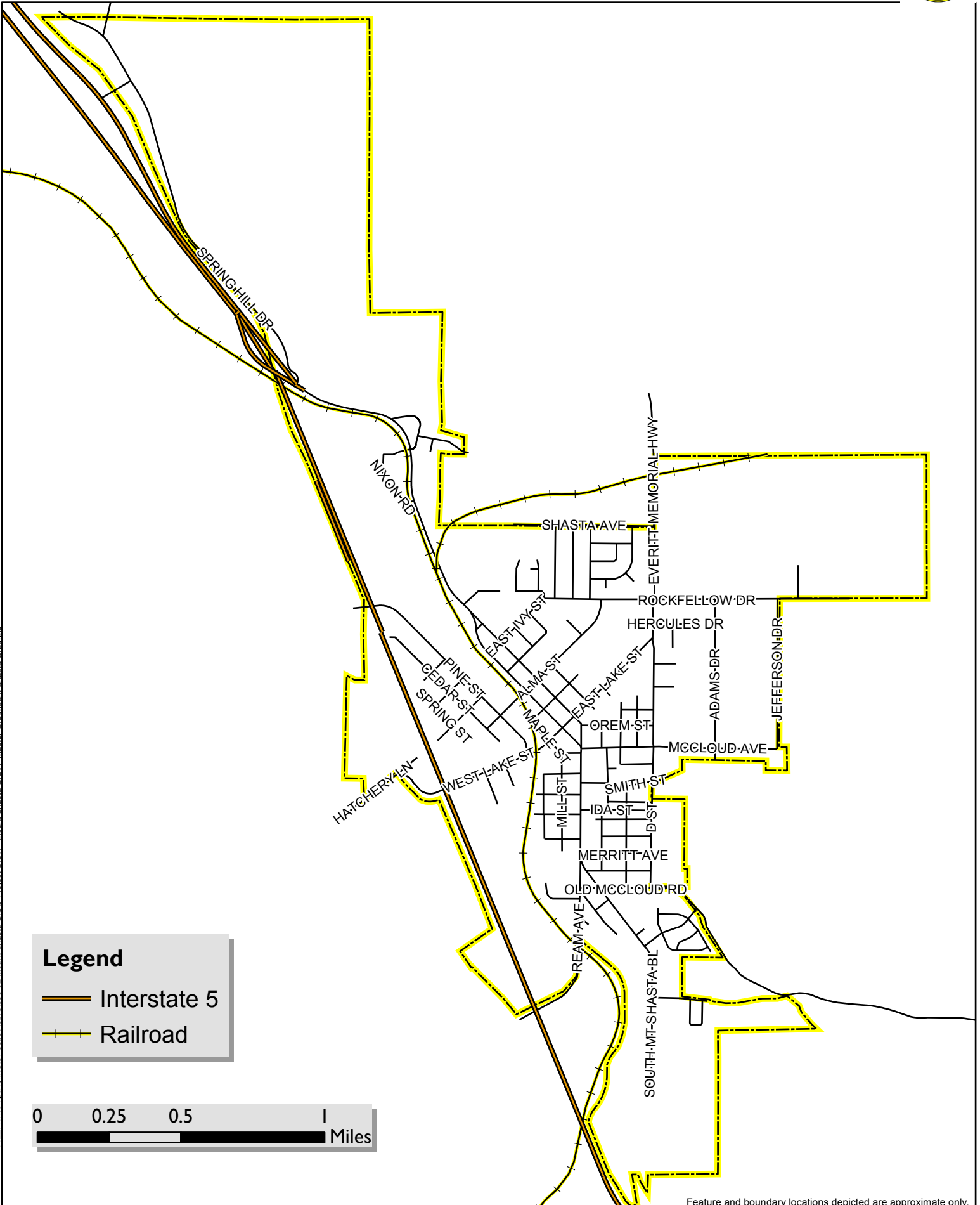
This requires the ability to maintain position within the traffic lane, take the entire lane when necessary, merge into traffic when necessary, watch for opening doors ahead of oneself, assess the intent and hazards presented by drivers in a heavy traffic scenario.

Riding or walking competently in a busy parking lot



This requires 360 degree awareness and an ability to take appropriate action in an unstructured environment.

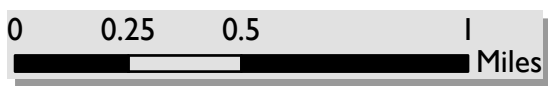


# City of Mt. Shasta



**Legend**

-  Interstate 5
-  Railroad



Feature and boundary locations depicted are approximate only.

FILE: N:\companyfiles\01\_jobs\Active\03-02 Mount Shasta GIS\9-Project\GIS1 - Mount Shasta GIS\9-Master\GIS\Mount Shasta GIS.mxd