

# Appendix A. Safe Routes to School

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# APPENDIX A. SAFE ROUTES TO SCHOOL TOOLKIT

Safe Routes to School refers to a variety of multi-disciplinary programs aimed at promoting walking and bicycling to school, and improving traffic safety around school areas through education, incentives, law enforcement, and engineering measures. Walking and biking to school are healthy alternatives to being driven, and can provide a sense of independence for children who may otherwise be restricted by school buses or parents' schedules. Safe Routes to School programs typically involve partnerships among municipalities, school districts, community and parent volunteers, and law enforcement agencies. Among the goals of SR2S programs is improved safety for children, establishing good health and fitness habits in children, and decreased traffic and air pollution. SR2S programs help integrate physical activity into the everyday routine of school children. SR2S programs also address the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets.

The toolkit's purpose is to provide an overview of tools and strategies for improving safety and accessibility for bicyclists and pedestrians around school zones. This toolkit is organized according to the Four E's (Engineering, Education, Encouragement, and Enforcement), with Education and Encouragement grouped together since many educational programs are intended to be fun and motivating, and many encouragement programs include an educational component. The fifth "E" – Evaluation – refers to the periodic review of projects and programs to measure their performance. In addition to the Four E's, this toolkit also includes a section discussing operational tools that can improve safety for children walking and bicycling to school.

**Engineering** — Signing, striping, and infrastructure improvements are implemented along school commute routes.

**Education** — Students are taught bicycle, pedestrian and traffic safety skills, and educational campaigns aimed at drivers are developed.

**Encouragement** — Events and contests such as walk-to-school days are used to encourage more walking, bicycling, or carpooling through fun and incentives.

**Enforcement** — Various techniques are used by law enforcement to ensure that traffic laws are obeyed; such as traffic stings targeted at pedestrian safety and speed feedback trailers.

There are numerous other excellent SR2S toolkits and guidebooks available, many of which are listed at the end of this chapter in the Resources section. This toolkit is not intended to supplant the information in those other guidebooks, but should instead be viewed as focused guidebook for describing tools and programs that may be appropriate to implement as part of regional and local SR2S efforts.

## THE SCHOOL SITE AUDIT

One primary purpose of this toolkit is to provide a resource for local groups to conduct a “school site audit” of their school. A school site audit, sometimes called a walking audit or walkabout, is an assessment of the pedestrian and bicycling conditions around the school area. Typically school site audits are conducted by the local school group or task force on foot, by walking the routes that the students use to get to school. A site audit could also be conducted on bicycle in order to better evaluate bicycling conditions.

## ENGINEERING TOOLS: IMPROVEMENTS FOR THE PHYSICAL ENVIRONMENT

Engineering measures can help to improve pedestrian and bicyclist safety and access, reduce traffic volumes, and decrease vehicle speeds. These measures may include signage, markings, signals, paths, and other traffic calming improvements that enhance safety and mobility. Although some engineering solutions are higher-cost infrastructure improvements, many engineering tools can be implemented without large expenditures, such as posting signs, modifying signal timings, or striping crosswalks or bike lanes.

### The School Zone

In California, school zones are designated within 500 feet of school grounds. State law also indicates that the speed limit is 25 MPH regardless of other posted sign limits if the school is unfenced and children are present. With School Zones signed and delineated, focused traffic enforcement can occur to target speeding and other moving violations.

### School Area Signage

The California Manual on Uniform Traffic Control Devices provides guidance on the use of school area signs and markings. Key signs include the School Warning, School Crosswalk Warning, School Speed Limit, and School Advance Warning.

### Pavement Markings

Pavement markings have definite and important functions in a proper scheme of school area traffic control. In some cases, they are used to supplement the regulations or warnings provided by devices such as traffic signs or signals. In other instances, they are used alone and produce results that cannot be obtained by the use of any other device, and can serve as an effective means of conveying certain regulations, guidance, and warnings that could not otherwise be made clearly understandable.

### High-Visibility Signage

One way of increasing the visibility of school area signage is through the use of Fluorescent Yellow-Green signs.

### Sidewalks

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel that is separated from vehicle traffic.

### Shared Use Paths

Shared use paths (also referred to as “trails”, and “multi-use paths”) are often viewed as recreational facilities, but can also serve an important function as a walking and bicycling corridor to school.

Shared use paths serve both bicyclists and pedestrians, and provide additional width over a standard sidewalk.

## Crossings

School crosswalks denote the preferred location for children to cross the street. Crosswalks should be marked at all intersections on established routes to school where there is substantial conflict between motorists, bicyclists, and pedestrian movements, where students are encouraged to cross between intersections, or where students would not otherwise recognize the proper place to cross.

## Curb Extensions

Curb extensions (sometimes called curb bulbs or bulb-outs) have many benefits for pedestrians. They shorten the street crossing distance, provide additional space at corners, allow pedestrians to see and be seen before entering the crosswalk, and simplify the placement of elements like curb ramps.

## Traffic Calming

Traffic calming measures are intended to enhance pedestrian safety and encourage safe driving by slowing vehicles and reducing cut-through traffic on local neighborhood streets. Potential traffic calming tools include raised crosswalks, curb extensions, chicanes, chokers, pedestrian refuge islands, medians, traffic circles and roundabouts, speed humps, and radar speed displays. Traffic calming may also involve total reconfiguration of roadway lanes, such as four-lane to three-lane conversions (or “road diets”) that also provide opportunities to add bike lanes and median refuge islands along a corridor.

## Bicycle Parking

Providing a secure and convenient location for bicycle parking is one way to help encourage more children to bicycle to school. Attributes of good bike parking include protection from vandalism/theft, damage, weather, and convenience to destination.

## Operational Tools: Improving the School Commute and Drop-Off/Pick-Up Areas

Many of the identified operational tools focus on vehicle pick-up and drop-off activities, ensuring adherence to established procedures, developing specific systems to move vehicles through the loading zone, and use of monitors to expedite the process.

## Crossing Guards

Adult crossing guards are used to help create gaps in traffic at uncontrolled intersections, and to “platoon” children across the street at controlled intersections. The presence of a crossing guard in the roadway serves as an easily recognized indication to drivers that pedestrians are about to use the crosswalk and that all traffic must stop.

## School Safety Patrol

School Safety Patrols are comprised of students that have been trained to guide school pedestrians and assist existing traffic control devices, police officers, or adult crossing guards. School Safety Patrols control children, not vehicles. Safety Patrols stop children behind the curb or edge of the roadway and allow them to cross only when there is an adequate gap in traffic. Safety Patrols should

be established only by agreement between the school district and local traffic law enforcement agencies.

### **Parent Drop-Off/Pick-Up Operations**

Creation of a parent drop-off/pick-up “loop” can help maximize capacity and safety and minimize delay in drop-off and pick-up operations. The loop can be either a dedicated lane just for pick-up/drop-off, or a large portion of the larger parking lot that has been marked with cones to serve as the pick-up/drop-off loop.

### **Walking School Bus/Bike Train**

If parents are uncomfortable allowing their children to walk or bicycle alone to or from school, parent or neighborhood volunteers can escort a group of children walking or bicycling to school together in a “Walking School Bus” or “Bike Train.” Children can be picked up at home along the route, or at designated staging areas. The parents offer a level of supervision and protection and the larger numbers allow the children to be more visible to traffic.

### **Park-and-Walk**

In a Park-and-Walk system, parents are encouraged to park their vehicles, and then walk the remaining distance to school with their children, or drop-off and pick-up their children who then walk by themselves or with other children to and from school. Park-and-Walk locations are typically established two or four blocks from the school site. This approach helps to alleviate some of the traffic congestion in the immediate school zone, and also allows children to get a bit of exercise in on their way to school.

### **School Busing**

School busing has been used for generations to safely and reliably deliver students to school who are outside of a reasonable walking distance. School busing can be very effective in reducing single-child vehicle trips and decreasing traffic around school sites.

### **Staggered Bell Times**

Staggered bell times can help to disperse the traffic peak at schools with a large student population or when two or more schools are in close proximity to one another. Staggering school bell times creates a “spreading of the traffic peak” by breaking up the start and/or release time of students into groups of two or more.

## **EDUCATION AND ENCOURAGEMENT TOOLS**

Educational activities teach children age-appropriate skills related to bicycling and walking, familiarizing students with the positive benefits of bicycling and walking, and foster greater attention by the community in general to the need to operate motor vehicles more safely, especially in school zones. Encouragement activities include a variety of special events and contests, outreach campaigns, presentations to school and community groups, and surveys of current practices and attitudes related to the school commute.

### **Safety Education**

Pedestrian and bicycle safety education helps to ensure that each child has a knowledge of basic traffic safety rules. Pedestrian training is typically recommended for first- and second-graders, and teaches basic lessons such as “look left, right, and left again,” “never walk with strangers,” and “never run into the street to chase a ball or toy.”

Bicycle safety training is normally appropriate beginning in third grade, and helps children understand that they have the same responsibilities as motorists to obey traffic laws. Child bicycle safety education is often conducted in the “bicycle rodeo” format, using various stations to teach children traffic safety and bicycle control. Other stations teach balance, stopping, turning, and control. Rodeos also provide an opportunity to check children’s bikes and instruct them on proper helmet use.

### **Suggested Route to School Maps**

Suggested Route to School maps are one of the most cost-effective and tangible means available for encouraging school children to walk or bike to school. The maps help to illustrate the safest walking, bicycling, and crossing locations by identifying traffic controls, crossing guard locations, and the presence of sidewalks, pathways, or bicycle facilities along routes leading to a given school. Liability concerns are sometimes cited by cities or school districts as reasons not to publish walking route maps. While no walking route will ever be completely free of pedestrian safety concerns, a well-defined walking route should provide the greatest physical separation between walking children and traffic, expose children to the lowest traffic speeds, and have the fewest roadway crossings.

### **Walk and Bike to School Days**

Walk and Bike to School Days are special events encouraging children to try walking or bicycling to school. The most well-known of these is International Walk to School Day, a major annual event that attracts millions of participants in over 30 countries in October. Additional walk and bike to school days can be held yearly, monthly, or even weekly, depending on the level of support and participation from children, parents, and school and local officials. Some schools organize more frequent days – such as weekly Walking/Wheeling Wednesdays or Walk and Roll Fridays – to give people an opportunity to enjoy the event on a regular basis. Parents and other volunteers accompany the children, and often there are designated staging areas along the route to school where different groups can gather and walk or bike together. The events should be promoted through press releases, articles in school newsletters, and posters and flyers for children to take home.

### **Classroom Lessons and Activities**

A variety of curricula and classroom activities are available to help teach children about walking, bicycling, health and traffic safety. These may include lessons given by a law enforcement officer or other trained professional, or simply as a lesson plan developed by teachers. Examples topics that lessons could cover might include: Safe Street Crossing; Helmet Safety; Rules of the Road for Bicycles; Health and Environmental Benefits of Walking and Biking; and Stranger Safety.

### **Contests**

Contests are activities that reward children by keeping track of the number of times they walk, bike, carpool, or take transit to school. Contests can be individual, classroom competition, or interschool competitions. Local businesses will often provide incentives and prizes.

### **Banners and Signs**

Banners and signs can be effective tools to remind motorists about traffic safety in school zones. Large banners can be hung over or along roadways near schools with readable letters cautioning traffic to slow down, stop at stop signs, or watch for children in crosswalks, using catchy phrases such as:

- Drive 25, Keep Kids Alive
- Give Our Kids a Brake

If there are active local residents, lawn signs can be placed on private property near schools and along the routes with similar messages. Signs and banners should be rotated or moved frequently so that they do not risk becoming “invisible” to motorists.

## **ENFORCEMENT TOOLS**

Enforcement tools are aimed at ensuring compliance with traffic and parking laws in school zones. Through a variety of active and passive methods, enforcement activities help to reduce threats to the health and safety of children associated with activities such as speeding, failing to yield to pedestrians, illegal turns, illegal parking, and other violations. Enforcement strategies, in conjunction with education efforts, are intended to clearly demonstrate what is expected of motor vehicle operators and to make them accountable for the consequences of their actions.

### **Targeted Enforcement**

Law enforcement agencies can increase the presence of police near schools or high-conflict areas in order to curb unlawful behavior. People tend to slow down and improve their driving behavior if they expect law enforcement to be present.

### **Crosswalk Stings**

In a crosswalk sting operation, the local police department targets motorists who fail to yield to pedestrians in a school crosswalk. A plain-clothes “decoy” police officer ventures into a crosswalk or crossing guard-monitored location, and motorists who do not yield are given a citation by a second officer stationed nearby. The police department or school district may alert the media to crosswalk stings to increase public awareness of the issue of crosswalk safety, and news cameras may accompany the police officers to report on the sting.

### **School Parking Lot “Citations”**

If on-site parking problems exist at a school, such as parents leaving vehicles unattended in loading zones, school staff may issue parking lot “citations” to educate parents about appropriate parking locations. These “citations” are actually warnings designed to look like actual police tickets, intended to educate parents about how parking in improper zones can create safety hazards or disrupt traffic flow for other parents during the pick-up/drop-off period.

### **Neighborhood Speed Watch**

In areas where potential speeding problems have been identified by residents, a Neighborhood Speed Watch can be used to warn motorists that they are exceeding the speed limit. A radar unit is loaned out to a designated neighborhood representative to record speed information about vehicles. The person operating the radar unit must record information, such as make, model, and license number of offending vehicles. This information is sent to the local law enforcement agency having jurisdiction at the location of the violations, and the department then sends a letter to the registered vehicle owner, informing them that the vehicle was seen on a specific street exceeding the legal speed limit. Letters are typically sent out to those driving at least 5 MPH over the speed limit.

Although not a formal citation, the letter explains that local residents are concerned about safety for their families and encourages the motorist to drive within the speed limit.

## **Radar Trailers**

Speed Radar Trailers can be used to reduce speeds and enforce speed limit violations in known speeding problem areas. In areas with speeding problems, police set up an unmanned trailer displaying the speed of approaching motorists along with a speed limit sign.

Radar trailers can be used as both an educational and enforcement tool. By itself, the unmanned trailer serves as effective education to motorists about their current speed in relation to the speed limit. As an alternative enforcement measure, the police department may choose to station an officer near the trailer to issue citations to motorists exceeding the speed limit. Because they can be easily moved, radar trailers are often brought to streets where local residents have complained about speeding problems.

## **Speed Feedback Signs**

A permanent speed radar sign can be used to display approaching vehicle speeds and speed limits on roadways approaching the school site. The unit is a fixed speed limit sign with built-in radar display unit that operates similar to a Radar Trailer. In order to maximize effectiveness for school settings, the radar display unit should be set to only activate during school commute hours.

Roadways approaching the school site are the most appropriate location to display speeds, as opposed to streets along the school frontage that will likely have lower speeds due to pick-up/drop-off traffic.

## **RESOURCES**

### **National Center for Safe Routes to School**

The National Center for Safe Routes to School assists communities in enabling and encouraging children to safely walk and bike to school. The Center strives to equip Safe Routes to School programs with the knowledge and technical information to implement safe and successful strategies. The website includes links to an academy of National SR2S Instructors who lead trainings and provide assistance to local jurisdictions wishing to develop a SR2S program.

[www.saferoutesinfo.org](http://www.saferoutesinfo.org)

### **California DOT Safe Routes to School Program**

The California Department of Transportation has set forth specific guidance for those schools that would like to apply for the state legislated funds and the federal legislated funds.

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

### **KidsWalk-to-School: A Guide to Promote Walking to School**

This guide by the Centers for Disease Control and Prevention is a tool to help you develop a walk-to-school program that is appropriate for your neighborhood. It includes a checklist and step-by-step guidelines for creating a KidsWalk-to-School program such as a “walking school bus.” Sample letters, surveys, forms, and an extensive list of resources are included.

<http://www.cdc.gov/nccdphp/dnpa/kidswalk/>

## Pedestrian Safety Toolkit

This toolkit includes resource materials that states and communities can use to implement their pedestrian safety programs and achieve their goals. It contains a compilation of Federal agency pedestrian safety videos; an interactive CD-ROM of pedestrian resources with subject-to-subject cross referencing; a user manual explaining how to create effective pedestrian safety programs; a resource manual that references NHTSA, Federal Highway Administration and Federal Railroad Administration materials; and sample materials and information covering the basics for all who want to do pedestrian safety and advocacy.

[www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

## Safe Routes to Schools Toolkit

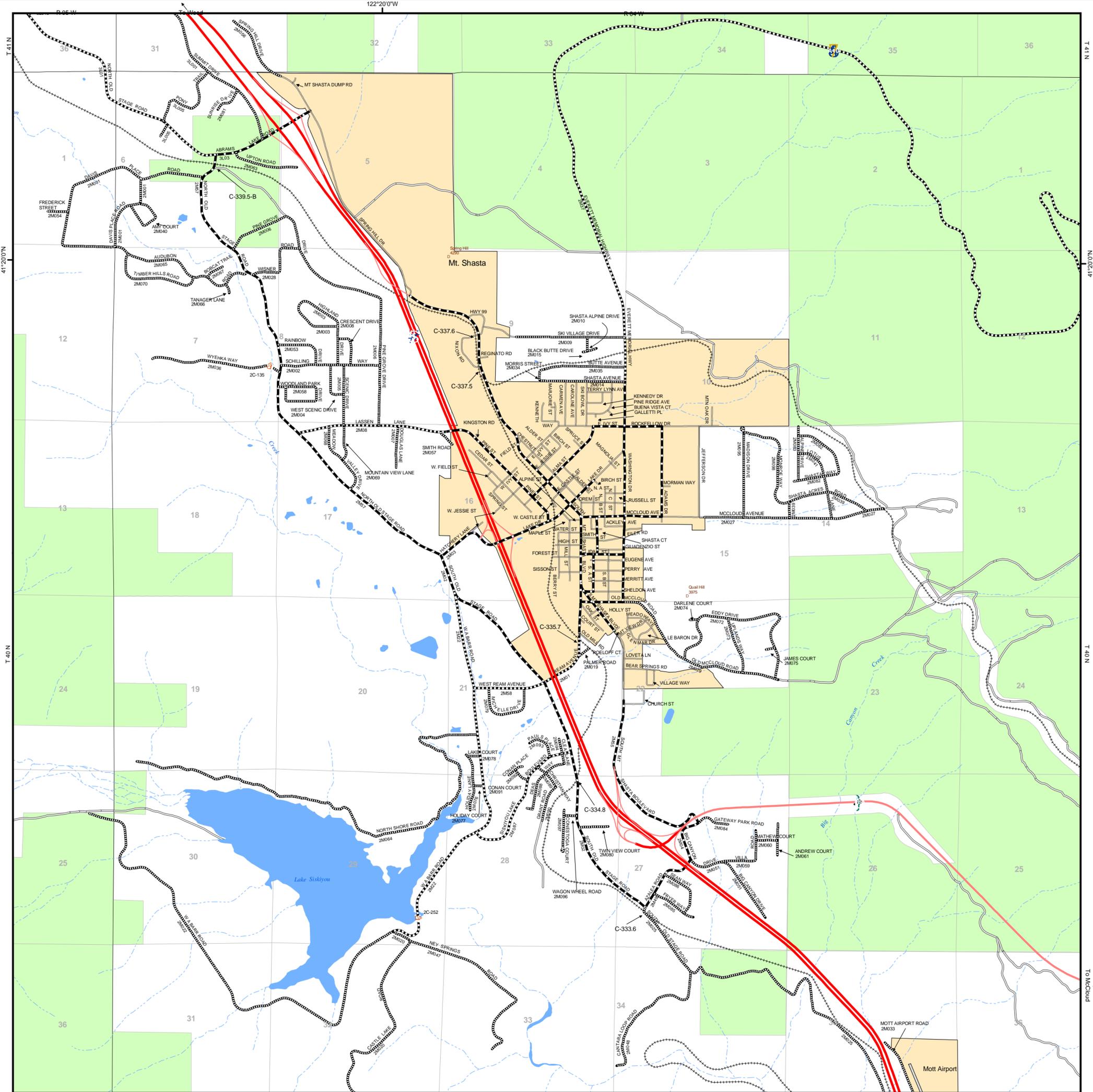
This toolkit, developed by the Marin County Safe Routes To Schools project in California — in partnership with NHTSA and the California Department of Health Services — is designed to be used in initiating and implementing a Safe Routes to Schools program. It includes examples of classroom activities, ideas for promotions, information on safe streets, resources, and forms to assist you along the way.

<http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2002/toc.html>

## Appendix B. Sidewalk Survey Results

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0 0.2 0.4 0.8 1.2 1.6 Miles

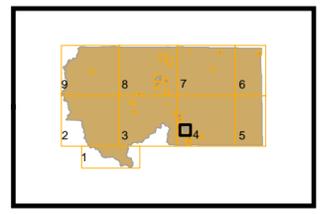
- |  |                    |  |                 |  |                              |
|--|--------------------|--|-----------------|--|------------------------------|
|  | Interstate Highway |  | Major Collector |  | County                       |
|  | State Highway      |  | Minor Collector |  | Incorporated City            |
|  | U.S. Highway       |  | Local           |  | National Forest              |
|  | County Highway     |  | Other Roads     |  | Park or Reservation Boundary |
|  | Urban Collector    |  | Bridge          |  | Airport                      |
|  | Minor Arterial     |  | Railroad        |  |                              |

## County of Siskiyou Map Atlas

Developed by the Department of Public Works

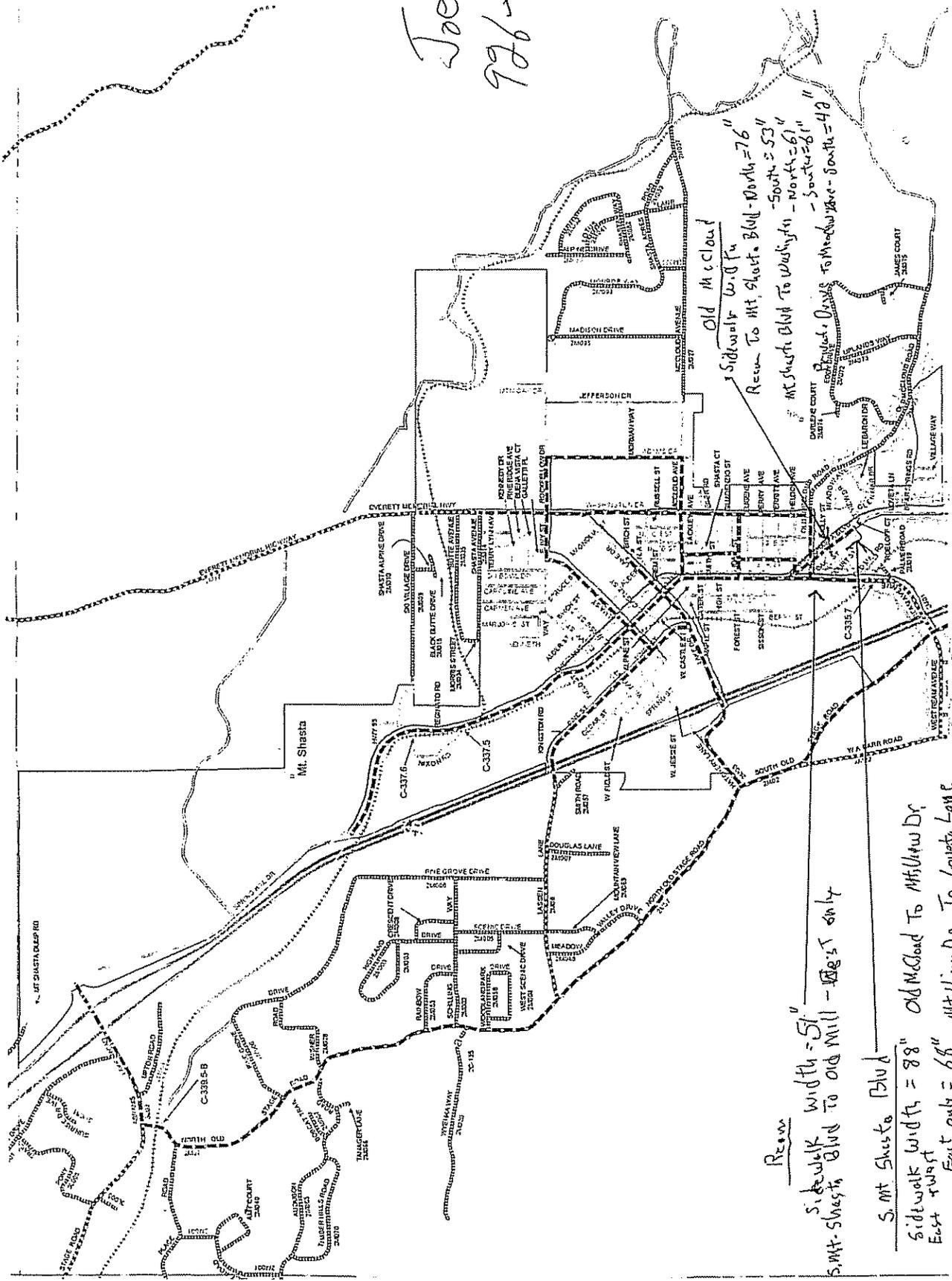
M  
June 20, 2002

Created by VESTRA Resources, Inc., Redding, CA





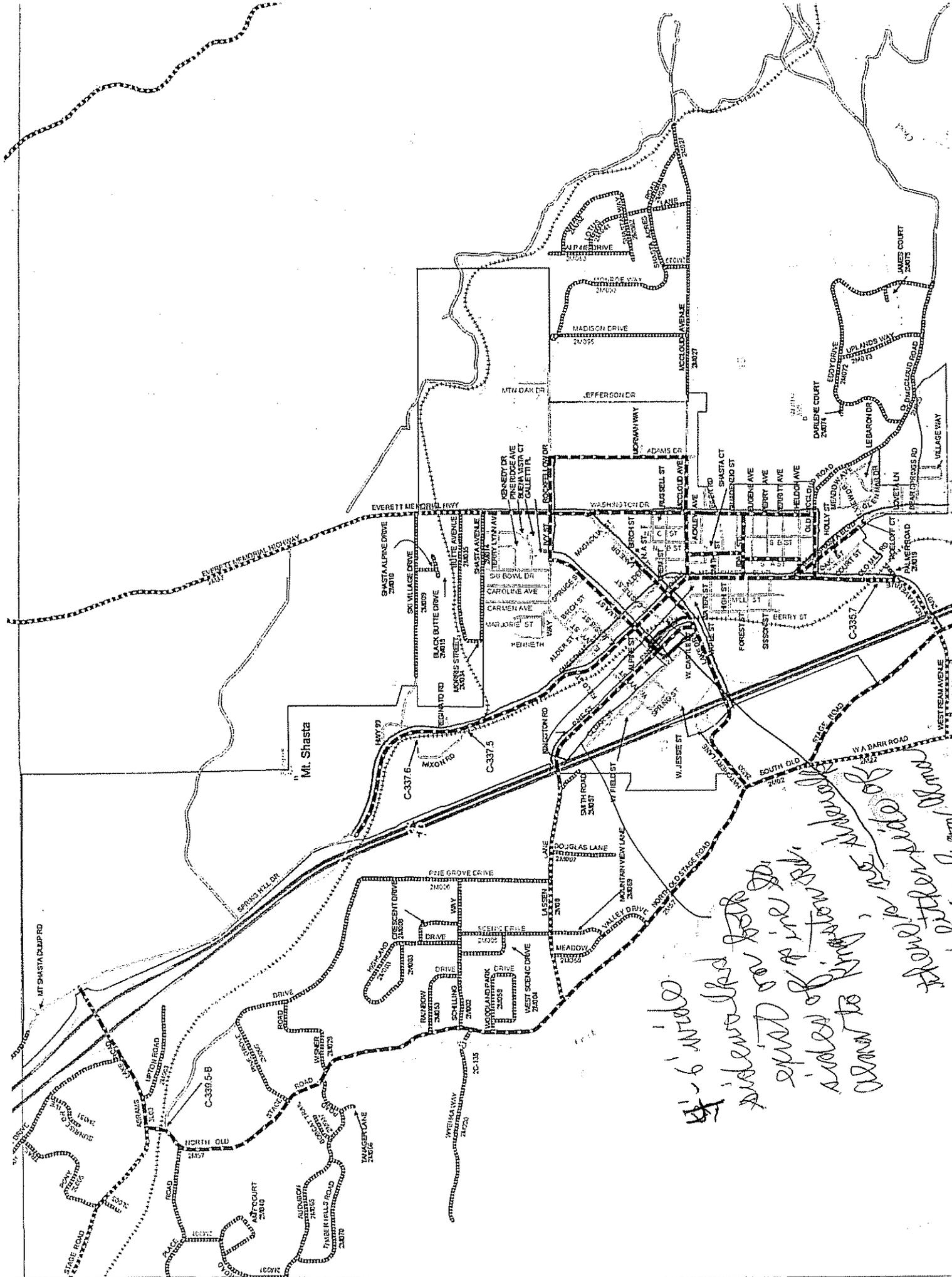
Joe W. Fu  
 926-8858



Old McCloud  
 Sidewalk W.O.F.U.  
 Return To Mt. Shasta Blvd - North = 76"  
 - South = 53"  
 - North = 61"  
 - South = 61"  
 Mt. Shasta Blvd To Washington - South = 48"  
 Return To McCloud Drive - South = 48"

Return  
 Sidewalk width = 51"  
 S. Mt. Shasta Blvd To Old Mill - West only

S. Mt. Shasta Blvd  
 Sidewalk width = 88"  
 East return  
 Mt. View Dr. To Louisa Lane  
 East only = 66"  
 West only = 88"



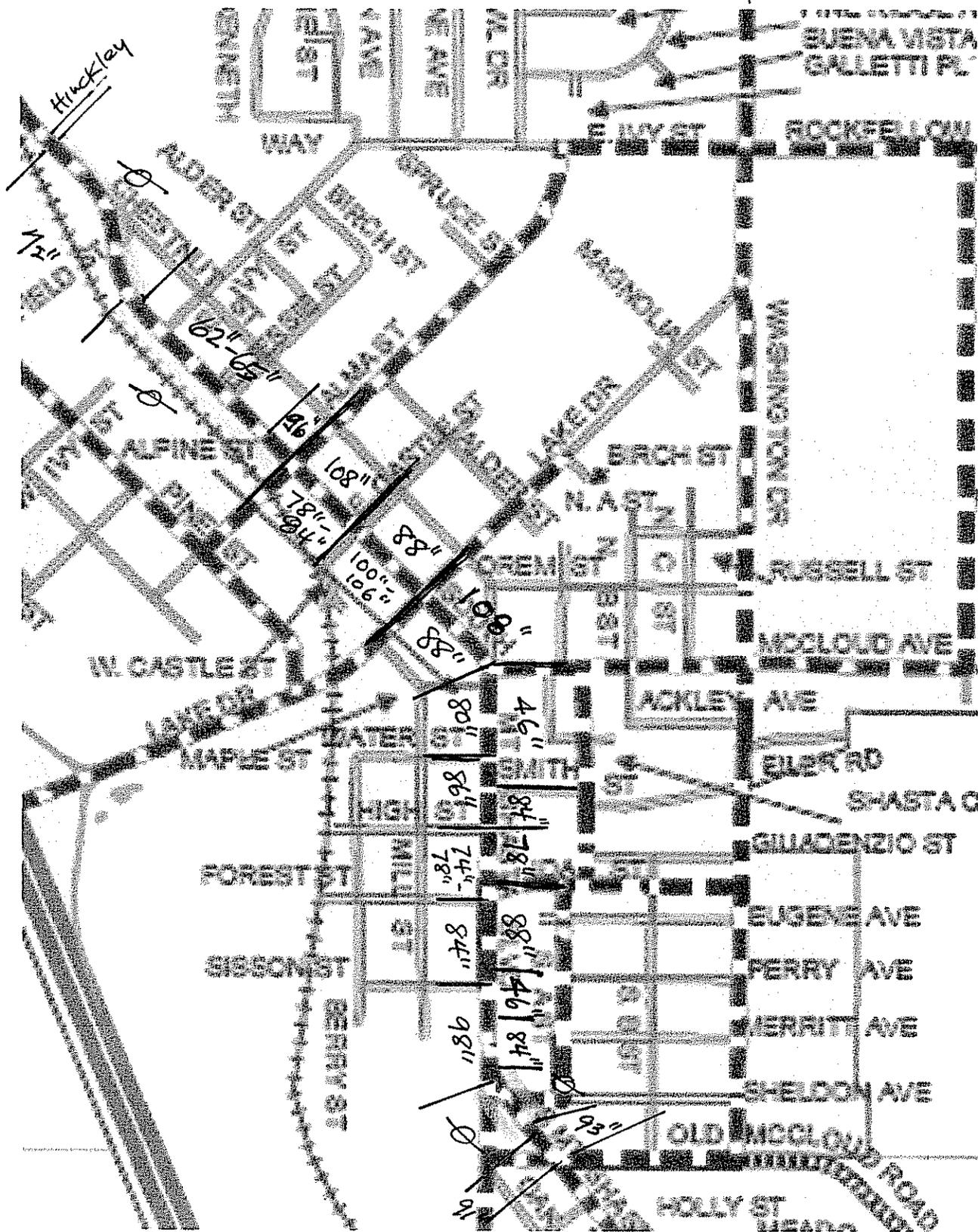
4'-6" wide  
 sidewalk for  
 street on  
 sides of  
 clear to  
 handle  
 on pine  
 to fence

Ken Ryan

about 50% of the way,



Mt Shasta Blvd. between Hückley and  
Old McCloud Road



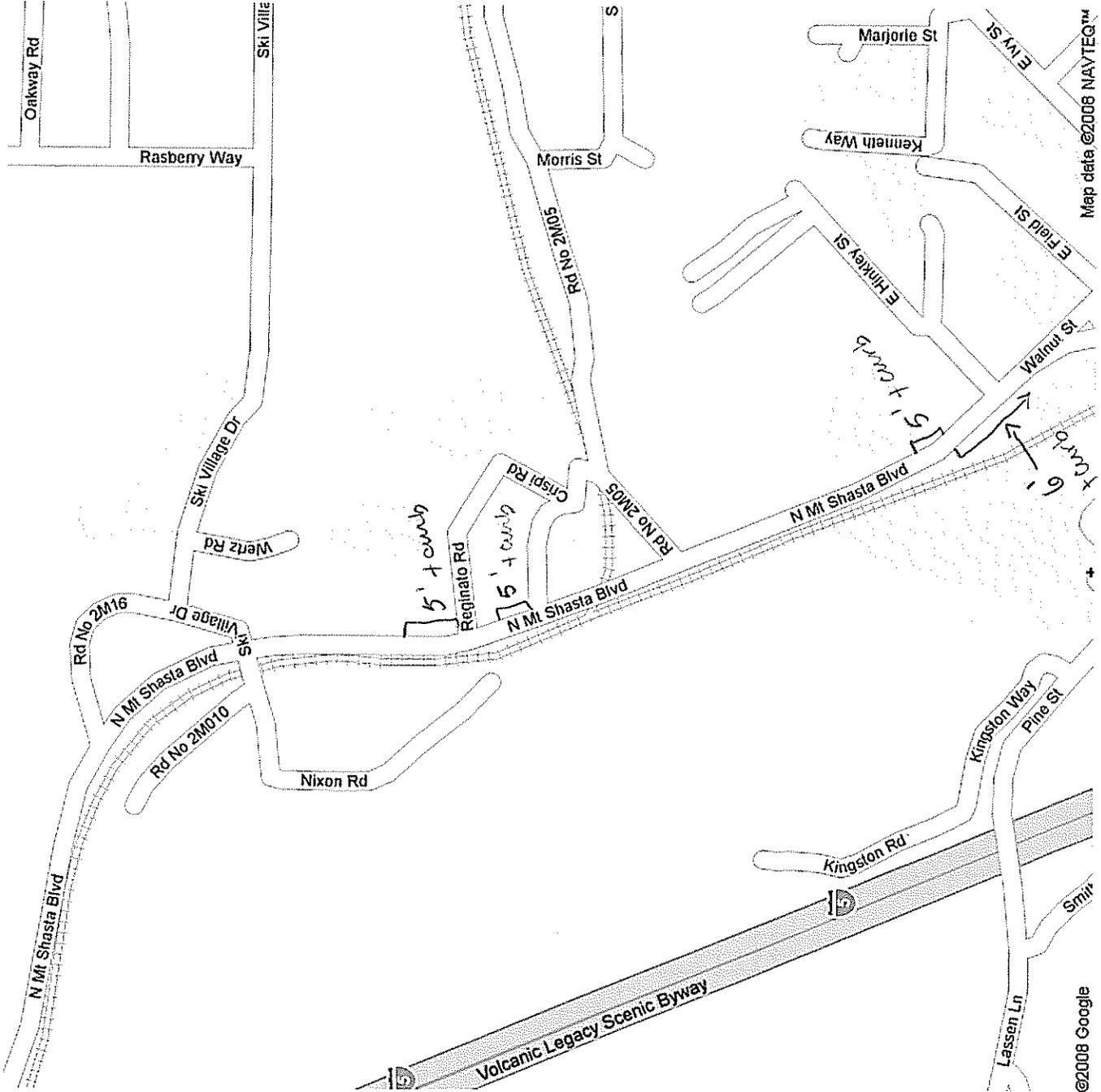
in all areas, sidewalk width is net of curb

⊘

no sidewalk

sidewalk width net of lighting standards + street trees  
between Alma and McCloud Ave.

other segments, width is gross and includes various obstructions  
e.g. utility poles, single trees, tables



Melanie's  
Sidewalk Survey

N. Mt. Shasta Blvd

from Hinkley north

there are only 4  
sections of sidewalk  
and they are  
marked on the  
map.



# sidewalk Survey Assignments

Melanie Findling

No. MSB - north of Hinckley

Steve Horn

MSB - Hinckley to Old McCloud Rd

Jack Moore

Ev Men Hwy - Ski Village to McCloud Ave

Ken Ryan

Pine - I-5 to Lake, Chestnut (entirety)

Sandy Spellicy

all of Lake - Hatchery Ln to Washington

Michael Williams

all of Alma, E. Ivy & Rockfellow  
Washington - McCloud to Old McCloud

Joe Wirth

all of Ream, Old McCloud Rd, So. MSB -  
Old McCloud to city limits











# Appendix C. Non-motorized Transportation Survey Results

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# Results of Survey Regarding Bicycling and Walking in Mt. Shasta

# Table of Contents

TABLE OF CONTENTS.....	2
INTRODUCTION.....	3
SUMMARY OF RESPONSES TO LIMITED CHOICE QUESTIONS.....	5
SUMMARY OF RESPONSES TO NARRATIVE ANSWER QUESTIONS.....	20
QUESTION #22.....	22
<i>Question #22 – Worst Intersections</i>	
<i>Question #22 – Worst Stretches of Road</i>	
QUESTION #23.....	24
23.1 <i>Bikeways and Trails Possibilities</i>	
23.2 <i>Well known Route Suggestions</i>	
23.3 <i>General Comments or Comments already seen in other answers</i>	
23.4 <i>Comments not directly related to plan goals or out of scope of plan</i>	
QUESTION #24.....	38
24.1 <i>Additional Comments</i>	
24.2 <i>Comments not related to the goals of the survey are included below.</i>	
24.3 <i>Thank yous</i>	

## Introduction

The City updated its general plan in the summer of 2007. During that process, input was received asking the City to address alternative transportation needs in the general plan. The City chose to appoint an alternative transportation advisory committee (ATAC) and directed ATAC to create a bicycle and trails master plan for the City. ATAC held their first meeting in August, 2007.

As part of the process to create this plan, ATAC conducted a survey of residents asking them about their current and prospective bicycling and walking habits. The survey was distributed in hardcopy to schools and major employers. It was also available for completion online through a link on the city website. The online survey service used was [www.surveymonkey.com](http://www.surveymonkey.com). The survey was advertised in a number of newspaper articles, radio PSAs and broadcast emails. The survey was available to the public for approximately 2 months. After the survey closed on March 31, 2008, all hardcopy surveys were entered into the online survey website by ATAC members and volunteers. This allowed surveys completed online and on hardcopy to be analyzed together.

Approximately 200 hardcopy surveys were completed at Mt. Shasta High School (MSHS) by students under the direction of the school counselor. Because the number of surveys from this one source was large compared to the total number of completed surveys and because it represented such a narrowly defined group, it was decided to report the results of those surveys separately from the others.

The total number of surveys analyzed was 260. Assuming 3500 possible respondents, the response rate was a little over 7%. There is strong evidence that a number of online surveys were completed consecutively from the same computer one immediately after the other. This is assumed to mean that some people chose to complete more than one survey in an attempt to sway the results of the survey or to provide input that they felt was not able to be given via one survey. It is possible to remove the data from the few obvious "cheaters" but that was not done. It is not possible to remove the data from the non-obvious

cheaters (e.g. those that completed surveys at different times or from different computers). No attempt was made to prevent participation by people living outside the city. No exclusion of respondents was considered or implemented.

This survey was not written by professionals. The survey was not meant to allow in-depth analysis. This survey is only intended to present a broad sweep of information about the city's current and prospective riding and walking habits. The survey includes a section dedicated to parents' choices about their childrens' walking and riding habits. Most questions allowed answers to only be selected from a list. Three questions at the end of the survey ask for narrative answers.

The first section of this report is a printout from surveymonkey.com showing answers to all of the questions but the last three.

The last three questions, those numbered 22, 23 and 24, have their answers summarized in the second section.

The raw data was not included in this report. It is available from Keith McKinley at City Hall.

Two issues were raised in the survey which were not considered before. Some respondents asked how, or whether, horseback riding and mountain biking would be included in this plan. This needs to be resolved before moving forward with the plan.

## Summary of Responses to Limited Choice Questions

All but the last three questions allowed answers to only be selected from a list of choices. The online survey service provides analysis of this type of questions automatically. The results of this analysis is provided from the online service without detailed verification.

The most compelling item from this set of data comes in response to questions numbered 14, 17 and 21. The responses to these 3 questions, all asking about the likelihood of walking or bicycling more if obstacles were removed, clearly shows a strong, pent-up desire to walk and bike more. 83% and 88% of adults would walk and ride more, respectively, if obstacles were removed. 87% of parents would allow their children to walk and ride more if obstacles were removed.

Questions numbered 13, 16 and 20 give clues about what role obstacles in the city's physical infrastructure play in the decision to walk or ride.

Question #13 asks respondents to rate the factors preventing them from allowing their children to walk or bike more often. If one sums the "Very Much" and "Extremely Affects" ratings for the "Lack of bikeways", "Lack of sidewalks" and "Afraid of cars" aspects, it appears that 57-68% of parents prevent their children from riding or walking more due to lack of facilities and their fear of automobiles.

Question #16 asks about the factors preventing the respondent from walking more often. If one sums the "Very Much" and "Extremely Affects" ratings for the "Rough sidewalks", "Lack of sidewalks" and "Afraid of cars" aspects, it appears that 26-33% of respondents choose to walk less due to lack of facilities and their fear of automobiles. On a related note, in the narrative questions, the most common concern voiced (outside of specific intersections or roads) was about snow on sidewalks preventing safe walking during the winter.

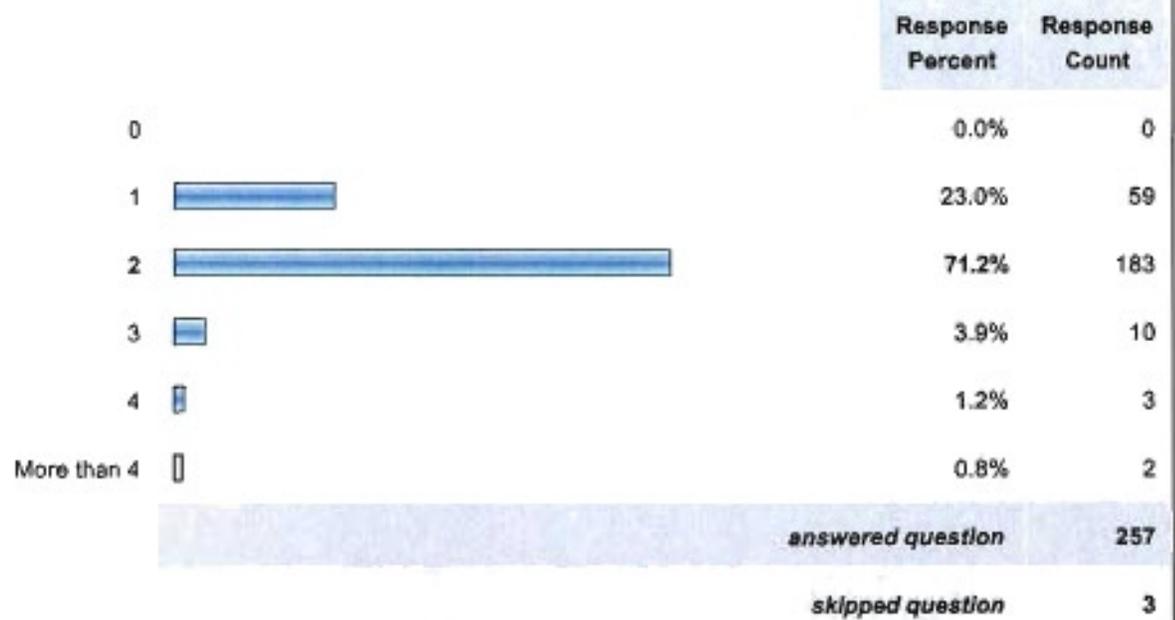
Question #20 asks about the factors preventing the respondent from bicycling more often. The sum of the "Very Much" and "Extremely Affects" ratings for the

“Lack of bikeways” appears to show that 56% of respondents choose to bicycle less due to lack of facilities.

Please note that the percentages shown for question #12 are wrong. This is due to the incorrect use of the question type by the survey author. The absolute numbers for each response are not affected by the problems with the percentage calculations and are correct. The correct response percentages were not calculated for this question.

## Alternative Transportation Questionnaire

1. How many adults live in your household? (choose one)



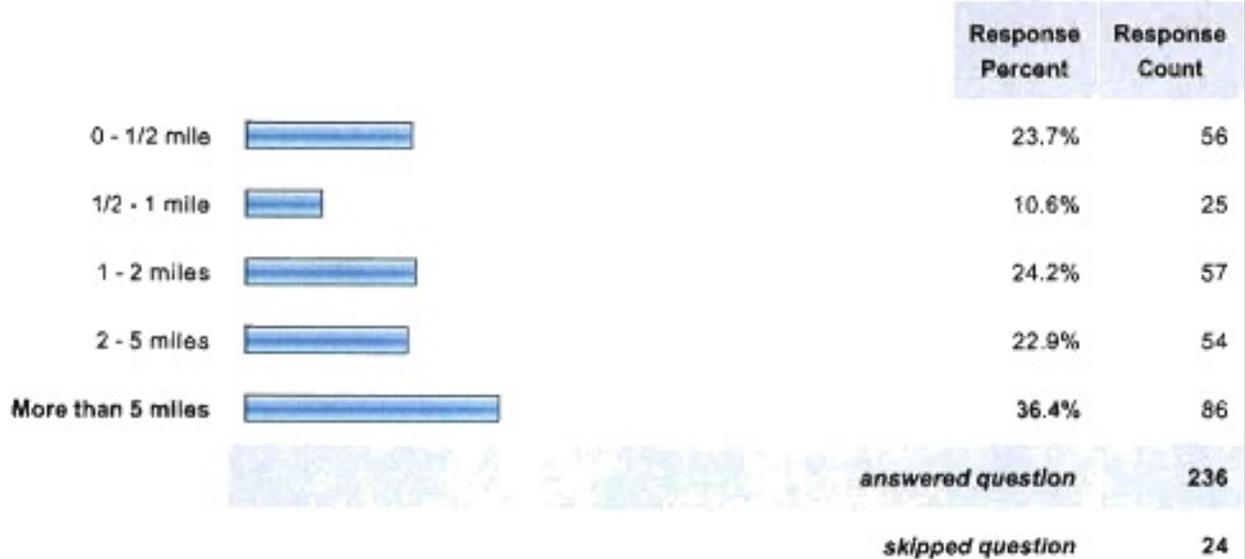
2. How many adults in your household walk regularly? (select a number)



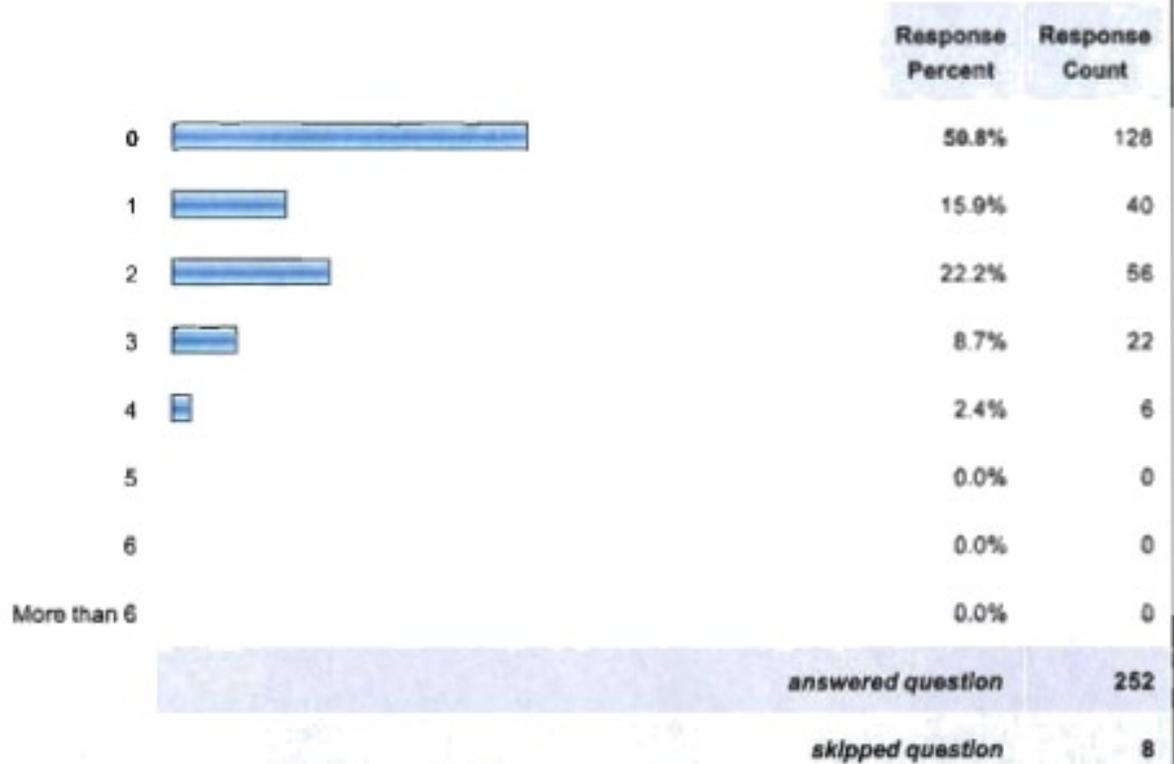
3. How many adults in your household bicycle regularly? (select a number)



4. For each adult, how far is it from home to work? (choose all that apply)



5. How many children live in your household? (choose one)



6. List your children's ages (choose an age for each child)

Child 1

	0-4	5-9	10-14	15-18	Response Count
Age	17.8% (18)	34.7% (35)	28.7% (29)	18.8% (19)	

Child 2

	0-4	5-9	10-14	15-18	Response Count
Age	9.2% (6)	49.2% (32)	29.2% (19)	12.3% (8)	

Child 3

	0-4	5-9	10-14	15-18	Response Count
Age	31.6% (6)	47.4% (8)	5.3% (1)	15.8% (3)	

Child 4

	0-4	5-9	10-14	15-18	Response Count

Child 5	Age	25.0% (1)	0.0% (0)	50.0% (2)	25.0% (1)	
		0-4	5-9	10-14	15-18	Respc Cou
Child 6	Age	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
		0-4	5-9	10-14	15-18	Respc Cou
	Age	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
<i>answered question</i>						
<i>skipped question</i>						

**7. How many children in your household walk regularly? (select a number)**

	Response Percent	Response Count
0	21.2%	25
1	37.3%	44
2	29.7%	35
3	10.2%	12
4	1.7%	2
5	0.0%	0
6	0.0%	0
More than 6	0.0%	0
<i>answered question</i>		<b>118</b>
<i>skipped question</i>		<b>142</b>

8. How many children in your household bicycle regularly? (select a number)

	Response Percent	Response Count
0	25.6%	30
1	37.6%	44
2	29.9%	35
3	6.0%	7
4	0.9%	1
5	0.0%	0
6	0.0%	0
More than 6	0.0%	0
<b>answered question</b>		<b>117</b>
<b>skipped question</b>		<b>143</b>

9. How many children bicycle to school regularly (1x a week or more)? (select a number)

	Response Percent	Response Count
0	72.3%	86
1	15.1%	18
2	10.9%	13
3	0.8%	1
4	0.0%	0
5	0.8%	1
6	0.0%	0
More than 6	0.0%	0
<b>answered question</b>		<b>119</b>
<b>skipped question</b>		<b>141</b>

10. If you have children in school, how many miles is it from home to school? (choose a distance for each child)

Child 1

	0 - 1/2 mile	1/2 - 1 mile	1 - 2 miles	2 - 5 miles	More than 5 miles
Distance	25.2% (29)	14.8% (17)	23.5% (27)	20.9% (24)	15.7% (18)

Child 2

	0 - 1/2 mile	1/2 - 1 mile	1 - 2 miles	2 - 5 miles	More than 5 miles
Distance	15.0% (9)	16.7% (10)	28.3% (17)	23.3% (14)	16.7% (10)

Child 3

	0 - 1/2 mile	1/2 - 1 mile	1 - 2 miles	2 - 5 miles	More than 5 miles
Distance	15.4% (2)	15.4% (2)	30.8% (4)	15.4% (2)	23.1% (3)

Child 4

	0 - 1/2 mile	1/2 - 1 mile	1 - 2 miles	2 - 5 miles	More than 5 miles
Distance	0.0% (0)	33.3% (1)	33.3% (1)	0.0% (0)	33.3% (1)

Child 5

	0 - 1/2 mile	1/2 - 1 mile	1 - 2 miles	2 - 5 miles	More than 5 miles
Distance	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)

Child 6

	0 - 1/2 mile	1/2 - 1 mile	1 - 2 miles	2 - 5 miles	More than 5 miles
Distance	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)

*answered question*

*skipped question*

11. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school? (choose one)

		Response Percent	Response Count
Strongly Discourages		2.7%	3
Discourages		7.1%	8
<b>Neutral</b>		75.0%	84
Encourages		10.7%	12
Strongly Encourages		4.5%	5
<i>answered question</i>			<b>112</b>
<i>skipped question</i>			<b>148</b>

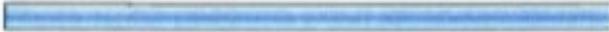
12. On most days, how does your child arrive at school and leave for home after school? (choose one choice per column)

	Arrive at School	Leave for Home	Response Count
Walk	75.9% (22)	96.6% (28)	29
Bicycle	100.0% (8)	75.0% (6)	8
School Bus	29.4% (5)	100.0% (17)	17
Own Family Vehicle	96.7% (87)	85.6% (77)	90
Carpool (other vehicle)	71.4% (10)	78.6% (11)	14
		Other (please specify)	8
<i>answered question</i>			<b>117</b>
<i>skipped question</i>			<b>143</b>

13. To what extent do the following aspects affect your choice to allow your child to bicycle or walk more often? (choose one choice per row)

	No effect	A little	Some	Very Much	Extremely affects	Rating Average	Response Count
Convenience/comfort of car	<b>31.0% (27)</b>	14.9% (13)	26.4% (23)	16.1% (14)	11.5% (10)	2.62	87
Lack of bikeways	11.8% (13)	3.6% (4)	16.4% (18)	26.4% (29)	<b>41.8% (46)</b>	3.83	110
Lack of sidewalks	18.5% (20)	8.3% (9)	15.7% (17)	26.9% (29)	<b>30.6% (33)</b>	3.43	108
Afraid of cars/drivers	12.1% (13)	6.5% (7)	16.8% (18)	30.8% (33)	<b>33.6% (36)</b>	3.67	107
Destination too far/takes too long	<b>28.6% (30)</b>	18.1% (19)	15.2% (16)	18.1% (19)	20.0% (21)	2.83	105
Difficult Intersections	17.6% (19)	12.0% (13)	18.5% (20)	22.2% (24)	<b>29.6% (32)</b>	3.34	108
Bad Weather	8.3% (9)	15.7% (17)	26.9% (29)	19.4% (21)	<b>29.6% (32)</b>	3.46	108
Lack of Bicycle Parking	<b>37.1% (39)</b>	18.1% (19)	25.7% (27)	9.5% (10)	9.5% (10)	2.36	105
Lack of Shower	<b>90.1% (91)</b>	5.0% (5)	2.0% (2)	2.0% (2)	1.0% (1)	1.19	101
Personal Security	<b>40.6% (41)</b>	15.8% (16)	8.9% (9)	12.9% (13)	21.8% (22)	2.59	101
					Other (please specify)		12
					<b>answered question</b>		<b>114</b>
					<b>skipped question</b>		<b>146</b>

14. If the obstacles identified above were removed, would you be more likely to allow your child to bicycle or walk?

		Response Percent	Response Count
Yes		87.4%	97
No		12.6%	14
<i>answered question</i>			111
<i>skipped question</i>			149

15. For the period from May through September, how often do you walk for each of the following purposes? (choose one choice per row)

	Never	Rarely (1 - 2x per year)	Sometimes (1 - 2x per month)	Very Often (1 - 2x per week)	Usually (almost every day)	Response Count
Social/Fitness/Fun	3.7% (9)	2.5% (6)	10.2% (25)	32.4% (79)	51.2% (125)	244
Commute to Work	55.1% (118)	6.1% (13)	7.9% (17)	18.7% (40)	12.1% (26)	214
School	70.9% (127)	4.5% (8)	8.4% (15)	7.8% (14)	8.4% (15)	179
Church/Civic	58.5% (117)	10.0% (20)	14.0% (28)	13.0% (26)	4.5% (9)	200
Shopping	25.5% (59)	7.8% (18)	23.8% (55)	32.5% (75)	10.4% (24)	231
<i>answered question</i>						247
<i>skipped question</i>						13

16. To what extent do the following aspects affect your choice to walk more often? (choose one choice per row)

	No effect	A little	Some	Very much	Extremely affects	Response Count
Convenience/comfort of car	25.0% (52)	22.1% (46)	26.9% (56)	20.7% (43)	5.3% (11)	208
Rough sidewalks/no curb cuts	35.0% (76)	16.6% (36)	22.6% (49)	13.4% (29)	12.4% (27)	217
Lack of sidewalks	26.0% (61)	19.1% (45)	21.3% (50)	17.4% (41)	16.2% (38)	235
Afraid of cars/drivers	30.0% (70)	22.3% (52)	20.6% (48)	12.4% (29)	14.6% (34)	233
Destination too far/takes too long	17.6% (41)	12.9% (30)	32.6% (76)	20.6% (48)	16.3% (38)	233
Difficult intersections	38.0% (89)	23.1% (54)	20.1% (47)	9.0% (21)	9.8% (23)	234
Bad Weather	9.8% (23)	17.1% (40)	31.2% (73)	24.8% (58)	17.1% (40)	234
Lack of shower	81.7% (178)	8.3% (18)	5.0% (11)	2.3% (5)	2.8% (6)	218
Personal security	65.2% (146)	16.1% (36)	10.7% (24)	3.6% (8)	4.5% (10)	224
					Other (please specify)	29
					<i>answered question</i>	243
					<i>skipped question</i>	17

17. If the obstacles identified above were removed, would you be more likely to walk?

	Response Percent	Response Count
Yes 	83.3%	185
No 	16.7%	37
	<i>answered question</i>	222
	<i>skipped question</i>	38

18. How many adults bicycle to work regularly (1x a week or more) now? (choose one)

		Response Percent	Response Count
0		67.9%	150
1		22.6%	50
2		9.0%	20
3		0.0%	0
4		0.0%	0
More than 4		0.5%	1
<b>answered question</b>			<b>221</b>
<b>skipped question</b>			<b>39</b>

19. Using the period from May through September, how often do you ride a bicycle for each of the following purposes? (choose one choice per row)

	Never	Rarely (1 - 2x per year)	Sometimes (1 - 2x per month)	Very Often (1 - 2x per week)	Usually (almost every day)	Rating Average	Response Count
Social/Fitness/Fun	8.9% (21)	6.3% (15)	23.2% (55)	36.3% (86)	25.3% (60)	3.63	237
Commute to Work	51.4% (114)	9.5% (21)	13.1% (29)	14.9% (33)	11.3% (25)	2.25	222
School	73.3% (137)	7.0% (13)	7.0% (13)	8.0% (15)	4.8% (9)	1.64	187
Church/Civic	64.0% (135)	12.3% (26)	13.3% (28)	7.6% (16)	2.8% (6)	1.73	211
Shopping	36.6% (83)	10.1% (23)	23.3% (53)	22.9% (52)	7.0% (16)	2.54	227
<b>answered question</b>							<b>239</b>
<b>skipped question</b>							<b>21</b>

20. To what extent do the following aspects affect your choice to ride a bicycle more often? (choose one choice per row)

	No effect	A little	Some	Very Much	Extremely affects	Rating Average	Response Count
Lack of bikeways or bike lanes	15.8% (36)	5.7% (13)	22.4% (51)	27.6% (63)	28.5% (65)	3.47	228
Convenience/comfort of car	28.7% (58)	19.3% (39)	27.7% (58)	15.8% (32)	8.4% (17)	2.56	202
Afraid of cars/drivers	22.8% (52)	15.8% (36)	22.8% (52)	19.7% (45)	18.9% (43)	2.96	228
Destination too far/takes too long	26.0% (59)	19.4% (44)	28.6% (65)	14.5% (33)	11.5% (26)	2.66	227
Difficult Intersections	34.6% (79)	20.2% (46)	23.7% (54)	12.3% (28)	9.2% (21)	2.41	228
Bad Weather	8.0% (18)	16.9% (38)	24.0% (54)	30.7% (69)	20.4% (46)	3.39	225
Lack of Bicycle Parking	34.7% (78)	20.9% (47)	19.6% (44)	15.1% (34)	9.8% (22)	2.44	225
Lack of Shower	78.6% (169)	8.4% (18)	8.4% (18)	2.8% (6)	1.9% (4)	1.41	215
Personal Security	61.2% (134)	18.3% (40)	9.6% (21)	6.8% (15)	4.1% (9)	1.74	219
						<i>answered question</i>	234
						<i>skipped question</i>	26

21. If the obstacles identified above were removed, would you be more likely to bicycle?

	Response Percent	Response Count
Yes 	87.8%	187
No 	12.2%	26
	<i>answered question</i>	213
	<i>skipped question</i>	47

22. From your experience, list the 3 worst intersections, stretches of road or other obstacles that need improvement. Identify each as either walking or riding obstacles:

**Response  
Count**

202

*answered question*

202

*skipped question*

58

23. Please tell us about any unrealized opportunities, dreams, or down-to-earth projects that would improve the walking and bicycling experience in or around Mt. Shasta:

**Response  
Count**

169

*answered question*

169

*skipped question*

91

24. Make any additional comments here:

**Response  
Count**

97

*answered question*

97

*skipped question*

163

## Summary of Responses to Narrative Answer Questions

The last three questions on the survey required narrative answers.

Question #22 asked respondents to list the 3 worst intersections, stretches of road or other obstacles that need improvement. We asked the respondents to identify these obstacles as either biking or walking related. Responses to this question are presented in a spreadsheet format with intersections and sections of road ranked in order of concern. It is tempting to take these rankings at face value but one must consider that frequency of travel, perceived scope of the survey and other factors probably play a large role in identification of problem areas. For example, Highway 89 is probably one of the most dangerous places to ride a bicycle in the area, if not the entire county, but because it is infrequently traveled and because it might be considered out of scope for this survey, it appears near the bottom of the list.

Respondents made comments about the intersections in town that can be read in the raw data. Numerous comments were made in the survey about the congestion and confusion in the area extending from the Berryvale parking lot to the intersection of McCloud Avenue, Mt. Shasta Blvd, and Chestnut St. Numerous comments were made about the non-responsiveness or long cycle time of the traffic light at the intersection of Lake St. and Mt. Shasta Blvd. Numerous comments were made about the lack of sidewalks on Washington and the presence of children walking to and from school on that street.

When respondents listed Chestnut and Mt. Shasta Blvd, without reference to the north or south end, it was marked as the intersection near McCloud Avenue.

Respondents made comments about some of the stretches of road in town. Numerous comments were made about the dangerous conditions riding on North Mt. Shasta Blvd, particularly in the area just north of Hinckley Avenue. Comments on the narrow street width, number of parked cars and lack of shoulder were prevalent in these comments. Numerous comments were made about the lack of a shoulder, bike lanes and/or sidewalks on Old Stage Rd and

WA Barr. These are popular walking and cycling roads and the lack of accommodation for these activities was notable to many. A sizeable number of respondents commenting on this lack mentioned Lake Siskiyou as a preferred destination. A smaller number of comments were made regarding traffic and speeding on Everitt Memorial Highway with some respondents particularly targeting high school drivers as a problem.

When respondents listed Mt. Shasta Blvd, without reference to a particular portion, it was marked across all listed portions of Mt. Shasta Blvd.

The total number of intersections or stretches of road remarked upon can exceed the number of respondents because one respondent can characterize them as both a walking and bicycling obstacle resulting in 2 data points for that respondent.

Question #23 asked respondents to submit their ideas on unrealized opportunities, dreams or down-to-earth projects that would improve bicycling and walking in Mt. Shasta. This question received the greatest number of responses and the largest responses of the survey. Because such a wide range of responses were received, they were categorized to ease review.

Question #24 asked respondents to make any additional comments they felt were needed. These responses were left largely intact. A small number of these responses would be more appropriate for question #22 but were left in place as they tended to duplicate information already provided.

Question #22

Question #22 – Worst Intersections

Intersection	Walking Obstacle	Bicycling Obstacle	Walking/Biking Not Stated	Rank
Chestnut-McCloud-MS Blvd-Alpine-Berryvale	26	24	48	98
Pine & Lake	5	8	21	34
Ream & MS Blvd	6	12	10	28
Lake & MS Blvd	2	5	14	21
Chestnut & Lake	2	4	9	15
Washington & McCloud	3	3	6	12
Alma & Chestnut	1	1	9	11
Alma & MS Blvd & RRX	1	2	7	10
Chestnut & No. MS Blvd	3	5	2	10
Morgan & Lake	2	3	1	6
Commercial & Lake	0	1	4	5
Maple & Lake	1	2	2	5
Rockfellow & Alma (Sisson School)	2	2	1	5
Smith & Washington	0	3	2	5
Castle & MS Blvd	0	0	4	4
Nixon & MS Blvd (City Park Entrance)	0	3	1	4
Old McCloud & MS Blvd	1	1	1	3
Alma & Pine	0	1	2	3
Rockfellow & Everitt Memorial	1	1	1	3
Washington & Old McCloud	0	0	3	3
Hinckley & MS Blvd	0	0	2	2
Washington & Lake	0	0	2	2
Alpine & Mill	0	1	1	2
Cedar & Alma	0	0	1	1
Azalea & Hwy 89	0	1	0	1
Ream & Old Stage	0	0	1	1
Smith & MS Blvd	0	0	1	1
Maple & Castle (Sam's Corner)	0	0	1	1
<b>Background</b>				
The question asked respondents to list the 3 worst intersections, stretches of road or other obstacles that need improvement				
This spreadsheet lists all intersections identified in the answers to this question.				
We asked the respondents to identify these obstacles as either biking or walking related.				
Some respondents did not categorize obstacles as walking or biking related.				
These uncategorized responses are listed in the "Walking/Biking Not Stated" column.				
The Rank column is the total of the "Walking Obstacle", "Bicycling Obstacle" and "Walking/Biking Not Stated" columns.				

## Question #22 – Worst Stretches of Road

Stretch of Road	Walking Obstacle	Bicycling Obstacle	Walking/Biking Not Stated	Rank
No. MS Blvd - Downtown to City Park	9	23	17	49
Old Stage Rd	5	15	14	34
So. MS Blvd - Downtown to Piedmont	4	10	7	21
W. Lake St	1	9	9	19
MS Blvd - Downtown Area	0	11	7	18
No. MS Blvd - City Park to Spring Hill	1	9	6	16
Washington	5	4	7	16
So. MS Blvd - so. Of Piedmont	0	9	6	15
I-5 Overpass @ Lake	4	5	4	13
WA Barr	2	8	3	13
Ream Ave. - MS Blvd to Old Stage	2	5	4	11
Alma - between schools	2	1	8	11
E. Lake St	0	3	6	9
McCloud Ave	1	4	4	9
Pine St - Alma to Lake	2	3	2	7
Everitt Memorial Hwy	1	2	4	7
I-5 Overpass @ Lassen Lane	1	4	1	6
Lassen Lane	1	1	3	5
Ivy St	3	1	1	5
Hwy 89	1	2	1	4
I-5 Overpass @ Ream	0	1	2	3
Rockfellow	1	0	1	2
Deetz	1	1	0	2
Chestnut	0	0	1	1
Adams	0	0	1	1
Jefferson	0	0	1	1
So. Old Stage Rd - MS to Dunsmuir	0	1	0	1
Background				
The question asked respondents to list the 3 worst intersections, stretches of road or other obstacles that need improvement.				
This spreadsheet lists all stretches of road identified in the answers to this question.				
We asked the respondents to identify these obstacles as either biking or walking related.				
Some respondents did not categorize obstacles as walking or biking related.				
These uncategorized responses are listed in the "Walking/Biking Not Stated" column.				
The Rank column is the total of the "Walking Obstacle", "Bicycling Obstacle" and "Walking/Biking Not Stated" columns.				

### **Question #23**

The following comments were submitted in response to Question #23 which asked respondents to submit their ideas on unrealized opportunities, dreams or down-to-earth projects that would improve bicycling and walking in Mt. Shasta. They are presented here with minimal editing. Responses which consisted of "None" or "X" or "?" were removed from this list. Because this question generated so many responses, they were categorized into sections. The first section contains those responses that contain a new idea or the germ of a new-ish idea. The intent was to lean toward including suggestions in this first section rather than the second in order not to miss anything. The second section contains repeats of suggestions for well-known or well-discussed routes. If one is not familiar with the area, it is useful to read this section. The third section contains responses that are general in nature, e.g. "more bike lanes" or comments which have already been seen, e.g. "remove snow from sidewalks". The fourth section contains responses that are either out of scope of this plan or are not directly related to this plan's goals, e.g. "develop a waterway on Castle St".

### **23.1 Bikeways and Trails Possibilities**

1) Slowing traffic on Lake St + well marked bike lanes & cross walks 2) Downtown to Lake Siskiyou bike & ped lanes well marked & maintained 3) Downtown to City Park trail built out

A bike path from the Dump all the way to South of town would be amazing!

Bikepath from Mt Shasta to McCloud. Bikepath from Mt Shasta to Weed. Bikepath from Mt Shasta to Lake Siskiyou. Bikepath from Mt Shasta to top of Mt Shasta mountain.

Bike lanes along MS Blvd or Chestnut all the way through town from Abrams exit to Hwy 89 utilizing parallel side streets if possible (Washington, South A, Mill St, etc); bike lanes along Lake with good bicycle access into shopping center; bike paths from Spring Hill through City Park through hospital through downtown (along RR tracks) out through the Roseburg property under I-5 (alongside RR tracks) and out to Lake Siskiyou/Rainbow Ridge (provide access to mtn biking trails out there); bike lane along all of Washington and extending onto Everitt Memorial past high school (provide access to mtn biking trails just past HS); bike paths connecting schools and Shastice Park; bike lane or bike path following Ski Village connecting Everitt Memorial Hwy to MS Blvd and City Park; bike lanes along Old Stage and WA Barr; bike lane along McCloud Ave (provide access to mtn biking trails at top); bike lanes along Rockfellow and Alma for students; bike path from dump to So. Weed along east side of highway and/or RR tracks (this is the most direct route possible and doesn't require crossing I-5); bike lanes on 99 from Old Stage in Mt. Shasta to Dunsmuir (or use Big Canyon?); bike lanes or path out WA Barr over dam and past the campground up to Gumboot Lake (this is a highly used bicycle route and provides access to mtn

biking trails); bike lanes up to Castle Lake (provide access to mtn bike trails up there); widen bike lane on Ream; bike lane along Old McCloud up to where pavement ends (this is a highly used bicycle route and provides access to mtn biking trails up there); bike lane along Summit Avenue; bike lane along Deetz Rd; bike lane on Hwy 89; bike path along RR tracks from Mt Shasta to McCloud and beyond (why wait until they go belly up?); bike lane down High St to take advantage of RR crossing at bottom; bike path behind Rite Aid to elementary school; bike lanes along Pine St and out to Lassen; bike lanes along Pine Ridge; path from Kingston Rd to MS Blvd through city park; bike lane up Rockfellow to at least the entrance to Shastice Park; path from Butte or Shasta Ave through/near trailer park to MS Blvd; build I-5 bike path crossing on unused RR abutments near Spring Hill/City Park; bike lanes on Spring Hill Blvd and across Abrams to Old Stage; path along watercourse by movie theater through small park behind Black Bear diner and down into the area behind Rays; bike lanes extending west from Lake St onto Jessie and out to the Fish Hatchery with a bike path extending from the Fish Hatchery to Shasta Ranch Rd.

Walking lanes south of Ream and on Ream towards the lake.

use roseburg property as a parking place for folks to ride or commute into town

I believe that a walking/riding route could be constructed connecting the city to Lake Siskiyou, perhaps through the Rosebury property. Also, it seems that a mountain bike trail could be constructed on that same property for kids.

Walking path along the creek that runs down from the Sisson Meadows wetlands, along Castle St behind Chevron between Rite Aid and the elementary school.

The city should protect the "Tunnel Trail" systems of trails. These should be promoted for both locals and tourists. Some kind of trail interconnect should be established to link The City Park, Shastice, The Tunnel trails, and Lake Siskiyou - this should be the Master Plan.

1. Create bike and walking lane on Lassen 2. Improve sidewalks on Pine Street 3. Create walking/bike trail on unimproved land off Pine (across from hospital) to connect from Lassen Lane overpass to Cedar Street and MSE school 4. Create bike/walking lane on Lake Street connecting old Berryvale (Sisson Museum) to downtown Mt. Shasta

recognition/designation of the bicycle trail system near Mt. Shasta ("The Tunnels"), Trailhead for the Sisson-Callahan Trail, Continuous trail around Siskiyou Lake. A 2-3 mile long bike/walking/skiing paved trail running through town, from Roseburg property to the hospital

It would be nice to have a good trail or road from the Elderly Washington Manor to the city park. As it is, it is along way around to get there from here.

We need a more clear safe way for the kids to cross Lake Street by the school to go down Washington and a bike lane on Washington

Make some better pathways from the City Park to downtown as well as a walkway across the railroad tracks at Cold Springs in to The hospital. Create some sort of crossing there. Vehicle or pedestrian. Create some sort of walkway behind rays to Ream Ave.

Bike/walking path from Ray's to Ream below tracks. Bike/walking path on McCloud Railway right of way. Bike/walking path from City park under freeway to Pinegrove Ave. Bike/walking path from S. Old Stage Rd by hatchery to Lassen Lane by Dr's Park.

A path from the little park behind the Black Bear Diner, through town, to City Park as well as well as to Sisson Meadow, Sisson School, the High School, the Armory, Shastice Park & all of the ball parks.

Walking/cycling trails connecting City Park with center Mt. Shasta, for connecting Sisson Museum with central Mt Shasta, for connecting Shastice Park with central Mt Shasta

Hiking trail from downtown to McBride Springs

MS is very small but due to building it can be far to walk from one end of town to another. Can the city create shortcuts from Ream to MS Shopping Center, Post office to MS Shopping Center, etc.

Do something with the Box Canyon Trail ie extend it down the canyon further, hook it up to Grant Rd along the south edge of the MS Resort (which would then go under I-5 with the railroad tracks back to town)

## **23.2 Well known Route Suggestions**

Develop a network of paved bikeways parallel to or inland from existing major roads (i.e. Old Stage, Lake St., Mt. Shasta Blvd.) that would allow for SAFE and PLEASANT walking and/or riding from downtown area to main attractions such as the City Park, Fish Hatchery, or Lake Siskiyou. Easement and/or encroachment issues on private property has been the primary obstacle to this long anticipated project. Additionally, there is a problem with bicycle traffic in the downtown area. Parked cars (and the additional hazard of car doors opening) along Mt. Shasta Blvd. tend to force bicyclists out into the flow of traffic. Local drivers are relatively alert to this hazard but out-of-town visitors may not be anticipating sharing the road. Perhaps a designated and signed "bicycle byway" (maybe through back alleys or side streets) for commuter or "through" traffic to avoid this congested area might help alleviate this problem. There should also be ample secure bicycle parking on the fringes of the downtown area in order to encourage

bicyclists who are engaged in shopping to park and continue via foot on the sidewalks instead of riding in the streets. A safe bicycle corridor or connector from downtown to the shopping center is also a major concern, as it is currently very dangerous for bicycles to share the road on Lake Street due to the complications of high traffic volume, dual lanes, signals, and left hand turn lanes.

Walking trail to City Park

Bike Ped trail with trees & natural areas from Headwaters Park to downtown More trails in Sisson Meadow

Bike path along North Mount Shasta Blvd would provide safe passage for residents and visitors alike, bikes and pedestrians. Headwaters and park are one of our town's jewels and guests and visitors are missing out on a package experience because although the distance is very walkable, it is so unsightly and dangerous.

Bike path along Mt Shasta Blvd/Old Stage/Lassen Lane Trim blackberry bushes along Ream Ave bike path

Would like a place to park outside of town so I could ride bike or walk into town. Old Stage road has lots of potential (I think) for walking and biking routes.

Build an off road bikeway between Mt. Shasta and McCloud following the railway tracks. Get Nestle to pay for it.

A dedicated path connecting Lake Siskiyou to near Mt. Shasta; also a path circling the downtown area.

Bike lanes for safety - Old Stage Road, Downtown area, Everett Memorial Education for the drivers

We need a safe pathway to City Park to walk or bike along We need lots more painted & designated lanes all over town

More bike paths and walking paths to sites such as parks or the lake and another park not so far out of town

Where to start.....Would like to hook up the wetlands board walk to Shastice Park. Want a bike path across town north to south and east to west.

I would like to see a running/biking trail that connects downtown area to Lake Siskiyou.

A bike lane somewhere in the city and bike lane on Old Stage rd.

Bike/walk path to City Park from downtown Bike/walp lane north on Pine to Old Stage south on Old Stage to Lake to town Bike/walk lane from S. Mt Shasta to Lake Siskiyou

Main street from Alma to the post office off limits to cars and especially trucks

It would be nice to have a path or marked way to get to Siskiyou Lake, good for tourists as well.

We need bike lanes on the two busy streets. A trail from the City Park to Pine street would be desirable. It appears that it would easy to make a trail/bike path parallel to Lake St.

Hospital to city park trail would be nice. Town to Lake Siskiyou, perhaps?

A trail paved trail/route linking Dunsmuir/Mt.Shasta and Weeed.

We need more bicycle parking at local businesses. Create an access trail to Sisson Meadow from the north and/or northeast to allow access without having to use the school during school hours. Close sidewalk gaps. Build the downtown to city park trail, but also consider connecting neighborhoods to the city park like the tract, which wouldn't use the downtown access.

Bicycle path to Lake Siskiyou bicycle path to M.S. City Park

Thru the 30 some acres to the North of Ream. Between Ream and the Shopping Center.Bounded by I5 on the west side and the RR tracks on the East side. It would give good access from the areas between Shadow mt., the golf course, Lake Siskiyou and downtown.

A bike trail along "scenic & historice Old Stage Road" would be great! Each town all along the Old Stage Road should put bike trails along the section that runs through their town. It could become the "PCT" for bicyclers.

There used to be a planned Nepenthe Trail connecting presently developed trail at Mercy with the city park. Do not think this has been completed, would be wonderful.

Bike trail to Lake Siskiyou. Bike trails that follow the RR tracks to McCloud, Weed, Yreka, Dunsmuir, etc.

trail around lake siskiyou better marked for first timers

The city should protect the "Tunnel Trail" systems of trails. These should be promoted for both locals and tourists. Some kind of trail interconnect should be established to link The City Park, Shastice, The Tunnel trails, and Lake Siskiyou - this should be the Master Plan.

bicycling would improve if the forest service would bring in a team to rebuild the lower section of the sanctioned bike trails coming down from everett hwy where they logged and destroyed it.

Bike lanes Bike lane from downtown to Lake Siskiyou Sidewalks from north to south of town Sidewalk clearing of snow from north to south All purpose trail from downtown to Lake Siskiyou All purpose trail from down town to Weed.

The old mill acreage – Roseburg property has lots of opportunities.

The trail around Lake Siskiyou - ideally it would be made dog-friendly i.e. somehow bypassing (or getting permission) at the campground area to have dogs OK to pass through; also the section along WA Barr Rd would have a real trail as opposed to paved bike path; bridges across the 2 river crossings.

Scenic/historical bike/walking path Not only in town but around the county roads

wow! i just read a suggestion for a 'trolley'. could stash the bike & take the trolley to the lake for riding (or walking). SAVES GAS!

Bike lanes on every major street. Sidewalk snow removal on South Mt. Shasta Blvd - many times you are forced to walk in the street because of all the deep snow on the sidewalks.

More hiking style trails. Narrow, twisty, dirt trails for walking dogs, riding bikes, and running. If my daughter could go mountain biking and I could walk the dogs in the same place, close to home I would be happy.

Single track natural surface trails would bring more opportunities for bicycling, trail running and walking for recreation and fitness. Many people enjoy these activities but have nowhere close to home to do them. It's unfortunate that many Mount Shasta locals have to get in a car and drive to a trail head when there are so many opportunities to create connections to those trails from town.

A walk/bike path from Mt. Shasta to Lake Siskiyou and around it. Paved on road, soft around lake.

A bicycle path to Lake Siskiyou would be very nice (from Lassen Lane my friend and I use a lot in nice weather/

Dedicated pathways TO Lake Siskiyou

We would like to see a bike path + walkway from town up to the schools (middle and high) + a bike lane through the center of town + easy access by bike to out of town. Possibly make down town 1-way traffic with a bike way integrated,

City park to town alternative route (hike/bike) City to Lake Siskiyou alternative (biking) City to Mount Shasta hiking alternative

Identified bike lanes

Walking/Bike Paths around Lake Siskiyou and downtown Mt. Shasta. Convert McClud Railroad Tracks to "Rails to Trails".

Sidewalks! Painted bike lanes! Vehicle (car/truck) education and awareness needed!!

actual bike lanes

maybe a bike path by lake?

Tom Hesselden's county wide bike plan!!! Need to educate drivers about biking rights: share the road! Low curb to separate bike lanes from traffic.

Safer passage (walk and bicycle) to and from downtown to Old Stage Rd & Ream Ave

downtown blocks closed to auto traffic; more bike racks downtown; a dedicated bike path running north - south; a bridge over the south fork to complete the lake sis trail!

trail from town to City Park.

1) Remove the lights at Lake/MS Blvd for a round about, or at least leave the flashing red light mode found often this winter: traffic flow works MUCH better when everyone stops (briefly), instead of the poor set timing of the lights in that intersection. 2) Develop a "library" type pool of bikes available to ride around town (maybe 1-speed, bright red) that are donated junkers from the community, made available in a bike rack somewhere downtown to use and return. Perhaps too european for local taste? 3) M.S could definitely use 1~2 more trails crossing the S.P/U.P tracks, giving alternative access to east and west M.S from the already congested 3 main paved routes.

A true bike path for the length of Old Stage Road would allow people to ride to area schools and colleges, provide access to Lake Siskiyou, etc.

A trail from downtown to city park would be great; completion of the round-lake siskiyou trail equally great

City to City Park City to Lake Siskiyou

bike lanes to connect Mt Shasta, Dunsmuir, McCloud.

I would like to see a map of free clean water fill up spots for water bottle refill and a south county bike path for bike commuters. Also, an around town walking path that is out of car traffic, even in winter.

- (1) bike route along freeway between Dunsmuir and Weed would encourage bike to work
- (2) emphasize bike/walk in town to avoid congestion on Mt. Shasta Blvd

In a perfect world it would be ideal to have bike lanes on Mount Shasta Blvd and bike trail linkages to City Parks and Lake Siskiyou

Fence off Sisson Meadow trail from the school to keep litter/animal impact from kids and to protect kids from meadow wanderers and connect to library/lake street. I would love to walk to the city park from downtown, along the tracks and off the very busy, no sidewalk, mt shasta blvd.

An North,South and East, West walk and ride trail, from Mt Shasta City park to the south end of town,and from the high school through town ending at Lake Siskiyou,perhaps connecting the trail around the lake.

I would bike every week if we had bike trails--our whole family would. Mount Shasta traffic downtown is suicide on a bicycle. Nuts! You have to have noticed. So, separate the cars and the bikes and I would be thrilled. Especially if it was on a trail like the lake trail. If the Siskiyou Lake trail was bike friendly we could bring tourists in just to use it all summer. It would be a huge asset. I love walking in Mount shasta during any time of the year except when the snow forces you into the streets. It's too dangerous with the cars sliding. But the Siskiyou Lake trail if finished in the summer would be amazing. That's the best dream ever.

I Bike path that goes as far as Deetz Road and possibly down to dunsmuir as well

A biking path all the way to the Lake from town. A dedicated bike lane the length of Mt Shasta Blvd. A bike lane on Chestnut St.

wider paved shoulder on W.A.Barr Rd.

1. Bike Lanes!!!! 2. Sidewalks on Chestnut and Mt. Shasta Blvd near Mt. Shasta Tire 3. Round-about (driving circles) Like Bend, OR to ease the flow of traffic, decrease traffic and increase safety

Wider N. Old Stage Road would be HUGE.

Use a rails to trails grant to convert the McCloud Railroad into a bike trail.

### **23.3 General Comments or Comments already seen in other answers**

Bike lane in town Bike lane from town to lake Bike land downtown to Abrams lake

More bike/walk paths throughout Mt. Shasta

Safe sidewalk & bike lane from city park to town

Larger shoulders Walking/bike lane Clean up of cinders

Bike paths all around downtown and out to Lake Siskiyou

Bike stands Bike race Bike lanes

Shoulder for bike/walking path through town to connect parks & schools

Better, more thoughtful drivers

More bike lanes & share the road signs Bike racks in front of businesses

Wider shoulder area for bikes & peds Continuous sidewalks!!

Plan a bike to work week Encourage employers to supply bike racks Have local business provide incentives Workshops on bike upkeep, safety Climax to a bike to work day

Bike lanes Bike path!! Walking route through town

Adding bike lanes is a simple step toward a cleaner planet

Bike paths, bike parking, more police presence Incentives to ride bikes from employers & city

Bike lanes & bike racks We need sidewalks

Provide incentives for people to walk or bike

Bike lanes and more bike parking around town would help a lot. Also, many towns post Caution Cyclists on Road signs permanently. As an avid bike traveler these towns just seem to be friendlier towards cyclists, it increases a sense of safety and therefore is good for tourism.

It would be great if walking/bicycling trails tied in with those on adjacent public lands, ie. National Forest, Lake Siskiyou, etc.

A regional multi-use trail!! connecting communities and recreational facilities. THINK BIG!!! think 20 years from now. Start planning and acquiring easements and ROW now and as it becomes available.

It would be nice to have lane wide enough along all of the roads to not have to worry about car/truck traffic.

just some bike lanes.

A walking/biking path and walk/bike lanes would make it much safer for me with my three young children as we walk to do our errands around town. I do not feel safe walking with them from Downtown to City Park, or to the fish hatchery. Old Stage road is very dangerous as the

traffic moves very fast that I usually decide to take the kids in the car to the downtown area and then we walk to do our errands.

I would like to see bike trails / lanes throughout the city in all four directions, not just north to south.

I feel a walking/bike trail that weaves in and around the city would get more people out pushing strollers, trikes and seeing each other in the the community. Something like Vasona park in Los Gatos or Lilith park in Ashland. Somewhere where kids and families can play and yet still be near the downtown to shop. Another idea I had was to consider doing the one way loop that was planned years ago using Chestnut...if we had a one way there would be more space for bikes and pedestrians...and maybe horses. Vacationers would flock to a "horse town". People could be employed giving carriage rides...theatre groups could do a wild west/logging town performance art...

1)I've long wished for a walking/hiking/bicycling path on Lassen Lane. Major route to-and-from town, with multiple pedestrians/bicyclists/horseback riders, & extremely inadequate shoulders. 2)Huge concern for people in motorized wheelchairs, scooters, etc, traveling up-and-down Pine Street (in the street!) due to inadequately maintained sidewalks (cracks, overgrown brush & weeds, trash-strewn; I'm not even sure that each corner has wheelchair access). Both projects/concerns would create a welcoming appearance for our community, as well as addressing safety issues.

Bike racks to prevent theft

walking paths bike paths

Bike paths that access downtown & near by recreation and reresidential areas Bike signage

It would be just great to have an exclusive pedestrian/bike path through the city.

Bike lanes would definitely help promote bicycling.

more stroller and dog friendly off the leash walking areas that are more that a mile. and that are close to town.

A paved path separate from cars

Bike lanes? Plowed roads during the winter

More sidewalks, bike lane, clearly lined/painted roads

Designated bike/walking paths would be great and people would be more likely to use them...weather permitting. Also, bike racks at various businesses, would be helpful. How about a store that sells bikes in Mt. Shasta, that is affordable.

Improved community wellness by facilitating outdoor foot and pedal (or small motor) use on sidewalks and bike trails, with parklike rest areas with water and bathrooms. More fresh air inhaled and less fuel emissions!

More trails like the ones in Redding would be great!

Bike paths throughout the County.

Sidewalks, walking areas with lines for bikes & pedestrians. Covered areas and sitting areas in walking areas

All of the above

Our boys do not bike to school because of two things Cars going down Chesnut - it is very steep Once at school, are the bikes safe?

More trails and bike paths

You don't need ant - if the gas prices keep increasing the people of this community are going to be forced to walk or ride. Our economy doesn't support it here.

Safe walk ways - bike paths

MORE TRAILS

Bigger bicycle lanes & more sidewalks for walks, more trails for walking.

On busy crosswalks flashing lights on both sides of streets to alert cars, beeping traffic signals, bridges for walkers and bikes

The use of round-abouts because they seem to slow traffic down

Would be nice to have bike lanes all around Mt. Shasta and surrounding area to encourage more bike use without the fear of cars & trucks squeezing you off the road.

Returning the traffic lights permanently to blinking red in both directions would facilitate walkers and riders.

put more historical placks on the trails. let people know and learn about Mt Shasta's history and how we came to be here by just taking a walk. : )

The various trails projects need to be implemented by the rec district, sooner the better. Liability issues have been worked out for the PCT, CDT, AT, JMT why can't we do it here at home?

All streets must have sidewalks for safety. There should be an anti-litter campaign-recycle. Keep the downtown Bars Quieter at late nite.

1 Retired need a paved path of 5+ miles to get a good workout 2 Every path mile put a bench for people to rest -especially for seniors and mothers with young children 3 Path easy to walk or bike for non-athletic individuals who enjoy the outdoors

Bike lanes, bike parking

More bike trails leading to and through neighborhoods and to shopping areas

bike lanes and routes posted.

sidewalk improvement sidewalk access

making a nice bike trail w/rock waterfalls and picnic benches for snacks. more bike lanes and sidewalks.

Would like to not be chased or bitten by dogs running loose and side walks or larger larger bikeways. On Old Stage Rd. patrolled by police more often. The back roads like Old Stage rarely see a policeman/car.

Fix uneven sidewalks on mt shasta blvd

Bike safety classes frof kids and adults Newspaper articles about bicyclers rights Bike lanes

we need walking trails and bike lanes

Interconnecting bike paths in Mt Shasta

Bike lanes would help the cyclists. Walking paths that avoid roadways would be a joy (i.e easements through private property--along fence lines or property boundries)

We need bike paths, walk-ways--our town should be pedestrian/cyclist friendly--We are the perfect community to create such an atmoshpere.

bicycle lanes & "share the road" signs, education for both bicyclists and motorists regarding rights and responsibilities. Take a look at resort towns like Aspen and the Roaring Fork Valley for ideas on non motorized bike/walking paths...brilliant!

Road repair / maintenance Regular sweeping

more cross walks

Sidewalks / cycling lanes, pedestrian crossing signs / zones.

Bike lanes would be terrific and would provide a model to the rest of the country for sustainability, physical fitness, and general well-being. I just returned from San Francisco and it was very inspiring to be on a bike during rush hour with many other cyclists navigating the city streets. The streets that had bike lanes were more safe and more pleasant for both riders and drivers.

Would get people to stop supporting the oil corporations and more families with children would be willing to let their kids ride to school if there were a safe bike lane for them

It's really hard to walk in the Winter - If everyone had sidewalks and kept them cleared, it would be much safer to walk.

### **23.4 Comments not directly related to plan goals or out of scope of plan**

Police don't even stop at marked crosswalks. They can begin by setting an example and then enforcing the law.

Major trash cleanup. Adoption programs for cleanup and maintenance.

Develop a waterway on castle Street as a beautiful park/farmer's market/stage

I would love to have a no car zone in the city with bicycles provided for convenience. Electric or solar transportation carts available for rides like in the airports. One-way roads with bike lanes through the downtown area would also be another idea to reduce traffic

The town is great; you city workers do a great job. Maybe fix the stoplights, they've been out for about a month. Just the people driving fast makes me not want to take my six-year-old bike riding downtown. We ride daily even in bad weather.

If people would just obey the 25mph speed limit, this would be a much more comfortable town to walk and ride in. Speeding seems to be accepted as the norm and it appears that the local police accept it also. I say this as a person who walks and rides a bike exclusively. I witness speeding and careless driving on a daily basis. It is also my impression that a lot of people (not all) do not respect pedestrian and cyclist, i.e., not slowing down or even giving much berth when overtaking bike riders or peds.

city ordinance (like Flagstaff Arizona) requiring snow removal from sidewalks. (walking Chestnut Street after a snowstorm-peds are forced to walk out in the street, behind parked cars and in the flow of auto traffic). Ped/bike path to city park

walking and bicycling support healthy lifestyles and are good for our environment. The more Mt. Shasta could represent these concepts, the better.

Making certain sections of the 4 main city blocks one way streets to avoid congestion. Or removing car traffic entirely.

For such a beautiful town, the street trees are in pretty poor shape. Snow removal probably makes it hard to keep trees happy, but improving the situation would make even the driving experience better. Other than that, I support traffic calming strategies like parking "bulbs," speed bumps, and circles.

Snow shoveled off sidewalks Cinders at all corners & driveways - everywhere that ice forms

Bike-Train Trolley. I dream of hopping on my bike, riding it to town and boarding a train that accesses McCloud, Dunsmuir, Mount Shasta, Weed, Yreka, Ashland, Redding and every other destination in between San Francisco and Portland (initially - VanCouver to LA, eventually).

## Question #24

The following comments were submitted in response to Question #24 which asked respondents to make any additional comments they felt were needed. They are presented here without editing. These comments are categorized into three sections. The first contains those that relate to the plan and are within its scope. All responses which do not relate to bikeways and trails are put into the second section. Responses consisting of thank yous are in the third section.

### 24.1 Additional Comments

No sidewalks to highschool or Sisson. No clear visibility between car & walkers. Lots of kids walking road close to school

Connecting the schools and city parks and ball fields to a main bike path would be great for the kids and encourage more exercise!

A former version of the city general plan (I haven't seen it since it was just revised) calls out some streets as bike lanes. Mt. Shasta Blvd is one of those streets. MS Blvd used to have bike lanes marked on its shoulders with stripes and bicycle graphics. Those have been removed and have not been applied in the last few years. These should be resurrected!

Much USFS land around town is classified Semi-Primitive Non-Motorized Recreational Opportunity Spectrum (ROS) according to Shasta-Trinity NF's Forest Plan. It would be great if the City's plan could tie in with existing FS management prescriptions for adjacent public land.

Look at other communities that have similar growth/recreation opportunities, development patterns, transportation constraints (rural, mountainous, extreme weather, etc.) to see what they have done for alternative transportation/trails: Ashland, OR; Truckee, CA; Bend, OR; Telluride, CO; Mammoth, CA; Redding, CA.

It is possible that Mt Shasta Blvd and Chestnut will be converted into one way streets in the future. The plan must take this into account.

Bike path along North Mount Shasta Blvd, please. Thank you for looking into our town's needs regarding pedestrian and bicycle traffic.

Future development needs to plan ahead for bike/walk paths, not shoehorn them in later. It's cheaper, easier and works better for everybody. Future traffic lights should be able to recognize cyclists when they are in the lanes.

I walk a lot in the winter for work and chores. I would appreciate being able to use the sidewalks. Other ski towns make sure that people can use the sidewalks. Mammoth Lakes is

one. As you can see, I use my bike a lot in the warm months. I would appreciate any and all improvements for safety and convenience.

The south old stage area and Reem area could really use walking paths and bike lanes as so many in our neighborhood use these roads to access town and the lake.

The lake siskiyou trails have been really nice walking area for motheres with strollers, more area like that would be nice.

mountain biking is on the verge of blowing up in this area, with a little support from the city it could become a big source of income for this community. it will also give the kids in this community a healthy fun outdoor activity to keep them from cruising around town and getting in trouble, give them something to do, instead of keeping them from doing anything physical, its unhealthy

Work on south (extreme south) end of town and would like to see more bike routes on the outskirts of town. I always thought downtown Mt. Shasta would be a great town for walking only. No cars. No bikes. Tress and benches in the middle of town for dinning and great shopping experience. think unique!

In the future a nice wide path to Yreka with rest stops

Old Stage is very narrow in places, It may be beter to have a bike lane on one side of the road only, something like in Medford

Biking & walking for much of Mt Shasta Blvd is unpleasant & risky due to vehicle congestion. We almost always end up on Chesnut, Mill St, South A to avoid this zone

To have any part os main street for walkers only would be a big improvement for all. We could have sidewalk coffee shops & a relaxed atmosphere for tourests and locals to shop & socialise

I think for the most part Mount Shasta is a great town to walk and bike in. Making some sidewalk improvements and installing sidewalks would help to make the experience safer.

I live on Old Stage, like so many, and would bike to town more often if the central overpass wasn't so daunting a thing to cross.

We need bike racks

Some of these questions are n/a as I'm retired. I think a big help at little cost would be to install "Share the Signs" at various locations, especially along N/S Old Stage Rd. and W.A. Barr

Parents taking children to schools are not always conscientious of pedestrians

It would be fun on great weather days to ride to school with the kids but I would be afraid of cars on Mt. Shasta Blvd., blind alleys and major intersections. It's too dangerous.

Snow removal/storage policies serve to discourage walking for much of the year. The City, County and citizens stack snow on sidewalks, often making them impassable. I believe that there more than a few persons like myself, who walk or cycle not by choice, rather because of necessity. We are obviously in the minority but we are here, and our transportation concerns deserve at least some consideration. When I observe the City, the County and Citizens all actively blocking my access to a safe walking/riding environment (sidewalks, shoulders), it makes me feel like a sub-citizen.

Would be great to have regular sidewalks for everyone. Would make a difference in everyone's lives.

Would live to see a bicycle/walk trail (from Kingston off Pine St. before overpass through to City Park.

N Mt Shasta Blvd needs sidewalks all the way to City Park. Low income apartments on E. Hinkley have lots of kids. There should be sidewalks on Mt Shasta Blvd so they can walk or ride bikes to school.

It would be helpful if the bicyclers, potential/future cyclers and motorists could be trained on the rules of the road to prevent conflict and accidents, and to help ensure that all the work going into this project is utilized by the public.

This is long needed and should include horse back riding. Currently you have to walk or ride on the roadway which is very dangerous

walking in inclement weather and cars often won't stop when I'm off the curb, waiting to cross.(they are in their warm,dry cars oblivious to pedestrians) Lack of crosswalks in town for walkers

Sweeping the roads after cinders laid during winter would make cycling safer. Encouraging school children to ride or walk to school would start them off on the right foot, instead of expecting to be driven everywhere.

not enough time to cross streets at Morgan Wy and Lake. curve on Pine from Lake not properly monitored.

in snowing conditions -merchants clear their sidewalks but not the corner of their sidewalks to say nothing of the slopes into the streets so we in electric chairs and scooters can not go downtown (as not safe to ride in streets) please speak to camber or city hall!

An option of a safe car free access to Lake Siskiyou (Bike trail)

City needs to educate public about the rights of bikes to use roadways. I have been honked at unexpectedly and nearly scared off my bike.

it would be great to have a bike lane downtown where we didn't have to worry about getting hit by folks opening their car doors or pulling out from parallel parking spots. can we use the railroad tracks corridor for north-south travel?

bike lanes to connect Mt Shasta, Dunsmuir, McCloud.

Talk to the merchants about possibly offering some sort of incentive program for leaving the car at home. They don't want anything that will decrease traffic, so do things to encourage foot-traffic.

I do not believe we need to spend a lot of money improving side walks. First we need to create bike lanes. Thank you.

More poor intersections/merges: N. Washington/Lake--riding N. Mt. Shasta/I-5/Spring Hill Rd. merge--riding

Flat & level sidewalks should be continuous throughout the downtown commercial area from the 2 ends of Chestnut & the Blvd., all of Chestnut & all of the Blvd, along with all of the cross streets. This would also stimulate our local economy,

The City of Mt. Shasta and the immediate area encompassing historic Strawberry Valley has a great opportunity for developing a trail network for recreational walkers and bicyclists, as well as creating a viable alternative and non-polluting transportation system for local commuters. I am sure there are many residents such as myself, and also many tourists, who would welcome and utilize an alternative to the existing transportation options (basically privately owned vehicle or nothing.) I can especially visualize a network of paved trails like the ones in Yosemite Valley, that follow natural topographical contours and scenic corridors around Strawberry Valley, but not immediately adjacent to roadways. In other words, "painted" bike lanes are not aesthetically attractive, nor do they provide a substantial safety buffer against fast moving automobile traffic, not to mention the additional hazard of oversized RV's on relatively narrow roadways. There should be a SEPARATE pathway set back several feet from the shoulder of roadways as a bare minimum requirement, and pathways that cross open landscapes away from roads wherever feasible. With the advent of motorized bicycles and rechargeable electric scooters, there is a great potential for a truly viable non-polluting commuter alternative as well as a viable economic benefit from the rental of electric and non-electric bikes to visiting tourists. The distances between the downtown service area and the main attractions in our vicinity is easily within the

range limits of these vehicles. Expansion of the STAGE bus system to include transportation of people with or without bikes to Castle Lake and Bunny Flat is a separate issue but an additional link in the overall system that should be identified. Of course, unless the issue of easement and/or encroachment on private property can be mitigated, this ideal project cannot be realized. It seems unlikely to me that land owners would be willing to accommodate any kind of trail transecting their property unless there was a substantial economic or prestigious benefit incurred. Perhaps there could be some kind of a toll fee or funds from a "Mt. Shasta Bicycle Pass" that could purchase lands, buy easements, or otherwise compensate landowners.

## **24.2 Comments not related to the goals of the survey are included below.**

Turn lights have backed up traffic. Drivers now run lights and drive fast to beat turn lights. Traffic moves smoothly when flashing lights are used.

Repaint all crosswalks regularly. put up signs for the crosswalks and possibly flashing lights in some places for pedestrians to stop cars.

I believe there are many possibilities for pedestrian/bike trails through tree, backroad/trails and around town

Mt. Shasta needs a homeless shelter to help our citizens who need rehabilitation rather criminalizing loitering

I think that Mt. Shasta should have a skate park so that we would'nt have to go to Weed skate park at Lincoln Park

People drive too fast in this town and are too impatient at intersections

Bike/walking paths draw tourists to town & increase the town's economy

\$5.00 gas is coming soon. Make walking & cycling safer & more convenient

Stop any & all gang wannabees ASAP. We must be safe to walk at night. Stop all barking dogs, loud train whistles, Car honking, general noise Plant lots of broadleaf trees

i need more time to complete this survey and give input please . I've been very ill. Also, library is and has been closed recently and needed documents have been misplaced at library.

Please make the off ramp more identifiable (more lighting, better paint on the road) coming south on I 5 from Weed getting off at the central Mt. Shasta Exit. You can't see well at night AT ALL where to get off.

The time is now to reduce traffic in downtown area and to make the city more bike friendly. Many cities already have enacted bike friendly plans that are tested. A thorough research of these plans may provide some insight for Mt. Shasta. Thank you for considering this!

I'd like to see more bike awareness from the drivers...maybe if bikers ride downtown once a month with kids too to show better awareness the idea would catch on. I'm so excited about the prospect of more visibility on this subject...less cars on the road means fresher air and healthier people.

We need a South siskiyou carpool network to further reduce driving.

MS should be known as a "bike friendly" destination

I hope some bike lanes could be constructed in the city to make bike riding more of a pleasure and for the safety of the bike riders. I know our streets often seem too narrow to make this possible, or that the parking situation takes the space that might make a biking lane possible. I do think it would enhance our town as a tourist destination since our beautiful scenery, great biking opportunities, delightful summer weather, and delicious water would attract even more bike riders to this area if the biking paths were achieved.

instead of any more peace murals build a homeless shelter for people, they have no where to go, and if you dont like them on the streets give them someplace warm. Treat others how you want to be treated : )

It would be an asset to our community to make it very bike and walker friendly then print brochures that have loops for visitors

STOP THE BURNING OF LEAVES IN THE TOWN LIMITS!!!!!!!! I CANNOT GO OUTSIDE WHEN THIS IS GOING ON TO WALK OR BIKE OR DO ANYTHING!!!!!!!!!!!!!!!!!!!!!!!!!!!!

The rec district needs to take the lead. It's best since a lot of trails would use both City and County lands.

We have a very active running community that will appreciate development of a trail system.

Work on the Castle Street Project. Downtown is not people friendly, parking is bad.

we are retired, so our walking and biking are recreational. however, i would like to ride to town for errands.

Just moved here. As soon as possible will teach my grandson the route to school and allow him to ride a bike.

Used to live in Santa Clarita and nearly the entire city had bikeways & pathways for all residential and high traffic areas. Bridges protected peds and bikers and there were routes that led to parks & nature trails

I feel that even though some of us have problems walking there is still a lot Senior Citizens can give to our community. Just because we lost the use of our legs doesn't mean our brains have turned to mush.

There should be WAY more people utilizing non-motorized transportation in and around Mount Shasta for basic transportation. The city NEEDS to plan for pedestrian and cycling-friendly transportation corridors (on the streets) in town. Also, the lack of cars/trucks yielding to pedestrians is an embarrassment here. I work in Yreka and the vehicles there ALWAYS yield to pedestrians. Maybe the police department needs to start "cracking" down on this.

Many smart communities, like Clear Lake, have chosen wisely to make bicycling a priority tourist attraction, making it a destination for many vacationers.

Time is long overdue for such facilities in our area. The only risk is making MS more attractive to tourism.

The piece of land where the radio tower is now should be left as open space or a park. We need a tree ordinance to preserve large trees and conifers.

I think encouraging people to park cars in a city lot and walk around for errands makes a lot of sense, even in winter.

Research the bikeway liability issues to ensure the city doesn't get sued.

Right now I can't even board Amtrak on my bike without putting it in a box. Moreover, I have to pay more than it takes to drive an automobile and delay my travels as freight takes priority over passengers. As the price of gas sky-rockets, public transit is going to be our only cost-effective option for mobility. If we wait until the price of gas climbs over \$4/gallon to fund public transit, it will be too late. Please Siskiyou County government, take the lead on our sustainable and vibrant future.

I want to help. Put me on the meeting notification list: XXXXXXXXXX,

The structure of downtown Ashland makes walking and biking easier due to the use of one way traffic.

the main intersection central mt shasta (Lake & Mt S Blvd) should allow left turns when the intersection green light is on...whenever traffic allows. Currently lefts are ONLY allowed on green

arrow. Actually, 4 way stop is more effective at this intersection than the programmed light cycles. This light is really slow.

### **24.3 Thank yous**

I am delited this is in process Thank you

It is very exciting to me that a committee has been formed to improve the town of Mt. Shasta for cyclist. It is good for our planet and good for our health. I think it shows that the city cares about its citizens and is making an effort to help the planet. Thanks XXXXXXXX

Thanks for doing this.

Thank you for you efforts to improve walking and bike riding options in Mt Shasta. This is a quality of life issue.

While not "officially" city residents, we are very near the city limits (Douglas Lane & Lassen Road), walk virtually everyday for fitness (sometimes into town to get our mail or run errands). Though many of these questions don't apply to us at this point in our lives as we are now retired, we appreciate the opportunity to contribute to your survey & share ideas.

I'm very excited to hear this dialog start in our town. I've been to many cities and small towns where the improvement of local trails has helped many different aspects of the community.

Please make sure to post the results of this survey, for the community to see and maybe there are some grants available that could help out, with this project. Kids need more exercise (adults too), let's promote this! (GREAT tourist draw - advertise)

Thank you for your efforts to improve outdoor opportunities for people who don't ski or hike. Great for pre-retirees!

Thank you and good luck

This is a very worthwhile effort! Thank you.

I would think if Siskiyou County was made bicycle friendly, it would be fun and healthy for the residents and attract tourists. Thank you

thank you

Thank you for considering this form of transportation and ways to improve it.

We appreciate any work done to create trails for walking and bicycling to and from town

I think it's GREAT that this issue is being raised, M.S is a beautiful town and developing a plan now (as it seems to be getting busier every year) is time well spent for the future. There seems no limit to the volunteer spirit to plan and build improvements for whatever projects are decided upon to enhance non-motor travel in and around Mt. Shasta.

Please support this project in all ways possible.

Thanks for asking

I am glad that this is a concern of other's as well as my own.

Thank you for doing this survey. Mount Shasta is a great community with lots of promise for a wonderful future.

Thank you so much for these efforts!!

Thank you!

# Appendix D. Suggested Standard Details from CalTrans

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# Appendix E. Project Prioritization Matrix

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Mount Shasta Bicycle, Pedestrian and Trails Master Plan

Name	From	To	length (Feet)	Gap Closure	Safety Need	Demand Pattern	Project Readiness	Continuity and service	Cost/Benefit	Multi modal Integration	Trip Reduction	Community Support	Score
North and South Mount Shasta Boulevard**	Bear Springs Road	Nixon Road	4,650	1	1	0	0	1	1	1	0	1	6
Pine Street	West Lake Street	I-5	1,000	1	1	1	0	1	1	1	1	1	8
East and West Lake Street	I-5	Washington Drive	500	1	1	1	0	1	1	0	1	1	7
Chestnut Street	McCloud Avenue	North Mount Shasta Boulevard	1,700	1	1	1	0	1	1	1	1	1	8
East and West Alma Street	Pine Street	Rockfellow Street	1,500	1	1	1	1	1	1	1	1	1	9
Rockfellow Drive	Everitt Memorial Highway	Adams Drive	1,000	1	1	0	0	1	1	0	1	1	6
D Street/ Washington Drive/ Everitt Memorial Highway	Old McCloud Road	Mount Shasta High School	5,280	1	1	0	0	0	0	0	0	1	3

\*Action Item

- #1 Access to schools
- #2 Access to commercial areas and parks
- #3 Creating clear north/south and east/west travel corridors
- #4 Recreation

\*\* This corridor has been further divided into segments due to its length and changing land conditions. Segment priority was determined based on the proximity to the center of town, landuse and estimated pedestrian volumes

Mount Shasta Bicycle, Pedestrian and Trails Master Plan

Name	From	To	Type	length	Gap Closure	Safety Need	Demand Pattern	Project Readiness	Continuity and service	Cost/Benefit	Multi modal Integration	Trip Reduction	Community Support	Score
City Park to Downtown Pathway	Springs at City Park	West Alma Street	Class I	1.9	1	1	0	0	1	0	1	1	0	5
Southern Railway Connector Pathway (Option I and II)	City limits	West Alma Street	Class I	1.6/2.4	1	1	0	0	1	0	0	0	1	4
Rotary Trail	East Alma Street	East Lake Street	Class I	0.2	1	1	1	1	1	0	0	0	1	6
McCloud River Railroad Pathway	Union Pacific Railroad	City limits	Class I	1.3	0	0	0	0	0	0	0	0	1	1
Shasta Avenue to North Mount Shasta Boulevard Pathway	Shasta Avenue	North Mount Shasta Boulevard	Class I	0.3	1	1	0	0	1	0	0	1	1	5
High School Connector Pathway	Rockfellow Drive	McCloud Railroad	Class I	0.5	1	1	1	0	1	0	0	1	0	5
East Castle Street to Sisson Meadow Connector Pathway	City Park to Downtown Pathway	East Alma Street	Class I	0.1	1	1	1	0	1	0	0	0	1	5
Spruce Street Connector	East Alma Street	Rockfellow Drive	Class I	0.1	0	0	0	1	1	1	0	0	1	4

East and West Lake Street/Hatchery Lane	City limits	Washington Drive	Class II	1.1	1	1	1	1	1	1	1	1	1	9
D Street/Washington Drive/Everitt Memorial Highway	Old McCloud Road	Shasta Avenue	Class II	1.3	1	1	1	1	0	1	0	1	1	7
Rockfellow Drive	North Mt. Shasta Boulevard	City limits	Class II	1.1	1	1	1	1	1	1	1	1	1	9
East and West Alma Street	Cedar Street	Rockfellow Drive	Class II	0.6	1	1	1	1	1	1	1	1	1	9
North and South Mount Shasta Boulevard	City limits	Spring Hill Drive	Class II	2.8	1	1	1	1	1	1	1	1	1	9
Pine Street	West Lake Street	City limits	Class II	0.8	1	1	1	0	1	0	0	1	1	6
Ream Avenue	City limits	South Mount Shasta Boulevard	Class II	0.7	0	0	0	1	1	1	0	0	1	4
Cedar Street to Lassen Lane Connector	Cedar Street	Lassen Lane	I	2.2	0	0	0	0	1	0	1	0	1	3
Spring Hill Drive	North Mount Shasta Boulevard	City limits	Class II	1.6	0	1	0	0	0	0	0	0	1	2
Shasta Avenue	Western terminus	Everitt Memorial Highway	Class III	0.5	0	0	0	1	1	1	0	0	1	4

Mount Shasta Bicycle, Pedestrian and Trails Master Plan

Name	From	To	Type	length	Cap Closure	Safety Need	Demand Pattern	Project Readiness	Continuity and service	Cost/Benefit	Multi modal Integration	Trip Reduction	Community Support	Score
Ski Bowl Drive	Rockfellow Drive	Shasta Avenue	Class III	0.3	0	0	0	1	1	1	0	0	1	4
East and West Castle Street	Maple Street	Sisson Meadows	Class III	0.2	0	0	0	1	1	1	0	0	1	4
Mountain View Drive	South Mount Shasta Boulevard	Old McCloud Road	Class III	0.2	0	0	0	1	1	1	0	0	1	4
Sheldon Avenue	South Mount Shasta Boulevard	D Street	Class III	0.2	0	0	0	1	1	1	0	0	1	4
Mill Street	Sisson Street	Maple Street	Class III	0.3	0	0	0	1	1	1	0	0	1	4
Chestnut Street	McCloud Avenue	North Mount Shasta Boulevard	Class III	0.5	0	0	0	1	1	1	0	0	1	4
McCloud Avenue	South A Street	North B Street	Class III	0.1	0	0	0	1	1	1	0	0	1	4
Orem Street	South Mount Shasta Boulevard	Washington Street	Class III	0.3	0	0	0	1	1	1	0	0	1	4
Smith Street	South Mount Shasta Boulevard	D Street	Class III	0.3	0	0	0	1	1	1	0	0	1	4
Maple Street	Mill Street	West Castle Street	Class III	0.2	0	0	0	1	1	1	0	0	1	4
Sisson Street	Mill Street	Mount Shasta Boulevard	Class III	0.1	0	0	0	1	1	1	0	0	1	4
South B Street	Old McCloud Road	Gaudenzio Street	Class III	0.3	0	0	0	1	1	1	0	0	1	4
South A Street	Gaudenzio Street	McCloud Avenue	Class III	0.2	0	0	0	1	1	1	0	0	1	4
Gaudenzio Street	South A Street	South B Street	Class III	0.1	0	0	0	1	1	1	0	0	1	4
Ida Street	South Mount Shasta Boulevard	D Street	Class III	0.2	0	0	0	1	1	1	0	0	1	4
Cedar Street	Mount Shasta Elementary School	Northern Ierminus	Class III	0.5	0	0	0	1	1	1	0	0	1	4
East Ivy Street	North Mount Shasta Boulevard	Rockfellow Drive	Class III	0.3	0	0	0	1	1	1	0	0	1	4
North B Street/Birch Street	McCloud Avenue	East Lake Street	Class III/II	0.2	0	0	0	1	1	1	0	0	1	4

\*Action Item

- #1 Access to schools
- #2 Access to commercial areas and parks
- #3 Creating clear north/south and east/west travel corridors
- #4 Recreation



## Appendix F. Project Sheets

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# Alma Street Class II Bikeway – Mount Shasta Elementary to Rockfellow Drive

## Description

This route will serve as a primary access route between Mount Shasta Elementary School and Sisson School as well as several proposed trails and a key crossing of the Union Pacific Railroad.

Within the State Transportation Improvement Plan (STIP), Alma Street is scheduled for repaving in April/May of 2009. Planning and design for this project are currently underway. City council has determined that widening the street to accommodate bike lanes is not feasible due to cost and environmental constraints. Therefore, striping bike lanes along Alma Street is likely to require removal of existing parallel parking along one or both sides of the street.

This project includes crossing improvements at the intersection of Alma and North Mount Shasta Boulevard. Specific treatments include the adjustment of signal timing to accommodate cyclists, installation or tuning of signal loop detectors for cyclists and movement of the motor vehicle stop bar further from the intersection to increase the visibility of cyclists waiting for a green light. This treatment is referred to as an advance stop bar.



Class II bike lanes on Alma Street will connect two schools and many other destinations throughout the city.

## Proposed Improvements

### Class II Bike lanes:

East Alma Street – 0.42 Miles

West Alma Street – 0.19 Miles

### Crossing Treatments:

Advance stop bars plus signal loop detector installation or tuning

## Potential Funding Sources

Bicycle Transportation Account

## Next Steps

Explore the removal of on-street parking along Alma Street

## Responsible Implementing Agency

City of Mount Shasta

## Planning-Level Cost Estimate

\$29,000



Installation of bike lanes on Alma Street will require the removal of parking from one or both sides.



## Birch Street/ B Street Connector (Class I and Class III)

### Description

The Birch Street / B Street connector will utilize an existing, undeveloped right of way to provide connectivity on a north/south Class III designated route by providing a short Class I connection between the unpaved portions of Birch Street and the dead end of B Street.

This connector is a key piece of a low traffic, north/south route through Mount Shasta from Sheldon Avenue in the south to Shasta Avenue in the north. The Birch Street/B Street connector provides access from southern residential areas to the downtown, schools, the library, City Hall and Police facilities in addition to Sisson Meadow.

The northern terminus of the one improved block of Birch Street is at East Lake Street, a key west/east motor vehicle route through Mount Shasta. West Lake Street west of Morgan Way carries an estimated 6800 vehicles per day (the only point along East or West lake Street for which traffic counts are available). Although traffic volumes are lower than this at the proposed Birch Street crossing location, they are high enough to present a challenge for cyclists and pedestrians looking to cross using this route. Therefore, this connector proposes a new uncontrolled crossing of East Lake Street at Birch Street. Treatments include a pedestrian refuge island, curb ramps, a high visibility crosswalk and advance warning signs.



Proposed improvements include Class I and III facilities and a new uncontrolled crossing of East Lake Street at the north end of Birch Street.



The unpaved Birch Street right-of-way will provide valuable connectivity for a north-south low traffic bicycle and pedestrian route.

### Proposed Improvements

#### Class III:

'B' Street from Orem Street to Birch Street ROW – 500 Feet  
 Birch Street – south end of existing pavement to East Lake Street – 210 Feet

#### Class I :

Unpaved Birch Street ROW – 220 Feet

#### Crossing:

Mid-block crossing improvements along East Birch Street

- High visibility cross walk
- Advance pedestrian warning signs
- Curb ramps
- Pedestrian refuge island
- Overhead pedestrian warning beacons (optional treatment)

### Potential Funding Sources

Bicycle Transportation Account

### Next Steps

Perform preliminary design and environmental analysis

### Responsible Implementing Agency

City of Mount Shasta

### Planning-Level Cost Estimate

\$59,000 without beacons \$90,000 with beacons



# City Park to Downtown Pathway – Class I

## Description

This route would connect City Park to the downtown area with a Class I pathway along a north/south alignment roughly following the Union Pacific Rail Road (UPRR) corridor to Alma Street near the United States Forest Service (USFS) office. The City has performed initial feasibility analysis for the portion of the pathway from the southern boundary of City Park to West Alma Street.

A potential extension to the south would continue along the UPRR corridor as the (Southern Railway Connector).

At the north end of the proposed trail, the existing UPRR bridge abutment near Mount Shasta City Park, apparently built for future double-tracking, may serve as the foundation for another bicycle and pedestrian crossing of I-5. The City would have to work with the UPRR to investigate its availability for non-rail use.

This project has outstanding access/easement issues and may require significant wetland mitigation.

This path will increase connectivity for recreation and utilitarian non-motorized transportation users, by providing connections to City Park, Mercy Medical Center and the Napenthe Trail, the USFS offices and downtown Mount Shasta.

## Proposed Improvements

### Class I Trail:

1.9 miles of Class I trail

## Potential Funding Sources

Bicycle Transportation Account

## Next Steps

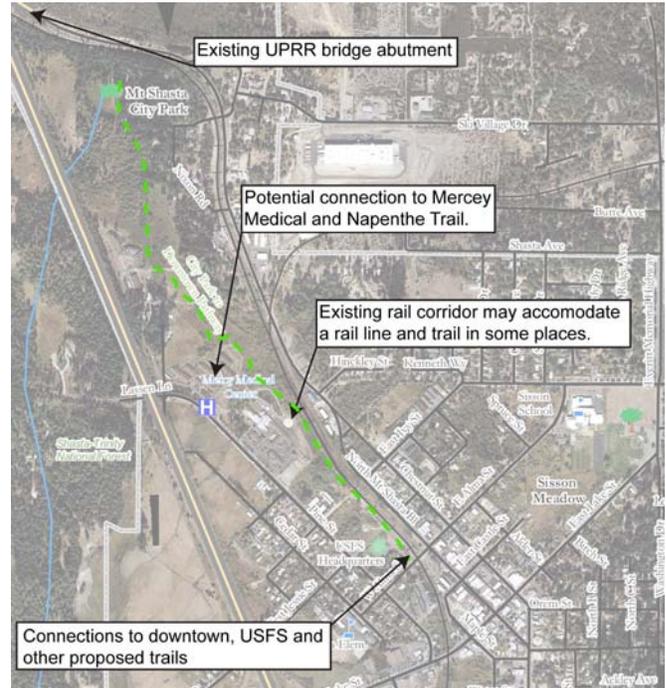
Determine preferred trail alignment and perform any necessary environmental analysis

## Responsible Implementing Agency

City of Mount Shasta with cooperation from the UPRR

## Planning-Level Cost Estimate

\$2,900,000 (does not include Right of Way acquisition or bridge construction)



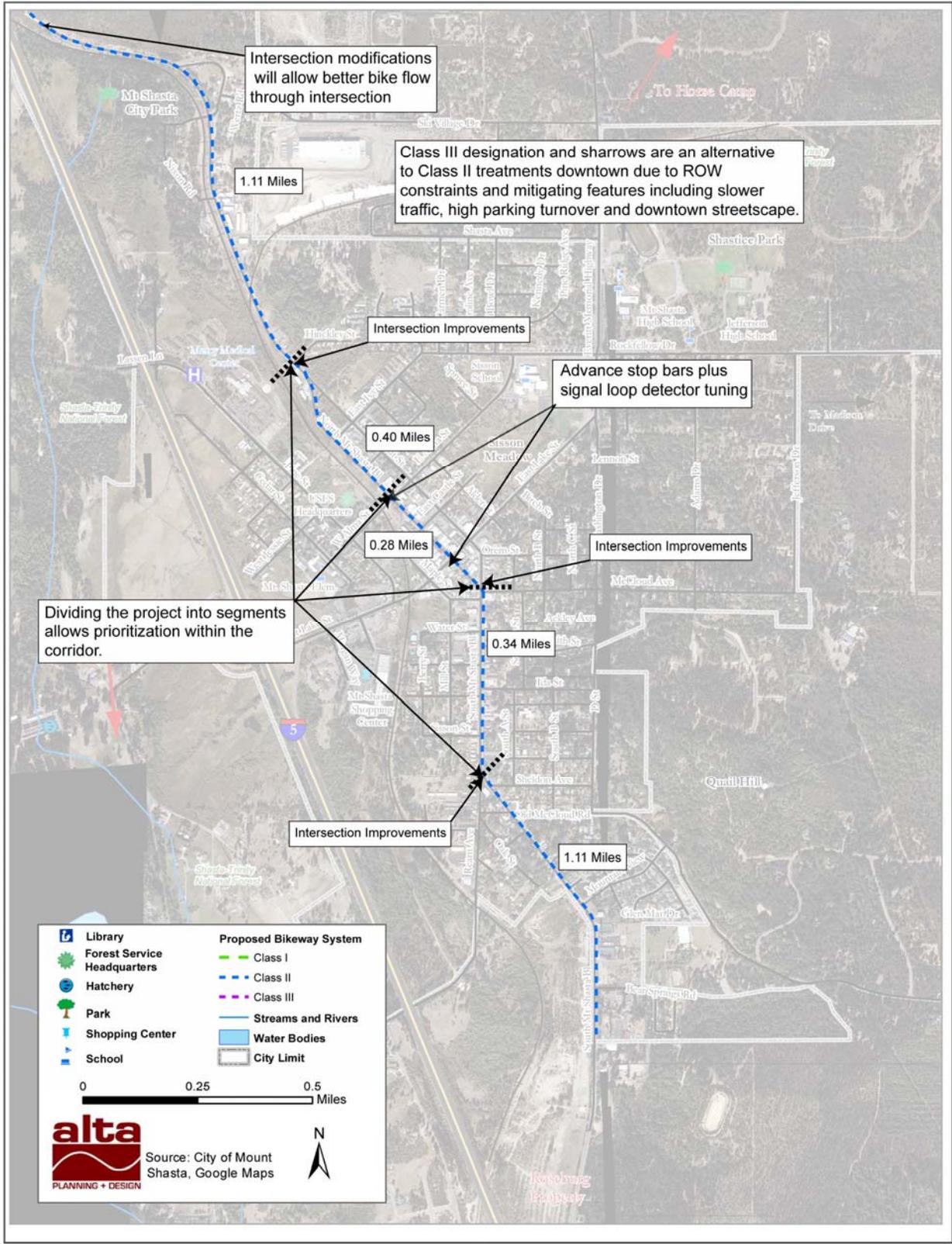
Opportunities exist along this corridor to increase connectivity between destinations as well as link to existing trails.



In some locations the corridor width may accommodate the rail line and a Class I facility.



# North and South Mount Shasta Boulevard – Class II Bike Lanes



# North and South Mount Shasta Boulevard (south city limits to Spring Hill Drive)

## Description

Mount Shasta Boulevard is the only continuous roadway through the City of Mount Shasta. This project includes intersection crossing treatments at Ream Avenue and the entrance to the I-5 on-ramp at the connection with Spring Hill Drive. Additional intersection treatments should include the adjustment of signal timing to accommodate cyclists, installation or tuning of signal loop detectors for cyclists and movement of the motor vehicle stop bar further from the intersection to increase the visibility of cyclists waiting for a green light, also known as an advance stop bar. Several intersections are suggested for additional study and improvements: Chestnut Street and N Mount Shasta Boulevard, Chestnut Street/Orem Street/ Mount Shasta Boulevard and S Mount Shasta Boulevard at Ream Avenue.

An alternative treatment for the downtown segment is Class III designation and sharrows due to ROW constraints and mitigating features that include slower posted speeds, an urban streetscape and on-street parking.

This project can be broken down into segments based on project readiness. The suggested segments are: city limits to Ream Avenue, Ream Avenue to McCloud Avenue, McCloud Avenue to Alma Street, Alma Street to Chestnut Street, Chestnut Street to Spring Hill Road.

Mount Shasta Boulevard is noted in the *Caltrans District 2 Cycling Guide* (Page 32) as an official alternative route to I-5 because an alternate route beginning at the I-5 / Hw 89 to the north junction with I-5 and Spring Hill Road. This designation should be noted in any applications to Caltrans for funding of bicycle facilities as it may lend additional weight to any request for state funding.



Reorientation of the street grid at McCloud Avenue creates challenging travel conditions for cyclists. One solution is to increase cyclist visibility with bike lanes and 'Share the Road' signs.



A conceptual redesign of the intersection at Spring Hill Drive and the I-5 on-ramp will clarify cyclist and motor vehicle travel routes.

## Proposed Improvements

### Class II Bike Lanes:

- South city limits to Ream Avenue – 0.66 Miles
- Ream Avenue to McCloud Avenue – 0.40 Miles
- McCloud Avenue to Alma Street – 0.28 Miles
- Alma Street to Chestnut Street – 0.34 Miles
- Chestnut Street to Spring Hill Road – 1.11 Miles

### Intersection Improvements:

- Spring Hill Drive
- East Lake Street and East Alma Street

## Potential Funding Sources

Bicycle Transportation Account

## Responsible Implementing Agency

City of Mount Shasta

## Next Steps

Prioritize segments for implementation, pursue funding for preliminary engineering

## Planning-Level Cost Estimate

\$183,000

# Appendix G. Mt. Shasta Active Transportation Project List

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The following list contains all projects found in the City's Master plan, projects that are implied by the City's Master Plan and projects in the City's sphere of influence which are not otherwise found in the Master Plan. Projects implied by the City's Master Plan include projects such as sidewalk construction/repair, projects extending city facilities to their intended destinations outside the city limits (eg Mt. Shasta to Lake Siskiyou Trail), traffic safety improvements, etc.

The list includes a name and a description for each project or sub-project. Projects are grouped by their association with others; these groups are identified in the NAME column by bolded, capitalized text. Projects outside the City limits are placed into the Sphere of Influence category.

<b>NAME</b>	<b>DESCRIPTION</b>
<b>MIDTOWN TRAIL</b>	
Marking	Signage and On-Street Symbols
Piedmont Exit	Piedmont to Old McCloud Connection
Lake St to Old McCloud Segment	Via surface streets
Sisson Meadow Boardwalk	Lake Street to Castle St Connector
Castle St. to Alma Connector	Dedicate Castle Alley to ped/bike use only and refurbish
Alma to Rockfellow Connector	Trail through city ROW from Alma St to Rockfellow Ave
Rockfellow to McCloud RRX Crossing Segment	Via Caroline Ave, Shasta, Butte
Alma to Shasta Ave Connector – Alternate route	Connector via Spruce and Kenneth Way
Southern Extension from Piedmont or Old McCloud to Hwy 89	Southern extension likely goes through Roseburg property and runs along Mt. Shasta Blvd
<b>MT. SHASTA TO LAKE SISKIYOU TRAIL</b>	
Planning, Route Eval/Selection	
Environmental, Engineering	
Construction	
Roseburg Branch	Connector to Roseburg Area via Old Mill and running along UPRR is a needed branch on this route
<b>CITY PARK TRAIL</b>	Route from City Park to Mt. Shasta to Lake Siskiyou Trail
Planning, Route Eval/Selection	
Environmental, Engineering	
Construction	
Cedar St. Connector	Connector from Pine/Kingston intersection to City Park Trail (via Kingston or I5 ROW are likely routes)
<b>CEDAR TO PINE/KINGSTON CONNECTOR</b>	Connector between end of Cedar St and Pine/Kingston intersection
Planning, ROW Acquisition	
Environmental, Engineering	
Construction	

<b>McCLOUD RIVER RRX TRAIL</b>	
McCloud to Mt. Shasta Rail Trail	Rail to Trail Conversion once RR is abandoned
<b>CLASS II/III BIKE LANES</b>	
Mt. Shasta Blvd from Spring Hill to Hwy 89	Finish North & South ends of MS Blvd
Lake Street	Finish bike lanes out to Old Stage Rd
Alma Street	Cedar to Rockfellow (to be completed next summer)
Alma Street RRX	Upgrade crossing to improve walking and cycling surfaces
Pine Street	Connect Lassen Ave to Lake Street
Rockfellow	Finish east to Adams Dr/Shastice/Jefferson HS and west to N. Mt. Shasta Blvd
Ream Avenue	MS Blvd to WA Barr
Cedar Street	Kingston/Pine intersection to south end of Cedar – Bicycle Boulevard with traffic calming
Washington Avenue	Old McCloud to Lake Street
Springhill Drive	MS Blvd to Abrams Lake Rd
Everitt Memorial Highway	Bike lanes from Rockfellow to Gateway Trailhead or Black Butte Trailhead turnoff
<b>TRAFFIC SAFETY</b>	
Everitt Memorial Highway	Create separation/calming for wide area in front of MSHS, area for pickup/dropoff of students, bike lanes on EMH.
Washington Avenue	Address issues with vehicle speed, sight distance, right of way width
MS Blvd/Chestnut/McCloud Intersection	Most dangerous intersection in Mt. Shasta – project scope not yet defined
Springhill/MS Blvd Intersection Safety Improvements	Create island with safe haven or completely revamp intersection
MS Blvd/Ream Ave Intersection	
Ream Avenue	Widen Ream Avenue from MS Blvd to Old Stage Rd
<b>FACILITIES</b>	
Bike Parking	20 bike racks for schools, parks, downtown, library
<b>OTHERS</b>	
City Park to Springhill Trailhead	Connector going under MS Blvd and RRX
MSHS/Shastice Connector	Trail from Rockfellow to McCloud RR following existing powerline trail
Remediation of 89/15 Exchange	This project has recently been abandoned by the LTC
<b>SIDEWALKS</b>	
Mount Shasta Blvd	Infill or repair as necessary from City Park to Southern City limit.
Pine Street	Complete ADA work and Pine St sidewalks along entire length
Elementary School	Area bounded on the west by the city limits, on the east

	by Mt. Shasta Blvd, on the north by UPRR, on the south by Lake St. Missing sidewalks between Lake and Alma, sidewalks bordering Forest Service are in need of repair. Several streets in the neighborhood surrounding the school have no sidewalks
ABC Neighborhood North	Area bounded on the east by Washington, on the west by MS Blvd, on the north by Lake St, on the south by Smith.
ABC Neighborhood South	Area bounded on the east by the city limits, on the west by MS Blvd, on the north by Smith, on the south by Old McCloud)
Southwest Neighborhoods	Area bounded on the east by MS Blvd, on the west by the city limits, on the north by Lake St, on the south by the city limits.
Presidential Streets	Area bounded on the west by Washington, on the east by the city limits, on the north by Rockfellow, on the south by the city limits
East Lake Neighborhood	Area bounded on the west by Mt. Shasta Blvd and McCloud RR, on the north by the city limits, on the east by EMH, on the south by Lake Street. Missing sidewalks. A repair of Caroline is needed and a small section of Everitt Memorial needs sidewalk
MSHS	Area bounded on the north and east by the city limits, on the west by EMH, on the south by the city limits and Rockfellow.
Spring Hill	Area bounded on the west by Mt. Shasta Blvd in the southwest and the city limits in the northwest, on the south by McCloud RR, on the east by the city limits, on the north by city limits.
<b>SPHERE OF INFLUENCE</b>	
Midtown Trail, McCloud River RRX Crossing	Butte St to North side of tracks
Midtown Trail, McCloud River RRX to Ski Village Connector	Unknown route at this time -
Midtown Trail, Springhill Trailhead Connector	Connector from Midtown Trail to Springhill Trailhead
Midtown Trail, MS Blvd Connector	Connection to MS Blvd from Midtown Trail around Morris St/KOA – McCloud RRX
Midtown Trail, Northern Mt. Shasta Connector	Connector from Ski Village Drive to City area north of Springhill routed east of Spring Hill – via Raspberry Way
Midtown Trail, Gateway Trailhead Connector	Connector from Midtown Trail to Gateway Trailhead
Midtown Trail, Black Butte Trailhead Connector	Connector from northern Mt. Shasta to Black Butte Trailhead
Midtown Trail, Weed Connector	Connector from northern Mt. Shasta to Weed
Weed to Truck Village Dr	Branch off Midtown Trail, Weed Connector
Mt. Shasta Resort	Siskiyou Lake Blvd from WA Barr to S. Old Stage
Pave Lake Siskiyou Trail	Paving of trail around Lake Siskiyou

Bike/Ped Facilities – WA Barr	Bike and ped facilities along length of WA Barr from Old Stage Rd to USFS South Fork Rd
Azalea Neighborhood Connector	Likely route is to cross Hwy 89 from residences around Azalea Crossing and connect to Southern Extension of Midtown Trail
Ski Park to Mt. Shasta City	Via McCloud RR or other route
Snowman’s Hill to Mt. Shasta City	Via McCloud RR or other route
Mt. Shasta to Dunsmuir Trail	Two possible routes: One starting with Box Canyon Trail/MS to Lake Siskiyou Trail, second along S. Old Stage Rd
Bike/Ped Facilities – Old Stage Rd	Bike and ped facilities along entire length of Old Stage Rd
Bike/Ped Facilities – Hatchery Lane	Bike and ped facilities along Lake St/Hatchery Ln from Commercial to Old Stage Rd
Bike/Ped Facilities – Lassen Lane	Bike and ped facilities along Lassen Lane from Pine to Old Stage Rd
Bike/Ped Facilities – Pine Grove	Bike and ped facilities along entire length of Pine Grove
Bike/Ped Facilities – Abrams Lake Area	Bike and ped facilities from Spring Hill Drive to Abrams Lake area via Summit Dr and Abrams Lake Rd
Bike/Ped Facilities – Deetz Rd Area	Bike and ped facilities along length of Deetz Rd from Summit Dr
Bike/Ped Facilities - Top of McCloud Ave Area to MSHS/Shastice/Midtown Trail	Likely route is via Rockfellow and fire escape road above
Bike/Ped Facilities – Old McCloud Ave Area to Midtown Trail	Likely route is via Old McCloud Ave