

Date: December 18, 2024
To: Melissa Cummins, Siskiyou County Local Transportation Commission
From: Alta Planning + Design
Subject: **Siskiyou County Active Transportation Plan Engagement Summary**

Project Overview

The Siskiyou County Local Transportation Commission (SCLTC) is working with Alta Planning + Design and Siskiyou Outdoor Recreation Alliance (SORA) to develop a countywide Active Transportation Plan (ATP). Funded by the California Transportation Commission's Active Transportation Program grant, the ATP identified opportunities to improve pedestrian and bicycle infrastructure, such as crosswalks, bike paths, and sidewalks. These facilities connect residents and visitors with schools, parks, businesses, health care, transit, and other important destinations.

The ATP considers the needs and challenges of all transportation users, focusing especially on pedestrians, bicyclists, and people who use public transit. Priorities identified during community engagement helped guide the strategies and projects included in the plan.

Engagement Summary

The following sections summarize the ways in which public input was gathered to inform the planning process. To support inclusive participation, all materials were provided in English and Spanish.

Goals of Community Engagement

Throughout the public engagement process, the Siskiyou County Active Transportation Plan sought to:

- Build community awareness across a large rural area and build shared understanding of project needs and ways to participate.
- Enable well-informed participation from historically disadvantaged communities to provide input on the project.
- Gather and use public input during the decision process, maintaining transparency at each step.

Phases of Community Engagement

This community engagement was conducted in three phases:

- **Phase 1: Listen & Learn** – The first phase aimed to develop a clear understanding of Siskiyou County residents' active transportation needs, concerns, and priorities. The project team conducted walk audits in each incorporated city in the county with city council and/or staff members to document issues and discuss priority improvement locations and held an open house in Yreka at the Yreka Transit Center on April 24, 2024.
- **Phase 2: Align & Refine** – The second phase sought to refine project recommendations based on community input gathered during Phase 1 and identify where other project recommendations may be needed. To accomplish this, the project team set up tables at multiple events around the county, hosted an online and print survey and input map in English and Spanish, and held a second open house in Etna on October 1, 2024.
- **Phase 3: Share and Review** – In the final phase of engagement, the project team will provide SCLTC a refined and prioritized project list with funding options and prepare a public draft for community review before submitting it to the Transportation Commission for approval.

Key Takeaways

Throughout the engagement process, Siskiyou County residents expressed excitement about transportation safety and active transportation and a desire for roadway improvements across Siskiyou County. Key takeaways from project community engagement include:

- Safety for kids to be able to walk, bike, and roll to school is a top priority.
- Most of the survey respondents indicated a desire to spend more time walking and biking than they currently do.
 - 64% currently walk daily or a few times a week vs 85% would like to be able to walk or bike at least a few times a week.
 - 29% bike daily or a few times a week vs 64% would like to bike daily or a few times a week.
- 94% of survey respondents view projects that improve crossing as important or very important for future investment.
- Safety for people walking, biking, or using mobility devices is a top priority issue for those walking and biking across the County.
- The availability and condition of biking infrastructure emerged as survey respondents’ top priority amongst all modes, though the condition of pedestrian and recreation/trail infrastructure is also considered important.
- Desire for convenient, accessible travel options for people of all ages and abilities, with support for additional opportunities to walk, bike, or use a wheelchair to get around and for recreation.
- A need for improved winter maintenance for roads with bike lanes and paths for pedestrians and bikes, and roads that access recreation sites.
- Requests for new crossings and traffic calming measures to improve walking and biking conditions.
- Several suggestions for various new pedestrian, bike, and shared use path connections.
- Interest in an improved transit system with regular routes, including to recreational and essential services.
- Interest in exploring pedestrian zone streets and public spaces to foster community gathering and walkability, in downtown centers.

Events and Outreach

Project staff tabled at and held many events across the County to gather feedback and raise awareness about the project. They encouraged attendees to complete the survey and participate in the interactive map, see Table 1 for a list of events.

Table 1: Community Engagement Events and Activities

Events and Activities	Location	Date(s) 2024
Open Houses		
Yreka Open House	Yreka Transit Center	April 24
Fort Jones and Etna Open House	Farmhouse Bakery (Etna)	October 1
In-Person Tabling Events		
McCloud Flea Market	McCloud	June 2
Dunsmuir Railroad Days	Dunsmuir	June 8
Yreka Golden City Days	Yreka	June 15-16
Mt. Shasta 4 th of July Celebration	Mt. Shasta	July 4
Tulelake Bazaar	Tulelake	August 10

Rollin’ Car & Bike Show	Weed	August 24
Bigfoot Jamboree	Happy Camp	August 30-31
Montague Balloon Festival	Montague	September 22
Walk Audits		
The project team conducted 10 walking tours and meetings with local agency staff and interested community members.	<ul style="list-style-type: none"> • Tulelake • Dorris • Etna • Fort Jones • Montague • Weed • Yreka • Happy Camp • Mt Shasta • Dunsmuir 	April 22-25
Safe Routes to School		
Walk, Ride, Roll to School Event for students and families	<ul style="list-style-type: none"> • Mt Shasta, Weed 	October 9
Online Engagement		
Survey	Project webpage	January-October
Interactive Map	Project webpage	January-October

Open Houses



Figure 1. The Yreka Open House participants drew on maps, prioritized improvement types, and took printed surveys.



Figure 2. Project staff talk to community members at the October 2024 Open House in Happy Camp

In-Person Tabling Events Summary

McCloud Flea Market (McCloud)

- Positive feedback on the concepts of e-bike and EV charging stations.
- General feedback on poor road conditions and desire to see them fixed.
- Idea for a bike trail between McCloud and McCloud Falls or an expanded parking lot with a trail to the falls.



Figure 3. SORA Tabling at McCloud Flea Market Event

Yreka Golden City Days (Yreka)

- Proposal for a mountain bike and hiking trail linking northside Yreka to Greenhorn Park via the western ridge near Evergreen Cemetery. This shortcut would reduce the need to ride through town, making Greenhorn Park more accessible for cyclists and hikers.
- Strong support for developing Gold Street as a designated safe route to school.
- Oregon Street has become increasingly dangerous for kids commuting due to such high traffic.



Figure 4. SORA tabling at Yreka Golden City Days

Tulelake Bazaar (Tulelake)

- Residents voiced the need for better street lighting and access to public transportation.
- “Volcanic Scenic Byway” bike/hike trail was floated as an idea.



Figure 5. SORA tabling at Tulelake Bazaar

Rollin’ Car & Bike Show (Weed)

- General feedback on poor road conditions and desire to see them fixed.
- Positive feedback on the concepts of EV charging stations.

Bigfoot Jamboree (Happy Camp)

- Positive response to the proposed staircase and the Second Ave sidewalk improvements.
- Strong interest in paving or better maintaining Greyback Road to support its popularity among cyclists.
- Requests for E-bike charging stations in both Happy Camp and Seiad to support the growing number of E-bike riders in the area.

Montague Balloon Festival (Montague)

- Positive feedback on the concept of a rail-to-trail connection between Yreka and Montague.
- Appreciation expressed for new facilities to include ADA curb ramps.



Figure 6. SORA table at Montague Balloon Festival

Walk Audits

The project team conducted ten walking tours and meetings with local agency staff and interested community members in April 2024. These walk audits took place in Tulelake, Dorris, Etna, Fort Jones, Montague, Weed, Yreka, Happy Camp, Dunsmuir, and Mt Shasta. Walk audits were more streamlined in Mt Shasta and Dunsmuir because they have recently

completed city active transportation plans. The results of the walk audits were compiled into a report that was presented to the Siskiyou County Local Transportation Commission. The report can be found in Appendix A.

Safe Routes to School Events

On October 9, 2024, staff from the Siskiyou County Office of Education and SORA hosted National Walk, Bike, and Roll to School Day, an annual initiative promoting physical activity and safe routes to school, at four schools: Etna Elementary, Sisson School, Mt Shasta Elementary, and Weed Elementary.



Figure 7. Sisson and Mt Shasta Elementary Walk, Bike, and Roll to School Event Fall 2024



Figure 8. Weed Elementary Walk, Bike, and Roll to School Event 2024

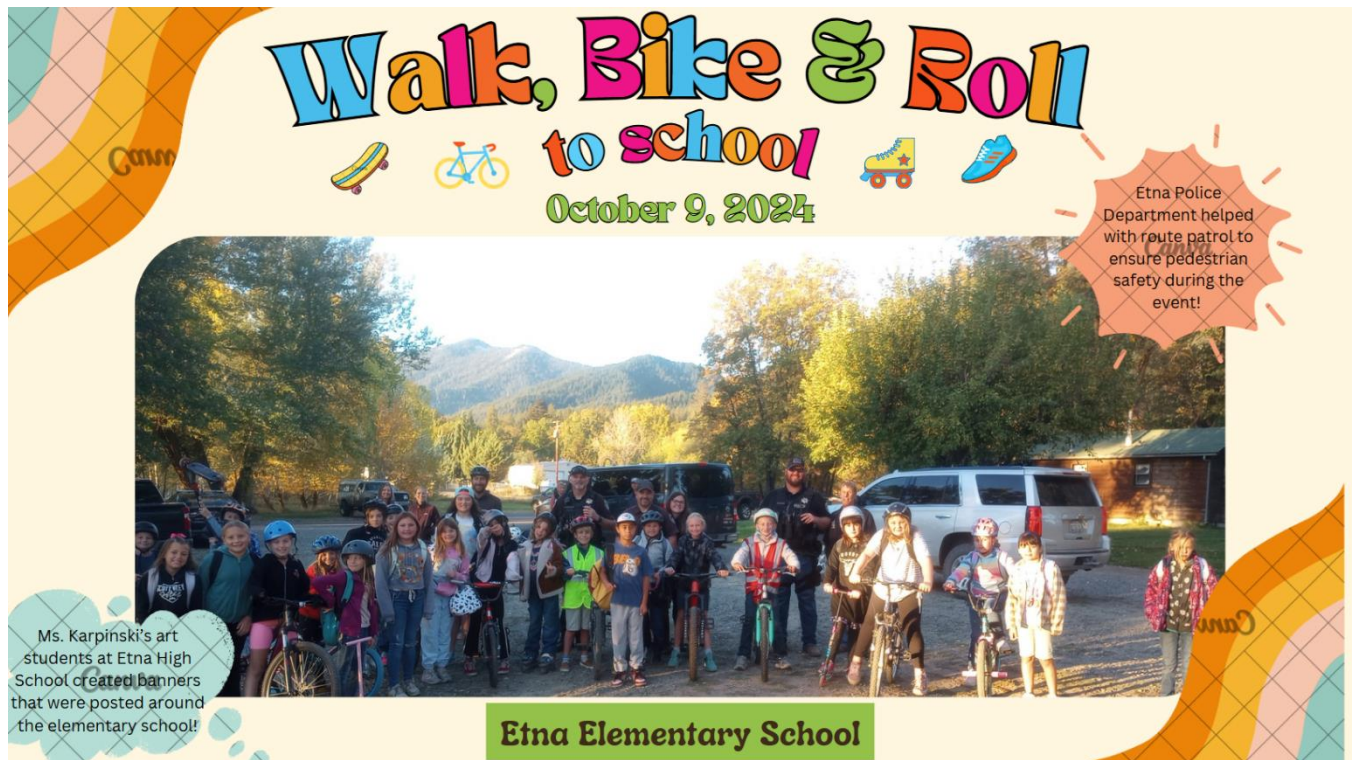


Figure 9. Etna Elementary Walk, Bike, and Roll to School Event 2024

Mt Shasta Elementary students, along with parents and staff, visited the SORA booth on their bikes to share ideas for improving safety for students who walk, bike, or roll to school. Participating students were entered into a prize drawing,

with items donated by local businesses. Afterward, students, staff, and parents biked to school together to celebrate this national event. Approximately 30 students and adults participated in the event.



Figure 10. SORA gathered student input at the Mt Shasta Walk, Bike, and Roll to School Event

Survey Feedback

The Siskiyou County Active Transportation Plan survey was conducted between January and October 2024, available both online through the project webpage and in printed form at in-person events. This long survey window allowed the project team time to attend existing events throughout the summer in each incorporated community in the County. The survey was promoted through a variety of channels, including the project website, social media, newsletters, flyers, press releases, lawn signs, and at the events listed in Table 1. In the survey, community members were asked to share their perceptions of safety while walking and rolling, biking, and driving, as well as their top concerns. The survey also presented several prioritization exercises and respondents were able to express their support or disagreement for each. At the end, participants had the option to provide demographic information to help the project team better understand the survey’s audience. A total of 145 survey responses were received over the ten-month period the survey was available.

Usage of Transportation Options

Respondents were asked to indicate how frequently they typically use certain transportation options to get places they need to go for recreation and were asked how frequently they would like to use these transportation options. The results of these questions were combined by transportation option.

Figure 11: Responses to "How frequently do you typically use the following transportation options to get places you need to go or for recreation?"

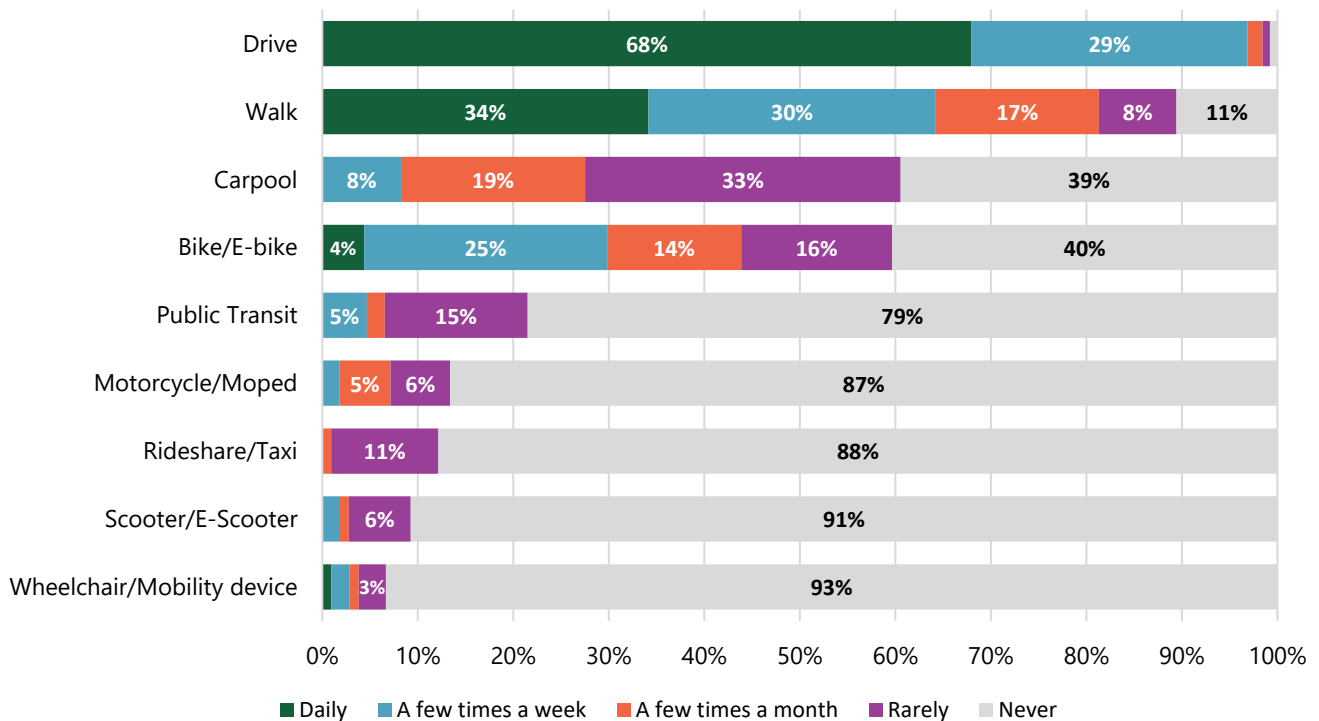


Figure 12: How frequently do you WANT to use the following transportation options to get places you need to go or for recreation?

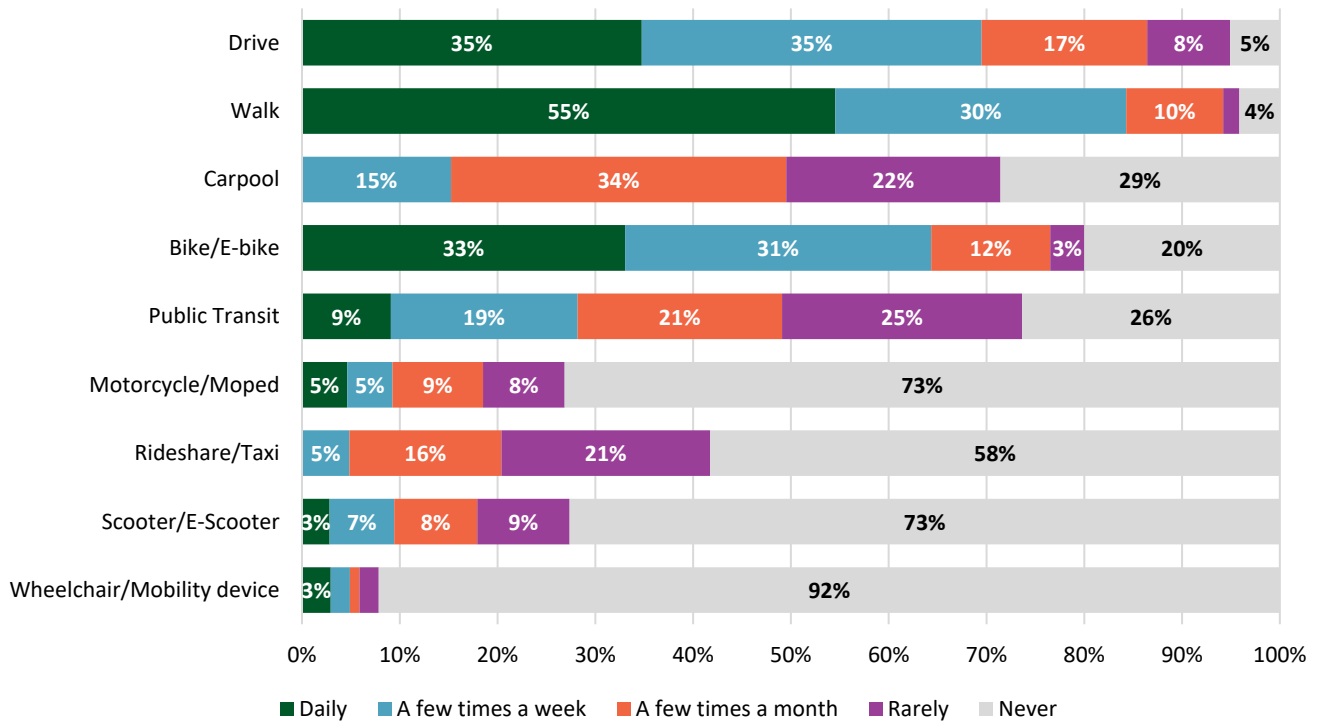
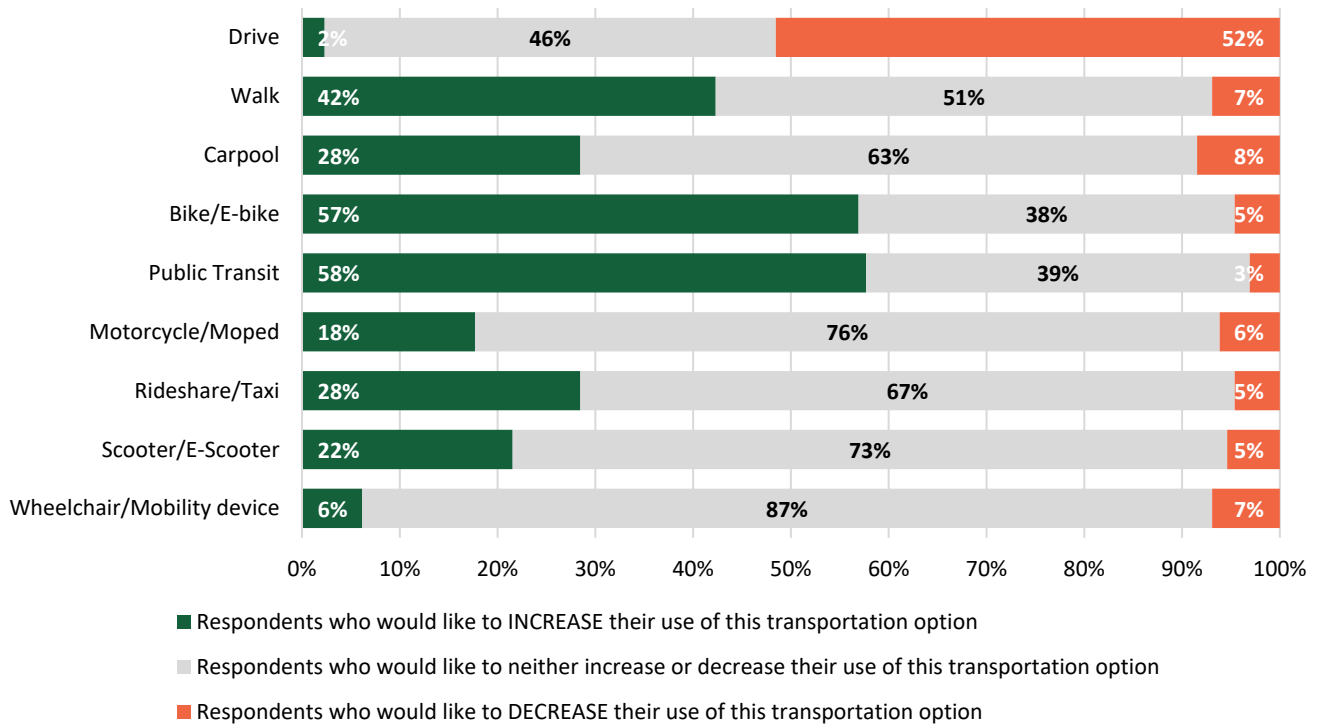


Figure 13: Respondent Preferences for use of transportation options vs. actual use



Future Vision

Respondents were asked to prioritize several statements about the type of community they envision Siskiyou County becoming in the next 5 to 10 years. The results indicated that residents prioritize kids getting to school safely as the top vision for Siskiyou County’s future, followed by 'Convenient travel options for all ages and abilities.' Additional priorities included 'Living without needing a car,' 'Backup travel options during emergencies,' and 'Walkable, mixed-use neighborhoods.' Lower-ranked priorities were 'Environmental responsibility' and 'Fair transportation access,' with 'Other' receiving the lowest priority overall.

Table 2: Responses to “Prioritize the following statements about what type of community Siskiyou County should be in the future (5-10 years out)?”

Countywide Ranking	Average Ranking	Priority
1	2.0	It is safe for kids and families to walk and bike to their neighborhood school.
2	2.8	People of all ages and abilities have convenient travel options.
3	3.6	You do not need to own a car to enjoy the city’s parks, shops, and other amenities.
4	4.5	If one travel route or transportation option is closed or damaged after a storm, people have other options to get where they need to go.
5	5.1	Neighborhoods include a mixture of housing types, neighborhood uses, and amenities, enabling Siskiyou County’s residents to access services and amenities by walking and biking.
6	5.3	People work to reduce their impact on the environment through their personal choices.
7	5.3	Transportation access is fairly distributed to different geographic areas within Siskiyou County and different types of people (low-income, transit-dependent, minority, different ages).
8	7.4	<i>(Other) Other priorities listed by respondents included ensuring well-maintained sidewalks and bike paths, expanding public transportation to popular sites, enhancing trail connections for tourism, improving road safety and signage, planning for natural disasters, and providing accessible transportation options for all users, including wheelchair access.</i>

Safety Issue Prioritization

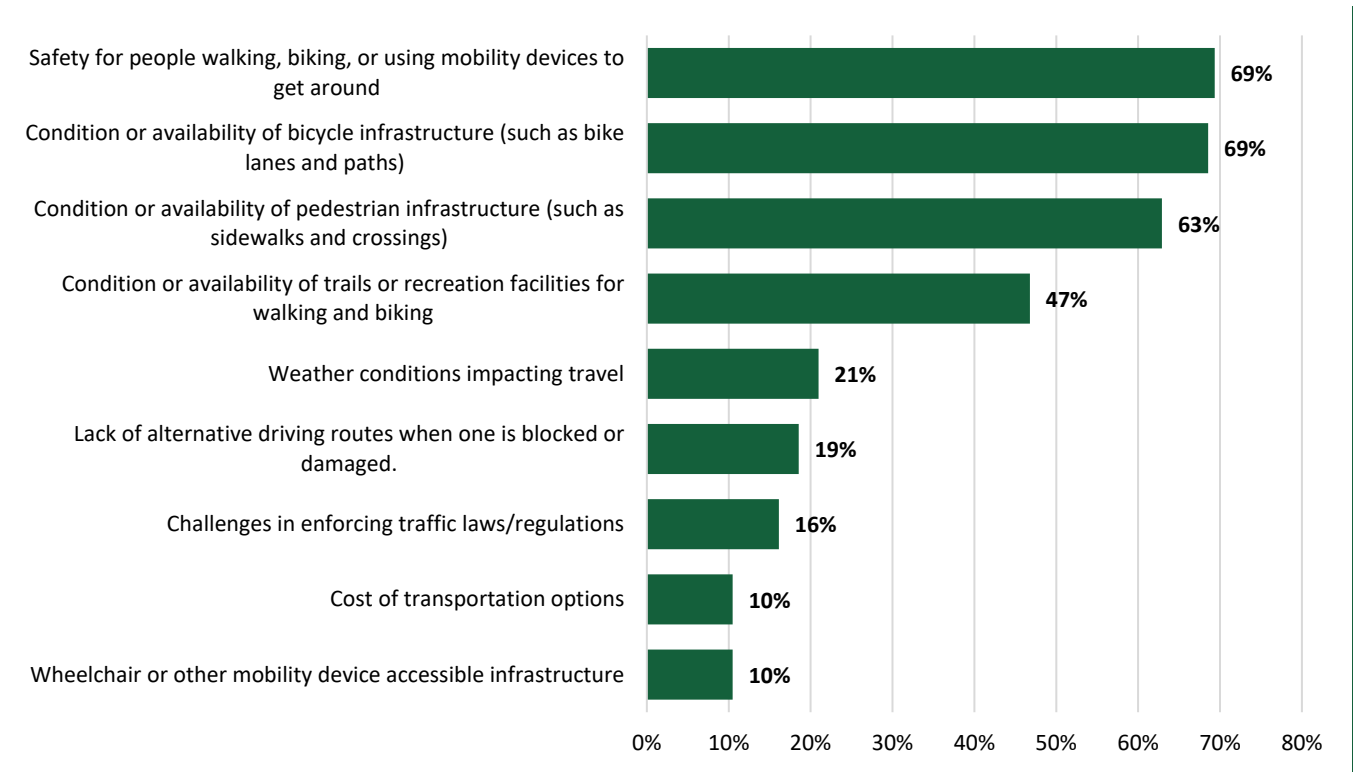
The survey results indicate that the biggest issues among respondents for people walking and biking include safety for people walking, biking, or using mobility devices (ranked as a top four priority by 69% of respondents) and the condition or availability of bicycle infrastructure (69%) and pedestrian infrastructure (63%). Other concerns included the condition or availability of trails and recreational facilities for walking and biking (47%), weather conditions impacting travel (21%), and the lack of alternative routes when one is blocked or damaged (19%). Other issues provided by respondents included a lack of public transportation options, maintenance issues, and roadway access issues.

Respondents were then asked why they care about the transportation issues they selected. Overall, the community seeks enhanced safety, better infrastructure for non-motorized transportation, and reliable public transit options to improve their quality of life. Specific responses to this question included:

- Feeling unsafe walking or biking due to dangerous conditions on roads like Old Stage and Highway 3, which have high-speed traffic, poor road conditions, and insufficient bike lanes.
- Desire for improved public transportation, especially for those without cars, as many struggle to get around, particularly during emergencies or off-hours.
- Desire to reduce environmental impacts and improve community health, advocating for better maintenance and development of sidewalks, bike paths, and trails. Suggestions include creating safe, separated bike lanes and well-marked crosswalks.
- Desire to feel proud of their town and safe in their neighborhoods.

- Desire for better access to outdoor recreation, including open spaces for walking, biking, and fishing.

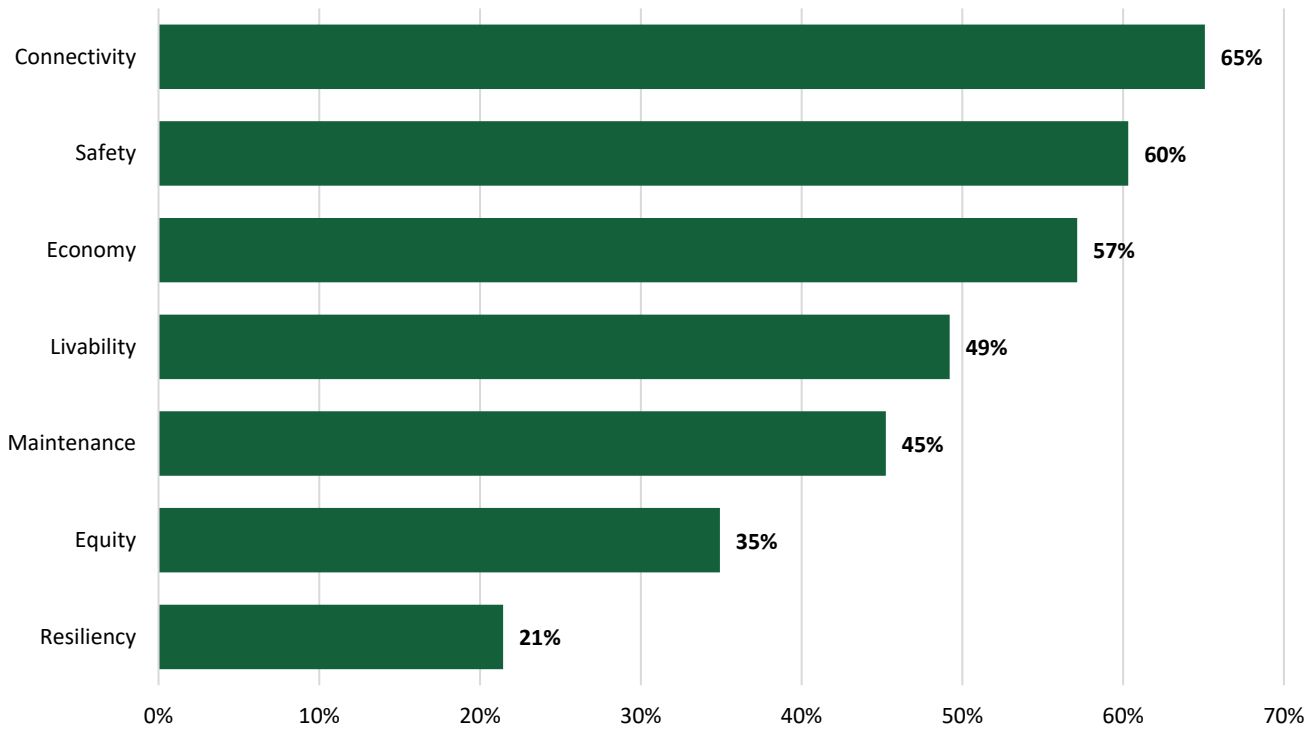
Figure 14: "What are the biggest issues for people walking and biking in your community?" (percent who indicated _____ is a top issue)



Community Value Prioritization

Respondents were asked what Siskiyou County should prioritize as it plans for the future of the County’s transportation system. The results of this question indicated the following prioritization: Connectivity (ranked as a top four priority by 65% of respondents), Safety (60%), Economy (57%), Livability (49%), Maintenance (45%), Equity (35%), and Resiliency (21%).

Figure 15: What should Siskiyou County prioritize as we plan for the future of the County’s active transportation system? (percent who indicated _____ is a top priority)



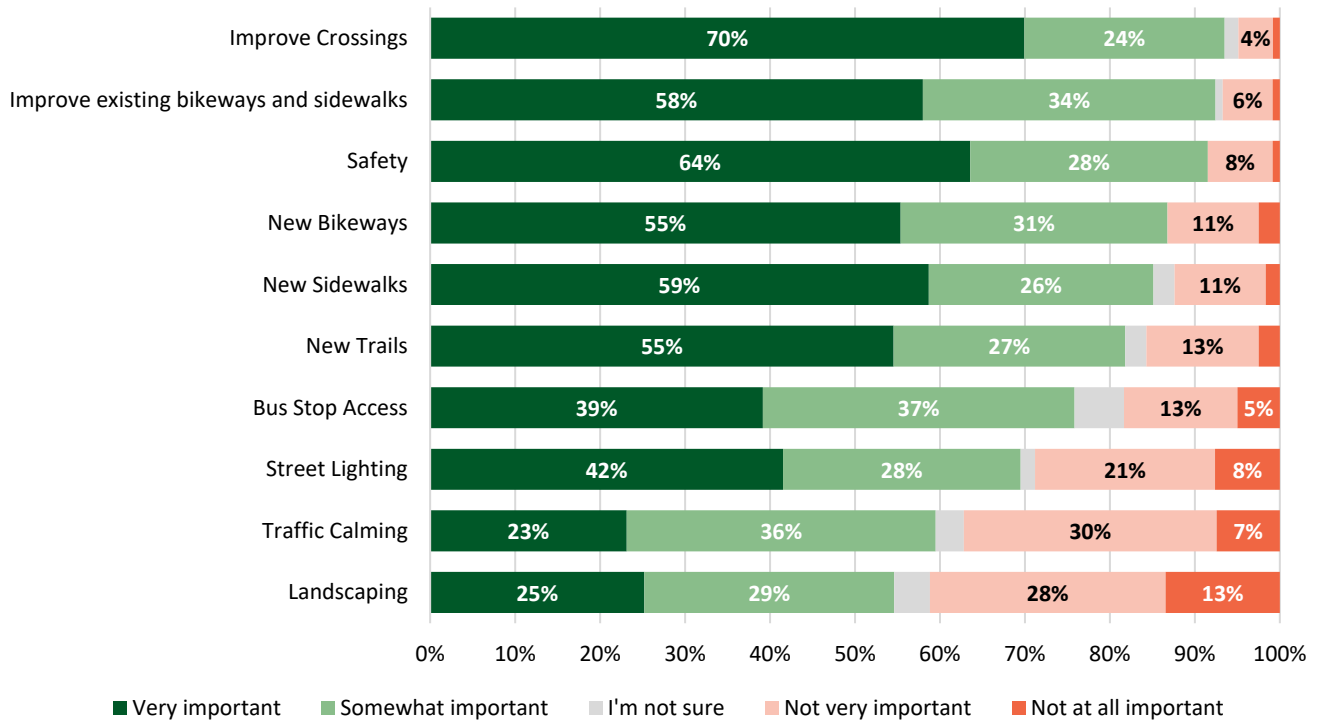
Project Type Prioritization

Respondents were asked how important it is to invest in or advocate for several types of projects. Options included:

- **Landscaping:** Increase landscaping along the roadways, including planting more trees
- **Traffic Calming:** Slower driving speeds
- **Street Lighting:** Improve street lighting
- **Bus Stop Access:** Improve walking access to bus stops
- **New Trails:** Build more trails and sidepaths
- **New Sidewalks:** Build more sidewalks that are fully accessible to people walking or using wheelchairs
- **New Bikeways:** Build safe, more connected bikeways
- **Safety:** Improve safety for all road users
- **Improve existing bikeways and sidewalks:** Improve the bikeways and sidewalks that exist
- **Improve Crossings:** Improve safety of roadway crossings for people walking and biking

The results of this question indicated that respondents placed high importance on all the projects types listed. The top priorities included improving crossings (93% of respondents ranking this as very important or somewhat important), improved sidewalks and bikeways (92%), and safety (92%). These were followed by new bikeways (87%), new sidewalks (85%), and new trails (83%), see Figure 16.

Figure 16: How important is it to invest in or advocate for the following types of projects?



Dream Transportation System

Respondents were asked what the community’s transportation system would be like if they had the power to make it any way you wanted. Responses to this question included:

- Improved conditions for bicyclists and pedestrians, including pedestrian plazas, wider sidewalks, safer bike lanes, and enhancements to the aesthetic and functional qualities of public spaces to encourage social interaction and engagement.
 - “Siskiyou County has so much opportunity. It's a beautiful area and I wish I could live here forever. However, it is very car dependent. I live in Yreka and I could easily bike everywhere if I wanted to. But I cannot because it's just too dangerous sometimes. The zoning is also awful. It is not a good idea to have grocery stores or general stores on the furthest north and south side of town. I cannot walk anywhere to get a carton of eggs or jug of milk if I needed to, I'm forced to drive. Miner Street also makes me sad. It has so much potential to be a lively place where community members can come together and where tourists stop to check out, but it is an unwalkable and unbearable space to spend more than 5 minutes. I want the community to be a place where I'm comfortable letting my future children bike and walk to school, but that is not the case right now. Outdoors in Yreka is for cars and trucks, not for people or children.”
 - “It would be nice to feel safe/safer while biking and walking”
 - “It would be a complete change of our current system with more greenways and bike lanes and walking paths with protected buffers from the streets modeled on European systems. they really make it happen over there! Mt Shasta is small enough for this to be a usable system.”
 - “Walkable and bikeable communities have several benefits including more economic development demand, better access to social services for our disadvantaged populations and more access for children, elderly and disabled community members that have a right to safe options for getting around.”

- A place where I can walk around comfortably with close destinations! A place where I'm confident my children won't get struck by a vehicle biking to school. A place where I can walk or bike to downtown Miner Street and enjoy a beer with my friends outside without car exhaust blowing in my face. A place where I can walk my dog during at night the Winter and not have to put on a headlamp because there are enough streetlights. A place where I can take a bus from Yreka to Mt. Shasta without having to deep dive through the internet to find the bus schedule."
- "Sidewalks in Mt. Shasta are in such disrepair that it is safer to walk on the street to avoid tripping than it is to walk on the sidewalk. And it's not particularly safe on the street for a ped or a bike. It's no wonder that most folks drive since the hazards of walking or rolling are frightening for folks who would want to walk any distance on town or in the surrounding county since there are no safe facilities for anyone except those in cars."
- Several suggestions for various new bike path connections, including from Fort Jones to Callahan and from Dunsmuir to Mt. Shasta.
 - "It would be a bike path that connects Dunsmuir to Mt Shasta. I wish that Dunsmuir had more bike paths (paved and trail) that are frequently used and well kept."
 - "I would build a bike (multi-use) path from Fort Jones to Callahan for people to travel across the valley safely."
 - "Bike paths connecting the ski park to McCloud, Dusmuir and Mt. Shasta, and then connecting to Weed and the rest of the North County."
- New multi-use trails linking parks, recreational areas, and neighborhoods.
 - "To create safe interconnectivity within each community, designed with basic goals in mind but responding to the needs of each individual community. Getting to the store, farmer's market, school, work, the library, doctor's appointments, etc. Then expanding out from each community to connect to more and more outlying residential and rural living spaces in the county."
 - "Since I do walk and bike often it would be awesome to have SAFE paths for both. In addition, a path/trail to walk or bike from Weed to Mt Shasta would be a dream. If we could do that let's extend it to one that goes to Dunsmuir/McCloud/Yreka! How amazing that would be for residents AND tourists:)"
- Several suggestions for implementation of a transit or shuttle system with regular routes and stops, including service to recreational destinations, grocery stores, and government buildings.
 - "Some type of on-call ride program. They have it in Minnesota. I believe you have to call an hour before you want to go. It would be awesome. In our county public transportation isn't very good, but it is understandable why it is not. The schedule isn't very good for people who may want to take the bus for work instead of driving, or for those who do not have transportation."
 - "We need an in town bus/van system that would be able to take people to the grocery store, to government buildings, etc. in a reasonable time frame. Like in towns that have buses that run every hour or so."
- Opportunities for scenic rail options to enhance tourism and transportation within the county.
 - "I'd love to have a trolley or something that goes from North to South Dunsmuir spots, maybe it's a bus that looks train-like to honor our train heritage. Our town is so long North/South. It would be nice to have something regularly running so you don't have to re-park in places and could be a neat attraction in our very hilly town!"
 - "Explore the option of a local passenger train coming through at times of day when we could actually use it for getting further north or south (rather than midnight or 1am) and also making more stops along the way in Siskiyou County - a scenic rail option could really benefit this county as well as being useful to get around"
- Implementation of electric vehicles

- Suggestions for traffic flow changes, such as one-way streets and roundabouts.

Who took the survey?

At the conclusion of the survey, respondents were asked about their background and identity, including their relationship with Siskiyou County, as well as questions regarding gender, age, disability status, and race/ethnicity. These questions provide insight into the demographics of the participants and help assess whether respondents are representative of Siskiyou County.

Relationship with Siskiyou County

To ensure that those providing input represented the users of Siskiyou County's transportation system, respondents were asked about their relationship with the county. Nearly all (98%) of the respondents indicated that they live in Siskiyou County, with 92% identifying as full-time residents and 4% as seasonal residents. Additionally, 58% of respondents indicated they either work, own a business, or attend school in Siskiyou County.

Table 3: Responses to "How would you best describe your relationship with Siskiyou County? (Select all that apply)"

Relationship	Respondents (%)
Live in Siskiyou County	121 (98%)
<i>Full Time</i>	116 (94%)
<i>Seasonally</i>	5 (4%)
Work, own a business, or attend school in Siskiyou County	72 (58%)
<i>Live and work in Siskiyou County</i>	65 (52%)
<i>Work in Siskiyou County, but live in a different County</i>	2 (2%)
<i>Own a business in Siskiyou County</i>	12 (10%)
<i>Student in Siskiyou County</i>	2 (2%)
Visitor to Siskiyou County	1 (1%)
Total Responses	124 Responses

City/Community

Respondents were asked which specific community they lived in in Siskiyou County. This data was then compared to data from the US Census to determine how representative survey respondents were of the entire county.¹ The survey did not receive responses from Dorris and only one from Tulelake. However, the project team was able to discuss priorities and needs with community members at City Council meetings, walk audits, and community event tabling.

Table 4: Responses to "Where in Siskiyou County do you live?"

Response	Respondents (%)	Census Data ¹
Dorris	0 (0%)	832 (2%)

¹ U.S. Census Bureau. (2024). 2017-2022 American Community Survey Data available at: https://data.census.gov/table?q=Population&q=050XX00US06093_160XX00US0619584,0620242,0622972,0625128,0648690,0649852,0680686,0683850,0686944&y=2022

Dunsmuir	6 (5%)	1,756 (4%)
Etna	11 (9%)	717 (2%)
Fort Jones	5 (4%)	618 (1%)
Montague	5 (4%)	1,484 (3%)
Mt Shasta	28 (22%)	3,235 (7%)
Tulelake	1 (1%)	811 (2%)
Weed	11 (9%)	2845 (6%)
Yreka	32 (25%)	7,833 (18%)
Unincorporated Siskiyou County	25 (20%)	23,918 (54%)
I do not live in Siskiyou County	2 (2%)	44,049 Respondents
Total	126 Responses	44,049 Residents

Age

Respondents were asked, "What is your age?". Among the 120 respondents, none (0%) were under 19, 2 (2%) were aged 19-24, 6 (5%) were aged 25-29, 12 (10%) were aged 30-39, 18 (15%) were aged 40-49, 22 (18%) were aged 50-59, 39 (33%) were aged 60-69, 18 (15%) were aged 70-79, and 3 (3%) were aged 80 and above, see Table 5. Survey respondents tended to be older, with only 8 people under the age of 29 participating.

Table 5: Responses to "What is your age?"

Response	Respondents (%)
Under 19	0 (0%)
19-24 years old	2 (2%)
25-29 years old	6 (5%)
30-39 years old	12 (10%)
40-49 years old	18 (15%)
50-59 years old	22 (18%)
60-69 years old	39 (33%)
70-79 years old	18 (15%)
80+ years old	3 (3%)
Total	120 Respondents

Race and Ethnicity

Respondents were also asked which race or ethnicity they identify with. This analysis will help to determine whether survey respondents are representative of the community as a whole. Respondents could select each race or ethnicity that applied to them.

Of the 108 survey respondents who answered the question on race and ethnicity, the majority identified as White (90 respondents or 83%). Smaller numbers identified as American Indian or Alaska Native, 6 respondents (6%), Hispanic or Latino, 5 respondents (5%), Asian or Pacific Islander, 2 respondents or (2%), and Black or African American, 1 respondent or (1%). An additional 4 respondents (4%) identified as a race or ethnicity not listed above, see Table 6.

Table 6: Responses to "What race or ethnicity do you identify?"

Response	Respondents (%)
American Indian or Alaska Native	6 (6%)
Asian or Pacific Islander	2 (2%)
Black or African American	1 (1%)
Hispanic or Latino	5 (5%)
White	90 (83%)
Other	4 (4%)
Total	108 Respondents

Gender

In the survey, 114 respondents identified their gender as follows: 75 individuals (66%) identified as female, 38 individuals (33%) identified as male, and 1 individual (1%) identified as another gender not listed, see Table 7.

Table 7: Response to "What is your gender?"

Response	Respondents (%)
Male	38 (33%)
Female	75 (66%)
Other	1 (1%)
Total	114 Respondents

Disability

111 survey respondents answered this question, 18 respondents (16%) indicated that they have a disability, while 93 respondents (84%) reported that they do not.

Table 8: Responses to "Do you live with a temporary or permanent condition or disability?"

Response	Respondents (%)
Yes	18 (16%)
No	93 (84%)
Total	111 Respondents

Approximate Household Income

Respondents were asked, "What was your approximate household income last year?" Of the 99 respondents who answered, 12 individuals (12%) reported an income of \$24,999 or less, 30 respondents (30%) indicated an income between \$25,000 and \$49,999, 29 respondents (29%) reported between \$50,000 and \$99,999, and 28 respondents (28%) reported a household income of \$100,000 or more, see Table 9.

Table 9: Responses to "What was your approximate household income last year?"

Response	Respondents (%)
\$24,999 or less	12 (12%)
Between \$25,000 and \$49,999	30 (30%)
Between \$50,000 and \$99,999	29 (29%)
\$100,000 or more	28 (28%)
Total	99 Respondents

Interactive Map

A total of 178 comments were placed on the interactive map, see Figure 17, Figure 18, and Figure 19. For this analysis, these comments were categorized into nine different categories:

- **Biking:** Comments or suggestions related to bikeway improvements or new routes (24 Comments)
- **Biking & Walking/Rolling:** Comments or suggestions related to shared use trail improvements or new routes (25 Comments)
- **Walking/Rolling:** Comments or suggestions related to accessible sidewalk improvements or new routes (20 Comments)
- **Driving or Traffic Calming:** Comments or suggestions related to traffic calming measures or other roadway improvements. (41 Comments)
- **Access:** Comments or suggestions related to access improvements i.e. inaccessible public land (8 Comments)
- **Streetscape:** Comments or suggestions related to streetscape improvements i.e. lighting or landscaping (15 Comments)
- **Transit:** Comments or suggestions related to a need for transit improvements (15 Comments)
- **Maintenance needed:** Comments referring to locations where roadway maintenance is needed i.e. potholes, trash in roads. (14 Comments)
- **Other:** Comments related to non-transportation items (16 Comments)

Comments included the following themes:

- Desire for more sidewalks, crosswalks, and pedestrian infrastructure, particularly around busier streets and community hubs in Siskiyou County. Additionally, enhanced lighting, signage, and well-marked crossings were recommended to improve pedestrian visibility and safety.
- Desire for bike lanes, trails, and improved maintenance for active transportation routes are desired throughout Siskiyou County, with emphasis on better connectivity between communities and popular recreational spots.
- Several street redesign suggestions to enhance community spaces, incorporating greenery, parklets, and more pedestrian-friendly elements to make areas more inviting and accessible.
- Suggestions for specific safety measures, such as guardrails and roadside call boxes.
- Several comments desiring expanded public transportation options to connect towns and provide access to essential services and recreational areas.
- Traffic calming measures, such as roundabouts and chicanes, were recommended for high-traffic zones to reduce speeding and increase safety for walkers and cyclists.

Figure 17: Interactive Map Comments

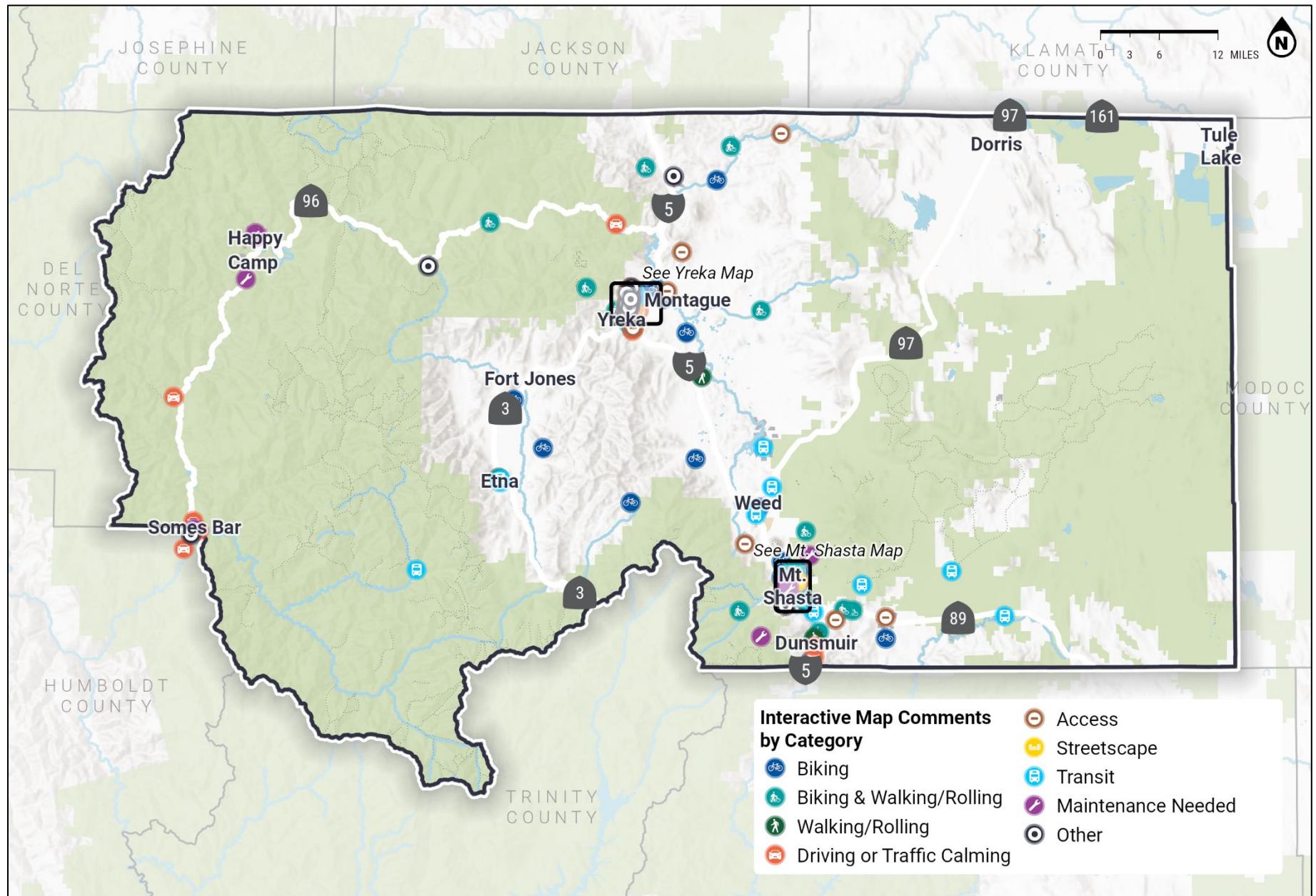


Figure 18: Interactive Map Comments - Yreka

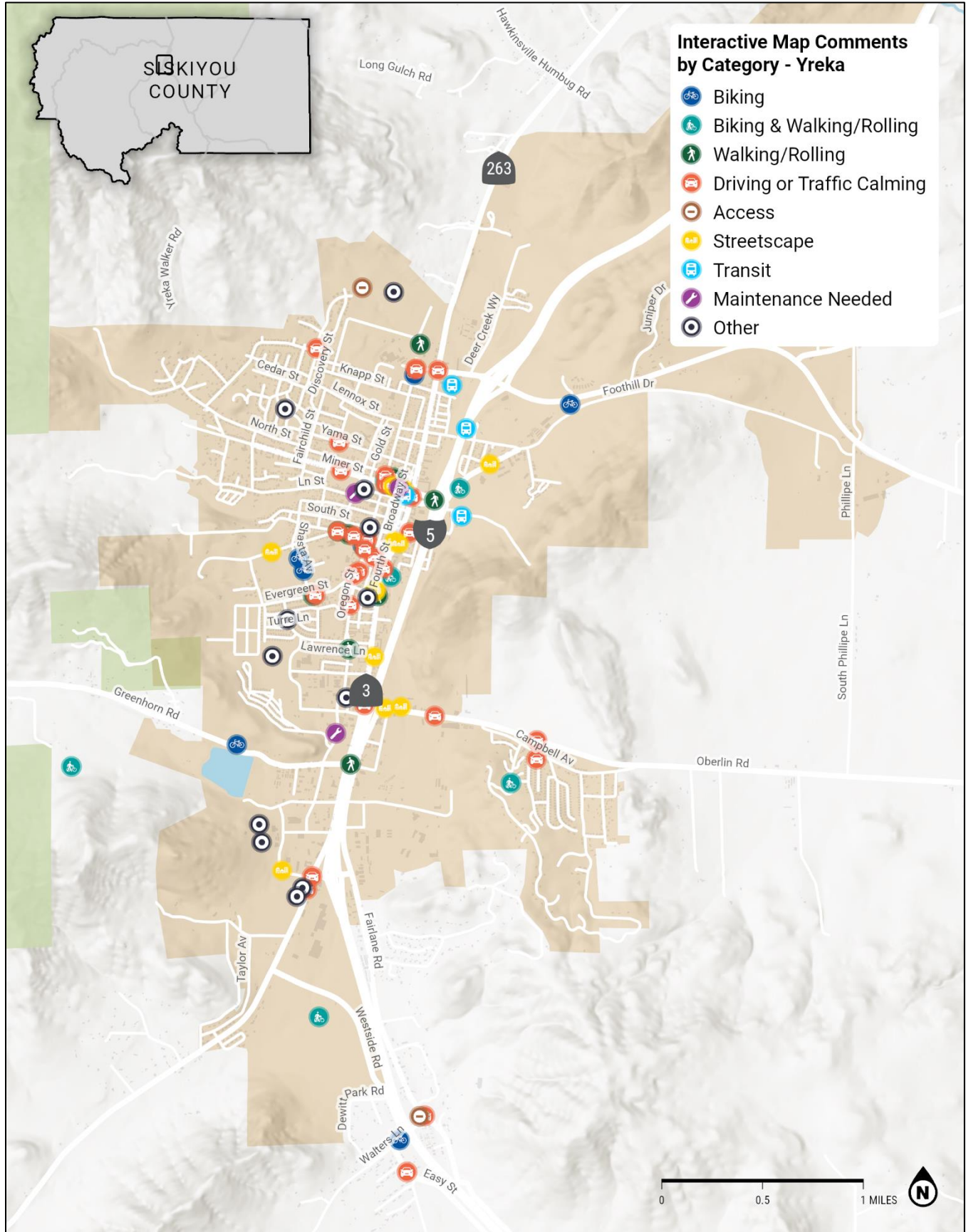
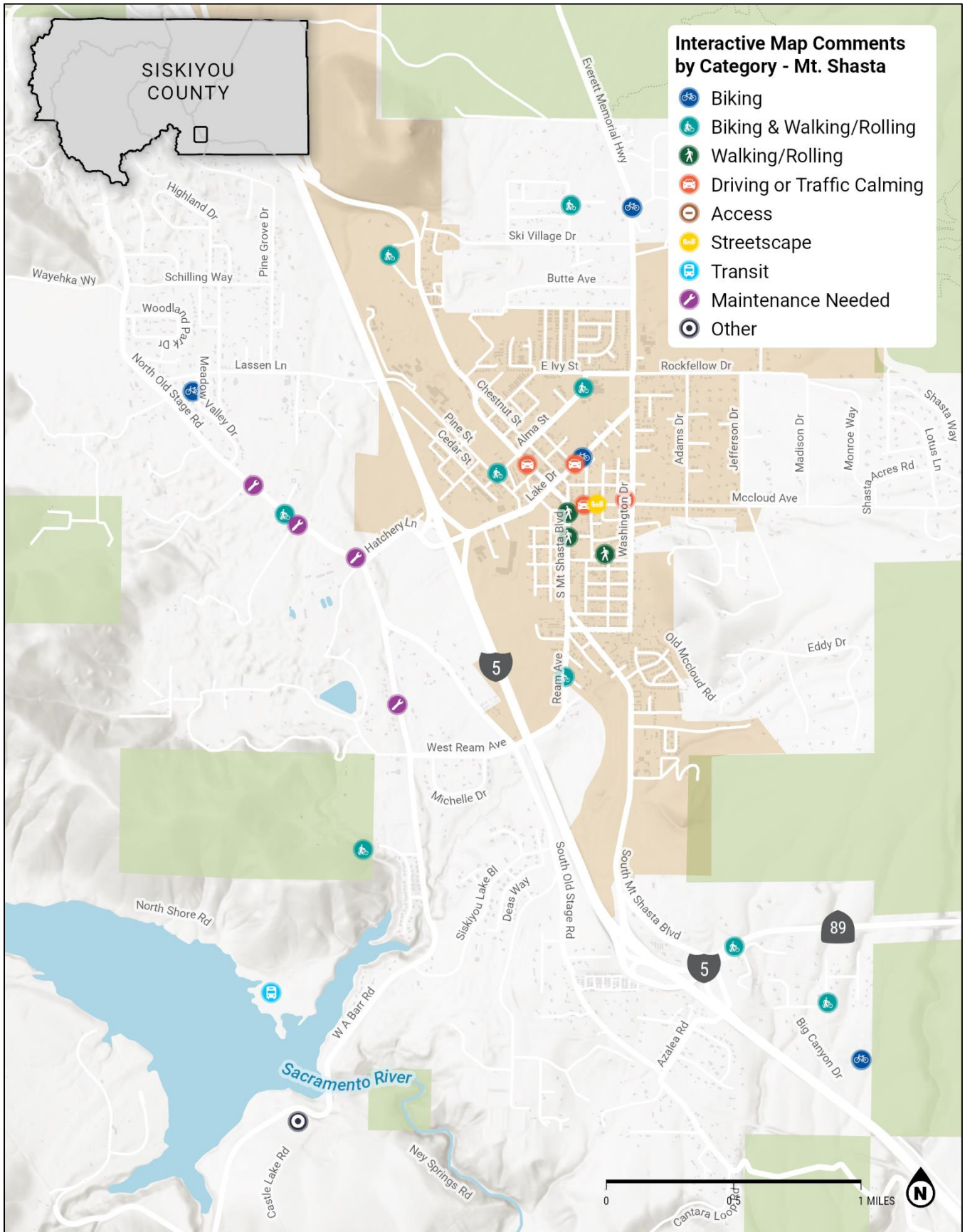


Figure 19: Interactive Map Comments – Mt Shasta



Community-Informed Active Transportation Objectives and Recommendations

The project team worked to refine project objectives by incorporating community input. This process included identifying where new connections are necessary and assessing each community's unique challenges and strengths, culminating in a targeted list of active transportation recommendations.

Table 10: Survey Interactive Map Comments + Plan Recommendations

Community	What We Heard	How We Responded
Siskiyou County	<ul style="list-style-type: none"> Better trail and path connection between towns within the county Improved connections to schools within communities The need for winter maintenance for roads with bike lanes and paths for pedestrians and bikes, and roads that access recreation sites 	<ul style="list-style-type: none"> Implementing safer crossings, bike lanes and sidewalks around schools Identifying solutions for improved winter maintenance plans along key recreation and connection corridors
Dunsmuir	<ul style="list-style-type: none"> Improved facilities for active transportation on Dunsmuir Ave. and traffic calming measures Sidewalks along Siskiyou Ave 	<ul style="list-style-type: none"> Recommending sidewalks, bikeways, and traffic calming measures like speed tables and roundabouts north of Vernie St. Parallel bike trail south of Vernie St. and in some northern sections Recommending sidewalks along Siskiyou Ave and many other streets in town
Etna	<ul style="list-style-type: none"> Traffic safety and pedestrian improvements at CA3 crossings in town Main St sidewalk improvements needed 	<ul style="list-style-type: none"> Reconstruct the intersection as a roundabout and include “Welcome to Etna” signage with sidewalk connections on Howell Ave and Collier Way Conduct a comprehensive redesign process for Main St as a Historic Main Street with more pedestrian amenities.
Fort Jones	<ul style="list-style-type: none"> Concerns over safe crossings on Main St, widened sidewalks and buffered bike lanes proposed by Caltrans to Highway 3/Main St Concerns about the proposed Moffett Creek Trail and proposed EV charging stations 	<ul style="list-style-type: none"> Included recommendations for Caltrans to focus on enhanced crossings, moving speed limit signs further out to slow inbound vehicles, and pedestrian improvements such as lighting and low/no maintenance dryscaping Removed the majority of the proposed Moffett Creek Trail and removed recommendations for EV charging
McCloud	<ul style="list-style-type: none"> Improved trail and path connections with nearby recreation opportunities like the Ski Park, Lake McCloud Improved connectivity with Dunsmuir 	<ul style="list-style-type: none"> Recommendation for a trail study to look at connections between McCloud and recreation destinations and Dunsmuir

Community	What We Heard	How We Responded
Mt Shasta	<ul style="list-style-type: none"> Trail from town to Lake Siskiyou and bike lanes along Barr Rd to Lake Siskiyou Improved crossings for pedestrians and traffic safety on South Mt Shasta Blvd, East Lake St, and McCloud Ave Bike lanes on Barr Rd Improved connectivity with Dunsmuir and Weed 	<ul style="list-style-type: none"> Trail study for trails to Lake Siskiyou and bike lanes along Barr Rd and connecting with other bike lanes in town High visibility crossings, bike lanes, and sidewalks Bike lanes between Mt Shasta and Dunsmuir and Mt Shasta and Weed
Yreka	<ul style="list-style-type: none"> Pedestrian Mall or improved pedestrian use on West Miner St between Oregon St and Main St Traffic calming and bike lanes on Evergreen Lane, Oregon St, and East Oberlin Rd. Safer crossings and more pedestrian spaces along Main St Improved biking connections between Yreka and Montague, including possible rail-to-trail Connections to Greenhorn Park 	<ul style="list-style-type: none"> Study for the potential of creating more space for pedestrian amenities and reducing traffic lanes in this area. Bike lanes along Evergreen Ln, Oregon St, East Oberlin Rd among others and safer crossings in key areas near neighborhoods, schools and businesses. Feasibility study on rails-to-trail or rails-with-trail project between Montague and Yreka. Bike lanes along Oregon St and Greenhorn Rd and a trail study between Payne Ln and Greenhorn Rd.
Weed	<ul style="list-style-type: none"> Connections to Mt Shasta and Yreka Connections to school 	<ul style="list-style-type: none"> Sidewalk recommendations between downtown and Weed Elementary Improved crossing at Hwy 97 and Boles St