



Active Transportation Plan

Siskiyou County

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Acknowledgments

PREPARED FOR



SISKIYOU COUNTY TRANSPORTATION COMMISSION

Melissa Cummins
Executive Director



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PREPARED BY

alta

Alta Planning + Design:
Jeff Knowles, Katie Selin,
Philip Longenecker,
Aswatha Raghunathasami,
Nora Hastings



**Siskiyou Outdoor
Recreation Alliance:**
Justi Hansen,
Dante Giordanengo

PARTNER AGENCIES AND GROUPS

College of the Siskiyous

NorCal Continuum of
Care (CoC)

Siskiyou County Health and
Human Services Agency

Siskiyou County Office of
Education

Siskiyou Transit and General
Express (STAGE)

TECHNICAL ADVISORY COMMITTEE

City of Dorris

City of Dunsmuir

City of Etna

City of Montague

City of Mt Shasta

City of Weed

City of Tulelake

City of Yreka

County of Siskiyou

Town of Fort Jones

Karuk Tribe

Quartz Valley Indian
Reservation

Caltrans District 2

Executive Summary

The Siskiyou County Active Transportation Plan (ATP) lays out a vision for creating safer, healthier, and more connected communities by improving conditions for people walking and biking. With input from residents, local agencies, and community organizations, this plan identifies opportunities to improve mobility, safety, and transportation access in towns and rural areas across the county.

This plan builds on existing policies and integrates community input to identify and prioritize infrastructure projects. Covering Siskiyou County's cities and unincorporated areas, the ATP focuses on enhancing connectivity between homes and key destinations like schools, parks, and commercial areas while addressing high-crash locations.

In **Chapters 1-3**, the plan introduces a vision and goals for improving active transportation, examines the current state of infrastructure and safety in Siskiyou County, and identifies challenges and opportunities for people walking and biking.

Chapters 4 and 5 illustrate county-wide metrics that could support future grant applications and describe the plan's outreach and engagement activities. Engaging the public spanned three phases, including 10 walk audits (site visits) to assess local roadway conditions. These walk audits occurred in Tulelake, Dorris, Etna, Fort Jones, Montague, Yreka, Happy Camp, Weed, Mt. Shasta and Dunsmuir. The planning process also included:

- An open house in Yreka, where participants identified improvement priorities.
- An interactive map, which received 178 comments about location-specific needs.
- A community survey, with 145 responses highlighting issues like unsafe crossings, infrastructure gaps, and speeding concerns.
- Tabling at eight local events, such as the Dunsmuir Railroad Days and Montague Balloon Festival, to reach a broader audience.
- A second open house in Etna, focusing on refining community-specific priorities.
- Tabling at Safe Routes to School events with four schools to promote active transportation and gather feedback from students and parents.
- Agency collaboration, where local councils and public works departments provided input.

Key community concerns include unsafe crossings, gaps in sidewalks and bike paths, and high vehicle speeds. Residents expressed a desire for safer routes to schools, improved access to parks and businesses, and better regional trail connections.

Chapters 6 and 7 present infrastructure and program recommendations for Siskiyou County, Caltrans, and local communities to implement over time, supported by targeted grants and existing funding sources. These recommendations are designed to directly address the concerns and needs identified during the planning process by the communities and through site visits and data collection.

The Siskiyou County ATP offers a comprehensive roadmap for building a safer, more accessible, and connected transportation system that enhances walking and biking conditions, promotes community health, supports economic growth, and addresses the mobility needs of residents and visitors alike.

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Definitions and Abbreviations

ACCESSIBILITY

The ability for all individuals, including those with disabilities or limited mobility, to reach destinations using various modes of transportation safely and conveniently.

AMERICANS WITH DISABILITIES ACT (ADA)

A civil rights law enacted in 1990 that prohibits discrimination based on disability. The ADA establishes standards for accessible design in public spaces, including transportation facilities. Public Right-of-Way Accessibility Guidelines (PROWAG) was adopted in July 2024, creating additional enforceable regulations about creating accessible routes in public spaces.

ATP

Refers to this document, the Siskiyou County Active Transportation Plan. Throughout the narrative, it is often abbreviated as 'ATP.'

DISADVANTAGED COMMUNITY

Refers to communities that may face greater social, economic, or transportation-related barriers than others. Practically speaking, this plan gives greater priority to projects in census tracts where median household income falls within the lowest 20th percentile in Siskiyou County.

FACILITY

A specific piece of infrastructure that supports transportation, such as a bike lane, sidewalk, shared-use path, or a cross walk.

NETWORK

The interconnected system of transportation facilities, including roads, sidewalks, trails, and bike lanes, that allows people to travel between destinations.

SAFE ROUTES TO SCHOOL (SRTS)

A program designed to make walking and biking to school safer and more accessible for students. SRTS projects often include both infrastructure improvements and educational or encouragement initiatives to promote active transportation for students.

UNINCORPORATED SISKIYOU COUNTY

Areas of Siskiyou County that are not governed by a city government. The ATP addresses transportation needs in both unincorporated areas and the incorporated cities within the county.

INCORPORATED AREAS

Cities or towns within Siskiyou County that have their own local government and municipal boundaries.



Chapter 1

Background & Context

Background & Context

Introduction

The **Siskiyou County Active Transportation Plan (ATP)** establishes a shared vision for active transportation and a set of recommended programs and projects to make it easier and safer for people walking, biking, rolling, or taking public transit. The ATP builds upon regional and local planning efforts, such as the Siskiyou County General Plan Update, and incorporates community input to create an active transportation system that makes jobs, schools, businesses, and destinations more accessible to people walking and biking and addresses the areas with the highest number of crashes involving people walking and biking. We created this plan to increase active transportation use; improve safety for everyone traveling on the roadways; enhance community safety and resilience; and support economic growth. The ATP identifies and prioritizes active transportation infrastructure projects, programs, and policies to advance these goals.

The ATP...

- **Understands existing active transportation conditions in Siskiyou County.**
- **Engaged the public in the planning process to identify community needs and concerns and identifies ways to address them.**
- **Identifies and recommends projects, programs, and policies for future implementation that build a safe and accessible active transportation network across Siskiyou County.**

This project is funded by a grant from the California Transportation Commission's Active Transportation Program.



"WE" WHO?

In this plan, "we" refers to the Siskiyou County Local Transportation Commission and staff, backed by City and County leadership and supported by a team of technical specialists and community groups who have invested time, energy, and expertise into the planning process.



WHAT IS ACTIVE TRANSPORTATION?

Active transportation refers to human-powered ways of travel such as walking, biking, rolling in a mobility device, and riding a scooter. Even if you drive most of the time, chances are you still need to walk for at least part of your trip, like walking to a parked car; or if you are a student, walking and biking to and from school. Active transportation also includes outdoor recreational activities, such as hiking or mountain biking.

Project Area

Siskiyou County, California's northernmost county on the I-5 corridor, is home to approximately 44,000 residents and spans nearly 6,350 square miles (Figure 1). The region is home to several tribes, including the Karuk, Shasta, Modoc, Pit River, and Wintu, among others. Centered around Mount Shasta and the Cascade Range, the county is a well-known destination for tourism and recreation. The project area covered by this ATP includes the community service districts, the unincorporated areas of Siskiyou County, and the incorporated communities of Dorris, Dunsmuir, Etna, Fort Jones, Montague, Mt. Shasta, Tulelake, Weed, and Yreka. The recommendations cover state, county, and local roadways, focusing on areas near town centers and key routes connecting communities.



Plan Purpose: Why Develop an ATP for Siskiyou County?

Benefits of Active Transportation in Siskiyou County

Siskiyou County's ATP envisions safe and healthy rural communities that provide accessible, convenient, and connected pedestrian and bicycle facilities linking people, businesses, and scenic destinations. Building infrastructure like sidewalks, crosswalks, paths, and bike lanes will increase the number of transportation options for residents in Siskiyou County and attract visitors interested in sustainable recreation and tourism. Walking and biking options—especially those that connect to transit—make it possible to travel without depending solely on personal motor vehicles, improve safety for people of all ages, support economic growth, increase access to recreation, enhance physical and mental health, and reduce emissions from motor vehicles. These benefits are further described in the following sections.

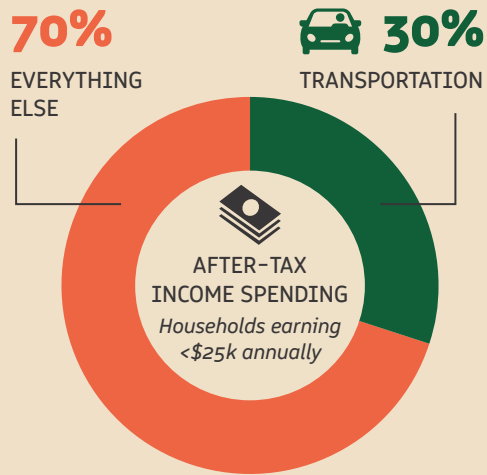


MOBILITY BENEFITS

Active transportation provides people with more transportation choices and enables people who cannot drive or do not have access to vehicles to travel independently and safely. Transit-dependent residents of Siskiyou County include elderly, low-income, disabled, and zero-vehicle households who benefit significantly from active transportation improvements.¹

The mobility benefits of walking and biking also include reducing congestion and increasing access to jobs, businesses, schools, and destinations. Even though Siskiyou County is a rural place, people of all ages walk and bike daily to parks, local businesses, and schools. Working toward a transportation system that allows kids to walk and bike safely to and from school is a core component of any active transportation plan.

¹ Siskiyou County. 2021 Short Range Transit Plan. Accessed June 2024., https://siskiyoucoltc.org/wp-content/uploads/2024/06/scltc_2021_srtpl.pdf.



ECONOMIC BENEFITS

Active transportation options provide a range of economic benefits, including supporting local businesses and encouraging tourism. Active transportation infrastructure like wider sidewalks, bike lanes, bike share stations, and trails can increase retail sales, property values, and spur economic development.²

Other economic benefits include lower household transportation costs and decreased health care costs. Transportation burden refers to the percentage of income a household spends on transportation, and this often falls hardest on lowest income families. **Nationally, households earning less than \$25,000 spent 30% of their after-tax income on transportation.**³ Providing safe and connected opportunities for walking and biking can significantly reduce people’s transportation burdens, particularly for those who do not have access to a motor vehicle. Increased walking and biking can reduce individual health care costs and reduce community health burdens.

2 Urban Land Institute. *Active Transportation and Real Estate: The Next Frontier*. March 2016. <https://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf>.

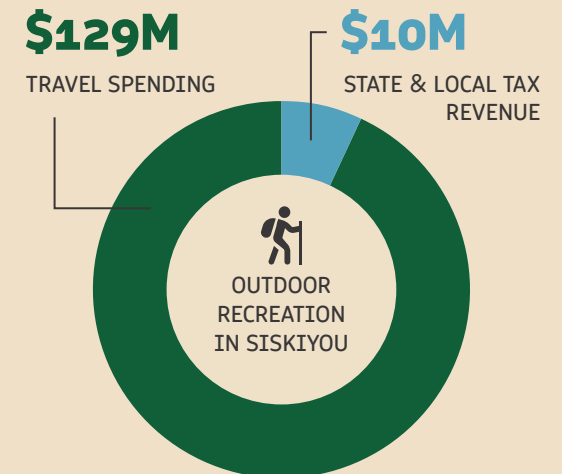
3 U.S. Department of Transportation, Bureau of Transportation Statistics. “The Household Cost of Transportation: Is It Affordable?” July 2, 2024, <https://www.bts.gov/data-spotlight/household-cost-transportation-it-affordable>.

RECREATION AND TOURISM

In Siskiyou County, **outdoor recreation is a vibrant economic sector, contributing over \$129 million in travel spending and over \$10 million in state and local tax revenue.**⁴ The recreation and tourism economy can include the impact of money spent in communities by recreation users, attracting new businesses, and preserving history, nature, and culture. Tourism-related employment is also expected to grow in Siskiyou County to include about 1,872 workers by 2032.⁵ Pedestrian- and bicycle-friendly environments with wider sidewalks, shaded low-traffic streets, and pedestrian-friendly shopping areas support local businesses. When active transportation infrastructure is supplemented with better transit services and conducive land use, it can yield high benefits to the community.

4 Discover Siskiyou Industry Partners. A Resource for Tourism Stakeholders. Accessed December 2024. <https://www.industry.discoversiskiyou.com/#:-:text=With%20%24129M%2B%20in%20travel,a%20big%20impact%20on%20Siskiyou>.

5 Siskiyou County. Siskiyou County General Plan Update: “4. Economic and Market Analysis.” May 2024. https://siskiyou2050.com/images/docs/SkyGP_BR_04_Economic_PRD.pdf.



COMMUNITY HEALTH

Travel by walking and biking enables people to incorporate physical activity into their everyday routines. Even moderate amounts of regular exercise can improve cardiovascular fitness and muscle strength and reduce the risk of chronic diseases such as obesity, diabetes, and heart disease. The US Centers for Disease Control and Prevention recommends improving access to safe places to play and walk, such as parks, safe streets, trails, and greenways as a strategy to increase physical activity and improve community health.⁶ Reducing use of motor vehicles can reduce air pollutants, which can aggravate asthma and susceptibility to respiratory illness. Promoting Safe Routes to School among youth increases physical activity, encourages a healthy lifestyle, and improves academic performance. Active transportation use also benefits mental health by reducing stress and promoting social interaction by creating human-scaled streets and neighborhoods.

⁶ Centers for Disease Control and Prevention (CDC). "Physical Activity and Public Health Strategy." Accessed December 2024. <https://www.cdc.gov/physical-activity/php/public-health-strategy/index.html>.



ENVIRONMENTAL BENEFITS

Unlike motor vehicles, walking and biking do not emit air pollutants like carbon dioxide, nitrous oxide, and particulate matter. These emissions can harm individual and community health by degrading local air quality and impacting waterways through brake and tire particulate runoff. Facilities for the operation and parking of motor vehicles also require more space and are a major source of water pollution. The environmental footprint and pollution can be significantly lowered by shifting to active modes of travel, even for short trips.⁷ In Siskiyou County, a healthy environment and the recreation industry are mutually beneficial.

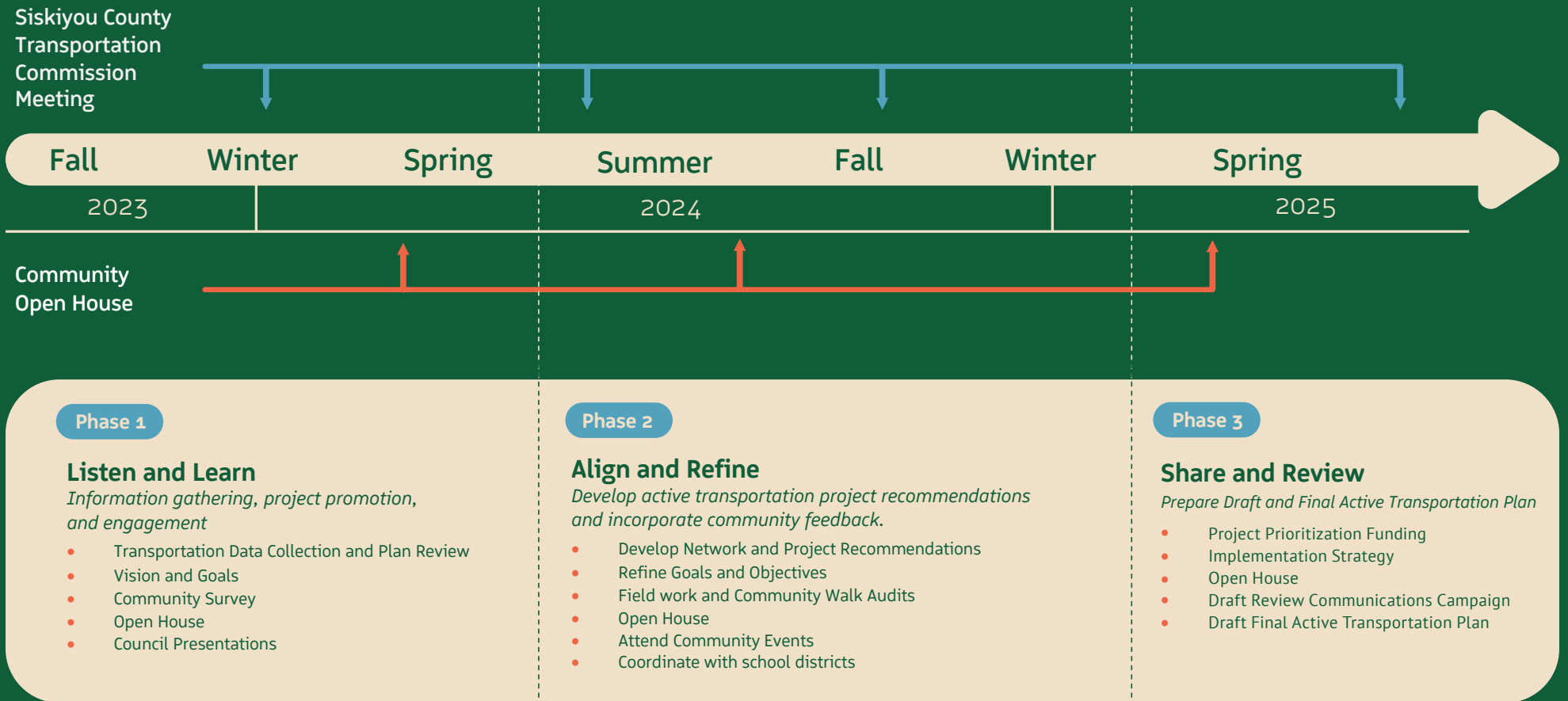
⁷ National Association of City Transportation Officials (NACTO). The Business Case for Active Transportation. Accessed December 2024. https://nacto.org/docs/usdg/business_case_for_active_transportation_campbell.pdf.

Plan Development Process

The Siskiyou ATP development process began in 2023 and concluded in spring 2025. The process began with analyzing data on existing conditions and engaging Siskiyou County residents, by attending existing events and promoting an online survey, to understand their transportation needs. After that, the project established a guiding vision and goals, and developed recommendations. After several rounds of review, the ATP was sent to the Siskiyou County Local Transportation Commission for adoption. The three phases of the planning process are as follows and shown in Figure 2:



Figure 2 Project Planning Phases





Chapter 2

Vision & Goals

Vision & Goals

The ATP vision and goals were developed based on related local and regional plans and input from the SCLTC, staff, community, and the Technical Advisory Committee.

- **Vision** is our future-oriented commitment and approach to what we want to achieve through the implementation of this ATP.
- **Goals** are desired outcomes related to active transportation. These goals provide direction to guide decisions.
- **Actions** detail the specific steps we need to take to achieve the intended goals and vision.

Vision

Siskiyou County envisions a safe, healthy, and economically vibrant rural region that provides its residents and visitors with accessible and convenient transportation options linking people, communities, businesses, and scenic destinations. Investing in important improvements such as new sidewalks, trails, and crosswalks makes it increasingly safe, easy, and enjoyable for people of all ages and abilities to walk, bike, take the bus, drive, or roll in a wheelchair to get where they need to go.



65%

of survey respondents want to prioritize “Connectivity” when planning for the future of the County’s active transportation system.

Goals

1. Multimodal Connectivity

In each community, and between communities where feasible, identify and develop a well-connected network of on- and off-street walkways, trails, and bikeways that meets the needs of residents, commuters, and recreational users of all ages, abilities, and skill levels.

ACTIONS

- 1.1** Construct future priority projects for people walking, rolling, and biking identified in the Regional Transportation Plan (2021) in the ten-year and twenty-year planning horizons.
- 1.2** Provide improved, reliable, and more frequent connections between and within communities and establish connections between partner organizations and other interested parties including Siskiyou Transit and General Express (STAGE), trails associations, and various cities.
- 1.3** Support the education and promotion of active transportation through Safe Routes to Schools programs and strengthen existing partnerships with teachers, administrators, parents, and community organizations like the Bicycle Tourism Partnership.
- 1.4** Encourage local agencies to evaluate and prioritize projects that meet the active transportation goals identified in Siskiyou County’s Regional Transportation Plan goals.
- 1.5** Fund and assist in the development of bikeways and pedestrian facilities that safely and efficiently improve connections to transit, as well as amenities at transit locations such as bike parking and bus kiosks.

2. Safety and Comfort

Invest in connected and convenient transportation infrastructure for all modes, with a focus on improving safety and options for people walking, rolling, and biking.

ACTIONS

2.1 Reduce the number, rate, and severity of bicycle- and pedestrian-involved crashes.

2.2 Identify and address safety concerns in potential conflict locations and high-injury networks involving active transportation users.

2.3 Work with agencies and communities to implement educational, enforcement, and engineering strategies to promote traffic safety.

2.4 Remove barriers for people with disabilities and increase overall convenience and safety for pedestrians and bicyclists.

2.5 Prioritize investments in separated facilities, major crossings, and downtown corridors that improve the safety of people walking, biking, and using mobility devices.

2.6 Invest in new and improve existing substandard pedestrian and biking facilities to meet or exceed design standards to enhance safety and comfort.

60%

of survey respondents want to prioritize “Safety” when planning for the future of the County’s active transportation system.



57%

of survey respondents want to prioritize “Economy” when planning for the future of the County’s active transportation system.

3. Community Development

Investments in transportation infrastructure are the backbone of an economically thriving community.

ACTIONS

3.1 Provide safe and varied transportation options that attract people and businesses and preserve the history and culture of local communities.

3.2 Leverage transportation investments to attract businesses, visitors, and recreation enthusiasts to promote economic development.

3.3 Reduce household transportation burdens by providing more affordable options to get to work, schools, shops, and destinations.

3.4 Integrate complete street and other design elements, such as street trees and public art, with walkways and bikeways to create thriving, shared community places.

4. Healthy and Just Communities

Better options for walking and biking encourage active lifestyles and health. Focus active transportation improvements in areas with high numbers of people without access to a vehicle or areas where households have lower incomes.

ACTIONS

- 4.1** Increase walking and biking trips to improve public health, reduce pollution, and provide affordable options for people to get to work, school, shopping, and other destinations.
- 4.2** Prioritize equity priority communities identified in the Caltrans District 2 Active Transportation Plan (2022).
- 4.3** Prioritize communities with higher pollution levels and increased housing and transportation burdens using environmental justice indices like CalEnviroScreen and California Healthy Places Index.
- 4.4** Expand walking and rolling access to paratransit and senior transportation services to serve people with disabilities and elderly populations.
- 4.5** Engage with Native American Tribal Governments and Tribal communities to understand and address their transportation needs and concerns.
- 4.6** Provide transportation options that enable equal social and economic opportunities to all community members.
- 4.7** Acknowledge and address socioeconomic and racial disparities to create healthy and resilient communities.
- 4.8** Create active transportation opportunities for all people regardless of their race, age, income, ability, and nationality.



49%

of survey respondents want to prioritize “Livability” and

35%

want to prioritize “Equity” when planning for the future of the County’s active transportation system.

45%

of survey respondents want to prioritize “Maintenance” when planning for the future of the County’s active transportation system.

5. Implementation

Take practical steps to leverage state and federal dollars and collaborate with local communities to build projects from this ATP.

ACTIONS

- 5.1 Develop a short- and long-term investment plan to identify improvements to existing or missing transit, pedestrian, and bicycle facilities.
- 5.2 Build a maintenance program to ensure that transportation facilities are safe, comfortable, and free of hazards for people walking, biking, or rolling in a wheelchair.
- 5.3 Develop protocols to ensure effective communication of closures, detours, construction activities, and natural or human-made hazards.
- 5.4 Coordinate with state and local agencies to fund active transportation investments in their facilities within the county.
- 5.5 Position the County to leverage grant funds that support investments in walking, biking, and transit facilities.
- 5.6 Explore investments in micromobility, electric vehicle charging stations, and other infrastructure advancements.

6. Resilient System

Increased, varied transportation options can provide safer evacuation routes during emergencies. All improvements must be designed to function well in the winter with snow on the ground.

ACTIONS

- 6.1 Identify opportunities to use active transportation networks as evacuation routes in the face of extreme weather events, including integration of this plan with upcoming county Emergency Evacuation Plan updates.
- 6.2 Ensure that trails, walkways, and bikeways meet wildfire safety standards.
- 6.3 Increase the ability for STAGE to provide important services for people with mobility needs during evacuation.
- 6.4 Establish continued maintenance, including snow removal during all stages of design and construction of active transportation facilities, particularly those that are important evacuation routes.
- 6.5 Allocate and improve appropriate primary and secondary facilities for use following a disaster.
- 6.6 Increase community awareness about active transportation options in the Emergency Response Plan and procedures.

21%

of survey respondents want to prioritize “Resiliency” when planning for the future of the County’s active transportation system.



Chapter 3

Understanding Siskiyou County Today

Understanding Siskiyou County Today

In the development of the ATP, we considered the transportation system in Siskiyou County through a variety of measurable data along with community input to understand what is needed to be done today to create the transportation system the community wants in the future.





Related Plans and Policy Context

To guide the ATP and align with previous and ongoing planning efforts, the project team reviewed documents related to state, regional, and local active transportation planning and design in Siskiyou County.



STATE AND REGIONAL LEVELS PLANS

- California Transportation Plan (2050)
- Caltrans District 2 Active Transportation Plan (2022)
- California Freight Mobility Plan (2020)
- Statewide Rural Executive Summary: Coordinated Public Transit – Human Services Transportation Plans (2015)
- Safe Routes to School Programs in Rural California: A Guide for Communities and Partners (2015)
- Karuk Tribal Transportation Safety Plan (2014)



SISKIYOU COUNTY

- Regional Transportation Plan (2021)
- Regional Transportation Improvement Program (2024)
- Short Range Transit Plan (2021)
- Community Wildfire Protection Plan (2019)
- Hazard Mitigation Plan (2018)



PLANS OF INCORPORATED COMMUNITIES

- General Plans of Cities of Dorris, Dunsmuir, Etna, Fort Jones, Montague, Weed, and Yreka
- Fort Jones Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report (2022)
- Walk Bike Ride Mt. Shasta Mobility Plan (2022)
- City of Dunsmuir Active Transportation Plan (2023)
- Mount Shasta Bicycle, Pedestrian, and Trails Master Plan (2008)

The ATP builds on these existing plans, policies, and programs; fills in gaps; and advances emerging transportation needs in Siskiyou County. Through the plan review process, key themes emerged that are integral to the ATP effort:

MULTIMODAL SYSTEMS PLANNING

Active transportation is a significant priority in local and regional plans to provide connections to trails, scenic corridors, destinations, and public transit. The ATP will improve transportation networks, provide alternative travel options, and increase access to public transit.



SAFETY

There are existing plans that call for projects that will increase bicycle and pedestrian safety along corridors and intersections with the goal of reducing the number, rate, and severity of pedestrian- and bicyclist-involved crashes. The recommendations in the ATP will prioritize projects that address safety concerns identified in the county's transportation system today.

NEEDS-BASED INDICATORS

Indicators like median household income, free and reduced-price school meal program eligibility, Tribal boundaries, or need-based indices like CalEnviroScreen and California Healthy Places Index are used in existing plans and policies to identify communities that have been underinvested in the past. The ATP analyzed median household income and free or reduced-price meal eligibility and used public health and economic data tools along with community input to identify disadvantaged communities in Siskiyou County. Findings from these studies guided project identification, prioritization, and implementation.

HAZARD MITIGATION AND EMERGENCY PLANNING

Siskiyou County faces a range of potential hazards including floods, severe weather, landslides, earthquakes, drought, dam failure, volcanoes, and wildfires. While the six major highways in Siskiyou County are the primary evacuation routes, the ATP will enhance emergency preparedness by creating new shared-use paths and trails that can serve as alternate evacuation routes and improve access for firefighting and emergency resources to areas with limited existing road infrastructure.

TRANSPORTATION OPTIONS

State, regional, and local plans and policies aim to reduce greenhouse gas emissions from transportation-related sources in Siskiyou County. The ATP supports this vision by building active transportation infrastructure which increases the number of transportation options and provides greater access to Siskiyou County's vast natural resources and recreational opportunities.

View the full document review in [Appendix A: Existing Conditions Report](#).

Active Transportation Today

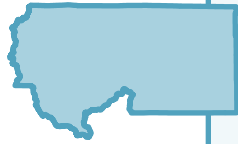
Considering the geographic size and different levels of development across communities in Siskiyou County, planning for active transportation infrastructure also varies widely between them. Some communities, such as Mt. Shasta and Dunsmuir, have recently completed active transportation plans, complete with infrastructure inventories and project recommendations. Other incorporated communities, however, may only have a General Plan, which doesn't document existing infrastructure.

This section describes the key issues, gaps, and needs identified based on existing conditions analysis, walk audits and interactions with local staff and representatives. See existing infrastructure maps developed based on available data in [Appendix A: Existing Conditions Report](#). The key issues, needs, and gaps identified through the walk audits in 10 Siskiyou County communities are documented in more detail in [Appendix C: Walk Audit Summary](#).



We used existing maps, field visits, meetings with local leaders, and community input to create a picture of existing infrastructure and future needs in Siskiyou County today.

Siskiyou County



IMPORTANT ISSUES AND NEEDS

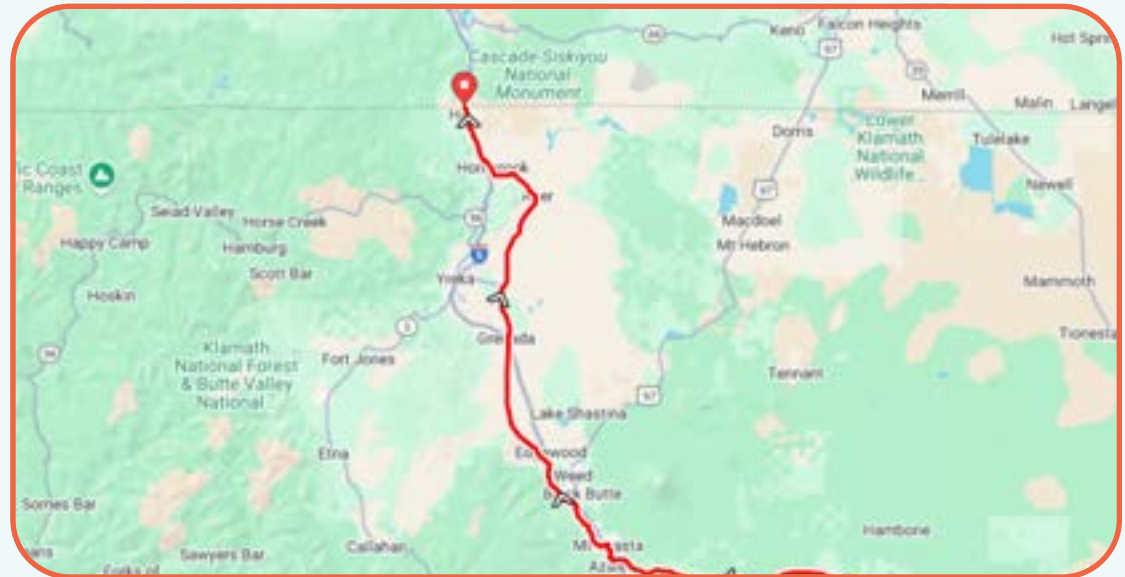
- **Connections between towns:** Some long-distance biking trips occur between towns and to recreation destinations.
- **Crossing larger roadways in town:** Most safety issues are related to large roadways and crossings. However, there are many opportunities to widen shoulders and build multi-use paths across the county.

KEY INFRASTRUCTURE GAPS

- **Signage for US Bike Route 85:** Add signage for bicycles along USBR 85 CA Southbound from the northern county limit and southern county limit.
- **Widen shoulders** between Fort Jones and Etna.
- **Widen shoulders** between McCloud and Mt. Shasta.
- **Multi-use paths connecting towns** like Montague Rail Trail, McCloud/Dunsmuir/Mt. Shasta/Weed Trails to increase connectivity and access to recreation destinations.



↑ Mount Shasta



↑ U.S. Bicycle Route 85

Dunsmuir



IMPORTANT ISSUES AND NEEDS

- Build on the momentum of the **Dunsmuir Active Transportation Plan (2023)** and align with its priorities, particularly for projects on County roads (e.g., Mott Rd).
- **Assistance with grant administration:** City staff highlighted the need for the SCLTC’s role in pursuing and administering grants.
- **Build on local recreational attractions and promote new ones**, such as mountain biking.

KEY INFRASTRUCTURE GAPS

- **Dunsmuir ATP Priority Project 1:** Class I Path closing the gap between existing multi-use paths on Siskiyou Ave and Dunsmuir Ave
- **Electric vehicle charging at Hedge Creek Falls** (*Study potential*)
- **Mt. Bradley mountain bike trails** (*Study potential*)

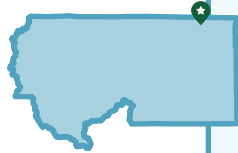


↑ Hedge Creek Falls



↑ Mott Rd

Dorris



IMPORTANT ISSUES AND NEEDS

- **Traffic on Hwy 97/1st St:** Large trucks and high traffic volumes makes Hwy 97/1st St uncomfortable for pedestrians.
- **Large distance between crossings:** There is only one crosswalk on Hwy 97 between 1st St and 4th St.
- **Need for sidewalks:** 2nd St connects many destinations but lacks sidewalks and some gaps remain on Hwy 97.

KEY INFRASTRUCTURE GAPS

- **Sidewalks on 2nd St:** Need for sidewalk on both sides of W 2nd St between Portland St and Main St.
- **Crossing improvements on 3rd St and Pine St:** Improvements like high visibility crosswalk markings, pedestrian refuge island, and reducing crossing distance are needed on Hwy 97/Main St and 3rd St and Hwy 97/Main St and Pine St.



↑ Looking east on 2nd St at Portland St



↑ Looking south on Hwy 97 at Butte St

Etna



IMPORTANT ISSUES AND NEEDS

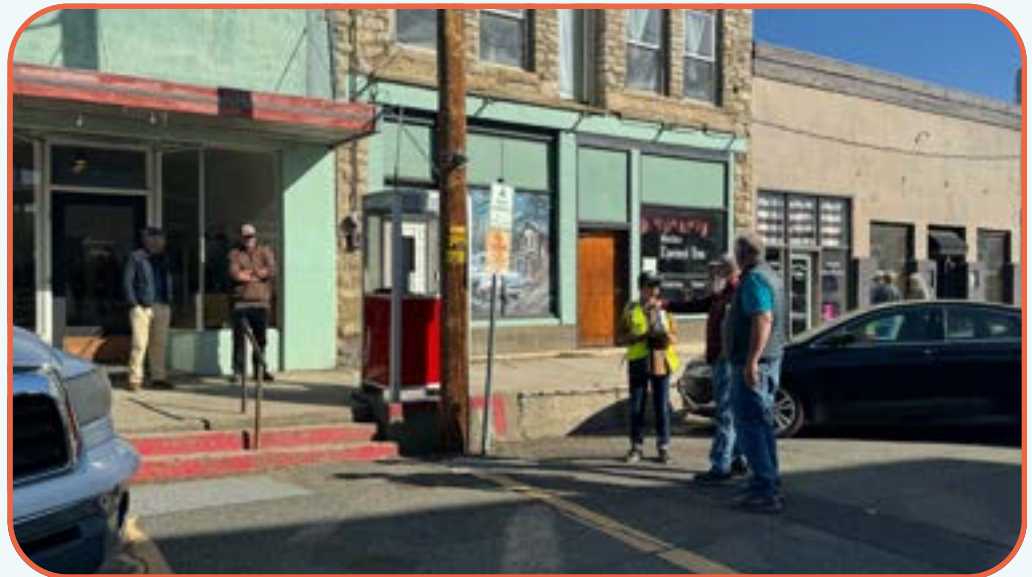
- **Main St:** Concerns about accessibility, and crosswalk visibility. Truck traffic via Sawyers Bar Rd passes through the street.
- **Hwy 3 / Collier Way:** High-speed traffic mixes with students walking to destinations, such as the ice cream shop and convenience store.
- **Diggles St:** Extra-wide road with unhelpful crosswalks (e.g., lack of ADA ramps and high visibility markings near Post Office).
- **Howell Ave/Diggles St/Center St:** Important intersection that connects parks and schools, but lacks delineation for different modes

KEY INFRASTRUCTURE GAPS

- **Historic Main St Redesign:** Need to prioritize the pedestrian experience over through traffic, while still maintaining as much parking as possible.
- **Crossing improvements on Collier Way:** Raised crosswalks on Collier Way between Etna Elementary School on the west side and the parking lot on the east side are needed.
- **Collier Way and Hwy 3:** Reconstruction of the intersection to include a roundabout and decorative “Welcome to Etna” sign.

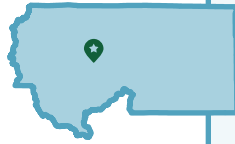


↑ Hwy 3 and Collier Way (looking north)



↑ Main St

Fort Jones



IMPORTANT ISSUES AND NEEDS

- **Highway 3 / Main St:** High traffic speeds, long crossing distances, vehicles making U-turns. Concerns about delivery vehicle access to businesses.
- **Accessibility:** Lack of ADA-compliant sidewalks and ramps, and high curb heights. Concerns for maintaining underground utility access on Main St as other street improvements are constructed.
- **Moffett Creek:** Potential off-street path connection connecting the north and south ends of town as a recreation opportunity and alternative to walking on Main St.

KEY INFRASTRUCTURE GAPS

- **Hwy 3 Speed Limit Reduction:** Work with Caltrans to reduce the speed limit on Hwy 3 through Fort Jones to 30MPH.
- **Moffett Creek Trail:** A path along Moffett Creek should be designed and constructed.
- **Hwy 3 Sidewalk:** A pedestrian facility is needed on the west side of Hwy 3 between Carlock St and Scott River Rd with curb ramps as needed.

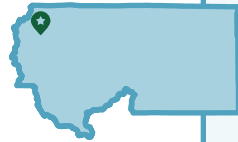


↑ Near Mofett Creek



↑ Looking north on Hwy 3/Main St

Happy Camp



IMPORTANT ISSUES AND NEEDS

- **Connections to High School:** Bike and pedestrian facilities for north-south travel on Indian Creek Rd to Jacobs Way, Reeves St are needed.
- **2nd Ave Bridge:** 2nd Ave is a main route through town and alternative to SR-96 for crossing Indian Creek. Connects tribal headquarters, local businesses, many new residences.
- **Trails:** Happy Camp Elementary School could be better connected with a shared-use path. Potential path along Klamath River at Curly Jack Campground.

KEY INFRASTRUCTURE GAPS

- **Staircase between Reeves St and Indian Creek Rd:** Install permanent staircase connecting Indian Creek Rd/Grayback Rd to Reeves St
- **Indian Creek Rd Bike/Ped Facilities:** Class II Bike Lanes and pedestrian facility on Indian Creek Rd. Include new signage to slow vehicle speeds.
- **2nd St Bridge Improvements:** 2nd St bridge pedestrian improvements are needed to improve ADA compliance and pedestrian facilities to allow safe crossings.

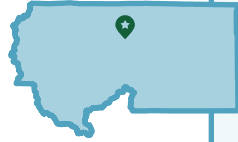


↑ 2nd Ave Bridge looking west



↑ Walk audit group talking to neighbors about the cut-through path between Reeves St and Indian Creek Rd

Montague



IMPORTANT ISSUES AND NEEDS

- **Crossings:** Hwy 3 is challenging to cross for students. Lack of biking and walking facilities on Hwy 3 in key areas.
- **Sidewalks and Curb Ramps:** Some streets lack sidewalks on both sides (King St), including several near Montague Elementary School.
- **Speeding:** Participants noted streets that have high vehicle speeds, including 13th St near the park, and 11th St (Hwy 3).
- **Rail to Trail Opportunity:** Railroad spur to Yreka could be an opportunity for a future shared-use path between the two cities.

KEY INFRASTRUCTURE GAPS

- **9th St Crossing:** At the intersection of 9th St and Webb St, high visibility continental crosswalk markings, curb extensions and pedestrian-activated flashing lights are needed.
- **King St Sidewalks:** Infill sidewalks for gaps on both sides of King St between 15th St and 6th St.
- **Montague Rail Trail:** Conduct a feasibility study on a rails-to-trail or rails-with-trail project between Montague and Yreka.



↑ Looking east on King St



↑ Intersection of 9th St and Hwy 3

Mt. Shasta



IMPORTANT ISSUES AND NEEDS

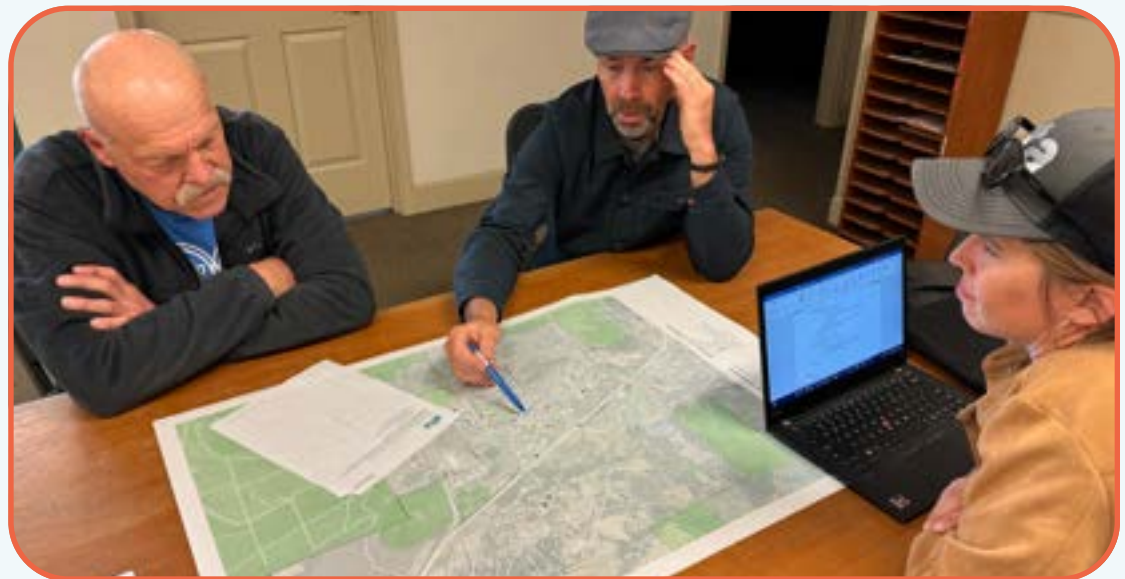
- Build on the momentum of the **Walk, Bike, Ride Mobility Plan (2022)** and align with its priorities and recommendations.
- The mobility plan calls for **Class II bike lanes on Old Stage Rd/W A Barr** that are popular bike routes on county roadways.
- With high proximity to major recreation destinations, there is a need for **regional shared-use paths** or on-street facilities to access them and connecting Mt. Shasta, Dunsmuir, and Weed.

KEY INFRASTRUCTURE GAPS

- **Chestnut St/Mt. Shasta Blvd couplet** *(Design and implement)*
- **Ivy St Access Bridge** for bikes, pedestrians, and emergency vehicles *(Study potential)*
- **Headwaters to Lake Trail** connecting City Park to Lake Siskiyou *(Design)*
- **McCloud Railroad Trail Study** connecting Mt. Shasta and McCloud *(Design)*
- **Winter Maintenance Program** of Everett Memorial Highway and Castle Lake Rd *(Identify solutions)*

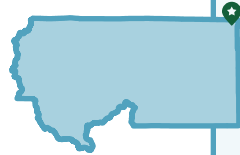


↑ Looking south on Mt. Shasta Blvd



↑ Mt. Shasta City Hall

Tulelake



IMPORTANT ISSUES AND NEEDS

- **Crossing Distances:** wide streets increase crossing distances at many intersections.
- **Accessibility:** ADA compliant ramps at corners.
- **Sidewalks:** Some key destinations lack sidewalk connections, such as Otis Roper Park.
- **Speeding:** High speeds on Main St from traffic coming into town.
- **Traffic Operations:** Confusing intersection design at G St/Main St/Fairgrounds, particularly during large events.
- **Other:** Collapsing building on D St prevents students from walking on that road.

KEY INFRASTRUCTURE GAPS

- **Modoc St Sidewalks:** Complete sidewalks on both sides of Modoc St between A St and 5th St.
- **Crossing Improvements:** High visibility continental crosswalk markings and curb ramps on the west and north legs of the intersection of E St and Second St.
- **Main St/G St Intersection Redesign:** Redesign and reconstruct the intersection of G St and Main St to be safer for pedestrians.

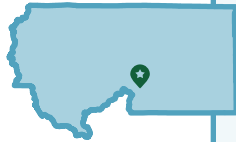


↑ Main St and G St



↑ E St and 2nd St

Weed



IMPORTANT ISSUES AND NEEDS

- **Crossings:** Concerns with Main St crosswalks and liability issues. Crosswalk at Boles St is uncomfortable for people walking.
- **Sidewalks and Curb Ramps:** Some streets lack sidewalks on both sides, including several near Weed Elementary School.
- **Connectivity:** Many students walk on unofficial paths: Division St to Hillside Drive, Davis Ave to Shasta Ave. Students walk through Roseburg Forest Products to reach Broadway Ave. Weed Blvd connects north and south Weed across I-5 and is used by people walking, biking, and driving.

KEY INFRASTRUCTURE GAPS

- **Shasta Ave Trail and Staircase:** Construct a paved trail between Davis Ave and Shasta Ave to improve connectivity between the Elementary School and surrounding neighborhoods.
- **Boles St Crosswalk:** High-visibility continental crosswalk markings, curb extensions and pedestrian refuge island needed on Hwy 97 at Boles St.
- **Inez St Sidewalk:** Construct sidewalks on both sides of Inez St between Park St and Butte St.

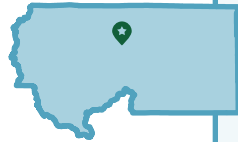


↑ Division St Path



↑ Sidewalk gap on Davis Ave, a key connection to Weed Union Elementary School.

Yreka



- **Crossings:** Hwy 3 can be challenging to cross and has the most fatal crashes and injuries in the area.
- **Safe Routes to Schools:** Oregon St is a key route for students walking and biking to Yreka High School and Jackson St Elementary School.
- **Downtown Walkability:** Improving traffic operations and walkability on Miner St.
- **Park Access:** Greenhorn Park is major destination for walking and biking but needs improved access.

KEY INFRASTRUCTURE GAPS

- **Crosswalk improvements** at the intersection of Oregon St and Jackson St (Construct)
- **Sidewalk** on the south side of Greenhorn Rd from Lucas Rd to Greenhorn Park (Construct)
- **Crossing improvements** including pedestrian hybrid beacon and refuge island at the intersection of Main St/Hwy 3 and Turre St
- **Safer Oregon St:** Add bike lanes (Class IV) on Oregon St between 4H Way and Yreka High School.



↑ Humbug Trail, Greenhorn Park



↑ Jackson St and 4th St

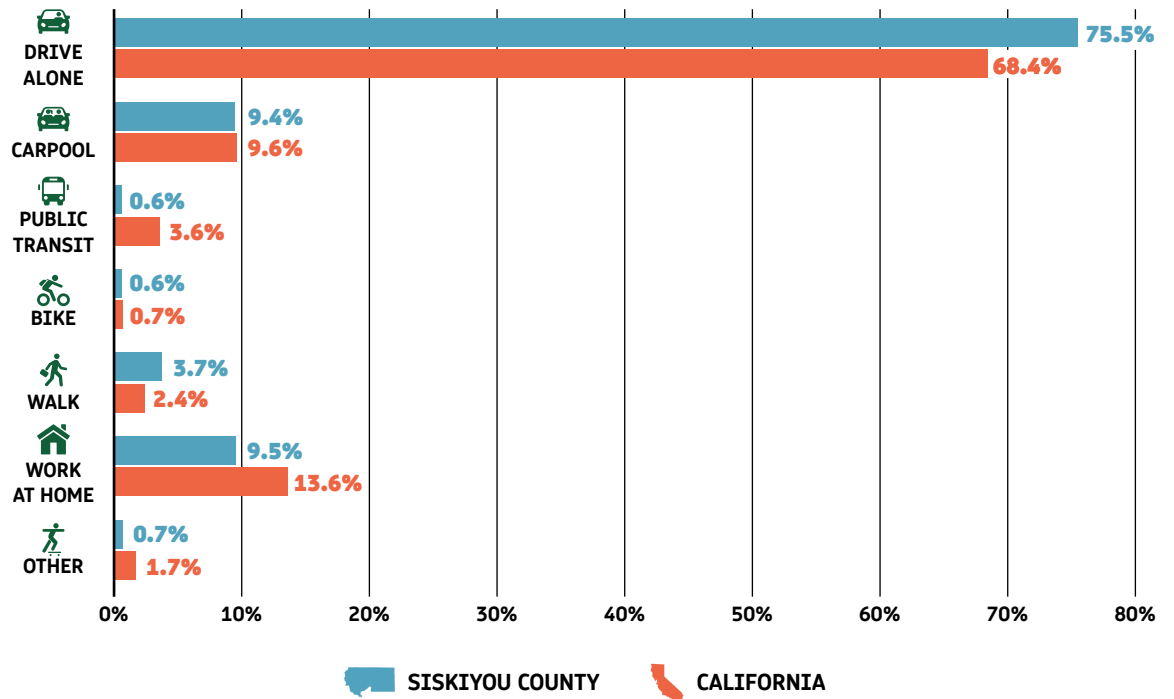
How Are People Commuting?

Most commuters in Siskiyou County drive to work. Others work from home, walk, bike, carpool, or take transit. Figure 3 shows the estimates of the size of the populations using a particular mode of travel compared to the state of California as a whole. A higher percentage of people driving alone in Siskiyou County reflects the rural character of the county and may indicate a lack of transportation alternatives to driving.

There is a slightly higher percentage of people who walk to work in Siskiyou County than in California, on average. This may be because Yreka, Mt. Shasta, Dunsuir, Happy Camp, and Montague have downtown cores anchored by local businesses and surrounded by residential areas and lower speed streets, so it is possible for many people to walk or bike to work.

While the share of people using a particular mode of transportation can help understand existing use patterns, it does not paint the whole picture. We supplemented the mode share information with community input through a random sample survey of community members in Siskiyou County to further understand transportation uses, needs, concerns, and priorities. We received a total of 145 survey responses from across the region.





Figure 3 Commute Mode Share 2022 ACS 5-Year Estimates



While the respondents' demographics do not match the population, their responses provide valuable insights on how people travel today and their aspirations for future travel. See [Chapter 4: Community Voice](#) for more information about community engagement.

What Community Members Say About...





WALKING

-  **64%** typically walk daily or a few times a week.
-  **85%** want to walk daily or a few times a week.
-  **42%** want to walk more than they currently do.
-  **63%** feel that the condition or availability of pedestrian infrastructure such as sidewalks and crossings was the top active transportation issue.

“There should be protected bike lanes or a dedicated walking/cycling path along all of Oregon St [in Yreka]. The streets are so wide which makes it easy for cars to speed. It just is not a pleasant street to walk along. I wish I could insert pictures here to emphasis how much space Oregon St takes away from pedestrians to make space for cars. Please widen the sidewalks or put protected bike/walking paths.”

- Community Member Survey Response



BIKING

-  **29%** typically bike daily or a few times a week.
-  **64%** want to bike daily or a few times a week.
-  **57%** want to bike more than they currently do.
-  **69%** feel that the condition or availability of bicycle infrastructure such as bike lanes and paths was the top active transportation issue.

“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 could easily bike everywhere if I wanted to. But I cannot because it’s just too dangerous sometimes... 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 is for cars and trucks, not for people or children.”

- Community Member Survey Response




TAKING PUBLIC TRANSIT

-  **~5%** typically take public transit daily or a few times a week.
 -  **~28%** want to take public transit daily or a few times a week.
 -  **58%** want to use public transit more than they currently do.
- There is a desire for **improved public transportation**, especially for **those without cars**, particularly **during emergencies or off-hours**.

“[More] public transit and more bicycle and pedestrian-friendly infrastructure. It would be nice to have frequent buses driving between all the communities throughout the county, even the most remote ones.”

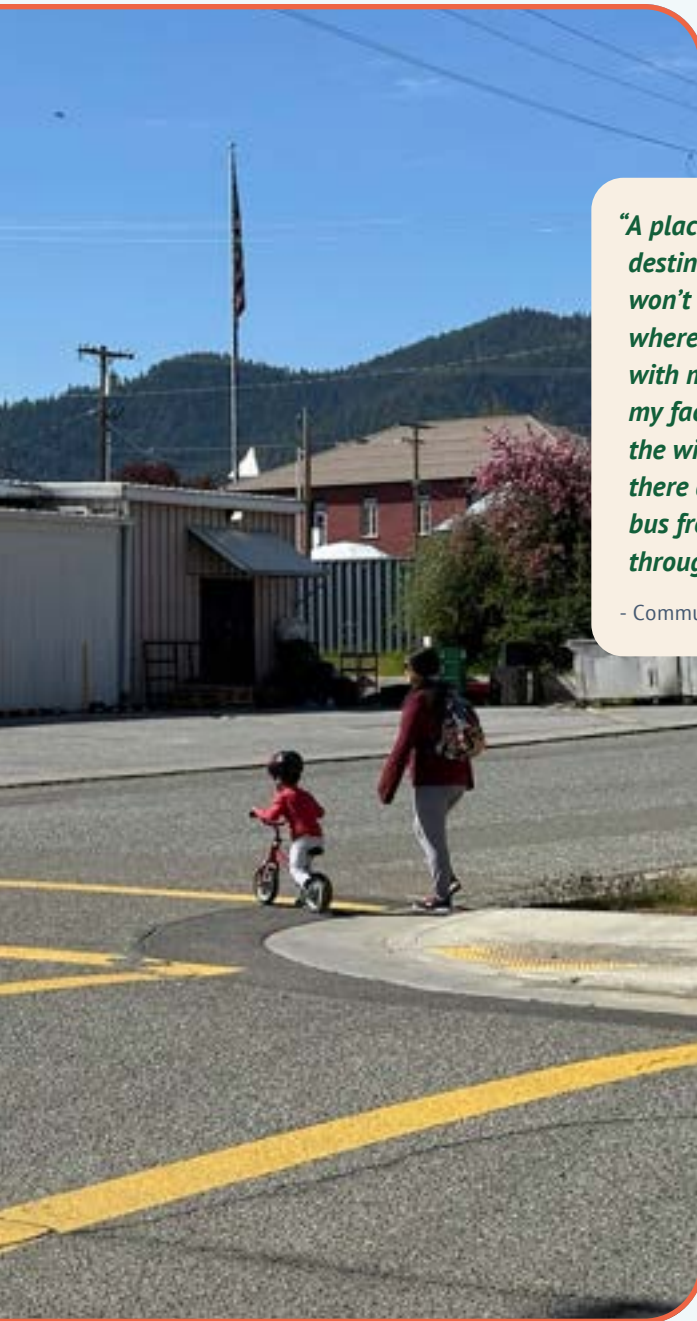
- Community Member Survey Response

USING A WHEELCHAIR OR MOBILITY DEVICE

-  **~3%** typically use wheelchair/mobility device daily or a few times a week.
-  **6%** want to use their wheelchair/mobility device more than they currently do.
-  **59%** think it was very important to invest in or advocate for building more sidewalks that are fully accessible to people walking or using wheelchairs.

“A huge need is for transportation of people in wheelchairs. The senior bus is way too limited in their hours + hospital van is only available for medical. Seniors or disabled who are unable to drive are extremely limited in their affordable options.”

- Community Member Survey Response



“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 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.”

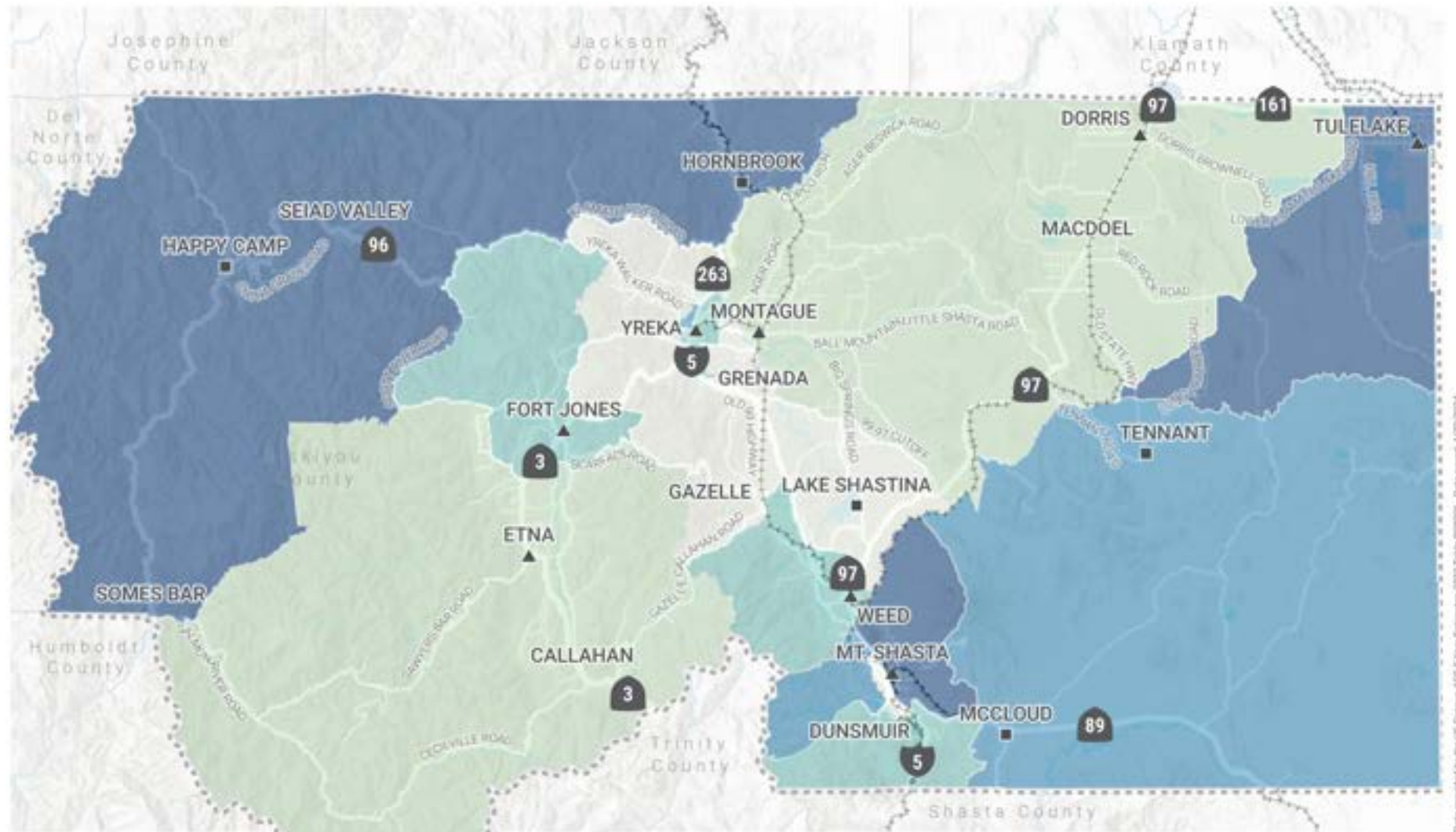
- Community Member Survey Response

People in Siskiyou County want to walk, bike, and take transit much more than they do today. The condition or availability of pedestrian and bike infrastructure needs to be improved to support the community’s active transportation need. It is important to consider active transportation infrastructure through the lenses of accessibility and emergency access, particularly for vulnerable and transit-dependent communities.

Where Are Most People Walking, Biking, and Taking Transit?

The share of people walking and biking in Siskiyou County varies across the region, ranging anywhere from 0% to 12%. Figure 4 shows where people are walking, biking, and taking transit in the county. Communities with the largest populations of people walking, biking, and taking transit are in Happy Camp, Hornbrook, Tulelake, and Mt. Shasta. Perhaps more notable are places with similar demographics and land use but where there is a stark contrast in mode share: the west side of I-5 in Mt. Shasta compared to the east side; and the south and east side of Yreka compared to the north and central side. The differences speak to the role of large roadways, such as I-5, that act as barriers for walking and biking. This also highlights the importance of safe routes and crossings for people walking and biking to town centers or regional transit stops.

Figure 4 Walking, Biking, and Transit Current Commute Mode Share



Data provided by the US Census ACS 5 Year Estimates 2012 Table B08006. Data source: 10/20/2014

CURRENT COMMUTE MODESHARE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN



Walk + Bike + Transit Commute
Modeshare

- 8 - 12%
- 6 - 8%
- 4 - 6%
- 1 - 4%
- 0 - 1%

- ▲ City
- Community Services District
- +++ Railroad
- County Boundary

Crash History

Safety for people using all travel modes, particularly those walking, biking, and rolling, is an integral part of the ATP. One way of understanding transportation safety in Siskiyou County is by analyzing crash data involving people walking and biking. The spatial distribution of crashes provides insights on the overall safety conditions but also helps identify locations and roadways with higher crash rates where safety improvements may be needed most. In addition, analyzing the types of crashes and the violation that may have caused the crash can identify some of the potential factors behind why a particular incident occurred.

According to the California Statewide Integrated Traffic Records System (SWITRS) between 2017 and 2022, a total of 61 pedestrian- and bicyclist-involved crashes were reported in Siskiyou County.⁸

The data show that state highways were the location for 21 of these crashes, or 34.4% of the pedestrian- and bicyclist-involved incidents.

Where Did Pedestrian- and Bicyclist-Involved Crashes Occur?

Figure 5 illustrates where in Siskiyou County people driving hit people walking and biking in the years 2017-2022. Most of the crashes occurred in urban and more populated areas in Siskiyou County, such as Mt. Shasta and Yreka. There were several incidents located outside these areas, scattered along the I-5 corridor. Fort Jones, Weed, Macdoel, Tulelake, Happy Camp, and McCloud each experienced at least one crash where people walking and biking were hit by someone driving a car. To view a zoomed-in version of this map for each labeled city and community, see [Appendix A: Existing Conditions Report](#).

8 Transportation Injury Mapping System (TIMS). Safe Transportation Research and Education Center. University of California, Berkeley. 2024.

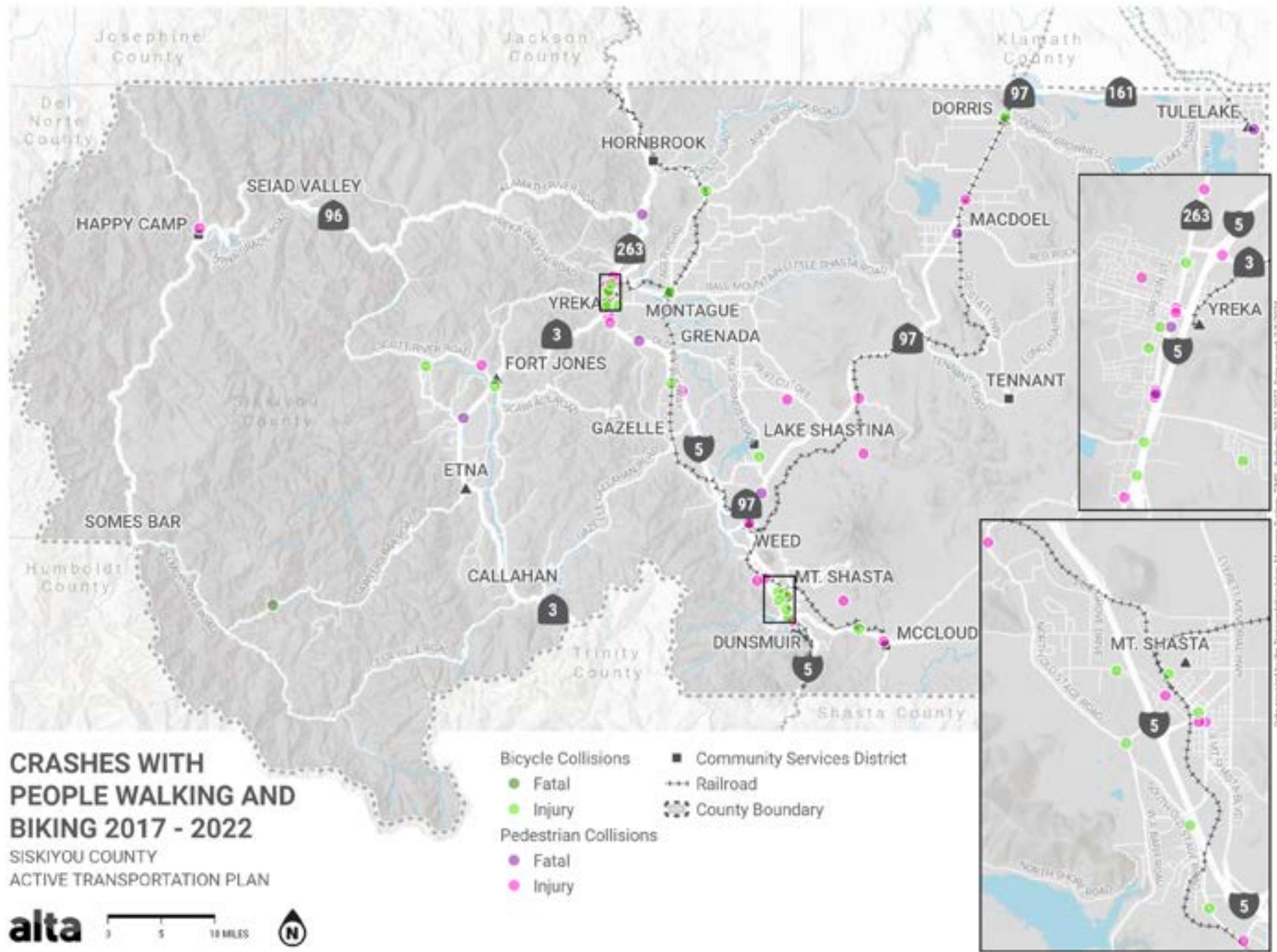
9 Cycle Siskiyou. Etna to Forks via Sawyers Bar Rd. 2024. <https://cyclesiskiyou.com/etna-to-forks-sawyers-bar-rd/>

Drivers who hit people walking and biking in Siskiyou County between 2017-2022 **caused 10 deaths and left 60 individuals injured.**



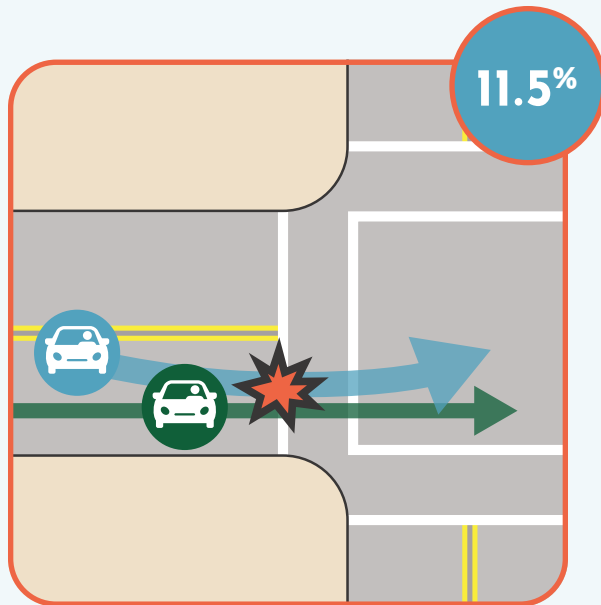
Of the 10 people killed, 9 were pedestrians. The one bicyclist death occurred on Sawyers Bar Rd, a county roadway and common long-distance bike route.⁹

Figure 5 Vehicle Crashes Involving People Walking and Biking



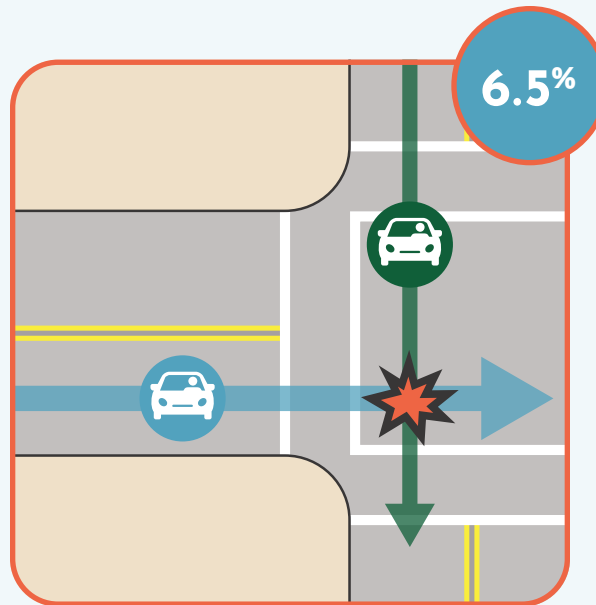
What Are the Frequent Types of Crashes?

The type of crash helps determine the safety countermeasures that would be most effective in addressing the problem. The crash types frequently observed in Siskiyou County and the strategies to address them are:



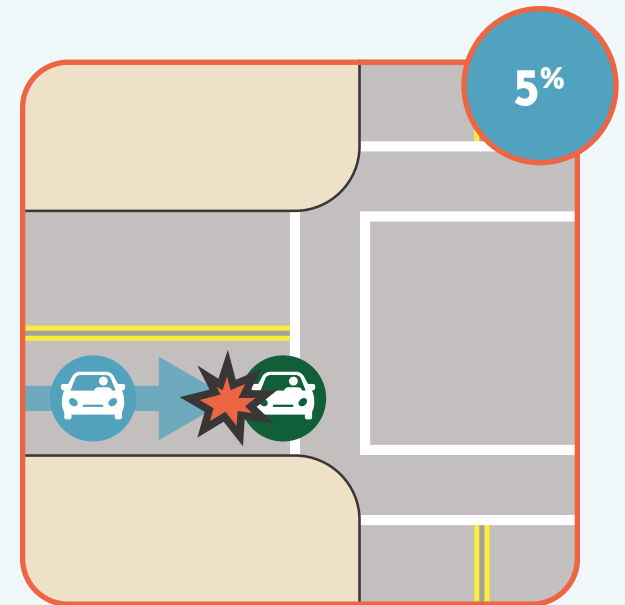
SIDESWIPE

These crashes often occur when vehicles are traveling parallel to each other and make side contact. Strategies to reduce sideswipe incidents include lane hardening measures, such as medians, and driver awareness education.



BROADSIDE

These types of crashes often occur at intersections. Improving intersection safety with clearer bike facilities through intersections, and implementing traffic control measures, such as traffic lights, are strategies to address these incidents.

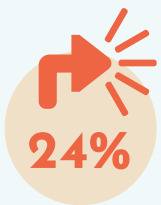


REAR END

Addressing factors such as following distances, speed management, and driver distraction are key to reducing these incidents.

How did these Crashes Happen?

Law enforcement agencies provide information on the primary crash factor (i.e., the violation that may have caused the crash). While this may only constitute a portion of the reasons behind why a particular crash occurred, it provides insight for where improvements can be made across the county. The following were the most common violations on the part of drivers:



IMPROPER TURNING

A significant portion of the crashes resulted from improper turning. This suggests a need for enhanced driver education on proper turning techniques, as well as potential improvements in road signage and infrastructure to guide drivers safely through turns.



UNSAFE SPEED

Addressing speeding might involve stricter enforcement of speed limits, public awareness campaigns on the dangers of speeding, and potential engineering solutions to encourage compliance with speed limits.



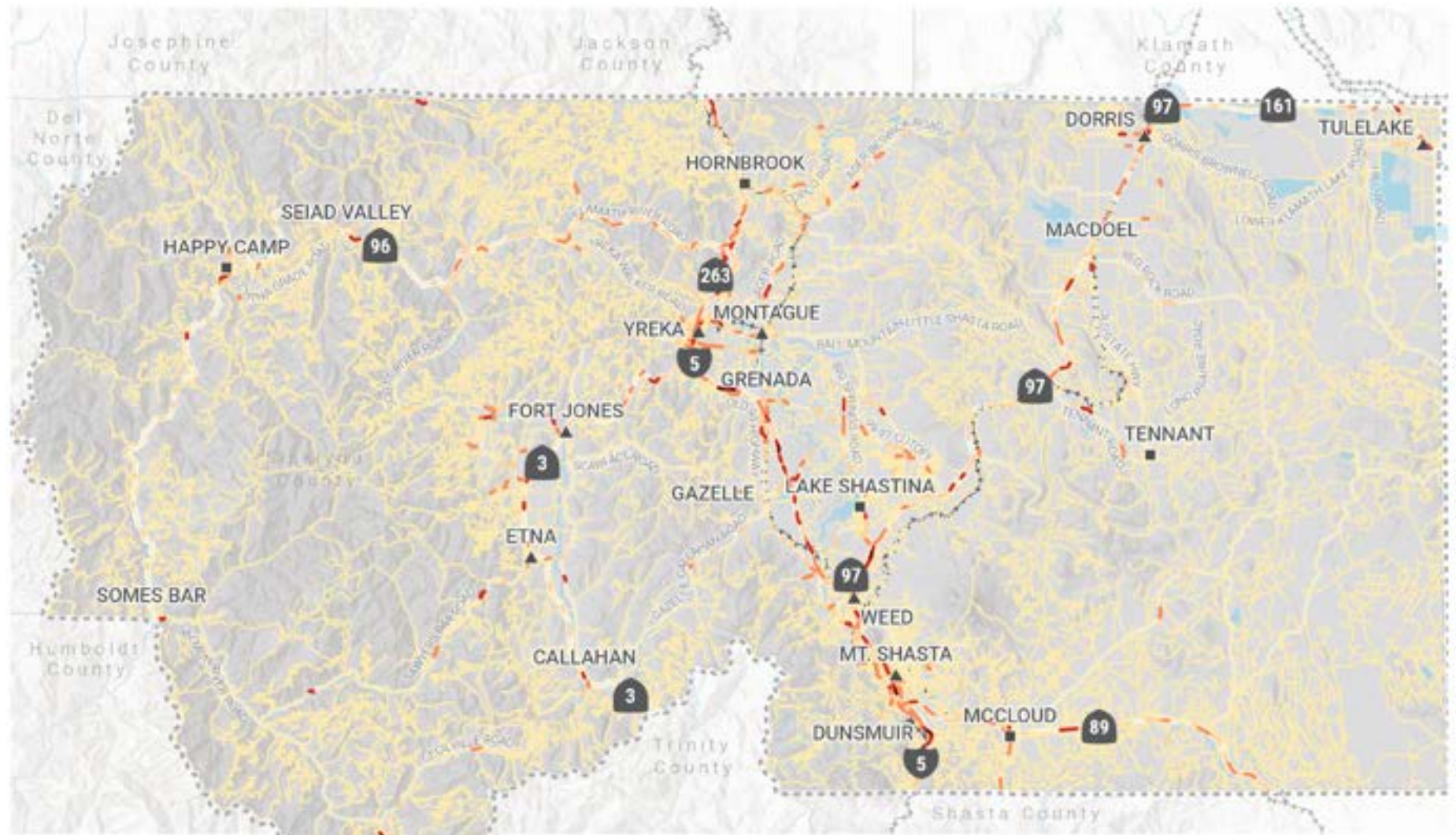
WRONG SIDE OF ROAD

Drivers on the wrong side of the road pose serious risks. This violation calls for measures such as improved road markings, signage, and potentially enhanced law enforcement to deter such behavior.

All Vehicle Crashes

In addition to mapping pedestrian- and bicyclist-involved crashes, the project team analyzed vehicle-only crashes. Rather than displaying each crash location, the team created a severity-weighted crash index for the county, which shows which roadways have seen the most crashes with the worst outcomes on a per-mile basis (Figure 6). Roadways that score high on the index are shown in red, indicating places where a safety intervention may be needed that could benefit all roadway users. To view a zoomed-in version of this map for each labeled city and community, see [Appendix A: Existing Conditions Report](#).

Figure 6 Severity-Weighted Crash Index (All Modes)



Data provided by the Transportation Injury Mapping System (TIMS) - Berkeley 2017-2022. Date issued: 3/30/2024

SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN



- | | |
|-------------------------------|-------------------------------|
| Weighted Crash Severity Index | ▲ City |
| — High | ■ Community Services District |
| — Medium | ++ Railroad |
| — Low | ⊞ County Boundary |



Chapter 4

How Does the Plan Consider Everyone's Needs?

How Does the Plan Consider Everyone's Needs?



The Siskiyou County Active Transportation Plan offers a step toward a transportation system that is safe and accessible and meets the need of all community members. The ATP seeks to understand and invest in communities that have historically been left out of important transportation-related planning, decision-making and investments such as smaller and more remote communities.

The ATP considers the diverse needs of Siskiyou County residents through robust public outreach (see [Chapter 5](#)), and by identifying communities that can benefit from transportation-related investments using public data.

To do this, the ATP analyzed community characteristics like income and demographics as well as exposure to pollution and hazards, which are impacted by long-term transportation decisions. The project team used indices developed by state and federal agencies and those identified by the California Active Transportation Program. Using these indices is critical because they help secure future funding opportunities for the County.¹⁰ The measures are:

- Median Household Income
- Free or Reduced-Price Meal Eligibility at Schools
- CalEnviroScreen 4.0
- Healthy Places Index
- USDOT Equitable Transportation Community Explorer
- Climate and Economic Justice Screening Tool



We examined the range of transportation needs across the county through a variety of quantitative metrics.

¹⁰ California Transportation Commission. Active Transportation Program (ATP). <https://catc.ca.gov/programs/active-transportation-program>.



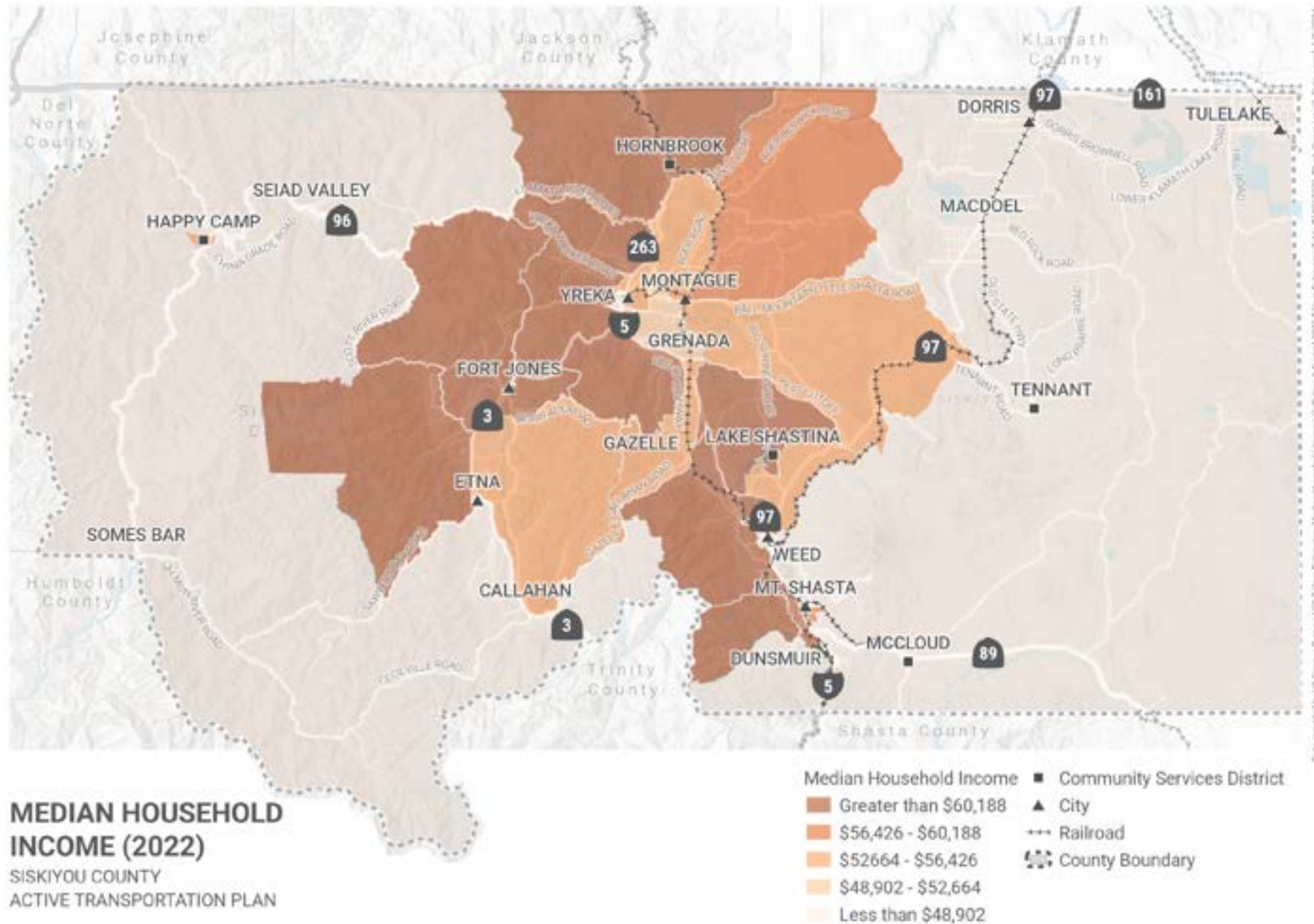
Median Household Income

Income levels often influence access to reliable transportation, as lower-income households face greater financial burdens, particularly where personal vehicle ownership is costly and alternatives are limited. Communities with a median household income of less than \$49,000 are mostly in rural parts of the county such as Dorris, along with some census tracts in cities, such as south Yreka and Weed (Figure 7). Communities with a median household income of greater than \$60,000 are in the areas adjacent to the population centers along I-5, such as Mt. Shasta and Lake Shastina.

By understanding which areas could benefit from new active transportation infrastructure, Siskiyou County will be more competitive when applying for state and federal grants such as the California Active Transportation Program and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding to build those projects. For example, any projects located within federally recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) or projects submitted by Tribal Governments score an additional four points in the California Active Transportation Program (Large Infrastructure grant category).¹¹ The data from Median Household Income, Free or Reduced-Price Meal Eligibility at Schools, and CalEnviroScreen 4.0 measures are mapped on the following pages. Other measures are detailed in [Appendix A: Existing Conditions Report](#).

¹¹ The project team also mapped the Healthy Places Index 3.0, Climate and Economic Justice Screening Tool, and USDOT Equitable Transportation Communities indices across Siskiyou County to identify key community health and equity indicators that may be useful in securing grant funding. The results of these analyses, along with maps depicting disadvantaged areas and communities with higher transportation needs, are provided in the appendix within the Existing Conditions memo.

Figure 7 Median Household Income (2022)



Data provided by US Census Bureau ACS 5 Year Estimates, Median Household Income (Uninflated Adjusted 2022 \$ Year Estimates Table B19070001, Block Group Level). Date revised: 1/10/2024.



Free or Reduced-Price Meal Eligibility

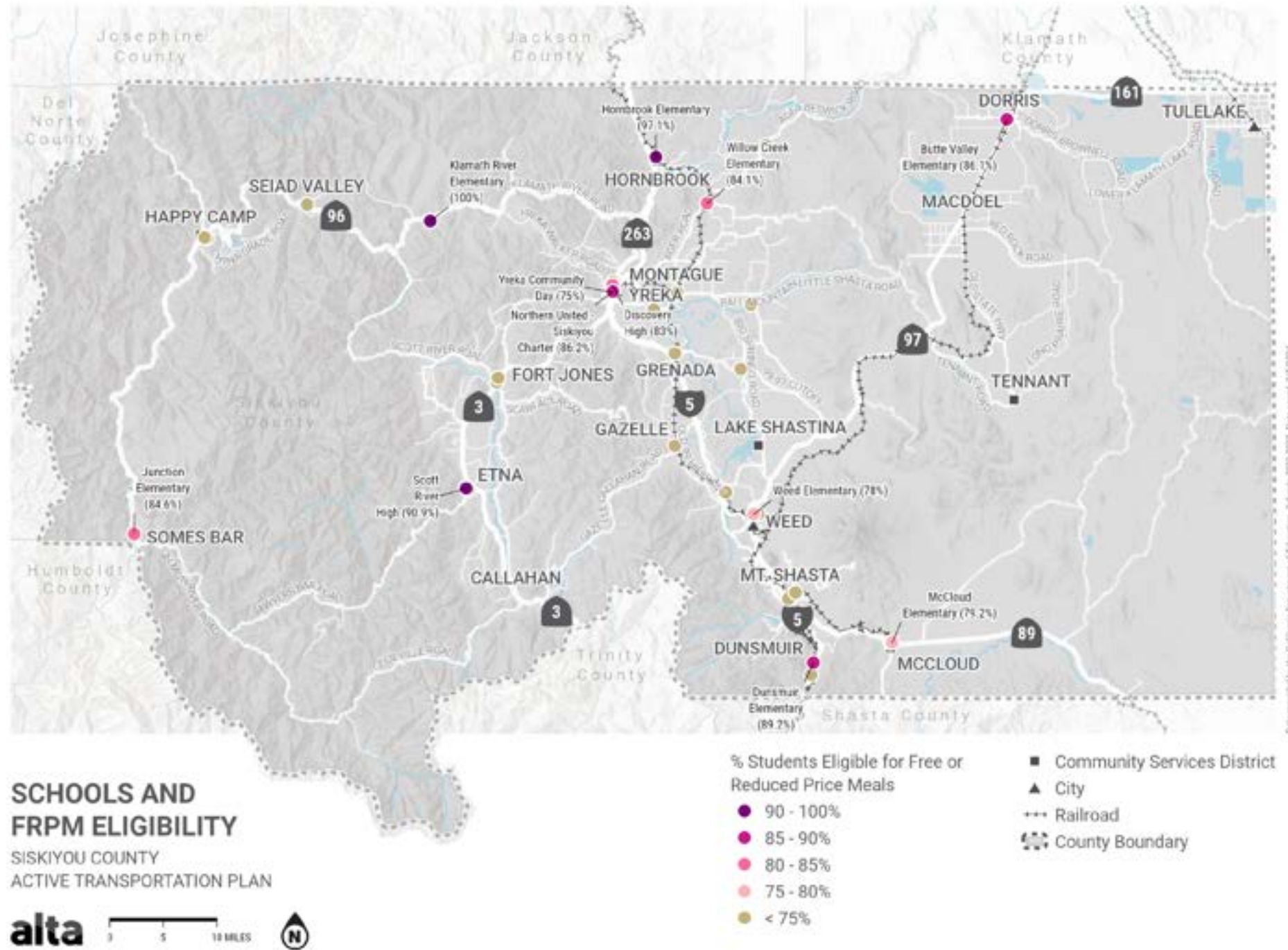
The percentage of students eligible for free or reduced-price meals highlights socioeconomic need, helping identify communities where transportation barriers may be greater and where investments in active transportation can greatly benefit students walking and biking to school. Figure 8 shows the distribution of schools in Siskiyou County and the proportion of students qualifying for free or reduced-price meals.

As of the 23-24 school year, **over 75% of the student population in the following schools** in Siskiyou County qualify for free or reduced-price meals.¹²

- Bogus Elementary
- Butte Valley Elementary
- Discovery High
- Dunsmuir Elementary
- Dunsmuir High
- Golden Eagle Charter
- Hornbrook Elementary
- Klamath River Elementary
- McCloud Elementary
- Northern United - Siskiyou Charter
- Scott River High
- Weed Elementary
- Yreka Union High Community Day

¹² California Department of Education. "Downloadable Files: School & District Data Files." Accessed December 18, 2024. <https://www.cde.ca.gov/ds/ad/filessp.asp>.

Figure 8 Schools and Free and Reduced-Price Meal Eligibility



CalEnviroScreen 4.0

Developed by the California Environmental Protection Agency's (CalEPA's) Office of Environmental Health Hazard Assessment, CalEnviroScreen 4.0 is a tool designed to identify communities in California most affected by pollution or especially vulnerable to its impacts. By analyzing pollution data—such as PM2.5 concentrations and traffic impacts—alongside population and socioeconomic indicators like poverty and housing burden, the tool provides a composite score for identifying disadvantaged communities at the census tract level. Understanding these scores is critical for guiding active transportation investments that can improve air quality in communities.

CalEPA formally designates four categories of geographic areas as disadvantaged:

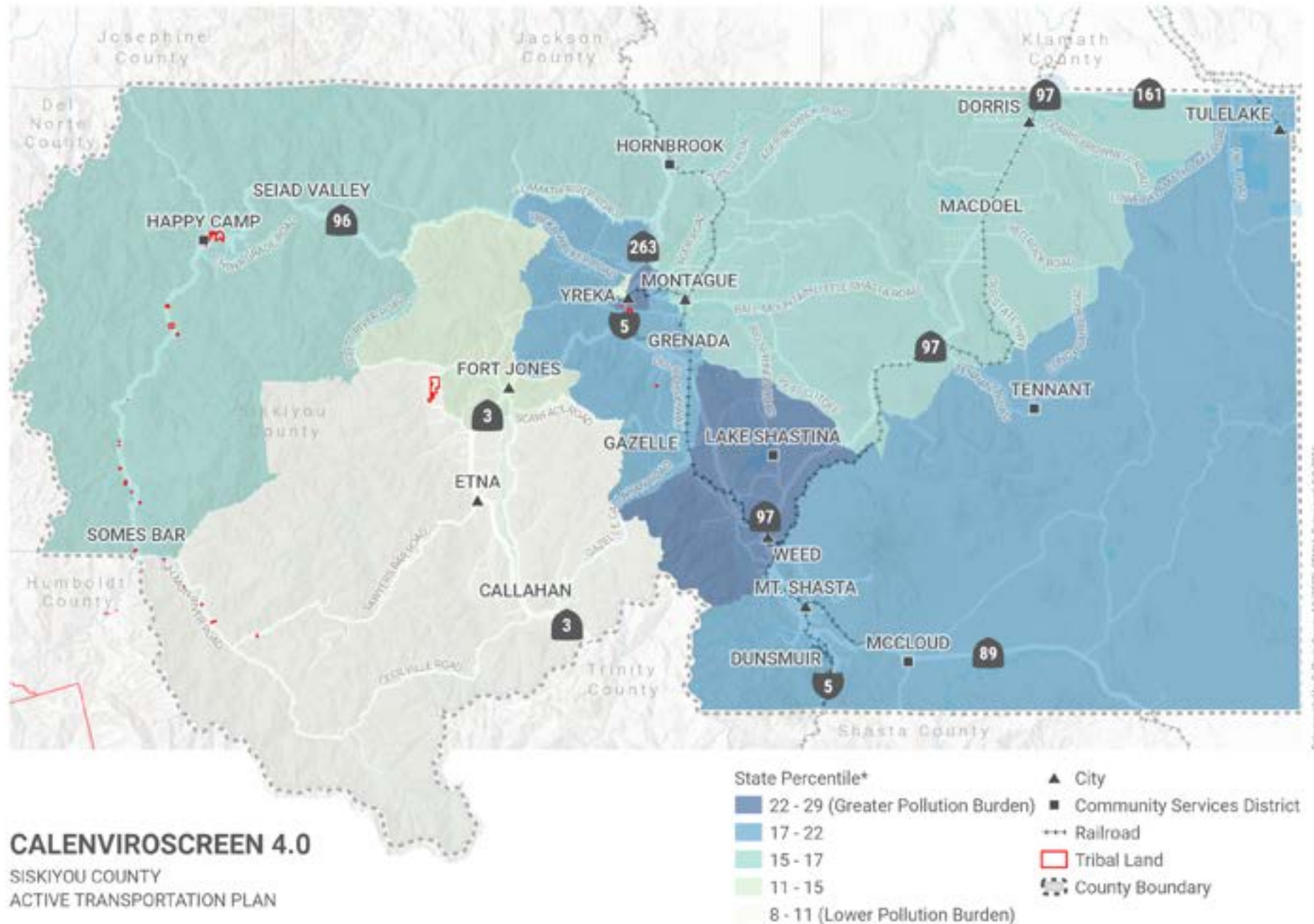
- Census tracts receiving the highest 25% of overall scores in CalEnviroScreen 4.0.
- Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps but receiving the highest 5% of CalEnviroScreen 4.0 cumulative pollution burden scores.
- Census tracts identified in the 2017 disadvantaged communities designation, regardless of their scores in CalEnviroScreen 4.0.
- Lands under the control of federally recognized Tribes.¹³

The distribution of CalEnviroScreen scores in Siskiyou County is shown in Figure 9. The map reflects each tract's statewide percentile, with higher percentiles reflecting higher burdens from pollution. None of the census tracts in Siskiyou County are in the top 25% most disadvantaged in the state. The land in Siskiyou County under Tribal control, outlined in red, is considered a disadvantaged community under Senate Bill 535.¹⁴

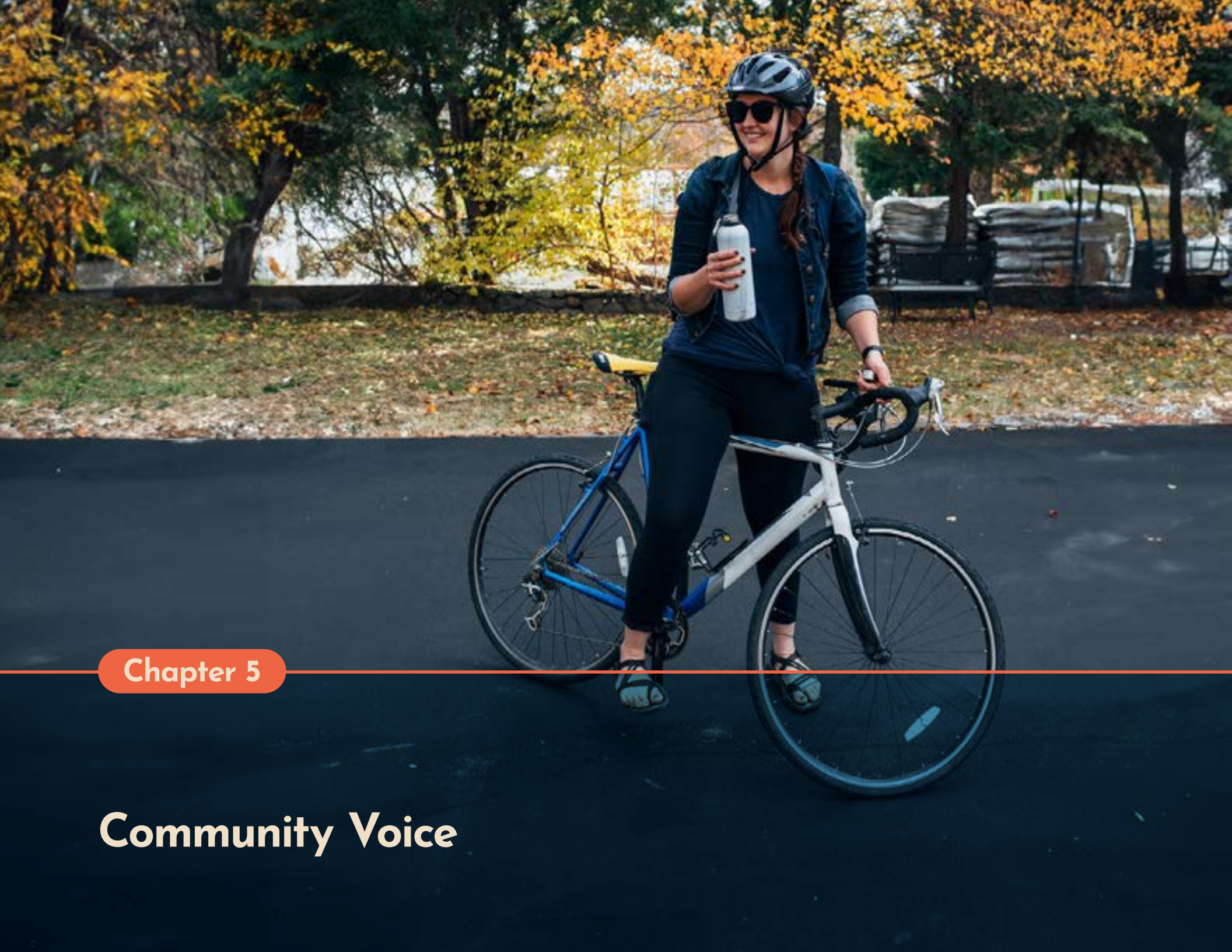
¹³ For purposes of this designation, a Tribe may establish that a particular area of land is under its control even if not represented as such on CalEPA's disadvantaged communities map and therefore should be considered a disadvantaged community by requesting a consultation with the CalEPA Deputy Secretary for Environmental Justice, Tribal Affairs and Border Relations at TribalAffairs@calepa.ca.gov.

¹⁴ California Environmental Protection Agency. (2012). Senate Bill 535: Disadvantaged communities and greenhouse gas reduction investments. California Environmental Protection Agency. Retrieved Dec 2024, from <https://calepa.ca.gov/envjustice/ghginvest/>

Figure 9 CalEnviroScreen 4.0 Scores by Census Tract



Note: Every tract in Siskiyou County is above the top 25% most disadvantaged tracts in the state of California. The top 25% most disadvantaged (i.e., most pollution-burdened) tracts in the state all score above the 40th percentile.



Chapter 5

Community Voice

Community Voice

Throughout the course of the project, we organized a series of in-person and online activities to gather input about transportation needs, challenges, and priorities in Siskiyou County from those who know them best—the community members. Community engagement helped build community awareness and a shared understanding of project need, enable participation from people from across the County, and use public input in the decision-making process.

The engagement activities targeted a wide range of audiences who, currently or in the future, use the active transportation system in Siskiyou County. This includes residents, visitors, and recreation enthusiasts, and communities who are typically underrepresented in planning processes including youth, Spanish-speaking communities, and lower-income households. We attended events across Siskiyou County to enable participation from communities across the region and to identify location-specific transportation needs and concerns.

See [Appendix B: Community Engagement Summary](#) and [Appendix C: Walk Audit Summary](#) for a detailed description of the community engagement process.

Engagement by Numbers

3 

OPEN
HOUSES

8 

TABLING
EVENTS

4 

SAFE ROUTES TO
SCHOOL EVENTS

10 

WALK AUDITS

1 

SURVEY

1 

INTERACTIVE
MAP

145
participants

178
comments

Community Engagement Events and Activities (2024)

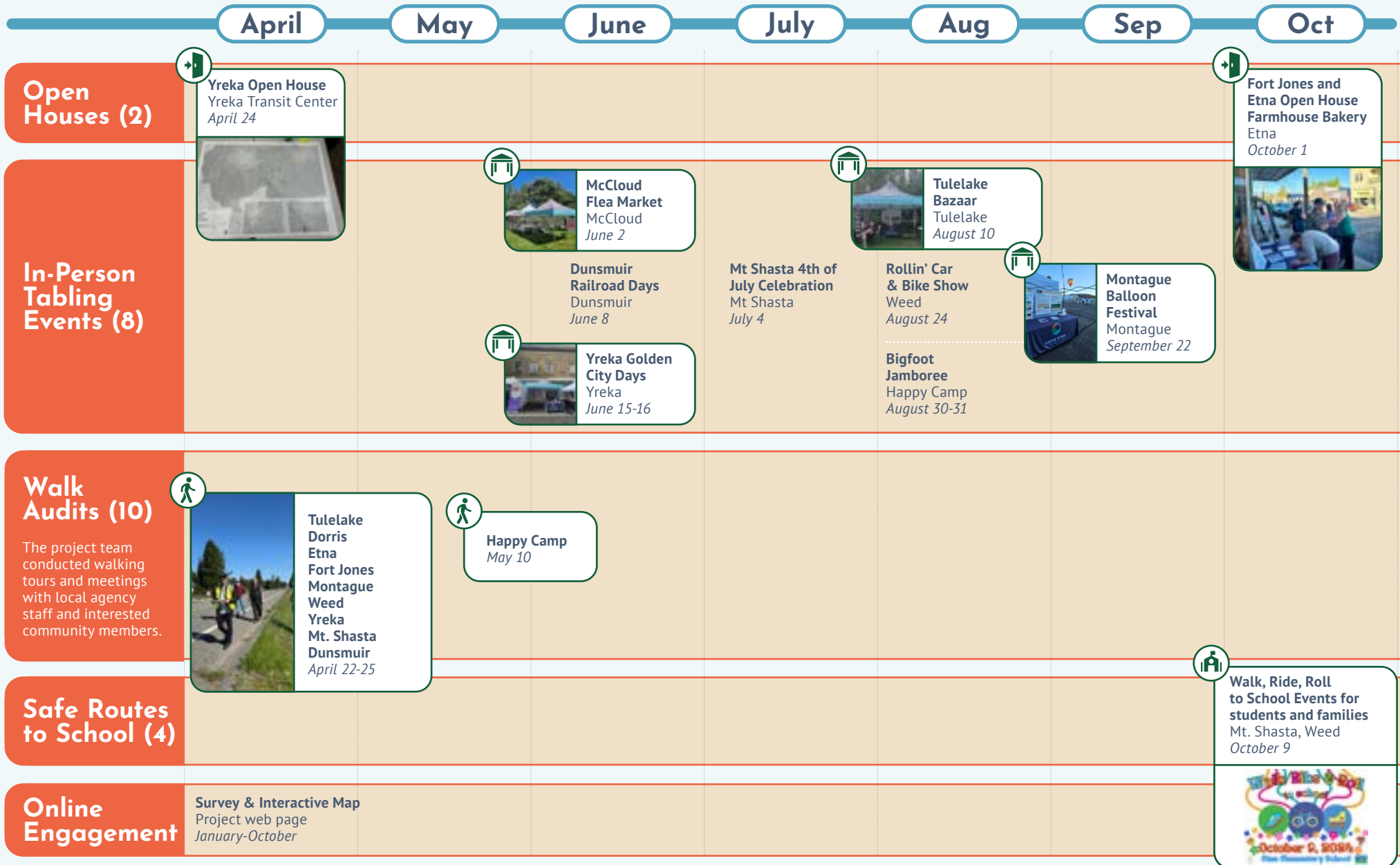


Figure 10 Engagement Overview - Siskiyou County

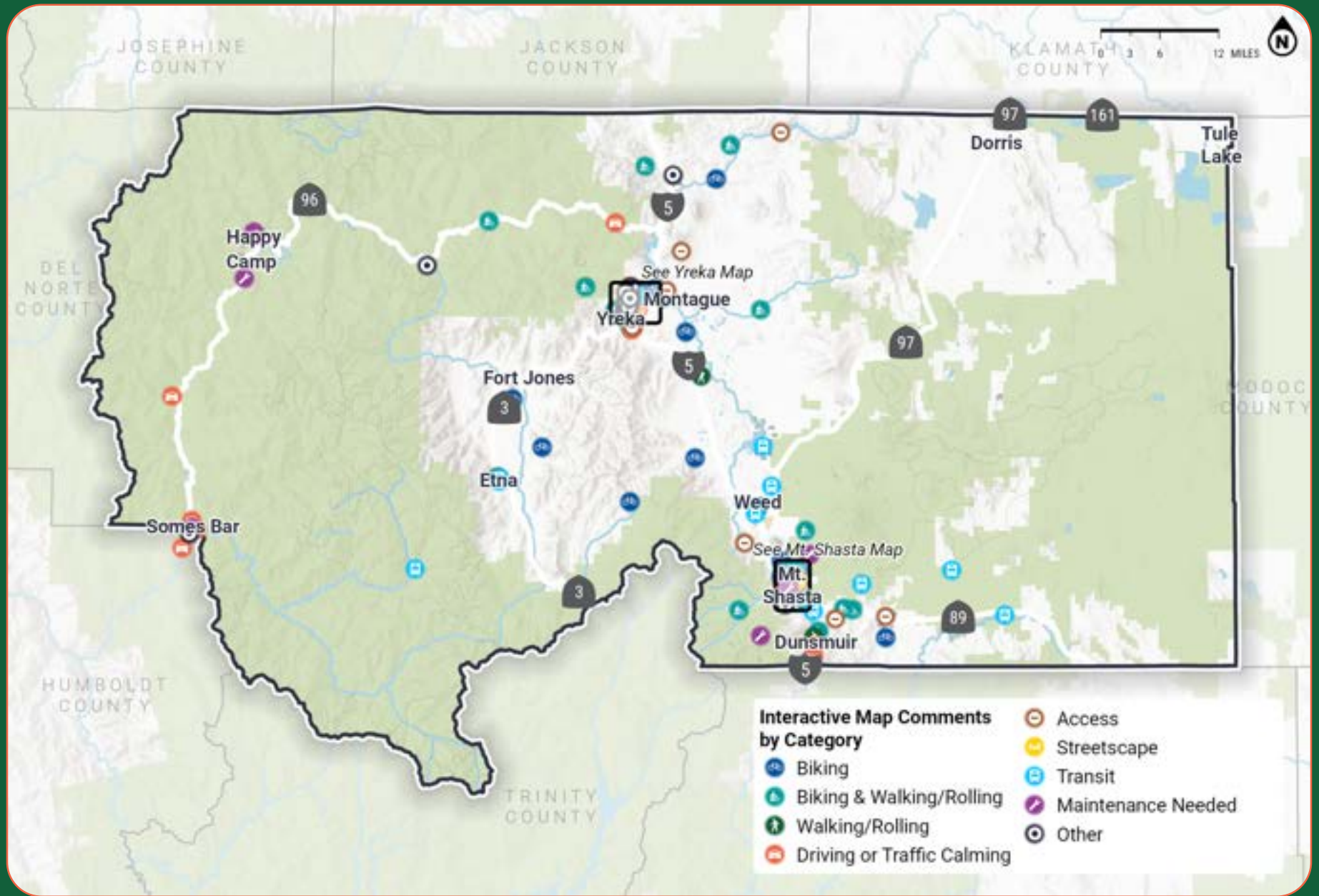
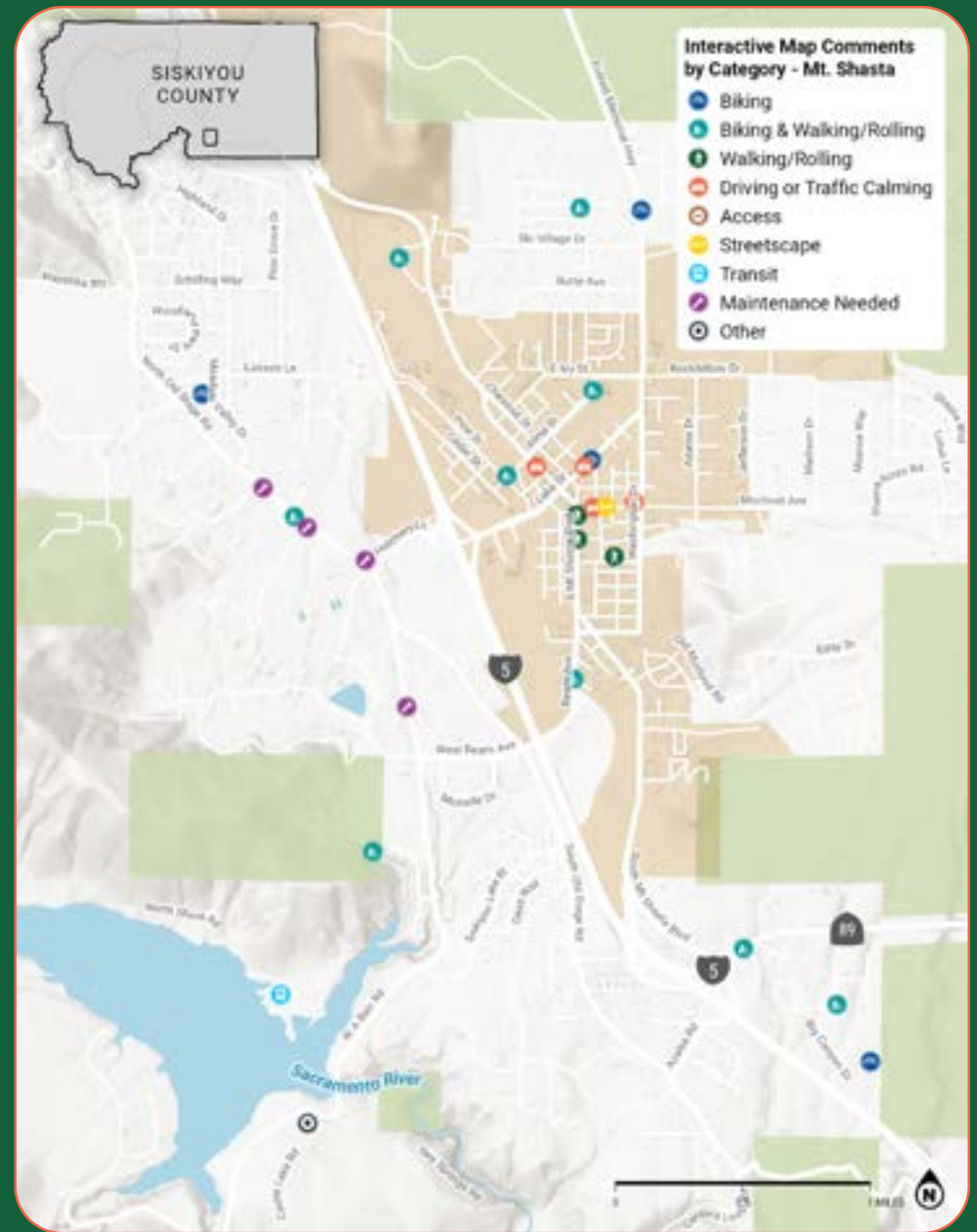


Figure 11 Engagement Overview – Yreka



Figure 12 Engagement Overview – Mt. Shasta



Phase 1: Listen and Learn

In the first phase of community engagement, we wanted to understand the communities' thoughts on existing conditions, needs, and desires related to active transportation and use so we could use community feedback to identify locations to prioritize in the ATP. We also connected with partner organizations and jurisdictions to guide the development of the ATP and build partnerships to support future implementation and decision-making during this phase. The engagement strategies included the following:

WALK AUDITS

In April and May 2024, the project team conducted 10 walking tours and meetings with local agency staff and interested community members in 10 Siskiyou County communities: Tulelake, Dorris, Etna, Fort Jones, Montague, Weed, Yreka, Happy Camp, Mt. Shasta, and Dunsmuir.

The walk audits supported the quantitative data in the existing conditions analysis, helped gather staff input, and identified key issues and gaps specific to these communities. Using this information, the team developed project recommendations for each community. The results of the walk audits were compiled and presented to the Siskiyou County Local Transportation Commission (See [Appendix C: Walk Audit Summary](#)).

OPEN HOUSE

The first open house was organized in the Yreka Transit Center where participants drew on maps, prioritized improvement types, and took printed surveys.

SURVEY

Conducted between January and October 2024, the project survey was available both online and in printed form at in-person events. This long survey window allowed the project team time to attend existing events throughout the summer and promote the survey. 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. In all, 145 survey responses were received.

The community engagement process was organized into three phases to align with the project phases, so that community voices would be centered throughout the development of the ATP.

INTERACTIVE MAP

A custom interactive web map allowed community members to identify location-specific infrastructure needs and concerns. See Figure 10 for the web map interface with the comments from the community. The largest clusters of comments were in Yreka and Mt. Shasta.

PROMOTION MATERIALS

- Flyers
- Social media graphics
- Print and digital survey
- Listserv emails
- Workshop boards
- Newspaper ad



↑ Flyer

↑ Social media graphic

Phase 2: Align and Refine

In the second phase of community engagement, we shared active transportation project recommendations and project lists developed based on community input from Phase 1. We refined the goals and objectives to reflect community needs and desires and identified facilities that are needed to achieve connectivity for active transportation modes.

OPEN HOUSE IN ETNA

The second open house in Etna allowed project staff to get feedback on community priorities and location-specific needs.



TABLING EVENTS

Between June and September 2024, the project team tabled at events in eight different communities in Siskiyou County:

- McCloud Flea Market (McCloud)
- Dunsmuir Railroad Days (Dunsmuir)
- Yreka Golden City Days (Yreka)
- Mt Shasta 4th of July Celebration (Mt Shasta)
- Tulelake Bazaar (Tulelake)
- Rollin' Car & Bike Show (Weed)
- Bigfoot Jamboree (Happy Camp)
- Montague Balloon Festival (Montague)

The tabling events were organized to align with other community events so that we could reach a wider audience. During the event, the project team shared information about the project; received feedback on community needs, desires, and priorities; and encouraged people to take the survey.



SAFE ROUTES TO SCHOOL EVENTS

In October 2024, staff from the Siskiyou County Office of Education and Siskiyou Outdoor Recreation Alliance (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. 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.

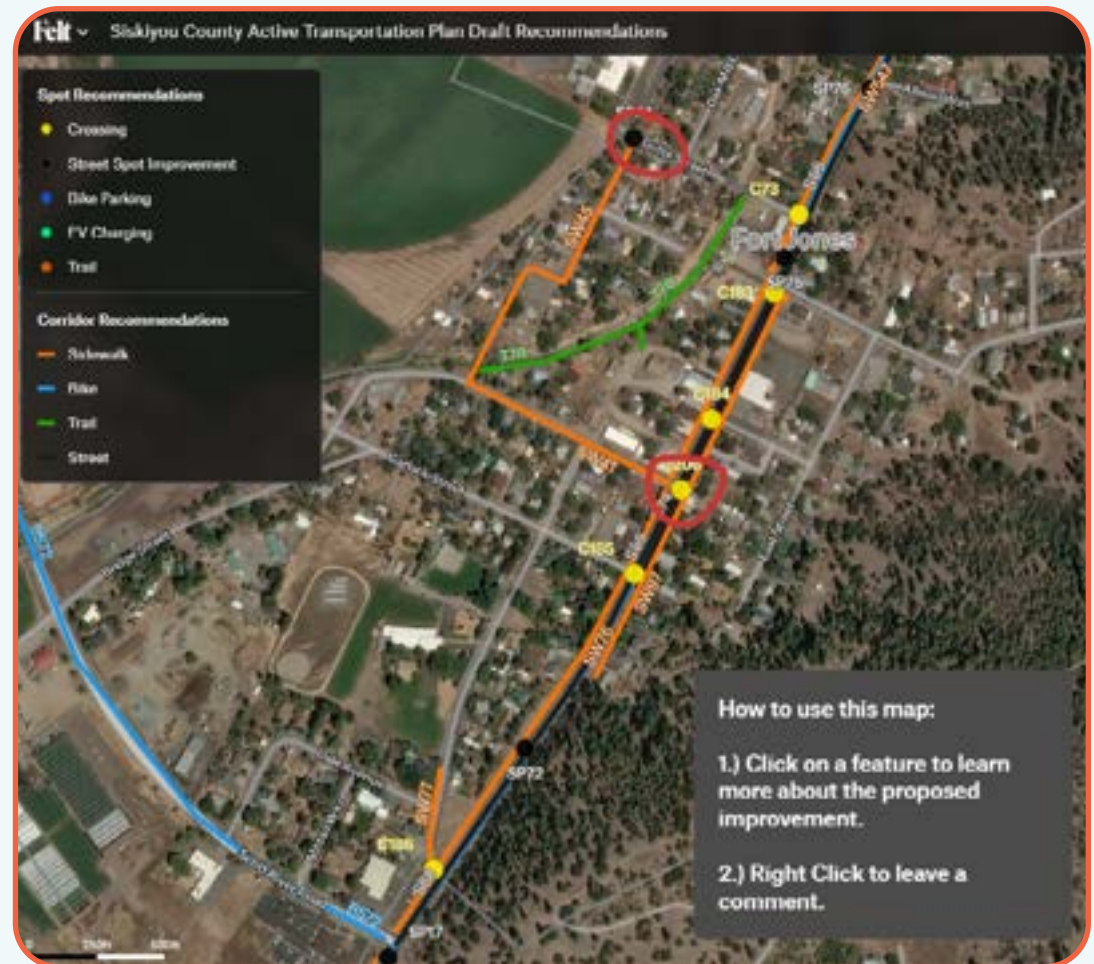
SURVEY AND INTERACTIVE MAP

The survey and interactive web map continued to be open to the public throughout Phase 2 and were promoted during in-person events and promotional materials.

Phase 3: Share and Review

In the final phase of engagement, the project team reviewed the feedback gathered over the course of the project and incorporated the findings into the ATP's recommendations. The project team then sent the draft recommendations list to the local agency's public works departments and city councils for a review and comment period.

After the agency comments were integrated into the project recommendations, the team prepared a refined project list for the Siskiyou County Local Transportation Commission. After the project recommendations were reviewed by the commission, the team prioritized the projects and developed cost estimates (see [Chapters 6 and 7](#)). The ATP was posted online for a month-long public review period, which included a virtual open house for community members to learn about and ask final questions about the project. The following section describes how feedback was incorporated into the ATP's recommendations.



Key Community Input Themes



Survey participants envision Siskiyou County to be safe for kids and families to walk and bike to their neighborhood school.

When asked about the type of community they envision Siskiyou County becoming in the next 5 to 10 years, survey participants wanted safer pedestrian and bike environments for kids and families. Survey participants' second highest priority was providing convenient travel options for all ages and abilities.



Survey participants identified safety for people using active transportation modes and the condition and availability of pedestrian and bicycle infrastructure as top issues.

See Figure 13 to see survey responses for the biggest issues for people walking and biking in Siskiyou County.

Figure 13 Survey Responses When Asked, “What Are the Biggest Issues for People Walking and Biking in Your Community”

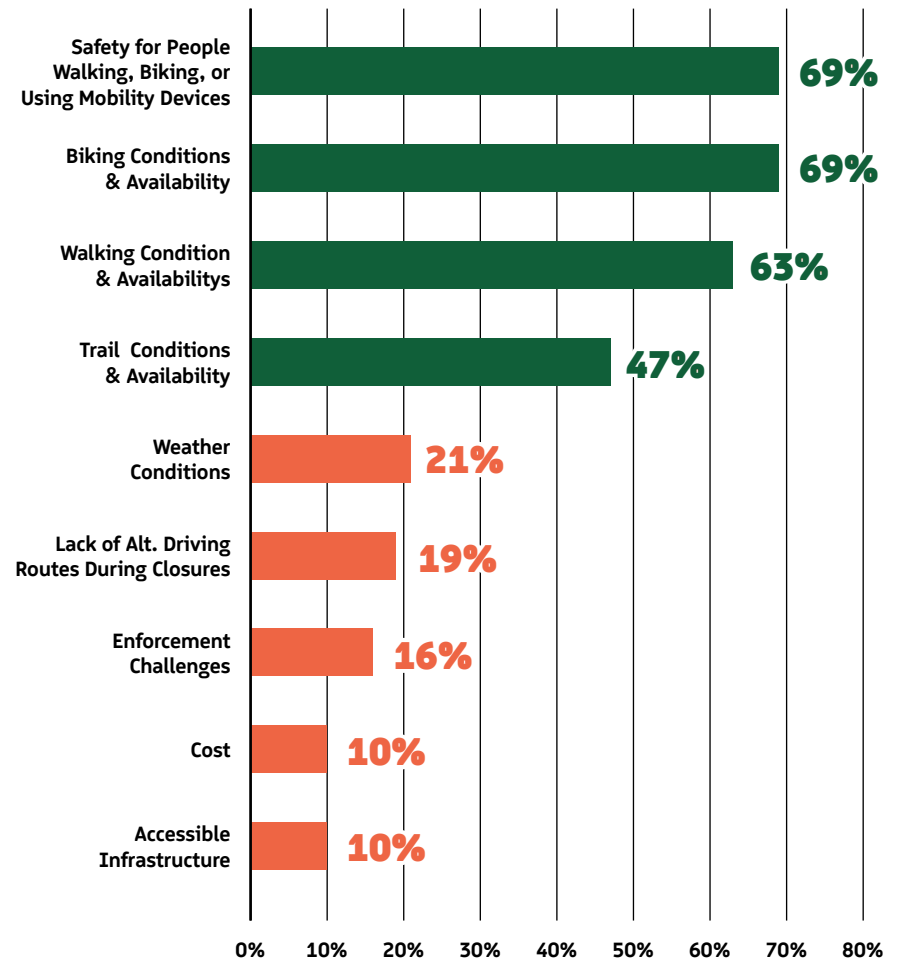
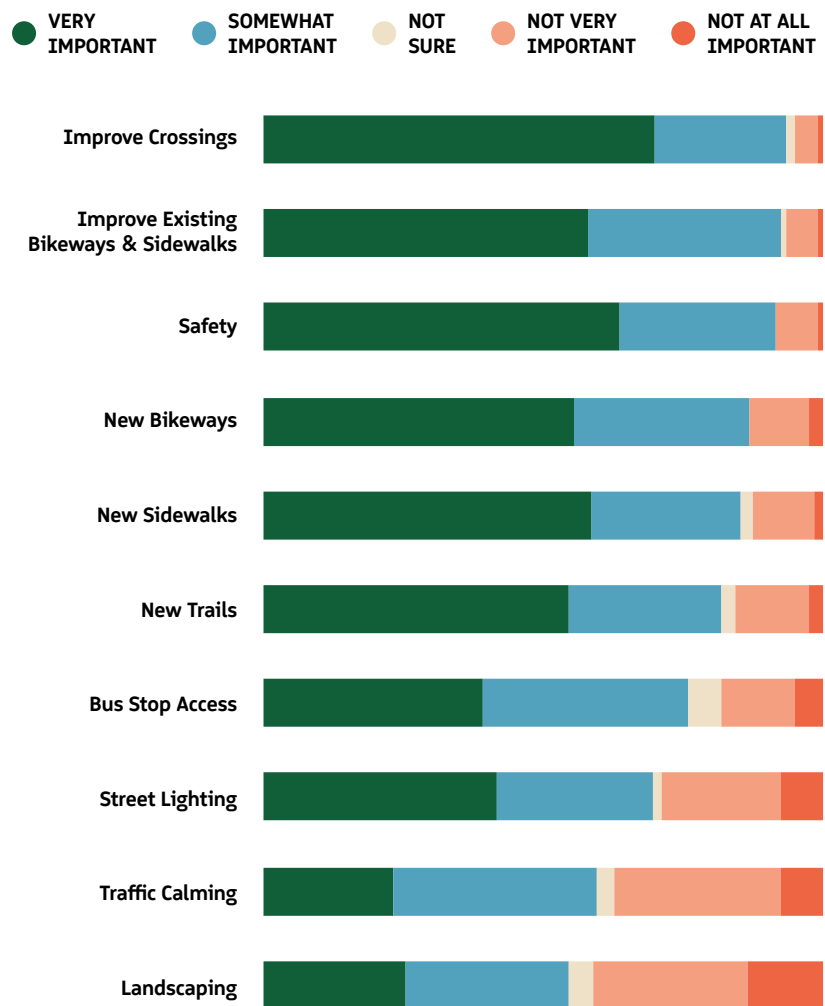


Figure 14 Survey Responses When Asked, “How Important is it to Invest in or Advocate for the Following Types of Projects?”



Survey participants chose crossing improvements as the top priority for the types of projects to invest in or advocate for,

with **93% of respondents** ranking this as very important or somewhat important. This was closely followed by improving existing bikeways and sidewalks and then safety.



Survey participants shared ideas for trails

including a bike trail between McCloud and McCloud Falls, mountain bike and hiking trail linking northside Yreka to Greenhorn Park via the western ridge, and a “Volcanic Scenic Byway” bike/hike trail.



Survey participants wanted e-bike charging stations

in several communities including Happy Camp, McCloud, and Seiad to support the growing number of e-bike riders in the region.



Survey participants shared location-specific improvements through the interactive map

that will help improve conditions for people walking, biking, and rolling throughout Siskiyou County. The number of comments received in the interactive map and the category of improvement needs identified are shown in Table 1.

Table 1 Web Map Comments and Their Category of Improvement Needs

CATEGORY / TYPE OF COMMENT	NUMBER OF COMMENTS
Driving or Traffic Calming Traffic-calming measures or other roadway improvements	41
Biking and Walking/Rolling Shared-use trail improvements or new routes	25
Biking Bikeway improvements or new routes	24
Walking/Rolling Accessible sidewalk improvements or new routes	20
Other Non-transportation items	16
Streetscape Streetscape improvements, e.g., lighting or landscaping	15
Transit Transit improvements	15
Maintenance Locations where roadway maintenance is needed, e.g., potholes, trash in roads	14
Access Access improvements, e.g., inaccessible public land	8

How We Incorporated Community Feedback

We heard great feedback from community members who shared their transportation ideas, needs, and visions for the future of Siskiyou County in the online input map and survey.. We responded to what we heard from the community with recommendations that directly address their feedback. The examples below highlight some specific ways that we addressed community comments in ATP projects. The full project list is included in [Chapter 6](#).

Siskiyou County



WHAT WE HEARD

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.



OUR RECOMMENDATIONS

- Implementing **safer crossings, bike lanes and sidewalks** around schools.
- Identifying solutions for **improved winter maintenance plans** along key recreation and connection corridors.

Dunsmuir



WHAT WE HEARD

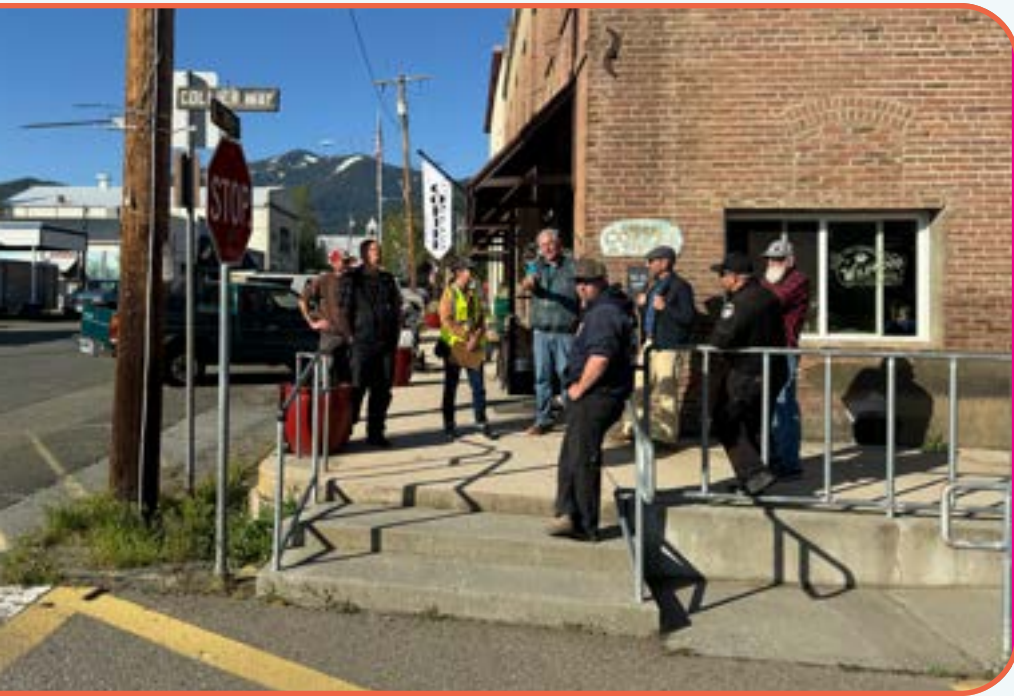
Improved facilities for active transportation on Dunsmuir Ave and traffic calming measures.

Sidewalks along Siskiyou Ave.



OUR RECOMMENDATIONS

- Continue to support the Dunsmuir ATP, which calls for **sidewalks, bikeways, and traffic calming measures** like speed tables and roundabouts north of Vernie St on Dunsmuir Ave.
- **Sidewalks** along Siskiyou Ave and many other streets in town.



Etna



WHAT WE HEARD

Traffic safety and pedestrian improvements at CA3 crossings in town.

Main St sidewalk improvements needed.



OUR RECOMMENDATIONS

- Reconstruct intersection as a **roundabout** and include “Welcome to Etna” signage with sidewalk connections on Howell Ave and Collier Way.
- Explore additional funding for a **Main St Design Study**

Fort Jones



WHAT WE HEARD

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 electric vehicle charging stations.



OUR RECOMMENDATIONS

- Included recommendations for Caltrans to focus on **enhanced crossings, moving speed limit signs farther out to slow inbound vehicles.** Pedestrian improvements such as **lighting and low/no maintenance dryscaping** are also recommended.
- Removed the majority of the proposed Moffett Creek Trail and removed recommendations for electric vehicle charging.

McCloud



WHAT WE HEARD

Improved trail and path connections with nearby recreation opportunities like the Ski Park, Lake McCloud.

Improved connectivity with Dunsmuir.



OUR RECOMMENDATIONS

- Recommendation for a **trail study** to examine connections between McCloud and recreation destinations and Dunsmuir.

Mt. Shasta



WHAT WE HEARD

Trail from town to Lake Siskiyou and bike lanes along W A 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 W A Barr Rd.

Improved connectivity with Dunsmuir and Weed.



OUR RECOMMENDATIONS

- **Trail study** for trails to Lake Siskiyou and **bike lanes** along W A 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.





Weed



WHAT WE HEARD

Connections to Mt. Shasta and Yreka.

Connections to school.



OUR RECOMMENDATIONS

- Sidewalk recommendations between downtown and Weed Elementary.
- Improved crossing at Highway 97 and Boles St.

Yreka



WHAT WE HEARD

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.



OUR RECOMMENDATIONS

- Study for the potential of **creating more space for pedestrian amenities** and reducing traffic lanes in this area.
- **Bike lanes** along Evergreen Lane, 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 Lane and Greenhorn Rd.



Chapter 6

Recommendations

Recommendations

Transportation systems are made up of physical infrastructure that are built and installed (such as sidewalks, stop signs, stormwater drainage, and traffic lights) and less tangible elements that may be harder to see, like parking policies, maintenance agreements, and educational campaigns. Based on what we heard from our community discussions and what we saw in our technical analyses, the county's bicycle and pedestrian system varies across the county and there are gaps in these systems that can be addressed.

This chapter outlines the recommended infrastructure projects and programming initiatives that communities in Siskiyou County should pursue to improve the conditions for walking, biking, using wheelchairs, and accessing transit as well as improve safety for all roadway users, including drivers.

These recommendations factor in many considerations, such as:

- Existing bicycle, pedestrian, and recreational infrastructure and gaps in that system
- Previous policy direction and planning efforts
- Crash history
- Community needs and requests

While the recommendations cover unincorporated and incorporated communities in Siskiyou County, they are primarily focused in Tulelake, Dorris, Montague, Yreka, Happy Camp, Fort Jones, Etna, Weed, Mt. Shasta, and Dunsmuir.¹⁵ The recommendations are categorized in the following ways:

- **Non-Infrastructure Recommendations** include a set of programs and policies that improve active transportation networks and promote walking and biking among users.
- **Infrastructure Recommendations** include tangible and physical infrastructure like sidewalks and traffic signals. These are categorized as:
 - **Corridor Improvements:** Recommendations for sections of transportation facilities like sidewalks and bike paths between two or more locations to connect places, improve safety, reduce travel time, and support economic development.
 - **Spot Improvements:** Targeted improvements at specific locations to address issues like access and safety. Spot improvements are generally smaller in scope compared to corridor improvements. These can include lighting improvements in one location or crossing improvements where safety concerns have been identified.

¹⁵ The recommendations in this plan are for planning purposes only. Recommendations may be altered depending on opportunities, constraints, and/or roadway changes. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.



Non-Infrastructure Recommendations

Safe Routes to Schools (SRTS) Programs

The Siskiyou County Office of Education (SCOE) has been building a Safe Routes to School Program for the past several years, focused on Walk and Roll to School Day. They would be an excellent candidate to lead this work, in collaboration with SCLTC and local city leadership.



CONDUCT AN AWARENESS CAMPAIGN

A coordinated campaign featuring activities, events, and communications highlighting the many benefits of active school travel for students, families and the wider community can raise awareness and build enthusiasm for walking and biking.

Actions and Considerations: Plan a schedule of campaign activities to happen throughout the school year to keep the benefits top-of-mind for families, gradually shifting perceptions about safety and convenience, and ultimately building a school culture that supports walking and biking. The campaign should use a variety of communications tools, including:

- Announcements & posters
- Newsletter articles
- School website & social media updates
- Classroom activities
- Assemblies
- Press releases to attract local media coverage.

ENCOURAGE BIKE AND PEDESTRIAN EDUCATION IN SISKIYOU COUNTY SCHOOLS

Bike and pedestrian education, with a particular focus on kids, can give the students the knowledge, skills, and confidence to walk and bike to school safely.

Actions and Considerations:

- Schedule comprehensive skills-based session(s) designed to encourage students to bike and walk more, by giving them the knowledge and skills they need to be able to ride a bike safely and confidently.
- Organize events such as bike rodeos to teach bike handling skills, as well as knowledge about the rules of the road and safe biking practices.
- Work with Siskiyou Union School District, Junction Elementary School District, and Karuk Head Start to create a pedestrian safety education program. Pedestrian education can teach children about the benefits of walking, how to identify safety risks, and how to use common street features such as traffic signs, signals, and crossings. A “safe crossing” education campaign encourages students to always use a crosswalk. Sessions are usually led by qualified instructors, working with a group of children to take them through several hours of teaching and coaching.

Elements of this recommendation are also identified in the Walk Bike Ride Mt. Shasta Mobility Plan and Karuk Tribal Transportation Safety Plan.



ESTABLISH A COUNTYWIDE CROSSING GUARD PROGRAM

Crossing guards assist students, families, and residents in safely crossing the street near schools and alert drivers that people are crossing the roadway. It is a violation of the law to disregard the direction of a crossing guard (California Vehicle Code Section 2815).

Actions and Considerations:

- Crossing guards can include school staff performing this role as a part of their duties, city staff, paid contractors, or volunteers.
- Improve enforcement before and after school hours by increasing the number of volunteer crossing guards.

Elements of this recommendation are also identified in the Karuk Tribal Transportation Safety Plan.

INCREASE SCHOOL COMMUNICATIONS ON BIKING AND WALKING TO SCHOOL

Commitment of the school board and messaging from the schools can encourage and solidify commitment from students, families, and staff to walk, bike, and roll to school.

Actions and Considerations:

- Support and encourage School Districts to adopt policies such as the California Board of Education Board Policy (BP) 5142.2 Safe Routes to School Program, to help solidify a school district's commitment to promoting active transportation as a safe and healthy way to get to and from school.
- Promote active transportation uses through school communication channels such as newsletters, social media, websites, and in-person events. Customized, high-resolution graphics and messaging ready to share through electronic platforms or in print are helpful to get the message across and makes the process efficient.

CREATE A SRTS CHAMPION TOOLKIT

SRTS champions are parents, staff, or community members who enable and encourage more walking and biking to school.

Actions and Considerations: Develop a School Champion Toolkit to educate and support parents and families on how they can get involved including in data collection, school and neighborhood improvements, policy change, and programs related to SRTS and become their community's champions.

START A WALKING SCHOOL BUS AT ELEMENTARY SCHOOLS

A Walking School Bus (WSB) is a group of children walking together under the supervision of one or more adult leaders following a prescribed route and schedule to provide a safe and dependable way for children to walk to school. Each "bus" picks up children at designated stops along the way to school. Some WSBs operate every day while others may only run weekly or monthly.

Actions and Considerations:

- Support and incentivize a group of volunteers or staff to plan, schedule, and operate the WSB program.
- Share resources from the SRTS National Partnership to community members. Interested members should reach out to the principal, school council, and interested parents/caregivers to determine the level of interest in, and capacity to support, a WSB.



CONDUCT A PARK AND WALK CAMPAIGN

A Park and Walk campaign encourage families who drive to school to park their car approximately five minutes away from the school and either walk with their children or allow them to walk independently the rest of the way. This disperses traffic away from the school site, alleviating traffic congestion and improving safety for everyone.

Actions and Considerations: Create a customized Park and Walk Campaign depending on a schools' needs and available resources. Components can include:

- Messages from the principal to families, explaining traffic concerns and asking drivers to park several blocks from school and walk the rest of the way to school
- Mapping and signs to identify and promote recommended parking locations
- Assemblies, announcements, and posters to get students excited so that they will encourage their parents to participate
- Parent volunteer greeters at each recommended location



SUPPORT ACTIVE TRANSPORTATION ENCOURAGEMENT ACTIVITIES AT SISKIYOU COUNTY SCHOOLS

Encouragement activities include a variety of events to encourage students, parents, teachers, and administrators to take active and shared transportation to school. These activities are an opportunity to celebrate families and students who already walk or roll to school and encourage others to give it a try. However, many of these activities will require commitment from a dedicated group of volunteers or staff to plan, schedule, and operate the events.

Actions and Considerations: While the potential encouragement activities can be wide, varied and adapted to suit the context, the following provide some examples:

- **Cocoa For Carpools:** On Cocoa for Carpools Day, each carpooler receives a “thank you” cup of hot cocoa when they arrive at school.
- **Golden Sneaker Contest:** The Golden Sneaker Contest is a classroom challenge where students and teachers in each class keep track of their travel to school from the day with a simple tally chart or virtual tracker. The prize for the classroom with the highest percentage of active transportation trips can vary based on school or district.
- **Ruby Bridges Walk to School Day:** Ruby Bridges Walk to School Day is an annual event celebrating the civil rights hero, and is an opportunity to encourage students and families to walk more to school and continue the conversations on racism and all forms of bullying. The Ruby Bridges Foundation has several resources available to help plan and promote this event.
- **Walk and Bike to School Days:** Students will be encouraged to walk or bike to school on a particular day (chosen by the school) and will receive incentives for participation.

Active Transportation Policies and Standards

ADOPT A COUNTYWIDE COMPLETE STREETS POLICY OR RESOLUTION

Complete Streets policies direct transportation planners and engineers to consistently design streets with all users in mind (drivers, transit riders, pedestrians, and bicyclists, the elderly, children, and people with disabilities). Locally adopted Complete Streets policies and ordinances ensure a consistent approach to street design.

Actions and Considerations: Many jurisdictions around the country have adopted Complete Streets policies, and national model policies can be used as a starting point to develop a Complete Street policy for Siskiyou County. Local jurisdictions in the County can join the state agencies, regional organizations, and municipalities to adopt a Complete Streets policy or ordinance.

Resources: National accessibility and design standards, such as PROWAG, MUTCD, and AASHTO.

ENACT ACTIVE TRANSPORTATION-FRIENDLY DEVELOPMENT STANDARDS

Local governments have an opportunity to promote development patterns that are inclusive of different transportation modes besides motor vehicles. These standards can be phased in, giving developers plenty of time to gain familiarity with how they should be implemented.

Actions and Considerations: The development standards include:

- Requiring pedestrian connectivity through the end of cul-de-sacs to shorten trip distances for walking and bicycling.
- Developing pedestrian-friendly block length standards to have block sizes below 400 feet increases the pedestrian and bicycle connectivity.
- Specific connectivity standards for new development such as a connectivity index can be used to quantify how well a roadway network connects destinations.
- All incorporated cities should adopt an ordinance requiring developers to construct (or rebuild to standard) sidewalks fronting the public right-of-way.

ADOPT COUNTYWIDE BIKE PARKING REQUIREMENTS

Standard bike parking guidelines can be incorporated into a local jurisdiction's development codes to ensure that these facilities are present in new construction.

Actions and Considerations: Siskiyou County jurisdictions should consider implementing the [Association of Bicycle and Pedestrian Professionals' \(APBP\) Bicycle Parking Guidelines](#) into their respective development codes. This could include proper rack placement to include spaces that are visible, well-lit, and near entrances and bike corrals, which can improve parking capacity in high-demand areas. Bike parking should be U-shaped staple racks placed such that parked bikes would not encroach ADA-compliant sidewalk width.

CONDUCT A BIKE SHARE PILOT

Bike share and micromobility (i.e., scooters, e-bikes, and other personal mobility devices) are becoming increasingly important components of the transportation environment. A Bike Share Pilot allows local jurisdictions to test and evaluate a bike sharing program before pursuing a permanent system.

Actions and Considerations: Develop a Bike Share Pilot Program that allows e-bikes or e-scooters to be rented at key locations. Consider Yreka, Mt. Shasta and Dunsmuir as potential locations.

Resources: North American Bikeshare and Scootershare Association <https://nabsa.net/2023/03/24/shared-micromobility-101/>

This recommendation is also identified in the City of Dunsmuir Active Transportation Plan.



INSTALL ELECTRIC VEHICLE CHARGING IN STRATEGIC LOCATIONS

Grants may be available for electric vehicle charging infrastructure. Considering that charging of electric cars and bikes takes time, the charging window provides an opportunity for people to walk to businesses in downtowns. Special care should be given to providing pedestrian-friendly infrastructure to improve access around future charging stations. The City of Weed has a project in the pipeline to develop a charging station near downtown for just this purpose.

Actions and Considerations: Study electric vehicle charging as a pedestrian trip generator, so that charging locations are thoughtfully located so that people can walk to local sites and amenities, while also not adding new asphalt lots that can inactivate areas of downtown and degrade the pedestrian experience.

INCREASE STAFF CAPACITY

Increasing the ability of staff to support active transportation programs at SCLTC, the County, and in local jurisdictions will be important to implementing Siskiyou County's ATP.

Actions and Considerations:

- **Offer Staff Training:** Provide professional development training to needed staff who do not have extensive experience or training in bicycle and pedestrian programs and facility design to institutionalize knowledge and create an agency culture that values active transportation.
- **Support Regional or Local Bicycle and Pedestrian Advisory Committees:** Bicycle and Pedestrian Advisory Committees will be tasked with reviewing bicycle and pedestrian projects and programs, educate the public, and provide guidance to transportation departments. Consider forming Bicycle and Pedestrian Advisory Committees and establish Committee by-laws. The Committee would meet regularly to:
 - Focus on promotion, education, and safety of biking and active transportation modes.
 - Review significant development bicycle projects and programs from the public standpoint.
 - Provide recommendations to related groups.

Elements of this recommendation are also identified in the City of Dunsmuir Active Transportation Plan, as the City would like to form a Dunsmuir Active Transportation or Trails Coalition.

IMPROVE DATA COLLECTION

To better understand the needs, concerns, and habits of people who walk and bike, establish a county-level data collection program. The County could support local jurisdictions in their data collection programs by providing equipment, staff support and data storage.

Actions and Considerations:

- **Conduct Bicycle and Pedestrian Counts:** At a minimum, this program should tally the number of pedestrians and bicyclists at key locations in the county. The same locations should be counted annually if possible, or at regular intervals. It is recommended that the data collection program use the methodology developed by the National Bicycle and Pedestrian Documentation Project (NBPD). Data could be collected by staff, volunteers, or permanent traffic counters.
- **Review Crash Data Regularly:** Regular reviews of bicycle crashes and meetings with the Police and Transportation Departments can help assess Siskiyou County traffic safety issues, identify crash reduction strategies, and track progress toward a safer community for bicyclists.
- **Conduct Regular Surveys:** Surveys help assess community needs, behaviors, perceptions, and target populations for future programs. Annual surveys should aim to target a wide audience and be conducted annually to gather similar data so that long-term trends can be evaluated.

Elements of this recommendation are also identified in the City of Dunsmuir Active Transportation Plan.



INSTALL REGIONAL WAYFINDING SIGNS NEAR KEY DESTINATIONS

Wayfinding signs provide important destination, distance, and navigation information to roadway users.

Actions and Considerations: Much of Siskiyou County lacks wayfinding signage for bicyclists and pedestrians. Develop and implement a wayfinding plan to add specific wayfinding signs at key locations using uniform design guidelines.

Resources:

- <https://www.tamcmonterey.org/wayfinding-plan>
- https://altago.com/wp-content/uploads/Brochure_Wayfinding_2021-PRINT.pdf

IMPLEMENT DEMONSTRATION AND QUICK-BUILD PROJECTS

Demonstration and quick-build projects are installed in a short timeframe and use low-cost materials allowing active transportation projects to be installed quickly. These projects allow for flexibility and change as jurisdictions receive user feedback for improvement. Ideas include landscaping, art exhibits, street painting and bicycle parking.

Actions and Considerations: Local jurisdictions should design and install quick-build demonstration projects. One opportunity for a quick-build project is in Yreka near Jackson Street School at the intersection of Jackson St and Gold St, see project C56.

Resources: Minnesota Department of Transportation built a series of quick-build and demonstration projects that can be found [here](#).

- See also: [Quick-Build-Guide-White-Paper-2020-1.pdf](#) and [Quick-Build Bikeway Networks for Safer Streets - CalBike](#)

This recommendation is also identified in the City of Dunsmuir Active Transportation Plan

CONDUCT TRAFFIC ENFORCEMENT

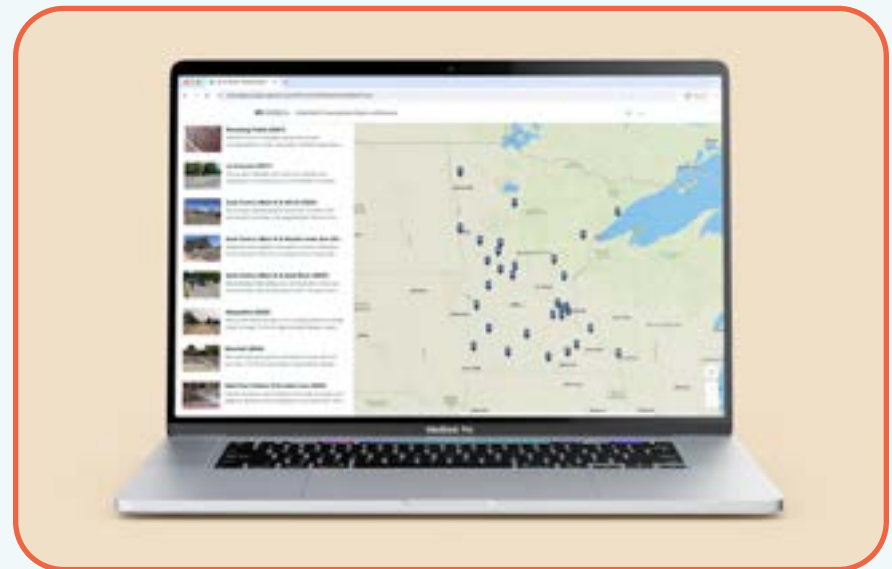
The goal of enforcement is to deter unsafe behaviors of drivers, pedestrians and bicyclists to promote safer conditions for active transportation modes.

Actions and Considerations:

- **Create a Traffic Ticket Reduction program:** Development of a partnership program with local police agencies to provide bicycle education as a traffic court option. Cyclists that receive a citation/infraction on a bicycle for California Vehicle Code violations would be permitted to attend a Basic Street Skills class to reduce or waive fines.



↑ CalBike Quick-Build Guide



↑ Quick-Build / Demonstration Projects in Minnesota website dashboard (MnDOT)

Bike Programs

OFFER SMART CYCLING CLASSES IN COMMUNITY CENTERS

Smart Cycling is an education program designed to improve skills and develop confidence and competence of bicyclists. The program is designed to support people of all ages and abilities.

Actions and Considerations:

- Coordinate Smart Cycling skills clinics for families, seniors, veterans, and disabled cyclists. The Smart Cycling curriculum is designed to develop the confidence and competence of cyclists. Participants should learn about the basic parts of a bike, essential equipment, and how to safely and comfortably ride a bike in various traffic and weather conditions and cycling terrain.
- Certify local instructors to teach Smart Cycling and Bicycle Friendly Driver courses.

This recommendation is also identified in the Walk Bike Ride Mt. Shasta Mobility Plan.

SUPPORT BICYCLE FRIENDLY BUSINESS AND COMMUNITY DESIGNATIONS

Bicycle Friendly Business and Bicycle Friendly Community, sponsored by the League of American Cyclists, provides a roadmap, hands-on assistance and recognition for businesses and communities around the US that have made strides to enhance bicycling around their community.

Actions and Considerations: Siskiyou County can support local businesses by providing tips and tools for businesses to support biking and to achieve the League of American Bicyclists Designation.

Resources:

- <https://bikeleague.org/bfa/community/>
- <https://bikeleague.org/bfa/business/>

Bicycle Friendly Business recommendation is also identified in the City of Dunsmuir Active Transportation Plan.

INCREASE PARTNERSHIPS WITH BICYCLE ORGANIZATIONS

The formation of strong relationships with local bicycle advocates and bicycle clubs will encourage mutually beneficial collaboration and help reach the ATP goals.

Actions and Considerations: The County could coordinate with organizations such as Cycle Siskiyou.



PROMOTE BICYCLE TOURISM

Promoting cycle tourism in a region can create meaningful economic impact, as multiple studies and analyses have demonstrated.

Actions and Considerations:

- Brand and promote the existing bicycle tourism assets within the county.
- Choose points of interest within the county and create a way to highlight these existing bicycle tourism assets: These locations may be scenic routes, have amenities that bicyclists enjoy, farm-to-table experiences, pubs/wineries, or historic venues.
- Create a cycling tourism map to help people who do not know how to identify good routes or do not have time to explore. A map provided by Siskiyou County could include bicycle routes of various lengths and skills levels throughout the region along with points of interest. They can be distributed as hard copies at locations throughout the city, posted online as a downloadable and printable map, posted online as an interactive map, or a combination of these options.

Resources: Significant investment in cycling and promotion of the Northwest Arkansas as a brand to bicycle tourists created a [\\$137 million dollar impact](#) in the region.

Education and Encouragement

HOST A WALKABILITY WORKSHOP

Community walkability workshops can be organized throughout the year and demonstrate to community members how walking can be a viable option of getting to key countywide destinations. It is also an opportunity to evaluate existing pedestrian facilities.

Actions and Considerations: Conduct regular Walkability Workshops to promote a culture of walking and to evaluate chosen facilities. The locations can change for each workshop and integrated with other local events. The analysis can be included while prioritizing projects and to pursue state or federal funding.

This recommendation is also identified in the City of Dunsmuir Active Transportation Plan.



CONDUCT TARGETED EDUCATION/ENFORCEMENT CAMPAIGNS

Even the best enforcement program cannot reach everyone. Considering the limited resources, targeting problem areas or those where crashes have occurred involving motorists and other road users can lead to positive results.

Actions and Considerations: For a designated time, usually three to four weeks, establish an education/enforcement campaign with a three-step process. During the first week or two, officers stop the offender and provide an educational card reminding the person of the rights and responsibilities of bicyclists. The second step is to issue a formal warning. If the person continues to violate the law, then the officer issues a citation. These could be targeted to certain locations in Siskiyou County at “high risk” intersections in Happy Camp, and Somes Bar as identified by the Karuk Tribal Transportation Safety Plan.

This recommendation is also identified in the Karuk Tribal Transportation Safety Plan.

CONDUCT A BICYCLE FRIENDLY DRIVER CAMPAIGN

Bicycle Friendly Driver Campaign helps drivers feel confident about how to share the road with pedestrians and people on bikes.

Actions and Considerations: Design and implement a Bicycle Friendly Driver Campaign and training in the county.

This is also identified in the Walk Bike Ride Mt. Shasta Mobility Plan.

SUPPORT LOCAL SAFETY CAMPAIGNS

Several communities request localized safety campaigns.

Actions and Considerations:

- Organize a “slow down” campaign in Happy Camp.
- Organize Bike and Pedestrian Safety Workshops and Education Campaigns.
- Organize bicycle helmet distribution programs. Approximately 70–80% of bicycle fatalities involve head injuries.
- Develop brochures highlighting pedestrian and bicycle safety guidelines (e.g., walk opposing traffic, wear reflective gear at night, use crosswalks, etc.).

Elements of this recommendation is also identified in the Karuk Tribal Transportation Safety Plan and City of Dunsmuir Active Transportation Plan.

CONDUCT BIKE MAINTENANCE AND RIDE WORKSHOPS

These workshops are intended to provide bicyclists the skills they need to ride a bike safely and confidently.

Actions and Considerations: Conduct bi-annual Bike Maintenance and Ride Workshops to fix a flat tire, check air in tires, tightening of brakes, and lubing the chain, among others. Bike rides can be a skill building opportunity for bicyclists, particularly to those new to bicycling.

This recommendation is also identified in the City of Dunsmuir Active Transportation Plan.

IMPLEMENT BICYCLE ENCOURAGEMENT ACTIVITIES

- **Bike Rodeos:** Hold annual “Bike Rodeos” in Somes Bar and Happy Camp. A Bike Rodeo is a bicycle safety clinic featuring instruction in safe bicycling practices, related traffic laws, bike safety inspections, minor repairs, helmet fit test, a safety lecture, drawings, and prizes.
- **May National Bike Month Activities:** Organize month-long events including National Bike to Work Week and National Bike to School Day to encourage biking in the community.
- **Family-Friendly Summer Bike Ride Events:** During warmer weather from May-September, plan rides, festivals, bike-in movies, and evening bike rides that support kids of different ages and skill levels.
- **Open Streets Event:** “Open streets” means closing streets to motor vehicle traffic so that the streets are open to bicyclists, pedestrians, skaters, and others so that they can experience the area without having to worry about motorized traffic. Organizers can invite community organizations to set up displays, host games and other family-friendly activities and bike shop displays along with food and fun.
 - Since adults are more dispersed and thus more difficult to reach, different approaches are needed for their education about active transportation. Education for this group will focus on the responsibilities and rules of the road for all road users as well as how drivers should safely interact with more vulnerable road users. Participants will also learn about the basic parts of a bike, essential equipment, and how to safely and comfortably ride a bike in various situations. Clinics can be organized for families, seniors, veterans, and disabled cyclists.

Elements of this recommendation is also identified in the Karuk Tribal Transportation Safety Plan, Walk Bike Ride Mt Shasta, and City of Dunsmuir Active Transportation Plan.

Infrastructure Recommendations

In Siskiyou County, the quality and connectivity of physical infrastructure—such as sidewalks, bike lanes, crosswalks, and lighting—impact whether the routes people walk and bike along are safe, accessible, and convenient. Addressing gaps and deficiencies in these physical systems is a key component of this ATP.

This section outlines a series of infrastructure projects designed to address the needs identified through community input, existing conditions analyses, and technical assessment. These recommendations offer a roadmap to building the infrastructure needed so that anyone, regardless of age, ability, or location can feel safe and comfortable walking and biking to the schools, parks, shops, and other places in their community. For Dunsuir and Mt Shasta, we have included the projects developed for their local active transportation plans and prioritized them using the same criteria. The infrastructure recommendations are grouped into two categories:



Corridor Improvements focus on enhancing key routes, creating continuous and accessible pathways for pedestrians and cyclists. These projects aim to connect neighborhoods, schools, parks, and commercial centers while promoting active transportation and economic development.

- The corridor improvements recommended in this ATP include sidewalks, bikeways, trails and shared-use paths, traffic operation improvements and feasibility studies.

Spot Improvements target specific locations where safety or access issues have been identified. These smaller-scale interventions, such as crosswalk enhancements, lighting upgrades, and intersection modifications, address critical challenges and improve overall network functionality.

- The spot improvements recommended in this ATP include signage enhancements, crosswalks, curb ramps, curb extensions, signals and beacons, roundabouts, bike parking locations, electric vehicle parking locations and more.

Together, these infrastructure recommendations will help create a more cohesive, safe, and user-friendly active transportation network across Siskiyou County. Here are some common improvements you'll see in the recommendations:

Bicycle and Pedestrian Improvement Toolbox

PEDESTRIAN

High Visibility Crosswalks

Crosswalks that make pedestrians more visible from further distances.

Curb Extensions

Curb extensions shorten crossing distances for pedestrians and slow vehicle turning movements.

Curb Ramps

ADA curb ramps (i.e., mandated by the American with Disabilities Act) improve accessibility on streets and help transition pedestrians from the street to the sidewalk. These are especially important for community members who are older, vision-impaired, or who use a mobility device like a wheelchair.

Rectangular Rapid-Flashing Beacons (RRFBs)

RRFBs are activated by pedestrians and alert drivers that a pedestrian is trying to cross the street.

Sidewalks

Sidewalks allow people to walk more comfortably along roads because the curb adds separation and between parked cars and traffic visibility for pedestrians.

Trails

Trails and shared-use paths can be made of many materials, and are often off-street facilities that offer very comfortable connections to destinations for people walking and biking.



↑ High visibility crosswalk



↑ RRFB



↑ Curb extension



↑ Sidewalks



↑ Curb ramps



↑ Trails

BIKE

In California, bicycle facilities are classified into four major categories, from Class I – Class IV. These categories indicate the differences in the level of separation that each facility offers.

Class I Shared-use Paths

Completely off-street paths that are suitable for riders of all ages and abilities.

Class III Bike Routes

Signage and pavement markings on streets that bicyclists share with motorists. These facilities often form a network of routes within residential areas and offer alternative routes for people biking so they don't have to bike on busier streets. These routes can be further invested in by communities to form Class IIIB Neighborhood Greenways, which are bicycle routes with additional traffic-calming infrastructure to reduce vehicle speeds and volume.

Class II Bike Lanes

Dedicated lanes for bicycle travel adjacent to the motor vehicle travel lane separated with a painted line. Class IIB Buffered Bike Lanes similarly provide dedicated lanes for bicycle travel adjacent to motor vehicle travel lanes but are separated with a larger painted buffer.

Class IV Separated Bikeways

On-street bikeways physically separated from motor vehicles with vertical elements such as bollards, planters, or curbs.

Paved Shoulders

In rural areas, paved shoulders offer people biking greater separation from vehicle traffic and are especially important on uphill roads and curves.



↑ Shared-use path



↑ Buffered bike lane



↑ Bike route



↑ Separated bikeway



↑ Paved shoulder

Project Prioritization Methodology

Prioritizing projects allows for greater transparency and alignment with community priorities. Considering the scale of the project area and the number of potential improvements, it was important to prioritize projects so that decision makers can determine the order in which improvements should be made, as funding is available. The prioritization process resulted in lists of highest scoring to lowest scoring projects for each incorporated area and countywide. It is important to note that the process prioritizes projects, not locations and that the type of project (pedestrian vs. bike) does not affect its score. A detailed description of prioritization methodology can be found in [Appendix D: Prioritization Methodology](#).

The project team prioritized the infrastructure recommendations in three steps:

STEP 1: SCORE PROJECTS

Each proposed project was given a score of 1 if it met the identified criteria described below. The criteria used for prioritizing projects stem directly from the vision and goals of the Siskiyou County ATP detailed in Chapter 1. If a project did not meet the criteria, it was scored as 0. An overall project score was produced by adding together the results of each criterion, with a maximum score of 5.

- **Connectivity:** The project is located on a Caltrans roadway that helps overcome barriers for people walking and biking along or across major roadways.
- **Safety:** The project is located on a street segment with higher-than-average crashes into people biking and walking.
- **Disadvantaged Area:** The project is located in a census tract whose median household income is in the lowest 20th percentile for the county.
- **Community Development:** The project is located within 500 feet of a school, downtown business district, or recreation site (including parks).
- **Public Input:** The project was identified as a priority during the site visit or in the survey.

STEP 2: ESTIMATE COSTS

After the projects were scored, the project team developed planning-level cost estimates using generalized per-unit costs (\$/ft., \$/unit) for the proposed improvements. While not detailed, these estimates provide a useful framework for understanding potential costs and prioritizing investments.

STEP 3: DEVELOP KEY PROJECT LISTS

Using the overall project scores and the cost estimates, the project team was able to identify key projects in every jurisdiction that should be pursued first. The projects highlighted in the following section represent a selected subset of all projects, chosen for their high overall scores and include projects in both high- and low-cost categories. These projects are prioritized for cities and Siskiyou County to pursue first due to their importance in enhancing local bike and pedestrian networks. For cities with existing plans, the ATP incorporates their top priority projects.

For the full list of projects, their scores and cost estimates, see [Appendix E: Project Recommendations and Cost Estimates](#).

Build These First: High-Priority Infrastructure Recommendations

Unincorporated Siskiyou County

Table 2 High-Priority Corridor Infrastructure Recommendations in Unincorporated Siskiyou County

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Bike	B543	Add signage for bicycles along USBR 85 CA Southbound from the northern county limit and southern county limit.	Northern County Limit	Southern County Limit	Siskiyou County
Bike	B131	Gateway Trails Connector. Bike Lane (Class II), two 11' travel lanes and two Class II bikeways (5' bike lanes)	Om Shasta Path	Ski Village Dr	Siskiyou County
Bike	B190	W A Barr Bikeway. Bike Lane (Class II) Bike Recommendation: 5' paved shoulders	Lake Siskiyou Dam Parking	Old Stage Rd	Siskiyou County
Bike	B191	Ream Ave Bikeway. Bike Lane (Class II) Bike Recommendation: 5' paved shoulders (Consider Advisory Shoulder from Old Stage Rd intersection to Mt. Shasta)	W A Barr Rd	City Boundary	Siskiyou County
Bike	B192	Old Stage Rd Bikeway. Bike Lane (Class II) Bike Recommendation: 5' paved shoulders	Southern Mt. Shasta Boundary	Northern Mt. Shasta Boundary	Siskiyou County
Trail	T201, T202, T203, T224	Great Shasta Rail Trail – Mt Shasta Expansion Study	Adams Dr	Jefferson Dr	Siskiyou County
Trail	T80	Conduct a feasibility study on a rails-to-trail or rails-with-trail project between Montague and Yreka.	Yreka	Montague	Caltrans, Siskiyou County

Unincorporated Siskiyou County

Table 3 High-Priority Spot Infrastructure Recommendations in Unincorporated Siskiyou County

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Street	S47	Identify solutions for improved winter maintenance of Everett Memorial Highway and Castle Lake Rd.	-	-	Siskiyou County
Street	S575	Study and construct biking and walking connections between the towns of Weed, Mt. Shasta, Dunsmuir and McCloud in support of the South Siskiyou County Sustainable Recreation Plan. These connections may include facilities on county roadways such as Old Stage Rd and W A Barr Rd among others.	-	-	Siskiyou County
Crossing	C132	Crossing Project. Add crosswalk with high-visibility continental markings.	Mt. Shasta Blvd	Hwy 89	Siskiyou County

Dorris

Table 4 High-Priority Infrastructure Recommendations in Dorris

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C20	Add high-visibility continental crosswalk markings on the north leg of the intersection of Hwy 97/Main St and 3rd St. Install an RRFB. Reconstruct the curb ramps for the crossing and extend them to reduce the crossing distance. Construct a pedestrian refuge island at this location. These changes will require reconstruction of curb ramps on all corners.	Hwy 97	3rd St	Caltrans
Crossing	C21	Replace the existing crosswalks on the north and east legs of the intersection of Hwy 97 and Oregon St with high-visibility continental striping. Reconstruct and extend the curbs on the northeast and southeast corners of the intersection to shorten the crossing distance and calm traffic on Hwy 97. Install an RRFB. This will also trigger reconstruction of the ramp on the NW corner due to ADA compliance rules.	Hwy 97	Oregon St	Caltrans
Crossing	C188	Caltrans recommends: Fix Existing Crosswalk (East and West legs)	Hwy 97	2nd St	Caltrans

Figure 15 Infrastructure Recommendations in Dorris

For the full list of project details, their scores and cost estimates, see [Appendix E: Project Recommendations and Cost Estimates](#).

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Spot Improvements

- Bike Parking (BP)
- Crossing (C)
- Street (S)

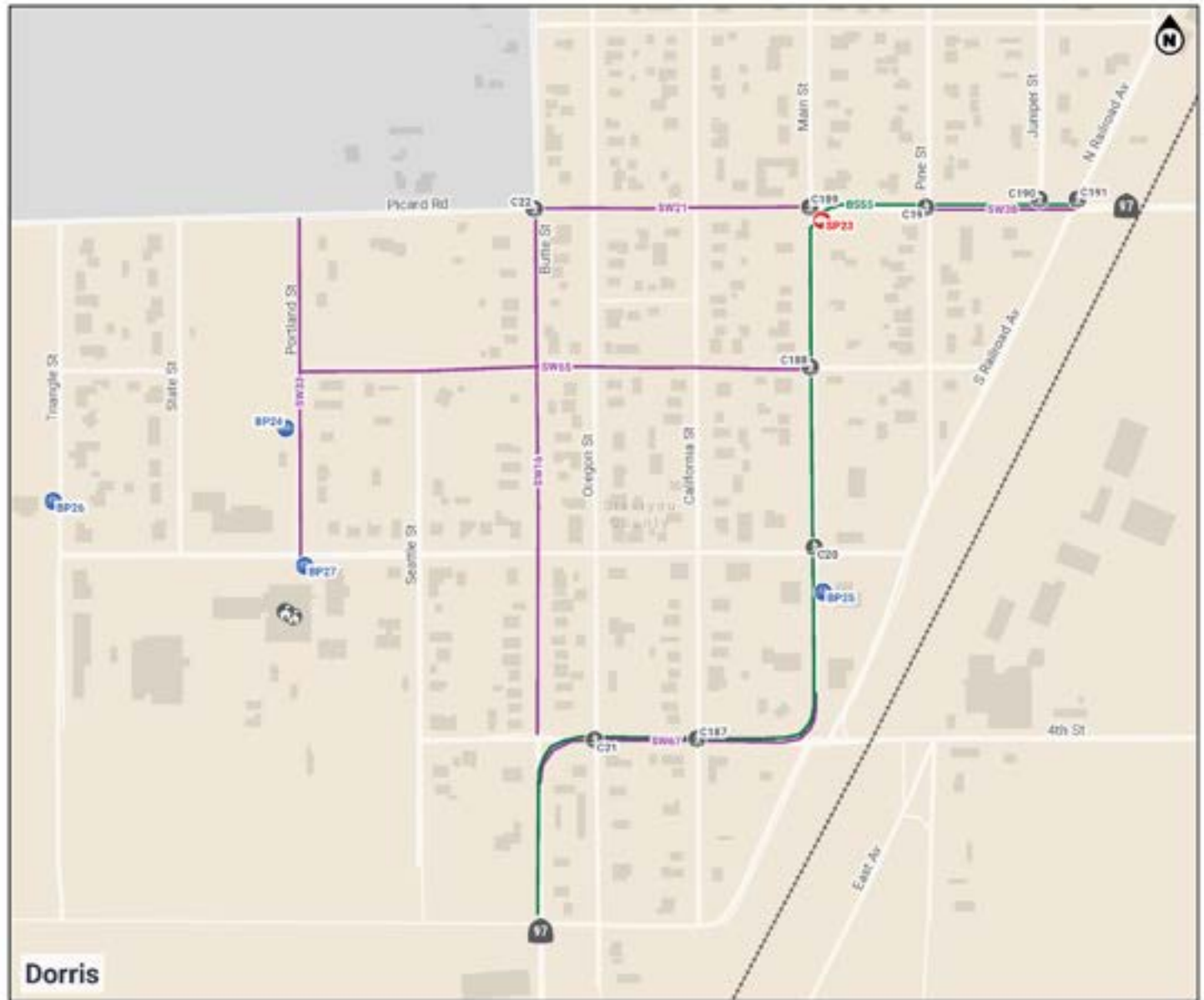
Corridor Improvements

- Bike Facility (B)
- Sidewalk (SW)
- Park
- School
- City Boundary



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0 0.06 0.12 MILES



Data provided by Siskiyou County and Transportation Department. Data date: 11/19/2024

Dunsmuir

Table 5 High-Priority Infrastructure Recommendations in Dunsmuir

Note: These high-priority infrastructure recommendations reflect the same recommendations as found in the Dunsmuir Active Transportation Plan. For more details on these projects, refer to the Dunsmuir Active Transportation Plan.

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Bike, Trail	T274, B275, B276, B293	Project #1: Mott Rd and Dunsmuir Ave. Class 1 Bikeway, Class 3 Bikeway, and Class 5 Bikeway	City Boundary	Siskiyou Ave	Dunsmuir
Bike, Trail	T282, B283, B281	Project #2: Dunsmuir Ave. Class 1 Bikeway, Class 3 Bikeway, Class 5 Bikeway	Siskiyou Ave	Florence Loop	Dunsmuir
Trail	T307	Project # 3: Florence Loop and Dunsmuir Ave. Class 1 Bikeway	Florence Loop	Spring St	Dunsmuir
Trail	T289, B290, B295	Project # 4: Willow Loop. Class 1 Bikeway, Class 5 Bikeway	Dunsmuir Ave	Dunsmuir Ave	Dunsmuir
Trail	T291, T294, T296, T297	Project #5: Dunsmuir Ave Multi-use Path. Class 1 Bikeway	Hill St	Valero Gas Station	Dunsmuir, Siskiyou County

Figure 16 Infrastructure Recommendations in Dunsmuir

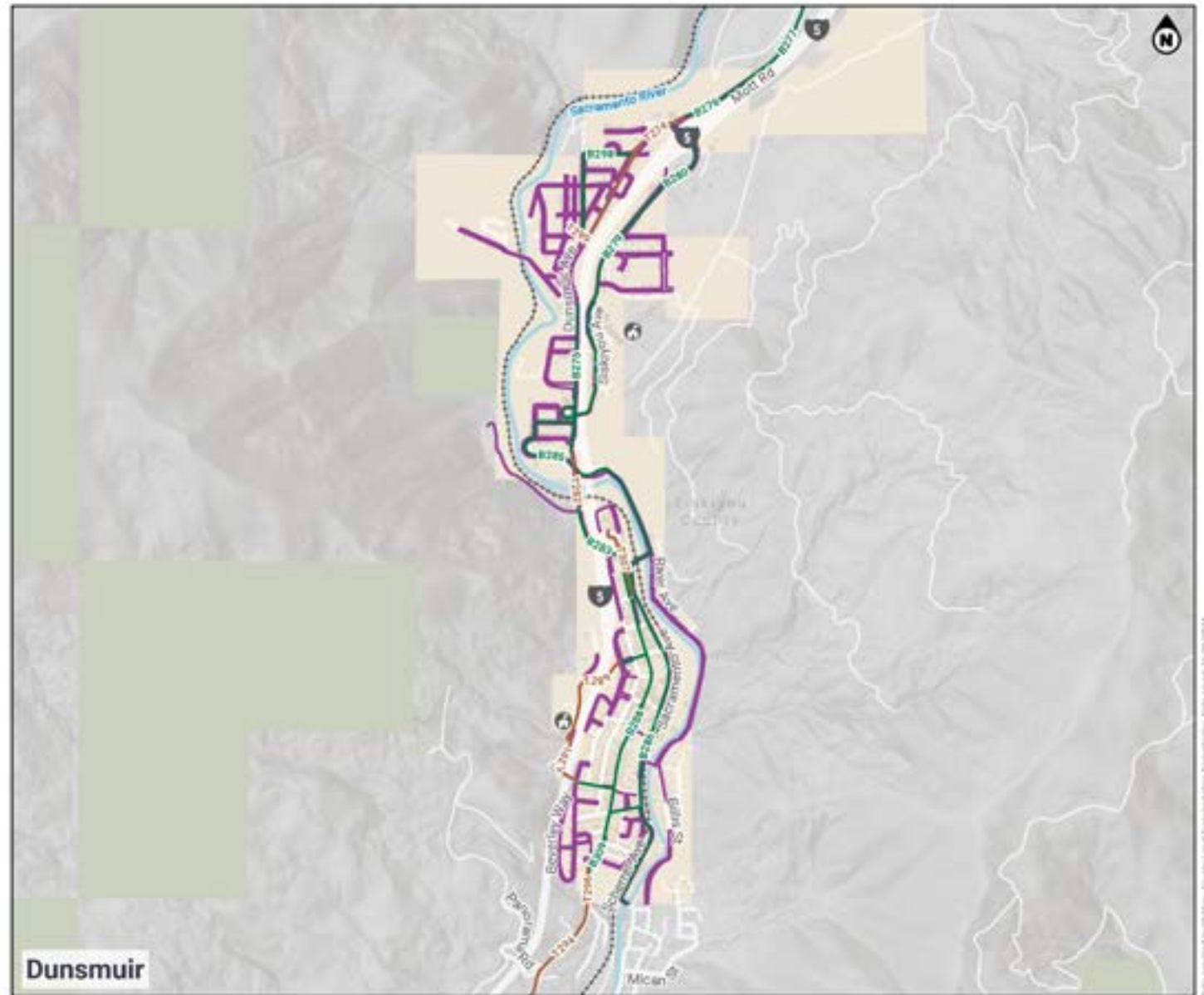
For the full list of project details, their scores and cost estimates, see [Appendix E: Project Recommendations and Cost Estimates](#).

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Corridor Improvements

- Bike Facility (B)
- Sidewalk (SW)
- Trail (T)
- Park
- ⊙ School
- City Boundary



Etna

Table 6 High-Priority Corridor Infrastructure Recommendations in Etna

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Street	S55	Designate Main St between the museum and Callahan St a historic main street and classify the roadway as a shared street, which prioritizes the pedestrian experience over through traffic. Seek funding for a community main street study that reimagines the corridor to maximize the walkability of the street and minimize through traffic speed.	Museum	Callahan St	Etna
Sidewalk	SW28	Construct a sidewalk on both sides of Collier Way between Howell Ave and Center St.	Howell Ave	Center St	Etna

Table 7 High-Priority Spot Infrastructure Recommendations in Etna

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C29	Add high-visibility continental crosswalk markings and a RRFB on the west leg of the intersection of Hwy 3 and Collier Way.	Hwy 3	Telco Way	Caltrans
Crossing	C32	Restripe the existing crosswalk at Collier Way and Scott St to include high-visibility continental markings. Construct ADA accessible curb ramps on the Northeast and Southeast corners of the intersection. Consider adding a pedestrian island to the crosswalk across Collier Way at this location to calm inbound traffic speeds.	Collier Way	Scott St	Etna

Figure 17 Infrastructure Recommendations in Etna

For the full list of project details, their scores and cost estimates, see [Appendix E: Project Recommendations and Cost Estimates](#).

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Spot Improvements

- Bike Parking (BP)
- Crossing (C)
- EV Charging (EV)
- Street (S)

Corridor Improvements

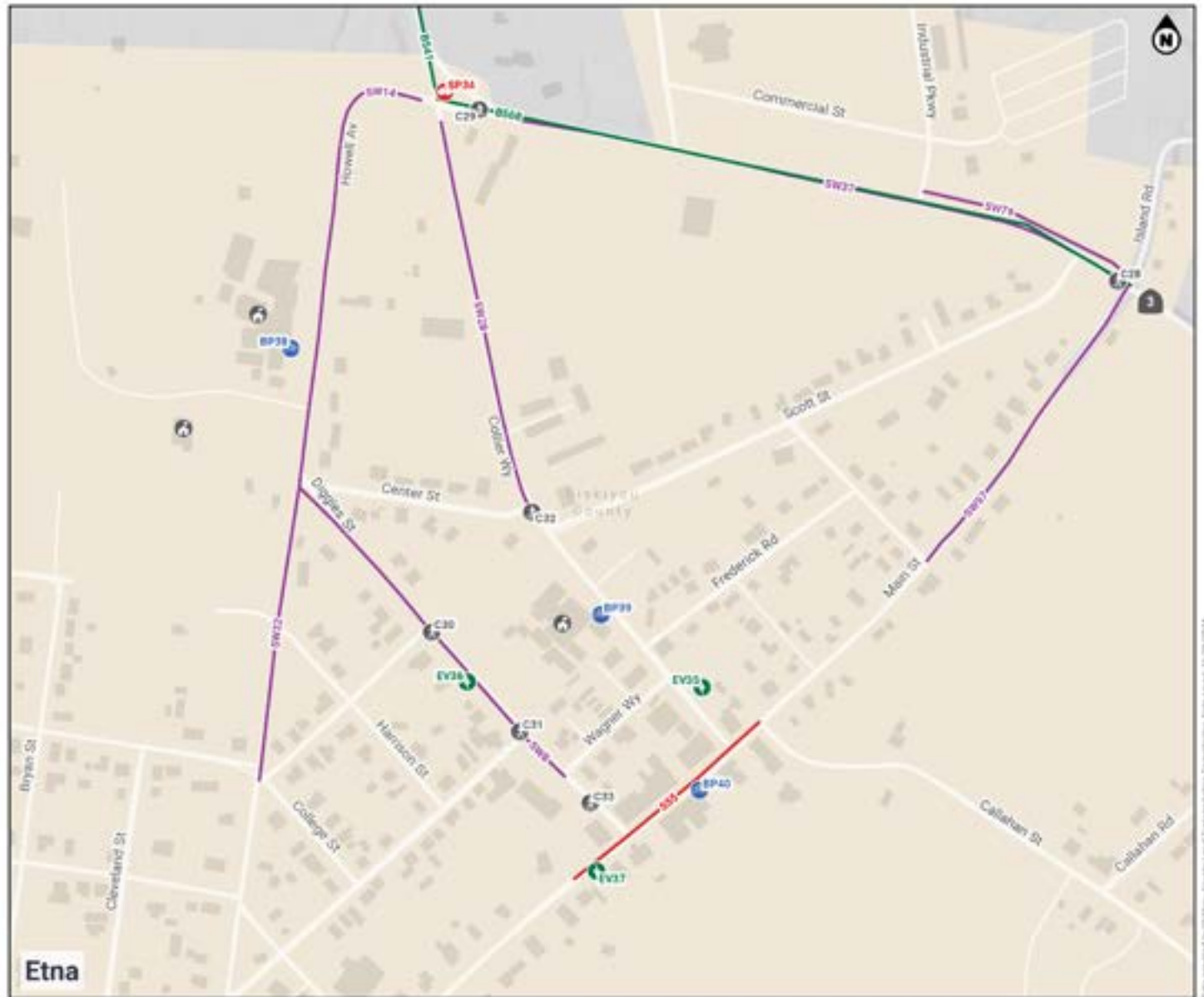
- Bike Facility (B)
- Sidewalk (SW)
- Street (S)

- Park
- School
- City Boundary



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Etna

Data provided by Siskiyou County and Transportation Department. Data date: 11/20/2024

Fort Jones

Table 8 High-Priority Corridor Infrastructure Recommendations in Fort Jones

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Street	S68	Work with Caltrans to reduce the speed limit on Hwy 3 through Fort Jones to 30 MPH and expand the distance vehicles have to slow down as they enter town. To do this, move the existing 30 MPH speed limit signs to where the 40 MPH signs are, and move the 40 MPH signs to where the 50 MPH signs are, and move the 50 MPH signs further away from city limits.	Baseball Field	Scott River Rd	Caltrans

Table 9 High-Priority Spot Infrastructure Recommendations in Fort Jones

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C206	Restripe existing crosswalk at the intersection of Hwy 3 and Newton St with high-visibility continental crosswalk markings. Include an RRFB, ADA curb ramps and consider curb extensions.	Hwy 3	Newton St	Caltrans
Street	SP74	Install a yield for school zone flashing sign at the Butte St / Diggles St intersection;	Butte St	Diggles St	Fort Jones

Figure 18 Infrastructure Recommendations in Fort Jones

For the full list of project details, their scores and cost estimates, see Appendix E: Project Recommendations and Cost Estimates.

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Spot Improvements

- Crossing (C)
- Street (S)
- Trail (T)

Corridor Improvements

- Bike Facility (B)
- Sidewalk (SW)
- Street (S)
- Trail (T)
- Park
- School
- City Boundary



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Happy Camp

Table 10 High-Priority Corridor Infrastructure Recommendations in Happy Camp

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Street	S109	CS2: SR 96 Happy Camp Streetscape Project. Reconstruct SR 96 between 1st Ave and Davis Rd according to a “rural complete streets” model with defined pedestrian facilities and bike lanes. For bike lanes, build new buffered bikeway class II on SR 96 between Davis Rd and the south side of Second Ave. (Note that this is more than previously proposed by Caltrans’ plans which suggested a 4-ft buffer on SR 96 between Hillside Rd and Elk Creek Rd, and expands on the Middle Klamath River Plan which suggested a bikeway class II facility (not buffered) on SR 96 south of Elk Creek Rd.) For sidewalks, build new sidewalks on both sides of SR 96 from north of Davis Rd to Hillside Dr, then just on the north side of SR 96 from Hillside Dr to Second Ave. On the Indian Creek Bridge, where sidewalks may not be feasible, consider striping advisory shoulders or another pedestrian facility to help delineate space for people walking. include bulb outs (curb extensions) at Reeves, Davis, and Doolittle.	1st Ave	Davis Rd	Caltrans
Sidewalk	SW1	Construct a sidewalk on the south side of Second Ave along its full extent. Include ADA-compliant ramps are on the east side of the bridge.	Hwy 96	Hwy 96	Happy Camp
Sidewalk	SW63	Install permanent staircase connecting Indian Creek Rd/Grayback Rd to Reeves St. See also: BP5: Indian Creek / Jacobs Way ** Pedestrian Path with Stairs Happy Camp From Parry’s Market to Jacobs Rd	Indian Creek Rd	Reeves St	Happy Camp

Table 11 High-Priority Spot Infrastructure Recommendations in Happy Camp

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Street	SP71	Install a temporary vehicle blockade of the dirt path connecting Indian Creek Rd/Grayback Rd to Reeves St until the proposed staircase at this location is constructed.	Baseball Field	Scott River Rd	Caltrans

Montague

Table 12 High-Priority Corridor Infrastructure Recommendations in Montague

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Sidewalk	SW7	Add sidewalks on both sides of Hwy 3 between 4th St and 11th St	4th St	11th St	Caltrans

Table 13 High-Priority Spot Infrastructure Recommendations in Montague

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C41	Add high-visibility continental crosswalk markings to the north and east legs of the intersection of 9th St and Webb St. Reconstruct the northwest and northeast corners of the intersection by extending the curb to reduce the crossing distance and adding curb ramps. Add an RRFB for the east leg. Restripe the southbound stop bar on 9th St to be behind the crosswalk so that vehicles stop before the crosswalk. This will also trigger reconstruction of all ramps at the intersection due to ADA compliance rules.	Hwy 3	9th St	Caltrans
Crossing	C43	Restripe the crosswalks at the intersection of Hwy 3 and King St with high-visibility continental crosswalk markings and construct a pedestrian refuge island for the Hwy 3 crosswalk. Extend the curbs on the northwest and northeast corners to reduce the crossing distance. This will also trigger reconstruction of all ramps at the intersection due to ADA compliance rules.	Hwy 3	King St	Caltrans
Crossing	C44	Add high-visibility continental crosswalk markings to the west leg of the intersection of Hwy 3 and 7th St and construct extended curb ramps on the northwest and southwest corners. This will also trigger reconstruction of all ramps at the intersection due to ADA compliance rules.	Hwy 3	7th St	Caltrans



Figure 20 Infrastructure Recommendations in Montague

For the full list of project details, their scores and cost estimates, see [Appendix E: Project Recommendations and Cost Estimates](#).

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

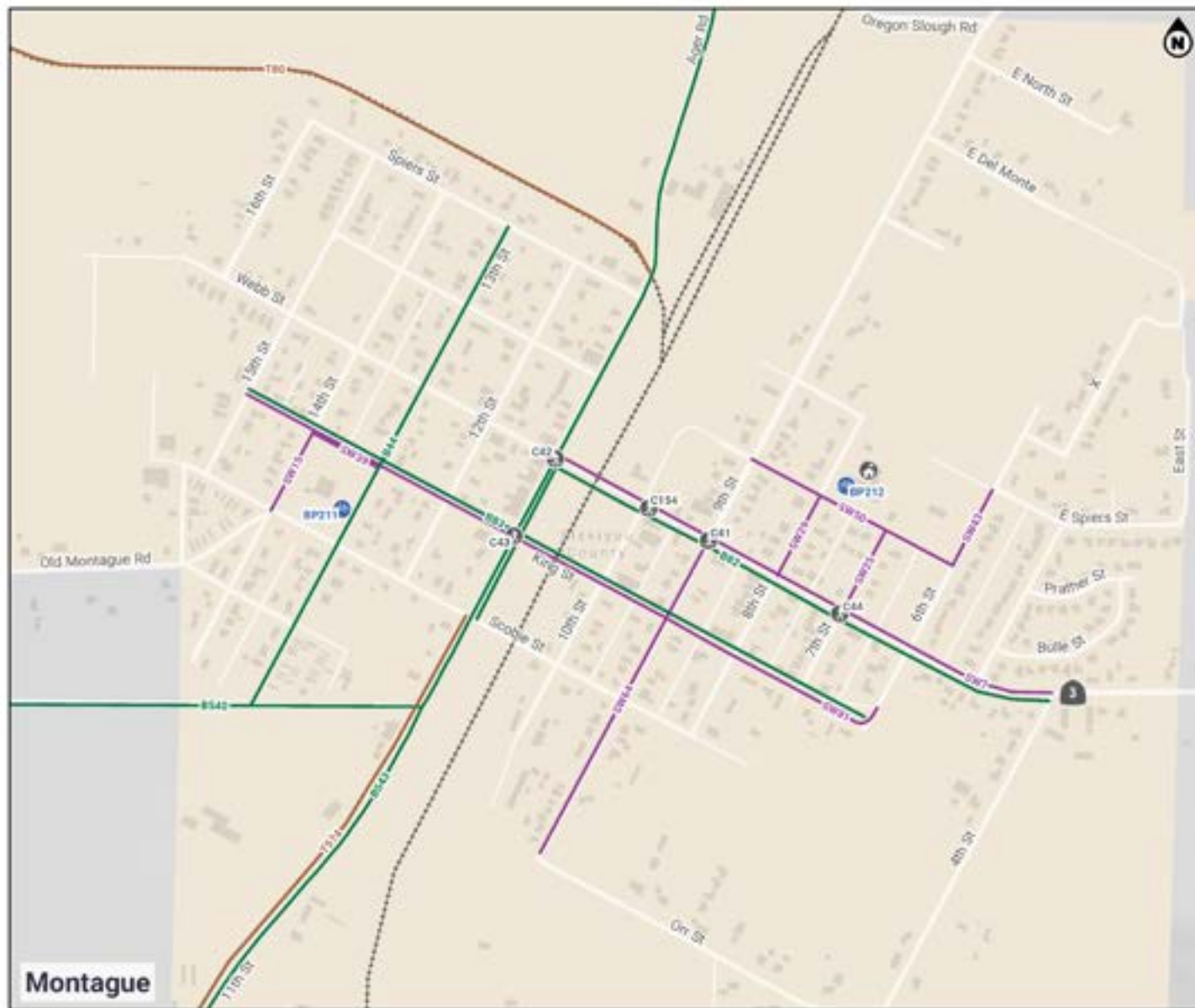
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Spot Improvements

-  Bike Parking (BP)
-  Crossing (C)

Corridor Improvements

-  Bike Facility (B)
-  Sidewalk (SW)
-  Trail (T)
-  Park
-  School
-  City Boundary



alta

0 0.1 0.2 MILES

Montague

Mt. Shasta

Table 14 High-Priority Corridor Infrastructure Recommendations in Mt. Shasta

Note: These high-priority infrastructure recommendations reflect the same recommendations as found in the Walk Bike Ride Mt. Shasta Mobility Plan. For more details on these projects, refer to the Walk Bike Ride Mt. Shasta Mobility Plan.

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Bike	B182	Mt. Shasta Blvd Downtown. Mt. Shasta Blvd Downtown Separated Bikeway (Class IV). Two 13' travel lanes, two Class IV bikeways (5' bike lanes), two 5' protected buffers, and two 8' parking areas; upgrade existing Class II to Class IV	Sisson Ave	McCloud Ave	Mt. Shasta
Bike	B183	Mt. Shasta Blvd Downtown. Separated Bikeway (Class IV) Two 11' travel lanes, two Class IV bikeways (5' bike lanes), two 3' protected buffers, and two 8' parking areas; upgrade existing Class II to Class IV	McCloud Ave	Alma St	Mt. Shasta
Bike	B184	Mt. Shasta Blvd Downtown. Separated Bikeway (Class IV) Two 11' travel lanes, two Class IV bikeways (5' bike lanes), two 3' protected buffers, and one 8' parking area; upgrade existing Class II to Class IV	Alma St	Hinckley St	Mt. Shasta
Bike	B187	Mt. Shasta Blvd North. Separated Bikeway (Class IV) Two 11' travel lanes, two Class IV bikeways (5' bike lanes), two 3' protected buffers	Ski Village Dr	Spring Hill Dr	Mt. Shasta
Bike	B127	Midtown Greenway. Bike Route (Class III)	Mt. Shasta Blvd	Northern end of B St	Mt. Shasta
Bike	B129	Midtown Greenway. Bike Route (Class III)	Alder St	Spruce St	Mt. Shasta

Mt. Shasta

Table 14 High-Priority Corridor Infrastructure Recommendations in Mt. Shasta (cont.)

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Bike	B185	Mt. Shasta Blvd North. Separated Bikeway (Class IV) Two 11' travel lanes, two Class IV bikeways (5' bike lanes), two 3' protected buffers; upgrade existing Class II to Class IV	Hinckley St	Nixon Rd	Mt. Shasta
Bike	B186	Mt. Shasta Blvd North. Separated Bikeway (Class IV) Two 12' travel lanes, two Class IV bikeways (5' bike lanes), two 4'-5' protected buffers	Nixon Rd	Ski Village Dr	Mt. Shasta
Bike	B125	Midtown Greenway. Bike Route (Class III)	Southern end of Oak St	Mt. Shasta Blvd	Mt. Shasta
Bike	B126	Midtown Greenway. Separated Bikeway (Class IV) Two 12' travel lanes, two Class IV bikeways (5' bike lanes), two 3' protected buffers	Old McCloud Rd	Sheldon Ave	Mt. Shasta
Bike	B132	Gateway Trails Connector. Separated Bikeway (Class IV)	Shasta Ave	Rockfellow Dr	Mt. Shasta
Bike	B181	Mt. Shasta Blvd Downtown. Separated Bikeway (Class IV) Two 12' travel lanes, two Class IV bikeways (5' bike lanes), two 5' protected buffers; upgrade existing Class II to Class IV	Sheldon Ave	Sisson Ave	Mt. Shasta
Bike	B195	Gateway Trails Connector. Bike Lane (Class II) Two 11' travel lanes and two Class II bikeways (5' bike lanes)	Ski Village Dr	Shasta Ave	Mt. Shasta
Bike	B196	Ream Ave Bikeway. Bike Lane (Class II) Bike Recommendation: 5' paved shoulders (Consider Advisory Shoulder from Old Stage Rd intersection to Mt. Shasta)	City Boundary	Mt. Shasta Blvd	Mt. Shasta

Mt. Shasta

Table 14 High-Priority Corridor Infrastructure Recommendations in Mt. Shasta (cont.)

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Sidewalk	SW251	Sidewalk Project. Sidewalk on Mt. Shasta Blvd from Hinckley St to Reginato Rd.	Hinckley St	Reginato Rd	Mt. Shasta
Sidewalk	SW259	Sidewalk Project. Sidewalk on Alma St from Mt. Shasta Blvd To Existing sidewalk.	Mt. Shasta Blvd	Existing Sidewalk	Mt. Shasta
Trail	T128	Midtown Greenway. Shared Use Path (Class I)	B St	Alder St	Mt. Shasta

Table 15 High-Priority Spot Infrastructure Recommendations in Mt. Shasta

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C99	Crossing Project. 3 curb extensions, 4 high-visibility crosswalks across all intersection legs, 1 pedestrian refuge island, for all intersection legs include a leading pedestrian interval. Add bike detection at both signals.	Mt. Shasta Blvd	Lake St	Mt. Shasta
Crossing	C102	Additional study required for a Signal or Beacon	Mt. Shasta Blvd	Ski Village Dr	Mt. Shasta
Crossing	C115	Crossing Project. 1 high-visibility crosswalk, 2 RRFBs, 3 curb extensions, advance yield markings and signage	Mt. Shasta Blvd	Alpine St	Mt. Shasta
Crossing	C130	Crossing Project. Upgrade crosswalk to high-visibility crosswalk with advance pedestrian yield markings and signage.	Mt. Shasta Blvd	Smith St	Mt. Shasta

Figure 21 Corridor Infrastructure Recommendations in Mt. Shasta

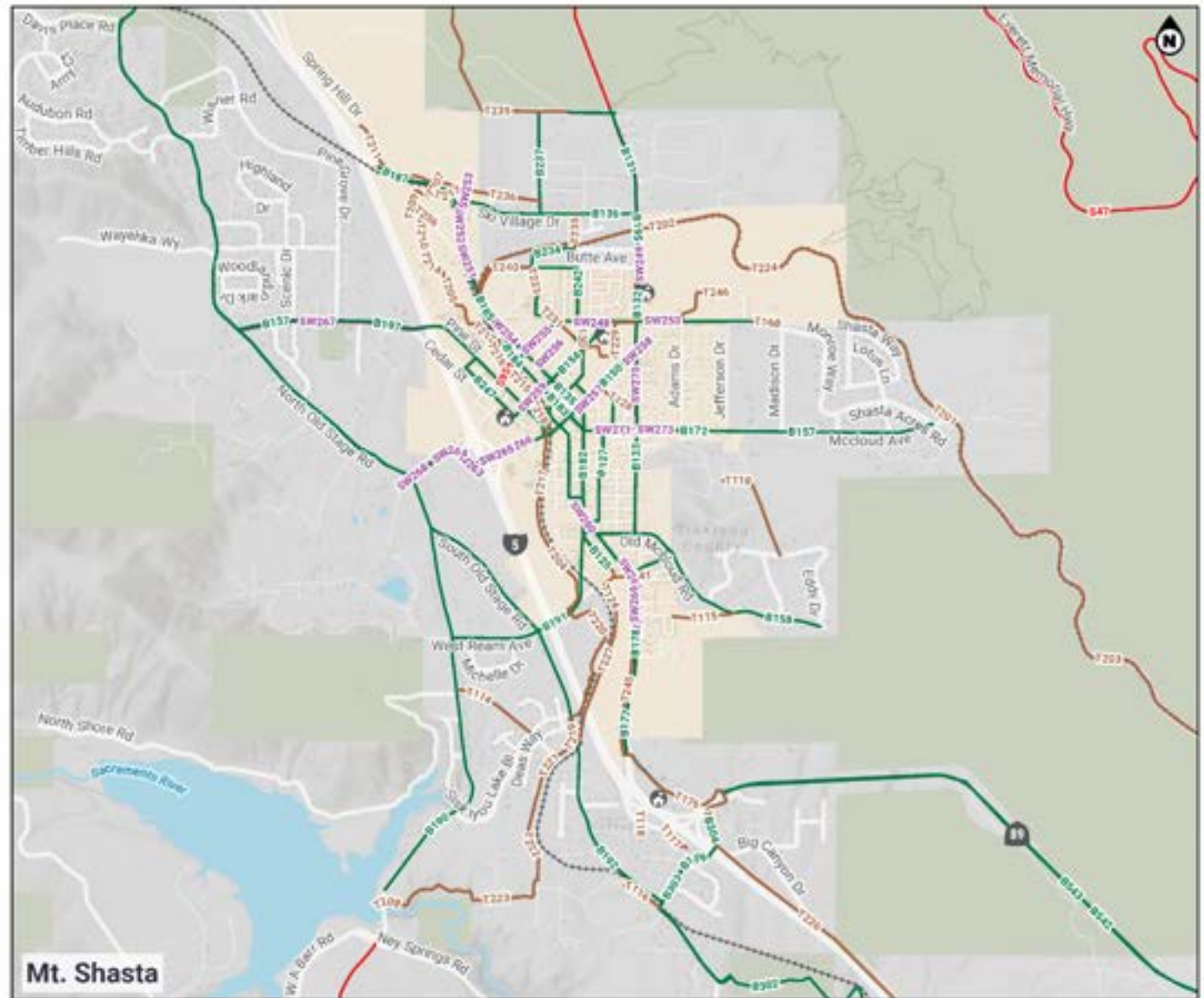
For the full list of project details, their scores and cost estimates, see Appendix E: Project Recommendations and Cost Estimates.

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Corridor Improvements

- Bike Facility (B)
- Sidewalk (SW)
- Street (S)
- Trail (T)
- Park
- School
- City Boundary



alta

0 0.5 1 MILES

Mt. Shasta

Data provided by Siskiyou County and Transportation Department. Data date: 11/19/2024





Figure 22 Spot Infrastructure Recommendations in Mt. Shasta

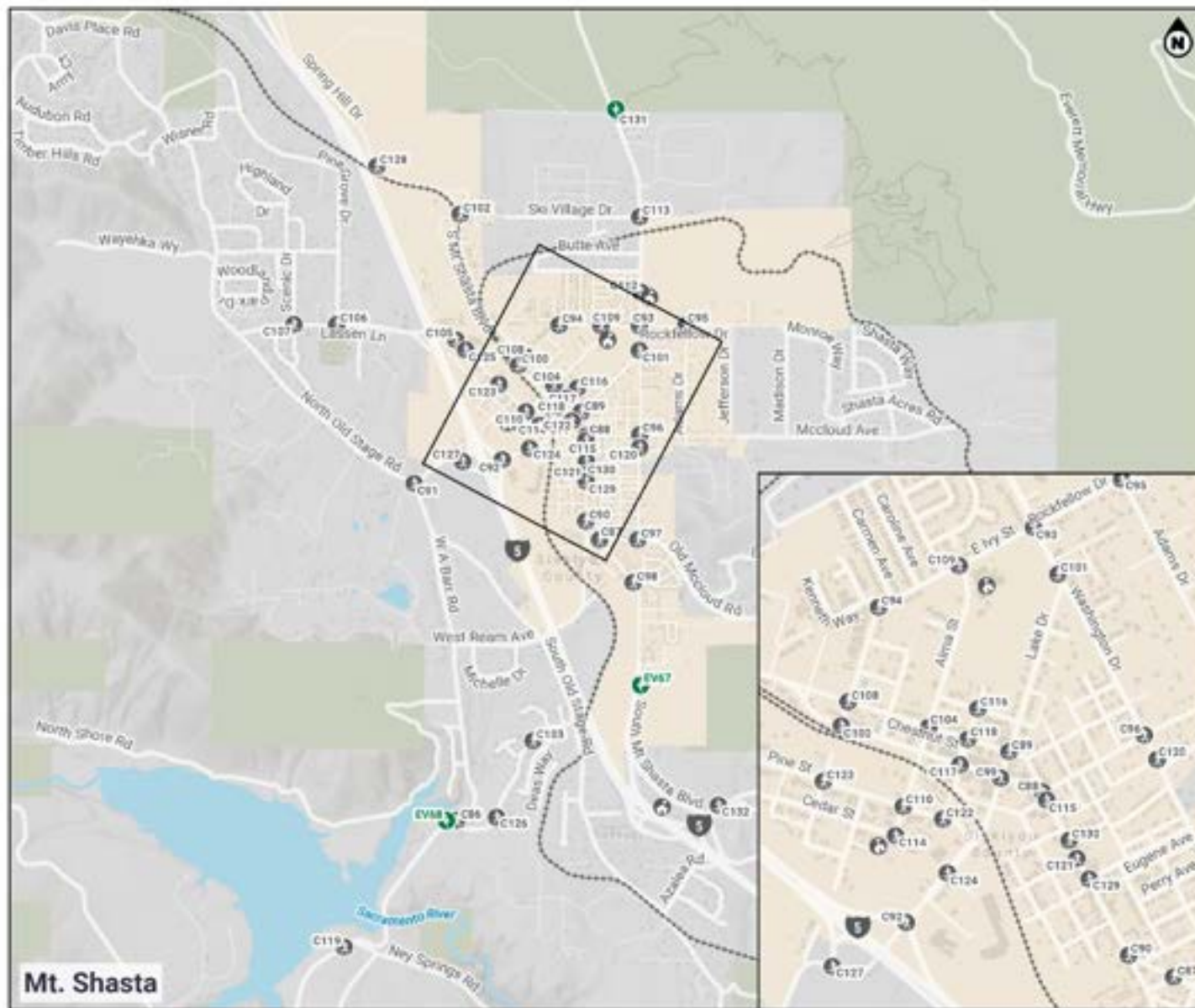
For the full list of project details, their scores and cost estimates, see [Appendix E: Project Recommendations and Cost Estimates](#).

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Spot Improvements

-  Crossing (C)
-  EV Charging (EV)
-  Park
-  School
-  City Boundary



alta

0 0.5 1 MILES

Mt. Shasta

Data provided by Siskiyou County and Transportation Department. Data date: 11/15/2024

Tulelake

Table 16 High-Priority Corridor Infrastructure Recommendations in Tulelake

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Sidewalk	SW30	Complete sidewalks on both sides of E St between the railroad tracks and Second St	Railroad	Second St	Tulelake

Table 17 High-Priority Spot Infrastructure Recommendations in Tulelake

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C1	Add high-visibility continental crosswalk markings and curb ramps on the west and north legs of the intersection of E St and Second St. Use curb extensions like those at Main St and E St to narrow the crossing distance.	E St	Second St	Tulelake
Crossing	C3	Add high-visibility crosswalk markings and curb ramps on the north leg of the intersection of C St and Second St. Use curb extensions like those at Main St and E St to narrow the crossing distance.	C St	Second St	Tulelake

Figure 23 Infrastructure Recommendations in Tulelake

For the full list of project details, their scores and cost estimates, see Appendix E: Project Recommendations and Cost Estimates.

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

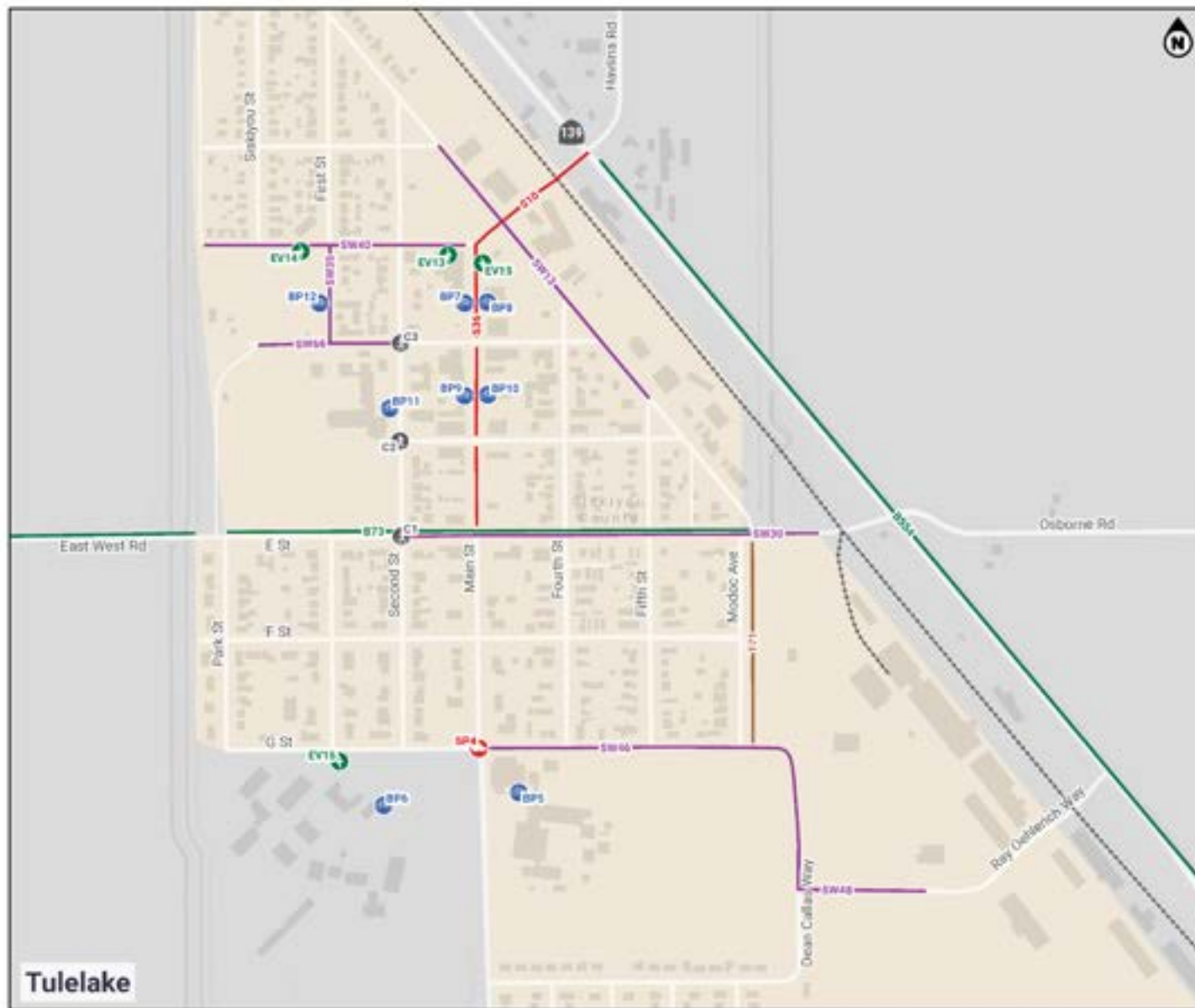
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Spot Improvements

- Bike Parking (BP)
- Crossing (C)
- EV Charging (EV)
- Street (S)

Corridor Improvements

- Bike Facility (B)
- Sidewalk (SW)
- Street (S)
- Trail (T)
- Park
- School
- City Boundary



alta

0 0.1 0.2 MILES

Tulelake

Data provided by Siskiyou County and Transportation Department. Date: 10/10/2024

Weed

Table 18 High-Priority Corridor Infrastructure Recommendations in Weed

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Bike	B31	Remove the center left turn lane and add buffered bike lanes (Class II Facility) on Weed Blvd between Shastina Dr and Boles St.	College Ave	Boles St	Caltrans
Sidewalk	SW61	Construct a sidewalk on the north side of S Davis Ave between Main St and Hillside Dr. Design should consider an east side sidewalk from Main St that stays on the east side of the roadway by crossing the street at the bend.	Main St	Hillside Dr	Weed

Table 19 High-Priority Spot Infrastructure Recommendations in Weed

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C49	Add high-visibility continental crosswalk markings on Hwy 97 at Boles St on the northwest leg of the intersection and include a pedestrian island and RRFB. Add crosswalk on the east leg of the intersection. (Note: remove the existing crosswalk on the south leg)	Hwy 97	Boles St	Caltrans

Figure 24 Infrastructure Recommendations in Weed

For the full list of project details, their scores and cost estimates, see [Appendix E: Project Recommendations and Cost Estimates](#).

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Spot Improvements

● Crossing (C)

Corridor Improvements

— Bike Facility (B)

— Sidewalk (SW)

— Street (S)

— Trail (T)

■ Park

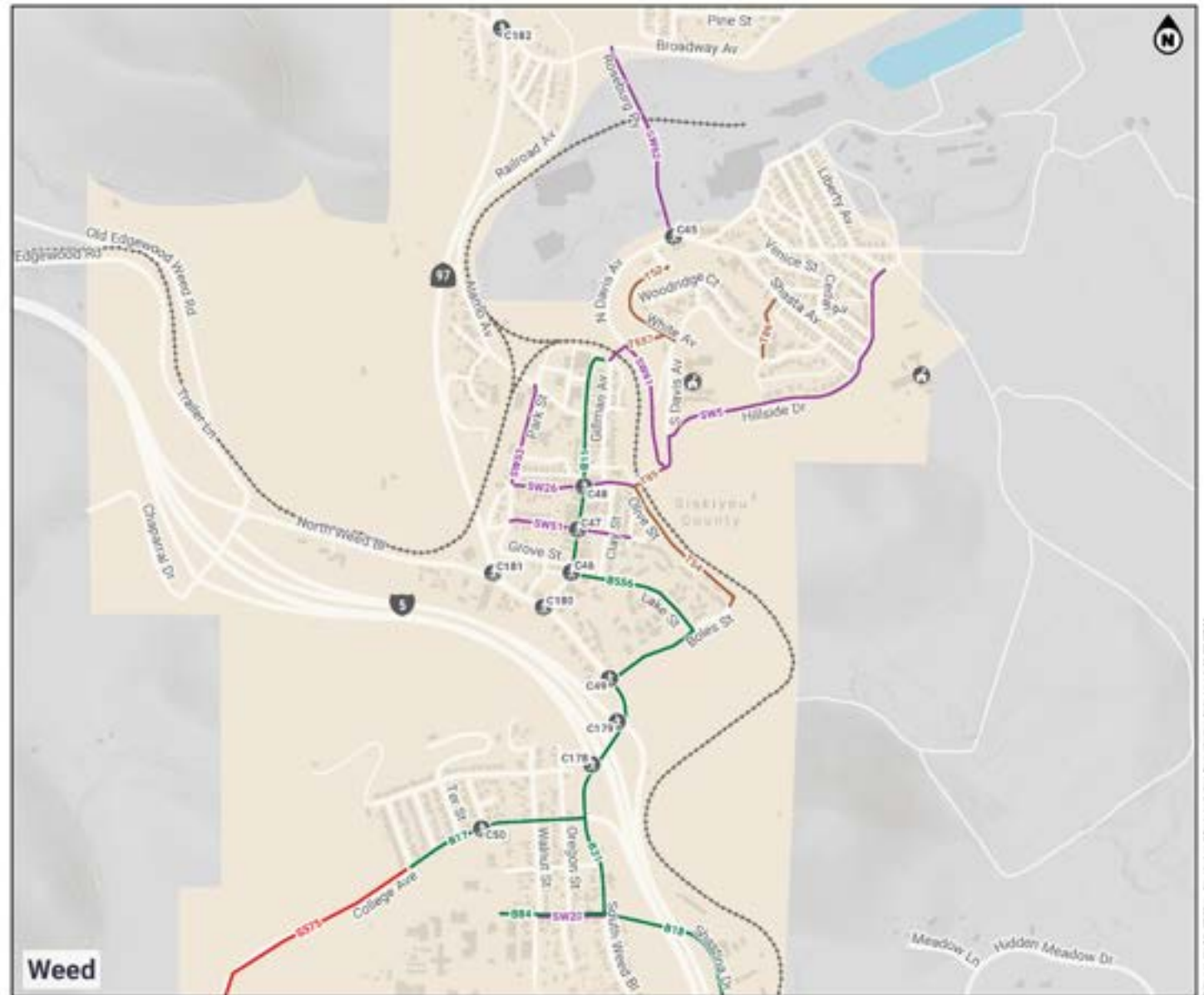
● School

■ City Boundary



alta

0 0.15 0.3 MILES



Data provided by Siskiyou County, Oregon. Transportation Department. Data Date: 11/15/2024

Yreka

Table 20 High-Priority Corridor Infrastructure Recommendations in Yreka

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	TO	RESPONSIBLE AGENCY
Bike	B19	Add bike lanes (Class IV) on Oregon St between 4H Way and Yreka High School. The design should utilize a through lane width of 11 ft in both directions, allowing the bike lanes (minimum of 6 ft) to be buffered (3 ft preferred, 2 ft minimum) and protected with flexi-post bollards for as much of the corridor as possible, though the curb-to-curb width will constrain the buffer space for the bike lanes in some areas.	4H Way	Yreka High School	Yreka
Bike	B93	Add bike lanes (Class II Facility) on Greenhorn Rd between Oregon St and Greenhorn Park.	Oregon St	Greenhorn Park	Yreka
Sidewalk	SW69	Construct a sidewalk on the south side of Greenhorn Rd from Lucas Rd to Greenhorn Park entrance. Consider expanding the scope to a 12' wide shared-use path from Oregon St to Greenhorn Park on the south side of Greenhorn Rd.	Lucas Rd	park entrance	Yreka
Sidewalk	SW558	Complete the sidewalk on the south side of Jackson St between Gold St and Oregon St.	Gold St	Oregon St	Yreka

Yreka

Table 21 High-Priority Spot Infrastructure Recommendations in Yreka

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C54	Extend all four curbs at the intersection of Oregon St and Jackson St and add high-visibility continental crosswalk markings on all four legs of the intersection.	Oregon St	Jackson St	Yreka
Crossing	C197	Construct two crosswalks at the intersection of Siskiyou St and Knapp St with high-visibility continental markings, one on the east leg and one on the north leg. Extend the curb on each end of the two crosswalks. Consider bioswale options in design phase.	Siskiyou St	Knapp St	Yreka
Crossing	C213	Extend all four curbs at the intersection of Oregon St and Greenhorn Rd and add high-visibility continental crosswalk markings on all four legs of the intersection. Consider including an RRFB on the east or west approaches. Factor in turning movements of freight vehicles and buses into the design.	Oregon St	Greenhorn Rd	Yreka

Figure 25 Corridor Infrastructure Recommendations in Yreka

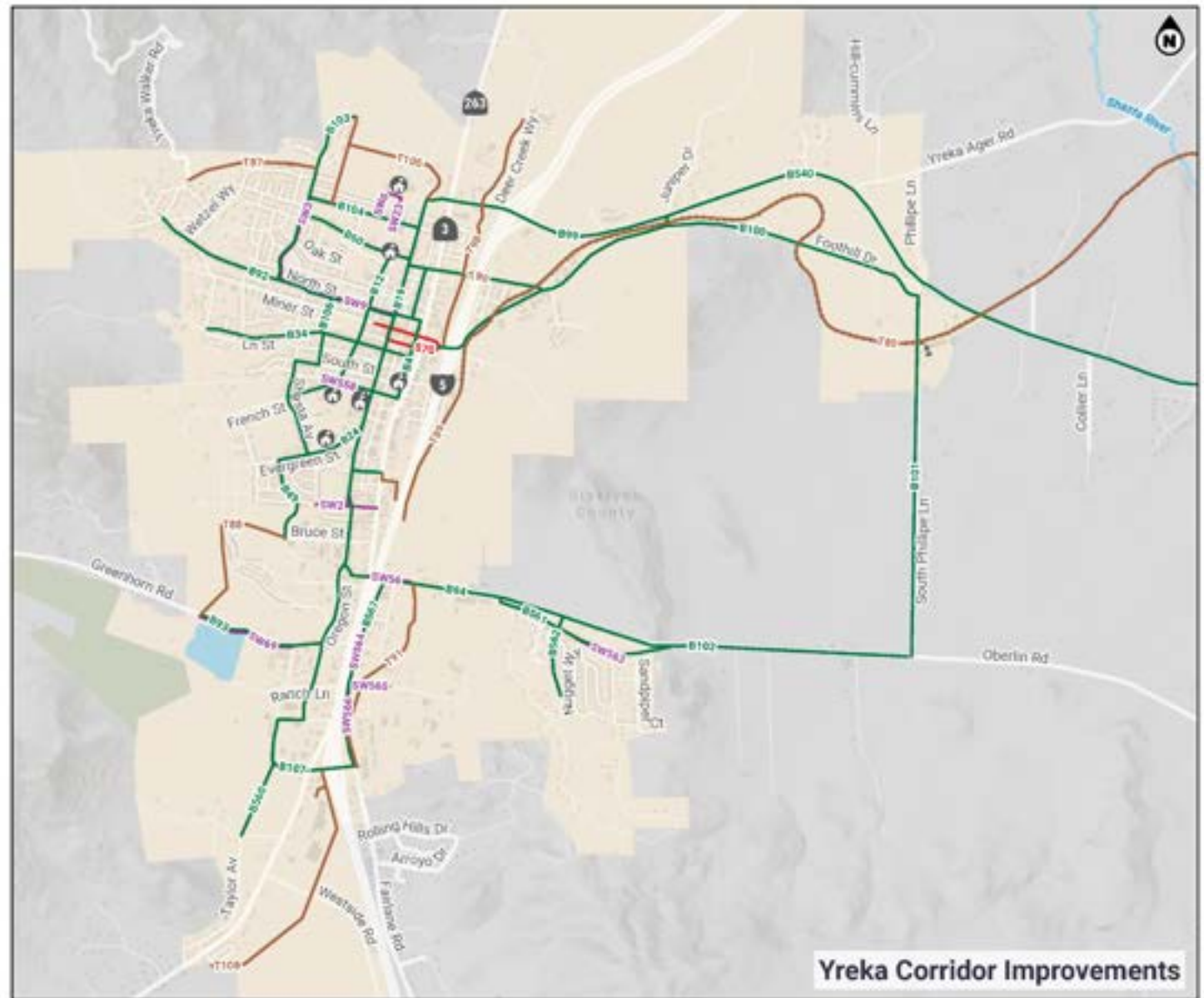
For the full list of project details, their scores and cost estimates, see [Appendix E: Project Recommendations and Cost Estimates](#).

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Corridor Improvements

- Bike Facility (B)
- Sidewalk (SW)
- Street (S)
- Trail (T)
- Park
-  School
- City Boundary



Yreka Corridor Improvements



Data provided by Siskiyou County and Transportation Department. Data source: 10/10/2024




Figure 26 Spot Infrastructure Recommendations in Yreka

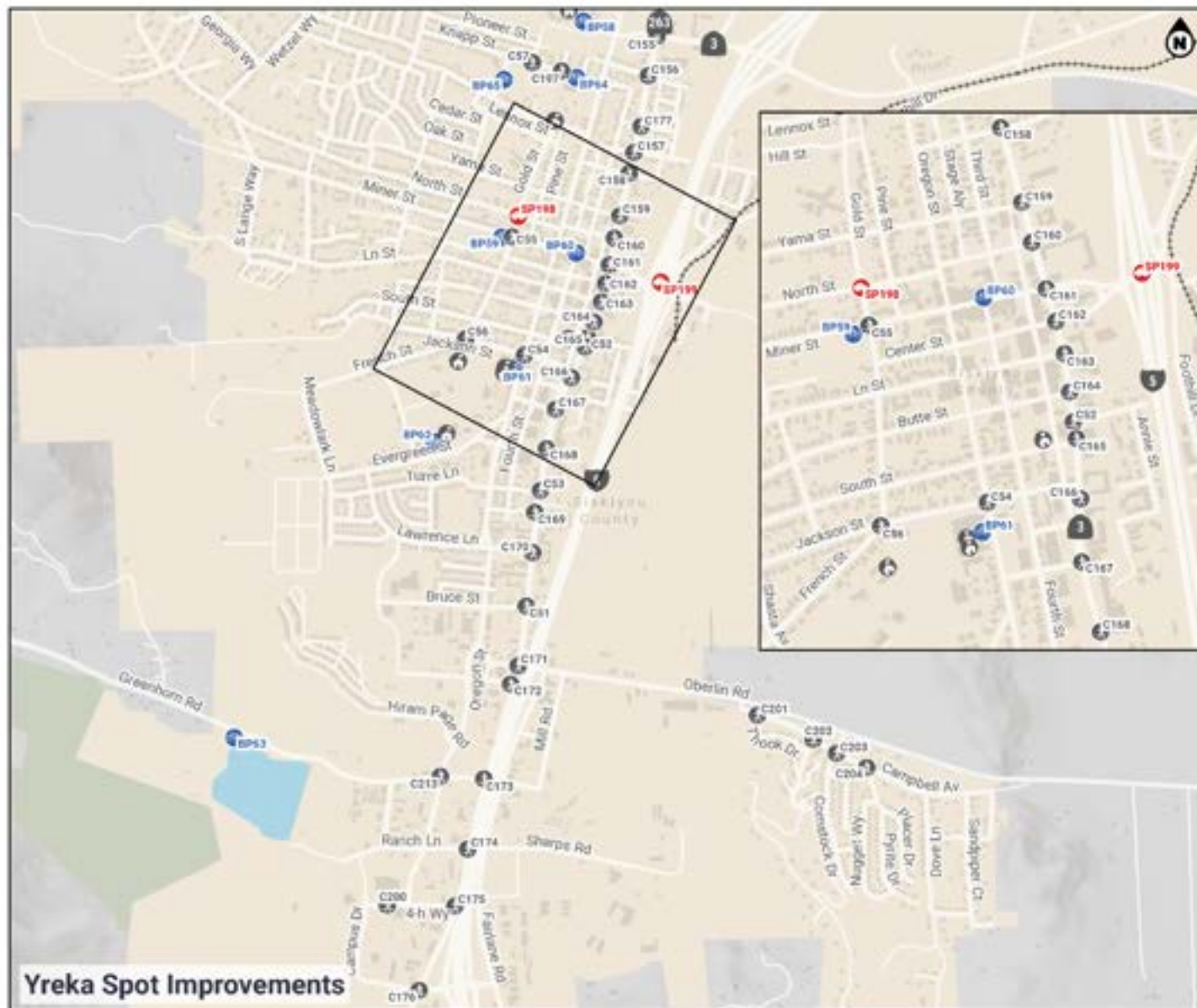
For the full list of project details, their scores and cost estimates, see [Appendix E: Project Recommendations and Cost Estimates](#).

PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

Spot Improvements

-  Bike Parking (BP)
-  Crossing (C)
-  Street (S)
-  Park
-  School
-  City Boundary



alta

0 0.2 0.4 MILES

Yreka Spot Improvements

Data provided by Siskiyou County, Siskiyou County Transportation Department. Data Date: 11/15/2024

A scenic view of a paved road with a person walking on the sidewalk, with snow-capped mountains in the background. The road is a two-lane asphalt road with a double yellow line in the center and white lines on the edges. A person with long blonde hair, wearing a dark t-shirt and shorts, and carrying a red backpack is walking away from the camera on the sidewalk to the right. The background features a large, snow-capped mountain range under a clear blue sky. Lush green trees and bushes line the left side of the road, and a street lamp is visible. The overall scene is bright and sunny.

Chapter 7

What Next: Implementation and Funding

What Next: Implementation and Funding

This chapter describes next steps and strategies to implement and fund the ATP recommendations outlined for the tribal governments, SCLTC, Siskiyou County, Caltrans, and local city governments.

Implementation

Table 22 Short-Term Recommended Actions and Next Steps

CATEGORY	ACTION	RESPONSIBLE PARTY
SHORT-TERM (1-5 YEARS)		
Funding	<p>Expand Street Repaving to include Active Transportation</p> <ul style="list-style-type: none"> Evaluate street repaving/resurfacing projects for opportunities to incorporate recommendations in this plan. Street resurfacing is an opportune time to add crosswalk markings, bicycle lane striping, and other infrastructure. Active transportation projects are eligible within the Local Streets and Roads Program funded by the Road Repair and Accountability Act of 2017 (SB 1). 	SCLTC
	<p>'Banking' and 'Advancing' Transportation Development Act (TDA) Article 3</p> <ul style="list-style-type: none"> Stipulate minimum allocation of TDA Article 3 funds for qualified bicycle and pedestrian improvements within the County. Encourage 'banking' and 'advancing' of TDA Article 3 funds that will allow local jurisdictions to gather sufficient funds for projects. 	SCLTC

CATEGORY	ACTION	RESPONSIBLE PARTY
SHORT-TERM (1-5 YEARS)		
Funding	<p>Build Grant Writing and Managing Capacity</p> <p>State and federal funding opportunities listed in the funding section often involve complex grant writing and competitive application process. Once successful, grants should be managed to meet the requirements. Some communities may not have the time, resources, and workforce to write and manage grants.</p> <ul style="list-style-type: none"> ● Consider working with professional grant writers for larger and multijurisdictional grants. ● Conduct workforce training to build capacity of staff to write grants. ● Establish a process for smaller communities to request support for grant writing. 	SCLTC
Funding	<p>Work Across Jurisdictions to Pursue Funding</p> <p>Some recommendations identified in the ATP (e.g. McCloud Railroad Trail Study) require coordination among multiple jurisdictions to fund and implement the project. Packaging similar types of projects across multiple communities could be a competitive strategy for grant applications. Work to continue conversations and support building partnership to pursue funding and implement the projects.</p>	Tribal governments, SCLTC, Siskiyou County, local jurisdictions
Coordination	<p>Coordinate with Caltrans</p> <ul style="list-style-type: none"> ● Share the adopted ATP and work with Caltrans to include the ATP recommended projects located on the state highway system into the eligible projects list in the next State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) updates. ● Provide the GIS files with the recommended project list for the Caltrans database. ● Create Interlocal Agreement (ILA) with Caltrans that include maintenance responsibilities to be handled by Caltrans even when streetscape improvements are funded and implemented by the community or grant funding. 	Caltrans, SCLTC
Coordination	<p>Build a Big Tent of Partnerships</p> <p>Build and/or continue partnerships across communities and with school districts, non-profits, police, California Native American Tribes, and National Forest services to implement programs and projects that benefit users of all ages, abilities, and backgrounds.</p>	Tribal governments, Caltrans, SCLTC, Siskiyou County, local jurisdictions
Coordination & Evaluation	<p>Use the Existing SCLTC Technical Advisory Committee to Track ATP Progress</p> <p>Twice a year, devote TAC meetings to identifying opportunities, challenges, needs, and emerging issues in active transportation planning and implementation in Siskiyou County. Evaluate active transportation investments every three years and report findings to this committee.</p>	SCLTC

CATEGORY	ACTION	RESPONSIBLE PARTY
SHORT-TERM (1-5 YEARS)		
Maintenance	<p>Local Ordinances on Sidewalk Maintenance</p> <p>Establish local ordinances where the property owners are responsible for sidewalk clearing. Provide educational resources to community members on best practices, particularly during the snowy season.</p>	SCLTC, Siskiyou County, local jurisdictions
Communication	<p>Bi-Annual Newsletter</p> <p>Continuing conversations with community members will be important to sustain the dialog kick started by the ATP and to build community trust and momentum in active transportation planning. Publish a bi-annual newsletter that outlines county wide transportation projects, ATP progress, and celebrate the wins.</p>	SCLTC
Communication	<p>Create an Active Transportation Projects Map</p> <p>Create an Active Transportation Projects Map within the Siskiyou County GIS that provides information on available facilities, and ongoing and planned projects. Project information can include estimated costs, funding sources, anticipated timeframe, and more.</p>	Siskiyou County, SCLTC

Table 23 Long-Term Recommended Actions and Next Steps

CATEGORY	ACTION	RESPONSIBLE PARTY
LONG-TERM (6-10 YEARS) OR ONGOING		
Maintenance	<p>Incorporate Operations and Maintenance Conversations in Design and Budgeting Phase</p> <ul style="list-style-type: none"> Maintenance needs of active transportation facilities and operational issues such as parking, traffic enforcement, and traffic operations should be incorporated into the design phases of the project development. Maintain an inventory of active transportation facilities and allocate proportional maintenance funding to ensure sufficient funding for routine active transportation facility maintenance costs. 	Tribal governments, Caltrans, SCLTC, Siskiyou County, local jurisdictions

CATEGORY	ACTION	RESPONSIBLE PARTY
LONG-TERM (6–10 YEARS) OR ONGOING		
Maintenance	<p>Use High Quality Materials in Upcoming Projects</p> <p>Maintenance costs for street sweeping, replacement, restriping, and snow/ice clearance can add up over time. While we acknowledge the funding challenges, where possible, we recommend using high quality materials upfront to increase longevity and reduce maintenance costs. Including them in the grant up front can reduce the need to pay for maintenance later. Grants are not as readily available to pay for maintenance. For example, use thermoplastic road markings instead of paint to make it more visible while also being durable.</p>	Tribal governments, Caltrans, SCLTC, Siskiyou County, local jurisdictions
	<p>Identify Process for Public Reporting of Maintenance Issues</p> <p>Set up a platform and process for community members to submit maintenance issues that may affect active transportation infrastructure like parking on bike lanes, illegal dumping, or potholes. Create a system to report the issues to relevant agencies or departments.</p>	SCLTC, Siskiyou County
Monitoring and Evaluation	<p>ATP Concurrence Data Sheet</p> <p>To create a streamlined process for communities to incorporate the ATP recommendations into all their projects, SCLTC should add questions to their project intake form (similar to STIP Project Data Sheet). Include questions that enable decision makers and staff to document the process of incorporating (or not) active transportation infrastructure into all their projects.</p>	SCLTC
Monitoring and Evaluation	<p>Countywide Surveys</p> <p>Conduct county-level surveys on mode share, climate goals, project implementation, regional networks and gaps every three years. Present the finding from the survey to the SCLTC and TAC. Publish the findings in the annual report and in the newsletter.</p>	SCLTC
Monitoring and Evaluation	<p>Pre- and Post-Evaluation Project Study</p> <p>For larger active transportation projects, conduct pre- and post-evaluation of facilities to understand the change in community perception, impacts and use.</p>	SCLTC

Funding

The funding opportunities listed below are intended to assist SCLTC, Siskiyou County, and local communities to identify and pursue appropriate federal, state, and local opportunities to support the implementation of active transportation infrastructure and programs.

The appropriate funding source will often be determined by the type of projects and activities including planning, programming, right-of-way acquisition, design, implementation, and maintenance of walking and biking facilities. The cost of projects recommended in this plan differ widely depending on scale and type of recommendation. So, it is important to remember that projects will often require multiple funding pathways to be implemented and maintained. For projects spanning multiple jurisdictions, agency partners will have to work together to successfully apply and acquire funding.

[Appendix E: Project Recommendations and Cost Estimates](#) provides an estimate of projected costs for recommended projects to help communities determine their funding needs.

The funding landscape is constantly changing. The information presented here reflects the funding criteria at the time of writing this plan.



Traditional Sources

Federal and state governments traditionally fund transportation and other projects through grants to provide public services and stimulate the economy. The grants can support specific type of projects and can benefit some parts of the population or the entire community. Grant funding is generally non-repayable once awarded and can be a lower-risk approach compared to loans that could impact credit ratings and assets. Grants can broadly be categorized into discretionary grants and non-discretionary grants or formula grants. Formula Grants are not competitive distributed to the recipients based on specific set parameters. Discretionary grants are awarded to applicants through a competitive grant application process.

ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM (ATIIP)

The ATIIP is a competitive grant program created by the Bipartisan Infrastructure Law to plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails to connect destinations in active transportation networks or spines. The grant can also be used for facilities like trails, pedestrian facilities, and bikeways that connect two or more communities. The ATIIP has two different categories of grants: Planning and Design Grants, and Construction Grants. While federal share of eligible projects using the grant shall not exceed 80 percent of the total project cost, projects serving communities with a poverty rate of over 40 percent may be eligible to receive up to 100 percent of the total project cost. Local or regional governmental organizations and Tribes will be eligible to apply.

Relevant activity or project types include traffic calming, lighting, micromobility, education and training programs, recreational trails, crosswalks, and bicycle parking, among many others.

For more information: <https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip>

CALIFORNIA ACTIVE TRANSPORTATION PROGRAM (ATP)

ATP consolidates federal and state transportation programs like the Senate Bill 1, SRTS, Transportation Alternatives Program and Bicycle Transportation Account into a single program with a focus on non-motorized projects that benefit walking, biking, and rolling. 10% of the ATP funding goes to Small Urban and Rural regions with a population of 200,000 or less. Eligible applicants include local and regional governments, transit agencies, public schools or school districts and tribal governments. Private Nonprofit tax-exempt organizations can only apply for Recreational Trails Program.

Relevant activity or project types include active transportation related infrastructure, non-infrastructure, combined infrastructure and non-infrastructure and quick build projects.

For more information: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/atp/2024/atp-fact-sheet-spring2024.pdf>

CALIFORNIA LOCAL STREETS AND ROADS PROGRAM

SB 1 dedicated approximately \$1.5 billion per year in new formula revenues to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system, such as filling potholes, pavement repairs, lane restriping, and bringing crosswalks and sidewalks up to code.

To be eligible to receive funding from the Controller, each year, cities and counties must submit a proposed project list adopted at a regular meeting by their board or council that is then submitted to the California Transportation Commission (Commission).

For more information: <https://catc.ca.gov/programs/sb1/local-streets-roads-program>

CHARGING AND FUELING INFRASTRUCTURE DISCRETIONARY GRANT PROGRAM (CFI PROGRAM)

CFI is a competitive grant program created by the Bipartisan Infrastructure Law to develop publicly accessible electric vehicle charging and alternative fueling infrastructure in urban and rural areas where people live and work. There are two funding categories in this grant: (1) Community Charging and Alternative Fueling Grants (Community Program); and (2) Charging and Alternative Fuel Corridor Grants (Corridor Program). Maximum Federal Share shall not exceed 80 percent of the total project cost and awardees must provide at least 20 percent of total project cost. Local governments, Indian Tribes, and local authorities with ownership of publicly accessible transportation facilities are eligible to apply under one or both funding categories.

Relevant activity or project types include electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure.

For more information: <https://www.fhwa.dot.gov/environment/cfi/>

CALTRANS HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HSIP is a federal-aid program awarded to States to achieve significant reduction in fatalities and serious injuries on all public roads. A city, county, or tribal government federally recognized within the State of California is eligible to apply and the funds can be used on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Proposed projects should identify a specific problem, propose countermeasures to substantially address the problem and lead to and complete the construction of safety improvements. The project must be consistent with California's Strategic Highway Safety Plan.

Relevant activity or project types include road diets, safety education and awareness activities and programs, separated bike lanes, sidewalks, pedestrian, and bike route signages among many others.

For more information: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g09.pdf>

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT)

PROTECT Program established by the Bipartisan Infrastructure Law help make surface transportation more resilient to natural hazards, including climate change, extreme weather events, and other natural disasters. The program consists of the PROTECT Formula Program that is directed to State DOT's based on formula and the PROTECT Discretionary Grant Program awarded through competitive grants to local governments, Indian tribes, and other entities. A Benefit-Cost Analysis (BCA) is required for this grant program.

Relevant activity or project types include planning, resilience improvements, and community resilience and evacuation routes.

For more information: <https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving>

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT PROGRAM

BUILD is a discretionary federal grant program authorized by the Bipartisan Infrastructure Law supporting multi-modal and multi-jurisdictional projects that are more difficult to fund through other traditional federal grant programs. Project types funded through BUILD grants include safety, environmental sustainability, quality of life, mobility and community connectivity, and economic competitiveness. Local governments, counties, Tribal governments, and transit agencies are eligible to apply.

Eligible projects include bike repair stations, charging stations for electric bicycles and scooters, data collection and monitoring for pedestrians and/or bicyclists, maps for pedestrians and/or bicyclists, paved shoulders for pedestrian and/or bicyclist use, recreational trails, and new or retrofit sidewalks. Some of the eligible projects like bike parking, bus shelters and benches are not competitive unless part of a larger project.

For more information: <https://www.transportation.gov/RAISEgrants>

NATIONALLY SIGNIFICANT FEDERAL LANDS AND TRIBAL PROJECTS (NSFLTP) PROGRAM

NSFLTP Program provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing federal and Tribal lands. Bicycle and pedestrian projects are eligible to apply. Preliminary engineering results must show that the project has an estimated construction costs equal to or greater than \$12,500,000. A State, county, or unit of local government may apply for funding under the NSFLTP Program only if sponsored by an eligible Federal Land Management Agency (FLMA) or federally recognized Tribe.

Relevant activity or project types include intersection improvements, sidewalk installation, bicycle- and pedestrian- trails, improvements to separate pedestrians from vehicular traffic, shared-use paths, and safety improvements.

For more information: <https://highways.dot.gov/federal-lands/significant>

THRIVING COMMUNITIES PROGRAM (TCP)

USDOT's TCP funded through the Consolidated Appropriations Act of 2022 supports planning and development of transportation and community revitalization activities and provides tools for under-resourced communities to access Bipartisan Infrastructure Law funding. The program helps develop transformative infrastructure projects that will increase mobility, reduce pollution, and expand affordable transportation options, connecting communities to the essential opportunities. There are two programs within the TCP: Thriving Communities National Capacity Builder Program (TCP-N) and the Thriving Communities Regional Pilot Program (TCP-R). Eligibility can vary between the two programs.

For more information: <https://www.transportation.gov/grants/thriving-communities>

TRIBAL TRANSPORTATION PROGRAM SAFETY FUND (TTPSF)

TTPSF is administered by the USDOT and aims to address the higher rates of fatal injuries associated with transportation for the Native American and Alaska Native populations of our country. Projects must involve public roads and correct or improve a hazardous road location or feature or address a highway safety problem. No match or cost-sharing is required for this grant. Individual award amounts vary. TTPSF emphasizes a data-driven process for Tribes to identify and address transportation safety needs. Only federally recognized tribes and affiliated groups are eligible to apply.

Relevant activity or project types include bicycle or pedestrian planning, construction, technology demonstrations and deployment, accessibility, and security.

For more information: <https://www.transportation.gov/rural/grant-toolkit/tribal-transportation-program-safety-fund-ttspf>

RECREATIONAL TRAILS PROGRAM (RTP)

RTP is a state-administered local assistance program of the U.S. Department of Transportation's Federal Highway Administration. California Department of Parks and Recreation administers the RTP. Eligible applicants include cities and counties, and non-profit organizations with management responsibilities of public lands. Applicants are responsible for matching a minimum of 12% of total project costs, with RTP funding a maximum of 88% of total project costs. Cities, counties, districts, and 501(c)(3) nonprofit organizations are eligible to apply.

Relevant activity or project types include barrier removal for ADA compliance, sidewalks, bicycle parking, charging stations for electric bicycles and scooters, recreational trails, and SRTS education and training programs.

For more information: <https://www.grants.ca.gov/grants/recreational-trails-program-rtp/>

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

SHOPP funds improvements on the State Highway System. The program funds pavement rehabilitation, operational improvements and projects that improve access and safety for bicyclists and pedestrians using the state highway system. Projects are developed under an asset management framework established by Caltrans. To be considered for this program, SCLTC should work with Caltrans to include projects listed in the ATP to be included in the SHOPP database.

For more information: <https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp>

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STIP is the biennial five-year investment plan adopted by the California Transportation Commission. The program allocates transportation funding for locally prioritized highway, road, transit, and active transportation projects. The two major funding categories within the STIP are the Regional Transportation Improvement Plan (RTIP) and the Interregional Transportation Improvement Program (ITIP). The RIP is sub-allocated to counties by formula and Caltrans prepares the RTIPs that includes projects of interregional significance. Siskiyou County Local Transportation Commission should work to establish minimum funding allocation from the RIP for active transportation projects. For RTIP, like SHOPP, Siskiyou County Local Transportation Commission should work with Caltrans to include projects listed in the ATP to be included in the RTIP database.

For more information: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program>

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART)

SMART program, established by the Bipartisan Infrastructure Law, provides grants to eligible public sector agencies for demonstration projects focused on advanced smart community technologies and systems to improve transportation efficiency and safety.

Relevant activity or project types eligible for SMART should fall within one of the eight identified technology areas. Signs, signals, signal improvements including accessible pedestrian signals will be eligible.

For more information: <https://www.transportation.gov/grants/SMART>

Non-Traditional Sources

IN-KIND DONATIONS

In-kind donations are typically non-monetary and can be offered for free or at less than typical costs. These donations can be used to support other funding pathways. This can include volunteering and adopt-a-path or adopt-a trail options to support maintenance of completed facilities.

Case Study: Tweetsie Trail is a 10-mile rails-to-trails project between Johnson City and Elizabethton, Tennessee. Local companies and businesses provided labor, services, equipment and materials that reduce the project costs considerably.

PHILANTHROPY

Local and national foundations and non-profits provide funding and/or support to get funding for active transportation projects. The funding may not need repayment but have conditions and funding use and reporting requirements. Generally, an established non-profit group acting on behalf of the project must exist.

PARTNERSHIPS

For trail projects, partnerships between various non-profits, industry partners, and community members can be crucial for supporting trail projects including project implementation, trail maintenance, signage, infrastructure development, and educational or recreational programming. Potential partners can include businesses, universities, and other community institutions. This provides an opportunity for members to show their commitment for environmental stewardship, community development, and recreational activities.

Case Study: Nine Waldo County organizations worked together to create a 47-mile year-round recreational footpath. Volunteers helped in developing the trail layout and establishment of the trail and landowners granted public access to cross their land. <https://www.americantrails.org/communications/awards/waldo-county-trails-coalition>

Maintaining Infrastructure for Walking and Biking

During the walk audits, local jurisdictions shared concerns about the cost of maintaining active transportation facilities. While maintenance concerns are real and important, they should be balanced against the safety, health, and economic development benefits that come with making places accessible and safe for people walking, biking, or rolling using a mobility device. It is possible to prioritize maintenance and build more active transportation facilities that benefit vulnerable roadway users. To do this, cities should have strategic and intentional conversations beginning at the planning and design stages to identify options that are feasible and sustainable. Below are some steps that local jurisdictions can take to address maintenance concerns:

- When working with multiple agencies, it is important to establish a shared understanding of community needs and capacity in terms of cost participation policies. For example, when applying for grants with Caltrans, local agencies can establish a context-based need early in the grant application phase so that undue burdens are not placed on communities with limited maintenance budgets.
- When designing new separated or protected biking and walking facilities, jurisdictions should consider the maintenance vehicles they currently own or are willing to purchase to inform the width of the facilities (for sweeping out debris or snowplowing).
- Local communities can undertake pilot projects to test the feasibility and effectiveness of an improvement. This not only helps identify ongoing maintenance costs, but successful projects can also help present the case for full scale implementation and maintenance through regional, state, or federal funding.
- Local jurisdictions should develop and adopt local ordinances where property owners will be responsible for clearing sidewalks. When funding permits, support should be provided for disadvantaged or burdened communities for sidewalk maintenance.
- Local communities should develop criteria for sidewalk inspection and maintenance so that issues can be identified early on and addressed. This will also help prevent any injuries that may result from poor maintenance of facilities.



Maintenance of active transportation facilities includes inspection, preservation, repair, and restoration of facilities so that they are safe and accessible for users.

Inlaid thermoplastic or preformed tape may last significantly longer than standard surface applications (paint). High-visibility thermoplastic crosswalk markings are a great way to increase the durability of crosswalks because newer thermoplastic mixtures contain sand or other coarse materials for reducing slip hazards.

Thermoplastic is preferred in many cases due to the longevity of the material, however the initial cost and time requirements for installation are greater than paint, and snowplows can damage the thermoplastic. However, this can be accommodated by recessing thermoplastic markings, which decreases the likelihood of snowplow damage.

A common strategy to pay for the more expensive, but longer-lasting markings is to include the marking application within the initial construction, reconstruction, or pavement replacement project. In most cases, the costs for these markings are covered by the project budget and not the maintenance budget. Maintenance budgets tend to be tight, whereas including even more expensive marking materials in a project, represent a small part of a larger construction budget.¹⁶



¹⁶ U.S. Department of Transportation, Federal Highway Administration, "Chapter 2: Sidewalk Maintenance Policies, Standards, and Guidelines," Guide for Maintaining Pedestrian Facilities for Enhanced Safety, last modified August 10, 2016, <https://highways.dot.gov/safety/pedestrian-bicyclist/research-report-guide-maintaining-pedestrian-facilities/2>.

Appendices

A Existing Conditions Report

B Community Engagement Summary

C Walk Audit Summary

D Prioritization Methodology

E Project Recommendations and Cost Estimates





**Active
Transportation
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