



To: Melissa Cummins, Siskiyou County Local Transportation Commission
From: Katie Selin and Phil Longenecker, Alta Planning + Design
Date: June 18, 2024
Re: Existing Conditions Memorandum

Introduction

The purpose of this memorandum is to summarize existing conditions to support the Siskiyou County Active Transportation Plan. The existing conditions documentation process assesses and summarizes a range of available plans, policies, and data to provide as much information as possible on the walking and biking conditions in Siskiyou County. The topics covered in this memo include:

- Plan review - to understand existing plans and policies relevant to active transportation in Siskiyou County;
- Infrastructure review – to summarize where biking and walking infrastructure exists in Siskiyou County;
- Current mode share of commuters – to inform where people are biking and walking to get to work;
- Land Use and destinations – to inform where people live and the distances to job centers, schools, and other activity generators;
- Collision data – to understand where safety interventions are most needed;
- Equity data – to ensure where people with the greatest mobility needs live and to help prioritize recommendations;
- Schools data – to assist in future Safe Routes to School planning efforts.

The final section summarizes overall opportunities and constraints based on the information contained in these topic areas. The information contained in this memorandum will guide project priorities moving forward in the Siskiyou County Active Transportation Plan process.



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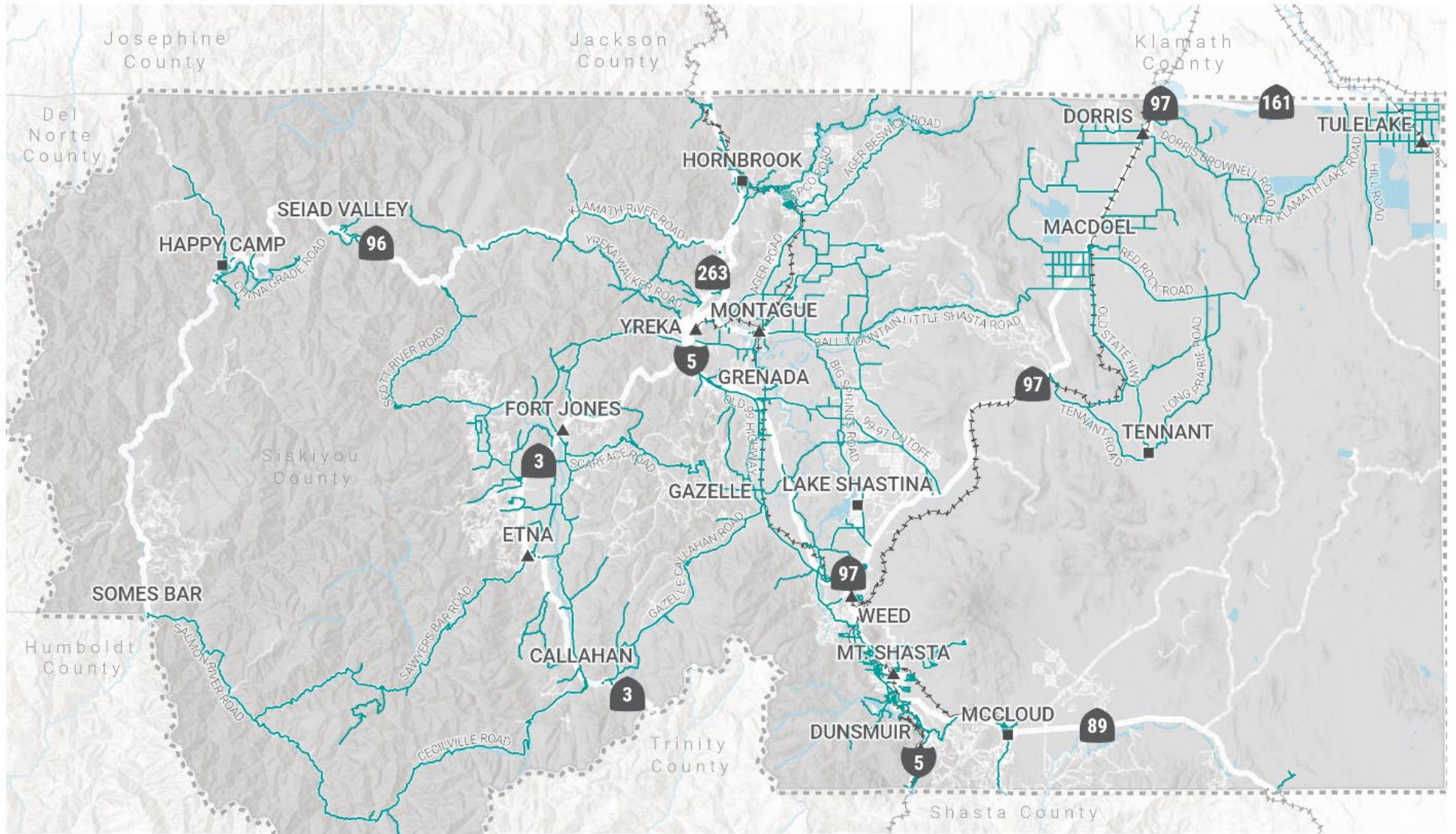


Plan Area

Siskiyou County is home to a population of approximately 44,000 people¹ and spans nearly 6,350 square miles, making it the fifth-largest county by area in California (Figure 1). Centered around Mount Shasta and the cascade range, the county is geographically diverse; its wildlife, forests, rivers, deserts, mountains, and farmland add to the county's significant natural resources and make it a renowned recreational and tourism destination. The county is home to several Tribes, including the Karuk, Shasta, Modoc, Pit River, and Wintu among others. The county roadway network totals 888 miles of paved and 459 miles of unpaved roadways. Combined with approximately 1,500 miles of trails, Siskiyou County is well positioned to leverage walking and biking to improve access and connectivity for its communities and their many cultural and recreational resources.

¹ American Community Survey 2022 5-year estimates. US Census Bureau.

Figure 1. Siskiyou County Roads



COUNTY ROADS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN



- County Road
- ▲ City
- Community Services District
- ⊕⊕⊕ Railroad
- ⊘ County Boundary

Plan Review

A range of documents adopted by Siskiyou County and related local and regional agencies set an important foundation and direction for the *Siskiyou County Active Transportation Plan*. This memorandum summarizes 17 plans, policies, and standards that impact active transportation planning and design in Siskiyou County. The document reviewed for this effort is listed below, grouped by responsible agency.

Through the review process, key themes emerged that are integral to the Active Transportation Plan effort:

- Multimodal systems planning
- Safety
- Hazard mitigation and emergency planning
- Social and racial equity
- Sustainability

Plans reviewed for this effort are summarized according to these themes. This approach allows for easy comparison of commonalities and lessons learned across planning documents, compared to organizing findings according to individual plans.

Plan Review Elements

The project team reviewed 16 documents produced by the county and other local and regional agencies:

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 following sections explore the strengths and challenges of these plans as they relate to the thematic areas of multimodal systems planning, safety, Hazard mitigation and emergency planning, equity, and sustainability. The project team reviewed plans specifically to identify content related to the Active Transportation Plan. Where appropriate, the summaries include key gaps in policy or guidance related to each theme.

Multimodal Systems Planning

Strengths of Reviewed Plans

Siskiyou County's Regional Transportation Plan (2021) provides a vision for multimodal transportation systems planning in the region. The vision is supported by transportation goals and a list of future projects, for ten-year (2031) and twenty-year (2041) planning horizons. The Regional Transportation Plan (RTP) is made up of three major elements: Policy, Action, and Financial guiding the region towards short- and long-range goals. The RTP aims to

“Provide a safe, convenient and efficient multimodal transportation system that is part of a balanced overall transportation system and provides amenities to provide safe travel for bicyclists, pedestrians, and equestrians on existing and proposed facilities”.

The RTP development process involved extensive public engagement where community members identified strengths and constraints including the lack of a well-connected or maintained transportation network and long distances between destinations with bicycle and pedestrian facilities in the County. The California Transportation Plan 2050 (CTP) was completed by the Office of State Planning and evaluates roadways, public transportation, active transportation, airports, and goods movements. Goals, objectives, and performance measures are identified, and recommendations are made to improve important aspects of transportation within the state, including safety, climate, equity, and accessibility. The CTP identified the need to expand access to a range of active transportation options as fundamental to achieving its vision and recommends expanding funding for active transportation projects in the state.

The Circulation Element in the General Plans of the incorporated cities and towns in the County typically includes an assessment of existing and proposed land uses, streets and highway systems, population projections, and transportation needs. Some plans play to the strengths of their context by incorporating facilities like bike paths within scenic corridors and stress the need for coordination at the regional level for such proposals. For example, the City of Dunsmuir's General Plan notes:

“Just north of the I-5 bridge over the Sacramento River, the prospective bike trail could follow Stagecoach and Upper Soda roads under the I-5 bridge to River Avenue. The bike path could then follow Butterfly, Gillis and First Streets to its end at Cragview Drive just inside Shasta County. Again, bike paths outside the City will need to be coordinated with Siskiyou County and, in this case, possibly Shasta County, too.”

Some cities center and detail multi-modal systems planning and various active transportation systems in their General Plans. The City of Weed General Plan's (2017) preferred growth scenario and plan prioritizes non-motorized transportation and the need to improve transit service by coordinating with STAGE and developing a recreational trail network.² Similarly, Mt. Shasta's General Plan (2007) provided an overview of concepts identified in the Mt. Shasta Community Action Plan (2002) which included the connection of various open spaces such as the City Park, Sisson Meadows, Lake Siskiyou, and the State Fish Hatchery. The Circulation Element in Mt. Shasta's General Plan also summarized major policies identified by the Siskiyou County Bicycle Transportation Plan (2000). While the Siskiyou County Bicycle Transportation Plan was never adopted, the goals and its supporting policies were referenced for the future of non-motorized transportation in the Mt. Shasta study.

² According to the Weed General Plan: Goal CI 1 – A safe and complete transportation network that is accessible to all users. Objective CI 1.1 – Establish a well-designed complete street network to accommodate multiple modes of transportation. Policy CI 1.1.1 – Implement Complete Streets policy that is consistent with the California Complete Streets Act (AB 1358).

Safe Routes to School (SRTS) programs are increasingly important in the education and promotion of active transportation within Siskiyou County. Safe Routes to School Programs in Rural California: A Guide for Communities and Partners (2015) highlights efforts made by the Siskiyou County Public Health Department in 2012-2013 to conduct school interviews, assess needs, and coordinate Walk to School Day events and Bike to School Fridays. The report noted that SRTS garnered the support of the Bicycle Tourism Partnership since it aligned with the Partnership's mission and made the county more bike-friendly. Both the Walk Bike Ride Mt. Shasta Mobility Plan (2022) and the City of Dunsmuir Active Transportation Plan (2023) acknowledge the role that SRTS programs have in the planning, design, and implementation of projects to improve the safety and accessibility of pedestrian and bicycle routes to local schools.

Transit

Transit is an important part of active transportation since it often involves walking, biking, or rolling to pick-up and drop-off points and destinations. Public transit in Siskiyou County is provided by Siskiyou Transit and General Express (STAGE), which mainly serves southern and central Siskiyou County. Siskiyou County Short Range Transit Plan (2021) notes that a majority (75.4 percent) of working residents (16 years or older) in Siskiyou County drive alone, roughly 4.3 percent of persons walk, 1 percent bicycle, and 0.2 percent take public transit to/from work. Although the percent of transit users is relatively small, they may have few alternatives. The plan identifies the following communities among others with the largest number of transit-dependent persons:

- Elderly - The elderly population is generally high throughout Siskiyou County, but certain communities including Weed, Mt. Shasta, and some census tract areas of Yreka have much greater numbers.
- Low Income - The greatest numbers of low-income persons are in the areas with the highest populations (Yreka, Weed, and Mt. Shasta)
- Disabled - The locations of people with disabilities are consistent with the other transit-dependent groups, with most people with disabilities residing in Yreka, Weed, Mt. Shasta, and Montague.
- Zero-Vehicle Households - While zero-vehicle households are located throughout the county, the greatest numbers are found in and around Yreka (Census Tracts 7.01, 7.02, and 7.03) with 39.1 percent of their households possessing no vehicle. This is followed by Weed (20.1 percent) and Mt. Shasta (13 percent).

In terms of transit, small populations, low ridership levels, and high automobile dependency are challenges for many cities and rural areas in the county. Moreover, transit services and ridership were further affected when COVID-19 precautions were established. The Walk Bike Ride Mt. Shasta Mobility Plan, recommends on-demand transit and transit stop improvements like ADA accessibility and amenities.

The City of Yreka offers senior transportation services which include door-to-door service and wheelchair lifts. The Coordinated Public Transit – Human Services Transportation Plan (2015) identifies transportation resources, gaps, service limitations, and travel patterns and puts forth policies to address transit-related issues in the state. Some of the strategies for improving transportation as it relates to public transit in Siskiyou County include improved and more frequent connections between and within communities, faster/more efficient service, and establishing more communication/connections between various stakeholders.

Walking and Biking

Active transportation is emerging to be a significant priority in the region as evident in the recent active transportation plans for the City of Mt. Shasta and the City of Dunsmuir.

The City of Dunsmuir Active Transportation Plan (2023) identifies the top five priority projects that combine pedestrian and bicycle elements. The projects are:

- 1.05 miles of Class 1 multi-use path and Class 3 Bike route between the northern City boundary and Dunsmuir Community Pool.

- 0.62 miles of Class 1 multi-use path, Class 3 Bike route, and Class 4 separated bikeway on Dunsmuir Avenue between Siskiyou Avenue and Florence Loop.
- 0.34 miles of Class 4 separated bikeways and Class 1 Multi-use Path with a roundabout between Spring Street and Florence Loop.
- 0.71 miles of Class 1 multi-use path, Class 3 Bike route on Willow Street, Oak-Willow Connection Road, Oak Street, and Dunsmuir Avenue.
- 0.72 miles of Class 1 multi-use path between Hill Street and Manfredi's.

The Walk Bike Ride Mt. Shasta Mobility Plan provides a vision and goals for Mt. Shasta's transportation supported by strategies and transportation improvement recommendations. Based on community input, analysis for Mt. Shasta Boulevard and Chestnut Street were conducted and modifications to the street layout to convert traffic to one lane, and one way were suggested to make space for protected bike lanes. For pedestrian and biking facilities, project prioritization was based on several criteria including collision reduction, environmental sustainability, and community interest. The prioritization process classified projects into four project categories representing varying phases and approaches: Short Term- High Priority, Long Term-High Priority, Opportunity, and Low Priority. This approach led to the identification of prioritized sidewalk projects, pedestrian crossing improvements, and bikeways. The cost estimates of the proposed pedestrian and biking projects in all categories were \$2,507,000, in 2022 dollars.

The California Transportation Plan (2050) evaluates roadways, public transportation, active transportation, airports, and goods movements. Goals and objectives are identified, and recommendations are made to better all aspects of transportation within the state. Caltrans District 2 Active Transportation Plan addresses active transportation needs along and across the state highway system and guides future planning, construction, and maintenance projects. It provides an overview of walking and bicycling conditions on the state highway system today, identifies locations where needs exist, recommends priorities, and describes the next steps in the implementation process. The plan highlights that all main streets and other conventional highways allow walking and biking; however, pedestrians are prohibited on nearly all freeways. Bicycling is prohibited on most urban freeways but less than half of rural freeways.

Challenges Identified in Reviewed Plans

Siskiyou County's RTP identifies nineteen regional goals. When agencies evaluated their projects against this list of regional goals, only 4% of projects enhanced opportunities for safe pedestrian and bicycle travel on and across State highways, and only 13% of projects promoted active transportation. The RTP identifies a total of \$21.8 million of long-term bicycle and pedestrian project needs and most of these projects do not have an expected construction date. Furthermore, the most likely source of funding for bicycle and pedestrian projects is the highly competitive Active Transportation grant program.

Siskiyou County's Regional Transportation Improvement Program lists twenty-four projects from ten local agencies from the RTP to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program. The selected projects do not significantly increase passenger vehicle travel and make improvements that benefit low-income communities. However, most of the projects will benefit auto-oriented transportation projects in the County. The Circulation Element in many of the general plans of incorporated towns and cities are also focused on auto-oriented transportation elements, like parking and ensuring land development does not exceed road capacities.

Safety

Strengths of Reviewed Plans

Safety for people using all travel modes, particularly those walking, biking, and rolling, will be essential to the Siskiyou County Active Transportation Plan. California's Active Transportation Program consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and state Safe Routes to School, into a single funding program. The program promotes the use of active transportation modes and aims to increase safety and mobility for non-motorized users. Caltrans District 2 Active Transportation Plan, guided by Caltrans' statewide plan, *Toward an Active California*, identified safety as one of its primary goals. The goal aimed to reduce the number, rate, and severity of bicycle and pedestrian-involved collisions. Here, the safety goal was measured using pedestrian crash density, bicycle crash density, and public and stakeholder input.

The RTP identified an urgent need in the region to improve the safety of bicyclists and pedestrians. While the majority of the collisions in Siskiyou County between 2016-2019 involved automobiles, there were 11 pedestrian collisions and 3 bicycle collisions.

Several policies outlined in the plan address the safety of active transportation users:

- Policy 2.2 aims to increase safety and access to recreational facilities for vehicles and active transportation users to support the economic vitality of the region.
- Policy 5.3 prioritizes improvement projects that will increase bicycle and pedestrian safety along corridors and intersections frequently used by school children, recreational cyclists, commuter cyclists/pedestrians, and visitors.

The Karuk Tribal Transportation Safety Plan, developed by the Karuk Tribe's Department of Transportation, identifies unsafe conditions in the Tribe's transportation infrastructure and develops a plan to protecting the life and safety of community members. The Karuk Tribal lands extend into Caltrans District 2 and Siskiyou County, with some Tribal properties and administrative facilities located in Yreka. The plan emphasizes pedestrian and bicyclist safety and intersection improvements to reduce the number of pedestrian/vehicle conflicts and encourage safe crossing practices. While the plan determined that Yreka did not have pressing safety needs, strategies relating to Siskiyou County included working with Siskiyou Union School District to create a "safe crossing" education campaign and partnering with Yreka Police Department to implement education and enforcement strategies for traffic safety in Yreka.

At the local level, the circulation element of some incorporated cities prioritized funding for pedestrian and bicycle improvements. This includes projects that increase safety for children traveling to and from school, remove barriers for people with disabilities, and increase overall convenience and safety for pedestrians and bicyclists. The City of Dunsmuir Active Transportation Plan (2023) recommends improvements that support the City's short- and long-term goals related to active transportation and roadway safety. Several public comments also highlighted that safety improvements were needed to encourage walking and biking in the city. The priority projects identified in the Plan include additions like Class-I Multi-use paths, curb extensions, pedestrian islands, and speed feedback signs that improve the safety of active transportation users. The City of Mt. Shasta's active mobility plan, *Walk Bike Ride Mt. Shasta*, highlighted safety as a top priority for the community. The plan developed a priority goal of making active modes of transportation safer and more comfortable for people of all ages, abilities, income levels, and backgrounds to get where they need to go.

Challenges Identified in Reviewed Plans

Many of the plan strategies to improve safety use generic language and do not include a location-based needs identification i.e., identify areas of high pedestrian and bicycle collision and safety concerns and their context-specific needs. However, there are some exceptions. Walk Bike Ride Mt. Shasta identified 38% of reported bicycle and pedestrian-related collisions in downtown Mt. Shasta at intersections along Mt. Shasta Boulevard. The plan included maps of pedestrian and bicycle collisions by severity. Similarly, the City of Dunsmuir's Active Transportation Plan identified several collisions on Dunsmuir Avenue. In Fort Jones, the planning committee used a crowdsourcing tool to shed light on traffic safety concerns in the community. As of September 14, 2022, there were 75 entries. Fifty-one (51) of these entries reported that a crash occurred; six (6) indicated a near miss; and thirteen (13) entries reported a hazardous place to travel.

Another challenge related to safety in the reviewed plans was tackling issues related to perceived safety. There is growing focus on the impact of traffic and neighborhood safety perceptions in influencing the mode of travel, particularly walking and biking. This perception also ties into land use, demographics, and built environment characteristics, that influence the perception of safety. Some of these concerns were brought up in community conversations for active transportation plans but were less developed in the plans and their policies.

Social and Racial Equity

Strengths of Reviewed Plans

Historic patterns of development have placed a disproportionate burden on communities of color, and Tribal and low-income communities. In Caltrans District 2 Active Transportation Plan (2022), equity priority communities are:

Communities that face disproportionate environmental, public health, and economic disadvantages. These communities often experience fewer benefits and a greater share of negative impacts associated with California's transportation system.

The plan also engaged with tribal governments and communities to understand their unmet transportation needs and identify opportunities to invest resources in communities that are most dependent on active transportation and transit. In District 2, locations with equity-priority communities were identified using income-based measures and through proximity to Tribal Main Streets. The three indicators to locate equity-priority communities are:

- Median household income
- Free and reduced-price school meal program eligibility (2019)
- Main streets that pass within Tribal boundaries and through other Tribal community locations

Siskiyou County Short Range Transit Plan (2021) identifies several transit-dependent communities within the region, including low-income communities, as detailed in the 'Transit' section above. Many cities in the county have paratransit and senior transportation services to serve people with disabilities and elderly populations and aim to expand access to those services. The RTP's equity-related goals include working with Tribal residents within the Siskiyou region to have safe, effective, functional transportation systems and maintaining affordable, safe, and effective public and private transit, especially for people with disabilities and other specialized transportation needs. The City of Dunsmuir's Active Transportation Plan uses environmental justice indices like CalEnviroScreen and California Healthy Places Index where variables like socioeconomic characteristics, pollution levels, and housing and transportation costs are weighted and combined. Among the noted jurisdictions in the plan, the City of Weed was identified to have the highest pollution burden and the City of Dunsmuir ranked lowest in the Healthy Places Index.

Challenges Identified in Reviewed Plans

Several planning documents analyzed include discussions on the need to plan for all ages and abilities. Income levels are sometimes noted along with vehicle ownership and transit dependencies. However, these discussions are limited in scope and identified only in some elements of the plan rather than as an overarching goal. Some plans engage with Tribal communities and prioritize their transportation needs but Tribal and Indigenous engagement is not a directive in plan development, particularly the General Plans of local towns and cities. More recent state-level plans and policies mention transportation inequities and equity priority communities, but historical injustices and disinvestments in communities because of transportation-related plans, policies, and projects are not addressed. Most plans include few explicit discussions of transportation equity that aim to provide equitable access to transportation options and allow for equal social and economic opportunities for all community members. Racial demographics and disparities are also not addressed in most of the transportation-related planning documents.

Hazard Mitigation and Emergency Planning

Strengths of Reviewed Plans

The connectivity and maintenance of transportation systems in the region will help in moving people, goods, and emergency services during an emergency or extreme event, including climate-change-related events. Some of the cities and towns in the county are located along major transportation corridors like Interstate 5, while others are located along small rural highways. Siskiyou County Hazard Mitigation Plan (2018) was prepared to reduce the county's vulnerability to natural hazards through the identification of various mitigation measures. Recommended alternatives were defined by the impact the recommendation would have (manipulate, reduce exposure, reduce vulnerability, and/or increase response) and by who would have responsibility for implementation (individuals, businesses, and governments). The following types of hazards were identified and analyzed generally county-wide: floods, severe weather, landslides, earthquakes, drought, dam failure, volcano, and wildfires.

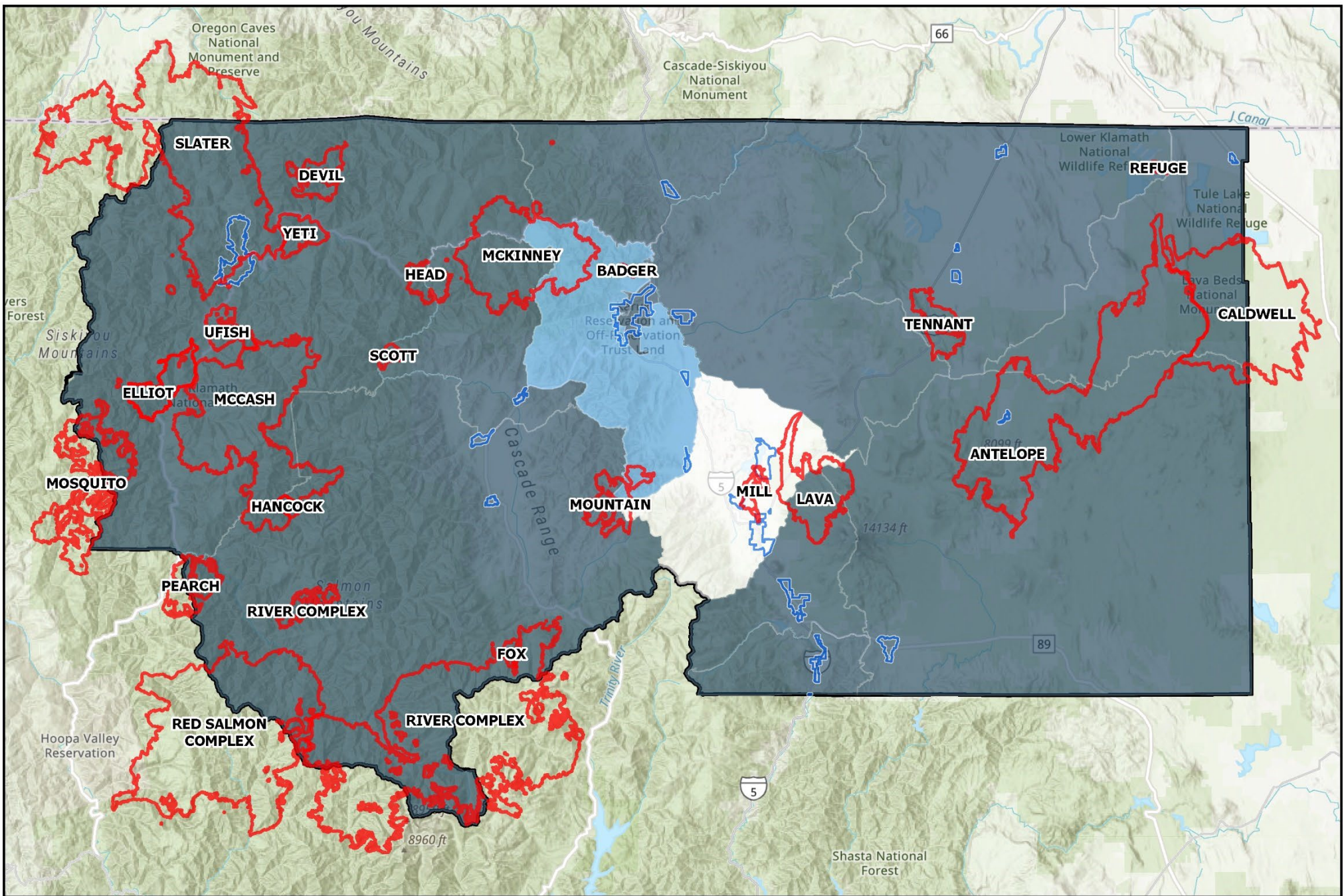
The Community Wildfire Protection Plan for Siskiyou County (2019) was a collaborative effort between the Fire Safe Council of Siskiyou County, residents, local fire departments, and other land management agencies of the region. The purpose of the plan is to provide guidance as to how communities can be adaptable to wildfires and protect structures, infrastructure, businesses, and the natural environment. Twenty-two community councils were involved in the plan and made the four recommendations including the need for communities to identify their evacuation routes and ensure they meet wildfire safety standards and that local agencies should assist vulnerable populations in defensible space tasks.

The RTP incorporates transportation security/emergency preparedness that includes training/education, planning appropriate responses to emergencies, and communication between fire protection and County government staff. The six major highways that pass through Siskiyou County are the primary evacuation routes for the communities and maintaining these routes will be critical in emergencies. STAGE would provide important services for people with mobility needs. Walk Bike Ride Mt. Shasta noted that paved shared-use trails and paths could potentially double as emergency vehicle access and evacuation routes. To make the transportation system resilient, the Walk Bike Ride Mt. Shasta recommended actions including snow removal requirements at all stages of design and construction of active transportation facilities and investing in areas with higher numbers of short vehicle trips to increase walking and biking trips and reduce vehicle miles traveled.



The safety element in the general plan of various cities and towns in the county identifies hazards that pose a threat to life and property and social and economic dislocation. The City of Dunsmuir's General Plan highlights that the City's geographical setting presents several unique safety concerns including a toxic or hazardous chemical accident on either Interstate 5 or the railroad leading to serious and immediate implications in the City. For the City of Dorris, fires, earthquakes, and vehicle accidents along U.S. Highway 97 are significant safety concerns. The City of Weed's policies include mapping all emergency response facilities and main infrastructure arterials, allocating appropriate primary and secondary facilities for use following a disaster, and increasing community awareness of the Emergency Response Plan and procedures.

The following map shows the extent of wildfires in Siskiyou County between 2020-2023.



Disclaimer: This map was prepared for informational purposes only. Lines, roads, topography, culture, and other planimetric features within this map are compiled from many different sources and may not be, necessarily, current, or reliable. Siskiyou County assumes no liability for the accuracy of the data provided. Further, this data may not be transferred, resold, or distributed in any way without the express written consent of the County of Siskiyou.

County of Siskiyou Wildfires 2020-2023 Fire Perimeters and DACs January 12, 2024

Disadvantaged Communities

- Disadvantaged
- Partially Disadvantaged
- Not Disadvantaged

County Boundary

- County Boundary
- Fire History
- City Boundaries



Challenges Identified in Reviewed Plans

While Siskiyou County's Hazard Mitigation Plan is a comprehensive document, it was not well integrated into the general plans of cities and towns in the county. Therefore, the impact of various hazards on general plan components like land use and transportation is not evident. The City of Etna's General Plan has a safety element that identifies hazards, analyses risks, and develops mitigation actions. However, the discussions on the impacts of hazards on transportation are limited to the accumulation of snow during extreme events. Also, the effectiveness and challenges of the mitigation strategies could be made evident in the plans. The social vulnerability of communities, and the susceptibility of some groups to be more significantly impacted than others, are not discussed in most hazard mitigation and emergency planning plans. With the increasing threat of climate change-related events on transportation systems, this could be an important avenue for exploration to ensure the sustainability of proposed transportation plans.

Sustainability

Strengths of Reviewed Plans

Alternative transportation is uniquely positioned to address sustainability issues including reducing emissions, congestion, and air pollution, and improving accessibility, safety, and health. Many planning documents analyzed in this review highlight the connection between transportation decisions and sustainability. State and federal regulations relating to GHG emission targets will continue to shape transportation and other planning decisions in the region. The RTP's goals include reducing or maintaining GHG emissions from transportation-related sources in the Siskiyou region by making active transportation and transit a priority when developing plans. RTP's goals also include climate change strategies in transportation investment decisions and ensuring sensitivity to the environment in all transportation decisions. Public transit is also required to have zero emissions by 2040.

The California Freight Mobility Plan identifies visions, goals, and objectives related to being the most extensive, environmentally sustainable, highest capacity, and technologically advanced multimodal freight transportation system in the United States. The goals of the plan include multimodal mobility through strategic investments, healthy communities by mitigating negative impacts caused by goods movement, and connectivity and accessibility through the provision of transportation choices. For project prioritization in Walk Bike Ride Mt. Shasta, projects located in zones with the highest number of vehicle trips under 3 miles are given the highest score. Zones with fewer potential walking and biking trips are given progressively fewer points. The plan also highlights several funding avenues at the state and national level for projects that reduce greenhouse emissions and advance equity.

Local general plans also discuss multi-modal choices and active transportation to meet regional targets and promote sustainable choices. The City of Dorris General Plan brought together land use and transportation and identified opportunities for energy conservation in reducing dependence on automobiles by encouraging more mixed-use and infill development and providing pedestrian access to commercial and recreational facilities. One of the objectives in the City of Weed's General Plan Goal CI 4: A community with low auto-dependency was to reduce vehicle miles traveled in Weed to meet GHG reduction targets mandated by AB 32. This included policies to promote non-motorized modes of transportation in new developments and incentivizing developments that promote walking and biking. Another goal in the plan aimed to beautify streetscapes along Weed's main corridors by pursuing Complete Streets projects in the community.

Challenges Identified in Reviewed Plans

Sustainability in transportation is often discussed in terms of reducing GHG emissions and vehicle miles traveled and the targets set by the state regarding those issues. However, discussions on transportation sustainability can explore the transportation system's resilience to meet the changing demands of the communities and to overcome challenges imposed by intensifying storms, floods, droughts, and other challenges from the changing climate. Also, transportation-related plans can aim to advance health equity in communities.

Plan Review Summary

The Siskiyou County's Active Transportation Plan is well-positioned to build on existing plans, policies, and programs, fill in gaps, and advance emerging transportation needs in the community. The ATP will be a unique opportunity to continue old partnerships and build new ones with residents, visitors, local and regional agencies, non-profit organizations, SRTS practitioners, local businesses, and Tribal communities. This effort will aid in providing sustainable options for short trips. The plan can also support advancing social, racial, and health equity and develop resilient transportation systems.

Summary of Proposed Active Transportation Infrastructure in Plans

The following maps and lists describe where active transportation infrastructure has been proposed throughout the county according to the reviewed plans. These roadways and intersections have bicycle and pedestrian needs already identified, and this plan will seek to build upon the planning work already completed for these jurisdictions.

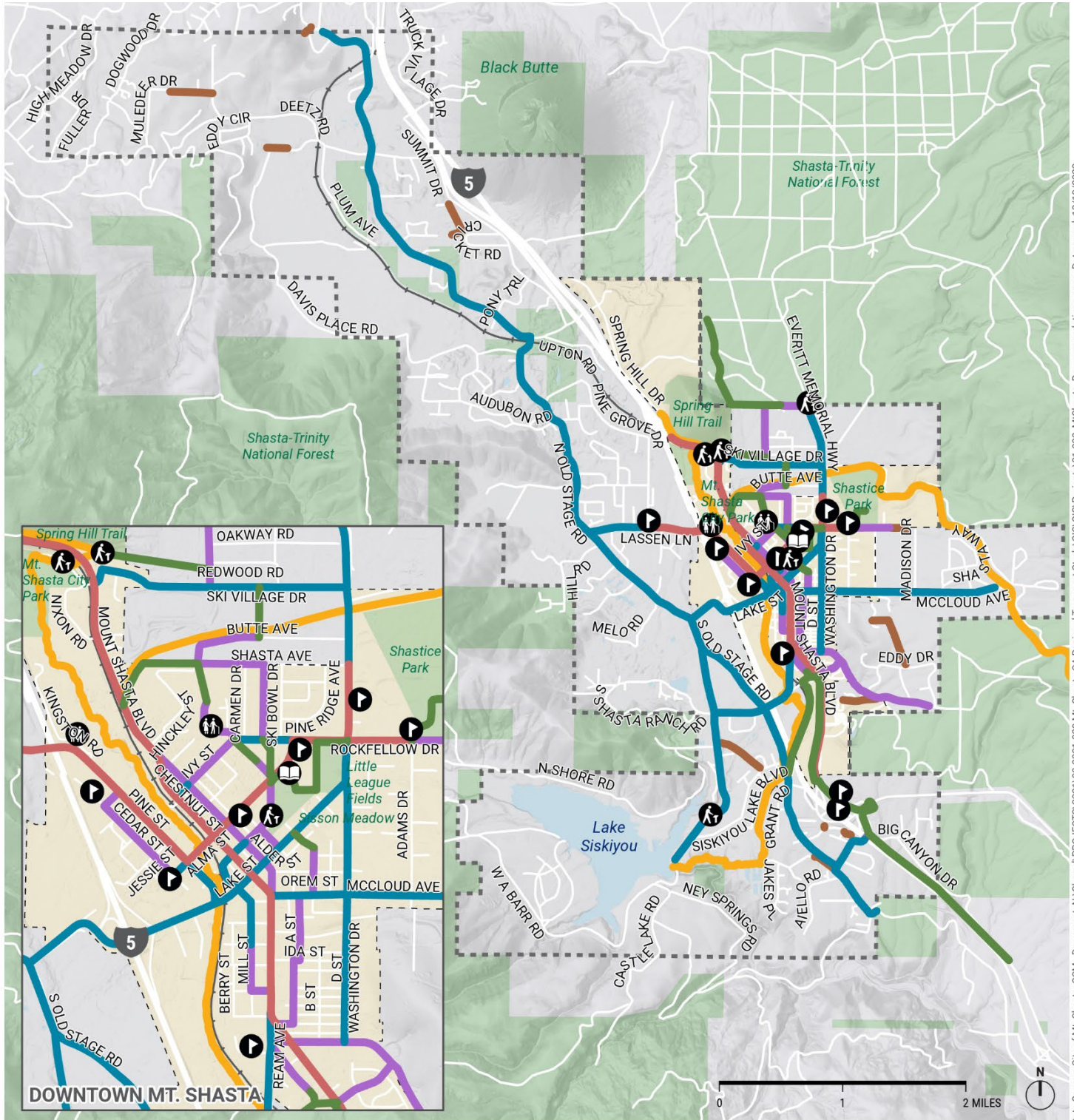
Mt. Shasta Proposed Active Transportation Infrastructure on County Roadways (Figure 2)³

The following infrastructure improvements on county roadways are recommended in Mt. Shasta's Walk Bike Ride Mobility Plan. Figure 2 shows the recommended bikeways in the city. For more maps of recommended improvements in Mt. Shasta, see Appendix A.

1. Old Stage Road (Class II Bikeway)
2. W A Barr Road (Class II Bikeway)
3. Lassen Lane (Class II Bikeway, Sidewalks, Pedestrian Crossing Improvements)
4. Hatchery Lane (Class II Bikeway, Sidewalks, Pedestrian Crossing Improvements)
5. McCloud Ave (Class II Bikeway)
6. South Mt Shasta Boulevard/Big Canyon Drive (Class I Shared Use Path, Pedestrian Crossing Improvements)
7. Everett Memorial Highway (Class II Bikeway, Pedestrian Crossing Improvements)
8. Ski Village Drive (Class II Bikeway)
9. Shasta /Butte Avenue (Class I / Class III Bikeways)
10. West Ream Avenue (Class II Bikeway)
11. Old McCloud Road (Class III Bikeway)
12. Siskiyou Lake Bl (Pedestrian Crossing Improvements)
13. Great Shasta Rail Trail Study
14. Headwaters to Lake Trail Study

³ Walk Bike Ride Mt. Shasta Mobility Plan. 2022.

Figure 2. Recommendations Maps from Walk Bike Ride Mt. Shasta Mobility Plan (2022). See Appendix A for maps detailing recommendations for sidewalks and crossing improvements.



Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency

RECOMMENDED BIKEWAYS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN



RECOMMENDED BIKEWAYS

- Shared Use Path (Class I)
- Bicycle Lane (Class II)
- Bicycle Boulevard (Class III)
- Separated Bikeway (Class IV)
- Neighborhood Connectors
- Trail Study

BOUNDARIES + DESTINATIONS

- Study Area Boundary
- City of Mt. Shasta Boundary
- Trailhead
- Library
- School
- Senior Living Community

Data Source: City of Mt. Shasta, OSM. Document: N:\Shared\PROJECTS\2021\00-2021-020 Mt. Shasta CA Regional Transport Study\GIS\Projects\21-020_MtShasta_Recommendations.aprx. Date saved: 10/13/2022.



Dunsmuir Proposed Active Transportation Infrastructure on County Roadways

The following infrastructure improvements on county roadways are recommended in Dunsmuir's Active Transportation Plan. shows the highest priority bikeways in the city, note that two intersect with the county. For more maps of recommended improvements in Dunsmuir, see Appendix A.

1. Azalea Dr Class II Bikeway
2. South Old Stage Road – Mott Road Class III Bikeway
3. Oak Street Class I Bikeway, Traffic Calming
4. Dunsmuir Avenue Class I Bikeway

4.3 PRIORITY PROJECTS

The overall citywide recommendations have been separated by bicycle and pedestrian projects. However, the top five priority projects combine these elements wherever they are aligned and are depicted in Figure 4-6 and Table 4-4. These five segments are explained in further detail the following cut sheets. The cut sheets include a project summary, and conceptual design recommendations to help describe the overall design intent of each segment. Higher resolution conceptual designs can be found in Appendix A.

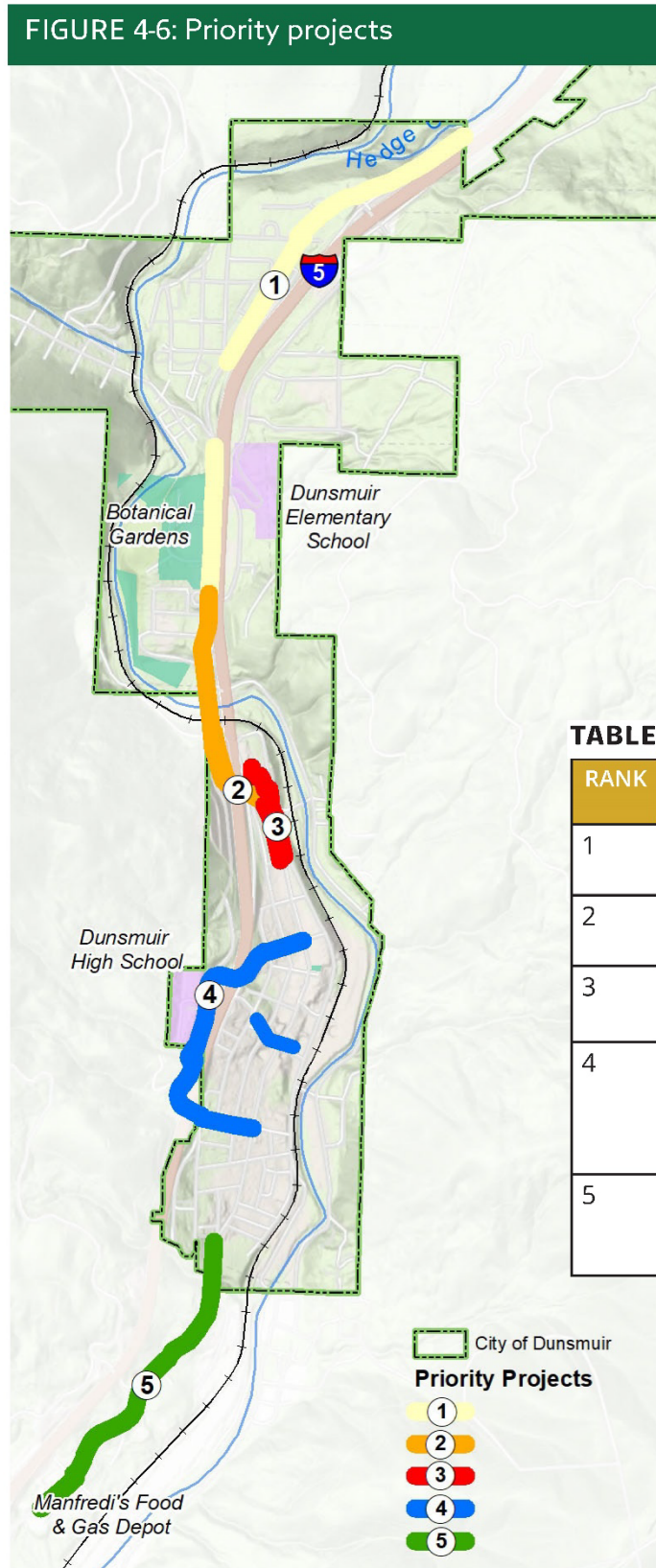


TABLE 4-4: Priority Projects

RANK	PROJECT LOCATION	FROM:	TO:	LENGTH (MILES)
1	Mott Rd, Dunsmuir Ave	City boundary	Siskiyou Avenue	1.05
2	Dunsmuir Ave	Siskiyou Ave	Florence Loop	0.62
3	Dunsmuir Ave, Florence Loop	Florence Loop	Spring St	0.34
4	Willow Street Loop (Willow St, Dunsmuir Ave and Oaks St)	Dunsmuir Ave	Dunsmuir Ave	0.71
5	Dunsmuir Ave	Hill St	Valero gas station (Manfredi's)	0.72

Fort Jones Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report

The following are infrastructure improvement recommendations from the community of Fort Jones.

- Repaint the enter and exit arrows at the Post Office driveway to safely direct driver traffic;
- Install and maintain pedestrian scale lighting throughout downtown;
- Trim trees around existing street lighting and pedestrian signage on Main Street (SR-3);
- Preserve the historical look and feel of Fort Jones. Participants do not want roads to become too cluttered and colorful like streets in large cities;
- Paint high-visibility crosswalks, preferably not white, to catch drivers attention;
- Maintain the existing sidewalks throughout downtown, including litter, cracks, and uneven pavement;
- Complete sidewalk networks in downtown;
- Install Rectangular Rapid Flashing Beacons at key unsignalized intersections along Main Street (SR-3);
- Install traffic calming along Main Street (SR-3) and create a safety messaging campaign to slow drivers;
- Implement outcomes of the 2022 Fort Jones Road User Survey collected to gauge residents’ interests in road safety improvement infrastructure. Respondents support extending the 30 m.p.h. posted speed limit and sidewalks from downtown to Ray’s Food Place, Rectangular Rapid Flashing Beacons at the marked crosswalks along Main Street (SR-3), and traffic-calming elements on the north and south ends of Main Street (SR-3) to slow driving speeds;
- Plan for the need to plow the streets in winter when developing infrastructure improvements in the town;
- Install deer warning signage for drivers along Main Street (SR-3);
- Install rumble strips or other traffic calming improvements to slow drivers as they travel north on Main Street (SR-3) and into the downtown area;
- Install a painted crosswalk at the Butte Street/Main Street (SR-3) intersection.
- Install a yield for school zone flashing sign at the Butte Street / Diggles Street intersection;
- Continue sidewalk from Newton Street to Scott River Road on the west side of Main Street (SR-3); and
- Install sidewalks around the Main Street/Carlock Street intersection to provide a safe place for pedestrians to walk.

The following projects are identified in Fort Jones recommendations report and contain more planning details. Refer to the report for more information.

- **Reduce Driver Speeds in Downtown and Near Schools:** Reduce driver speeds along Main Street (SR-3) and near Fort Jones Elementary School and Scott Valley Junior High School by installing speed calming infrastructure.
 - This project intends to reduce driver speeds along Main Street (SR-3) and around Fort Jones Elementary School and Scott Valley Junior High School through infrastructure improvements and community campaigns. This project includes capturing all crash data in the Statewide Integrated Traffic Records System (SWITRS) and reducing the posted speed limit to below 30 m.p.h. on Main Street (SR-3) and throughout downtown. Accurate crash data is crucial to garnering infrastructure funding and policy changes. Other safety improvements include:
 - Install flashing speed radar feedback sign on Main Street (SR-3) and speed bumps at the Sterling Street / High Street intersection.
 - Work with Caltrans District 2 and the City of Fort Jones to determine if Main Street (SR-3) is eligible for a reduced speed of 15 mph and if the school zone can be extended to 1000 feet in each direction to provide a safer environment for students walking to and from school.
 - Install speed cushions on Main Street (SR-3) north of Butte Street and south of Eastside Road and from the south approaching downtown from Ray’s. The Fort Jones Road Survey Report found that residents were supportive of speed cushions at the north and south entrances of the town.
- **Complete Sidewalk Network for Safe Routes to School:** Provide a safe space for students to walk to and from Fort Jones Elementary School and Scott Valley Junior High School.
- **Crosswalk Improvements at Key Intersections:** There are several destinations along Main Street (SR-3) that people drive, walk, bike, or roll to, but there are limited crosswalk markings headed into the downtown area. The Project Team recommends the Planning Committee work with the Town of Fort Jones, Caltrans District 2 representatives,

and residents to identify which key intersections are eligible for high-visibility or artistic crosswalk markings. Workshop participants have already identified the following crosswalks to upgrade: along Sterling Street, in front of Five Marys; and the Newton Street / Main Street (SR3) intersection. Participants were also interested in the installation of Rectangular Rapid Flashing Beacons at key unsignalized crossings to alert drivers that pedestrians are crossing.

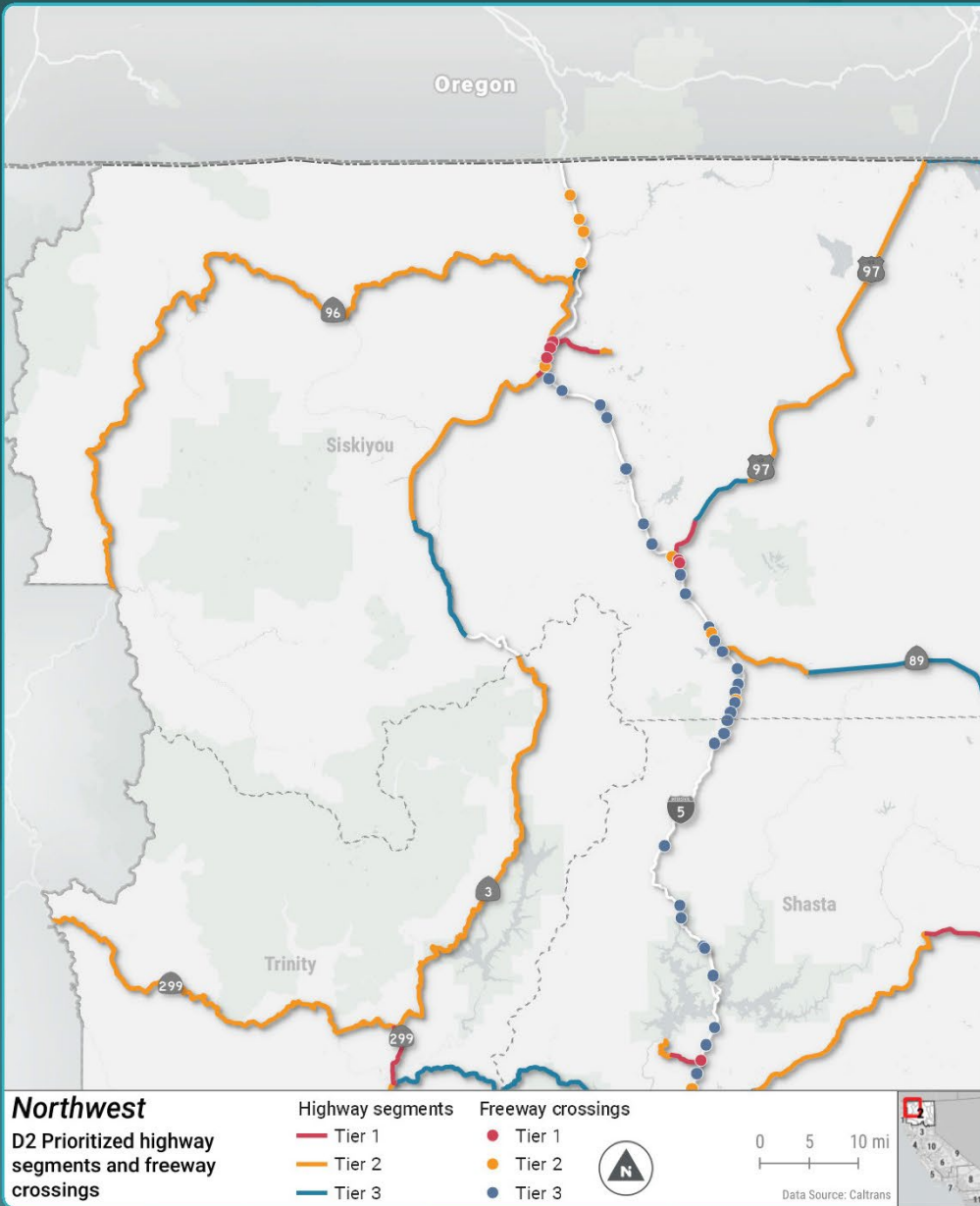
Caltrans District 2 Location-Based Bicycle and Pedestrian Needs

Caltrans evaluated data about the highway system from its own inventories, from local and regional plans, and from extensive public input to determine where gaps and barriers in walking and bicycling infrastructure are present. The agency then prioritized highway segments and freeway crossings across Siskiyou County (Figure 4).⁴ This map displays where location-based needs exist in District 2 for people walking or bicycling along the highway (shown as lines) or across the highway (shown as dots). The highest priority segments are between Yreka and Montague, and north of Weed. The highest priority crossings are in Yreka and Weed.

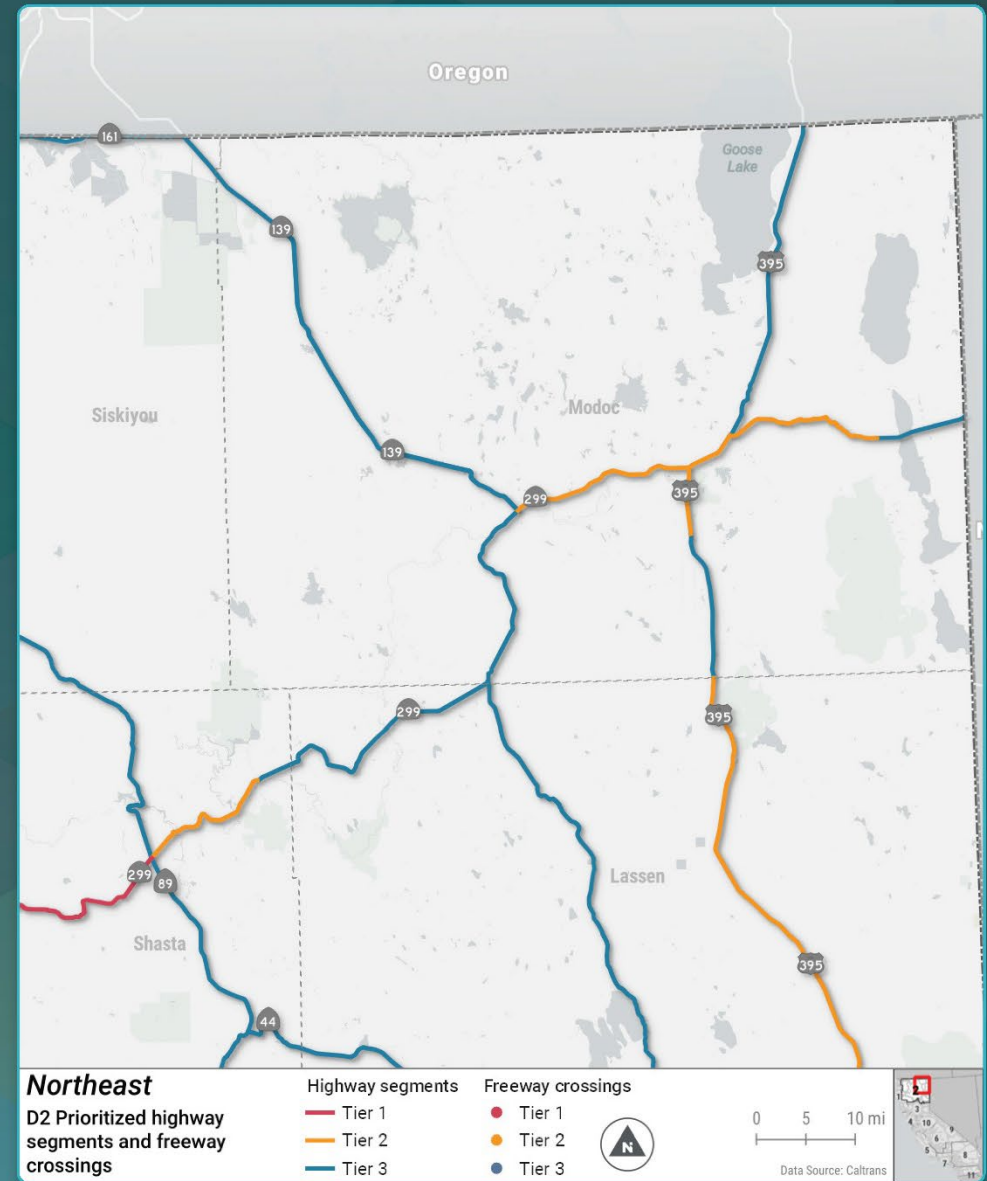
⁴ Caltrans District 2 Active Transportation Plan. 2023.
<https://storymaps.arcgis.com/stories/41bec928d4694924a460895e8ad0698c>

Figure 4. Priority Highways and Freeway Crossings from Caltrans District 2 Active Transportation Plan

Northwest District 2 SHS walking and biking needs by priority tier



Northeast District 2 SHS walking and biking needs by priority tier

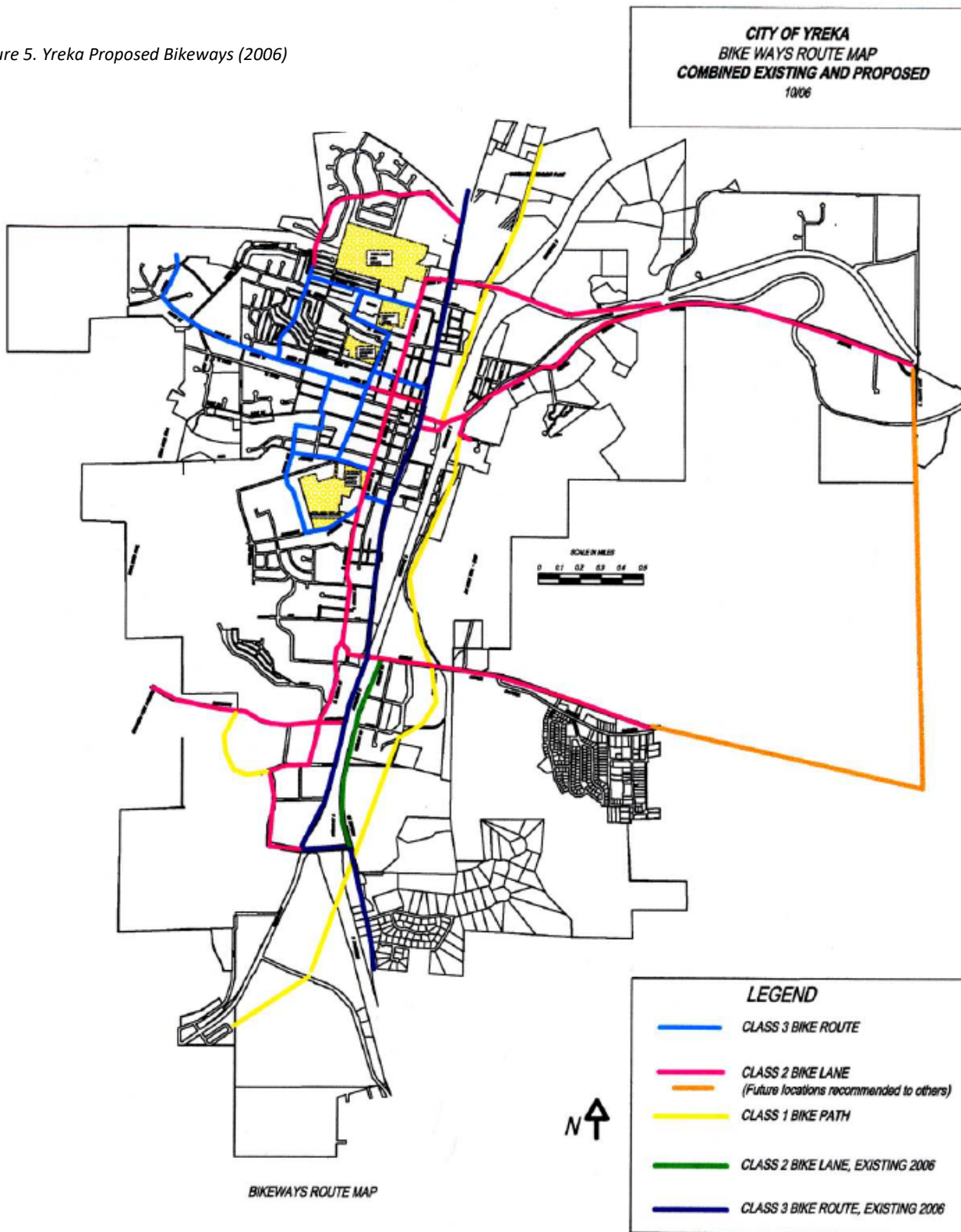




Yreka Bicycle Transportation Plan (2006)

The Bicycle Transportation Plan document recommends a comprehensive bikeway system and a series of implementation policies and procedures. This Plan builds on information from the Circulation and Open Space Elements of the General Plan and the Yreka Creek Master Plan, to identify primary travel routes for bikes and to elaborate on ways that the City can meet the General Plan goal of providing “safe, convenient, and attractive routes for pedestrians and bicyclists of all ages”. This plan inventories the currently available bike facilities and lists the street segments being designated, along with priority recommendations, and estimates of some of the costs for future construction. Below is a map of the proposed improvements:

Figure 5. Yreka Proposed Bikeways (2006)



Yreka Long Term Bicycle and Pedestrian Projects⁵

The following infrastructure needs are identified in Attachment E of the Siskiyou County Regional Transportation Plan Table 4.3 Long Term Bicycle and Pedestrian Projects.

1. Greenhorn Park Trails, shoulder work, signage and striping, install bike lanes on access road
2. Interstate 5 Landscape Oberlin Rd to S. Yreka Interchange
3. SR 3/Yreka Creek Multi-use trail N. Yreka to S. city limit. Acquisition, floodplain restoration
4. SR3 N Deer Creek Way Landscaping
5. City Property N. of SR3 Multi-use Trail along Yreka Creek
6. Oregon Street Signing and striping, N/S corridor street
7. West Lennox Signing and striping, Oregon St. to Fairchild St.
8. SR 3 Streetscape Improvements
9. Ishpuk Rd. Safety and Pedestrian Improvements Roadway safety, sidewalk, lighting (Long term Tribal Project)

Middle Klamath River Community Transportation Plan⁶

Recommended projects:

10. INTR 1: SR 96 @ Orleans Elementary School Pedestrian facilities xwalk enhancements
11. INTR 2: SR 96 @ Red Cap Rd Pedestrian facilities xwalk enhancements in Orleans
12. INTR 3: SR 96 @ Park Way Happy Camp Pedestrian facilities xwalk enhancements
13. INTR 4: SR 96 @ Davis Rd Happy Camp Pedestrian facilities xwalk enhancements
14. INTR 5: SR 96 @ 2nd Ave Happy Camp Pedestrian facilities xwalk enhancements
15. INTR 6: SR 96 @ 1st Ave Happy Camp Pedestrian facilities xwalk enhancements
16. INTR 7: Indian Creek Road @ Davis Road Safety, Bike/Ped Facilities, Indian Creek Road near store
17. INTR 8: SR 96 @ Somes Bar Store Ingress/Egress changes SR 96 in Somes Bar
18. INTR 9: SR 96 @ Dolittle Rd Pedestrian facilities xwalk enhancements
19. INTR 10: Jacobs Way Crosswalk Pedestrian facilities xwalk enhancements Jacobs Way East of School
20. CS1: SR 96 Orleans Streetscape Project Complete Streets concept
21. CS2: SR 96 Happy Camp Streetscape Project Complete Streets concept
22. B2: 2nd St. Bridge Pedestrian Improvements Improve pedestrian access on South side of bridge
23. BP1: Riverfront Multi-use Path Class I multi use From community park to Curly Jack Bridge
24. BP2: High School to Jacobs Way Ped. Corridor Two pedestrian paths with stairs, surface street treatment and seperated path Happy Camp From high school to Jacobs Way (ped paths)
25. BP3: Indian Creek Meadows Off-Road Path Ped facilities/OHV use path with access to Indian Meadows Neighborhood From Indian Meadows Rd. south to trailer park
26. BP4: SR 96 Multiuse path Possible Class I multi use Orleans From elementary school west to Eyeese Road
27. BP5: Indian Creek / Jacobs Way ** Pedestrian Path with Stairs Happy Camp From Parry's Market to Jacobs Rd

⁵ Siskiyou County Regional Transportation Plan. Table 4.3, Table 4.6, Attachment E. 2021.
https://www.co.siskiyou.ca.us/sites/default/files/fileattachments/transportation_commission/page/29563/scltc_2021_rtp.pdf

⁶ Middle Klamath River Community Transportation Plan. 2011.

- 28. BP6: Red Cap Road Bike/Ped Enhancements Class II bikeway along Red Cap Road Orleans Red Cap Road to Shivshaneen
- 29. BP7: Indian Creek Road Bike/Ped Enhancements Class II Happy Camp Indian Creek Road
- 30. BP8: SR 96 Head Start to Klamath Bridge Class I Orleans SR 96 East side of Klamath Bridge
- 31. BP9: SR 96 Orleans Asip to Camp Creek Class I Orleans SR 96 west of Orleans
- 32. BP10: SR 96 1st Ave to Druey Rd Class II Happy Camp SR 96 in Happy Camp
- 33. BP11: SR 96 Somes Bar Class III Somes Bar North of school
- 34. BP12: Curly Jack Road Bike/Ped Enhancements Class II Happy Camp From Curly Jack Bridge to campground

Karuk Tribe Long Term Bicycle and Pedestrian Projects ^{7,8}

- 1. SR 96 Happy Camp, Bike/ped safety and traffic control
- 2. SR96 Orleans Multiuse pathway
- 3. West end of Klamath Bridge to Placer Dr. /USFS Rd 12N01, multi-use pathway
- 4. Red Cap Rd. to Peach Creek Rd, multi-use pathway
 - a. Red Cap Road bike and pedestrian enhancements, including creation of Class II bikeway along Red Cap Road in Orleans. Red Cap Road is the major access route for residents living on Karuk Tribal land and private properties near Orleans. Red Cap is a narrow two-lane road without shoulders. Pedestrians routinely walk along the roadway to access Tribal facilities and services in town; there is a daily potential for vehicle/pedestrian conflicts along this road. This stretch of Red Cap Road has been the site of ten accidents in recent years. The need for this project has been documented in multiple plans, including the Middle Klamath River Community Transportation Plan (2011), the North Coast Tribal Transportation Commission (Humboldt County) Regional Transportation Plan (2014), and the California Transportation Commission 2013 Report of STIP Balances, County and Interregional Shares.
- 5. Intersection Improvements – SR-96 at Park Way in Happy Camp
 - b. Redesign intersection to include curb, sidewalk, and gutter at corners. Provide striping for crosswalks in a manner that will allow for safe crossing via planned (future) pedestrian facilities / streetscape projects.
- 6. Implement “complete streets” concepts to all pedestrian and bicyclist sites.
- 7. Conduct a sign retro reflectivity study, assessing the nighttime visibility of signs on Tribal lands.
- 8. Complete Street Project in Happy Camp at SR-96 (Davis Road to 4th Avenue)
 - c. Reconstruct SR 96 between 1st Avenue and David Road according to a “rural complete streets” model with defined pedestrian facilities, transit stops, and bike lanes.
 - d. Construct intersection improvements noted previously to promote pedestrian safety.
- 9. Create two (2) pedestrian paths with stairs, surface street treatment and separated path in Happy Camp from Happy Camp High School to Jacobs Way.

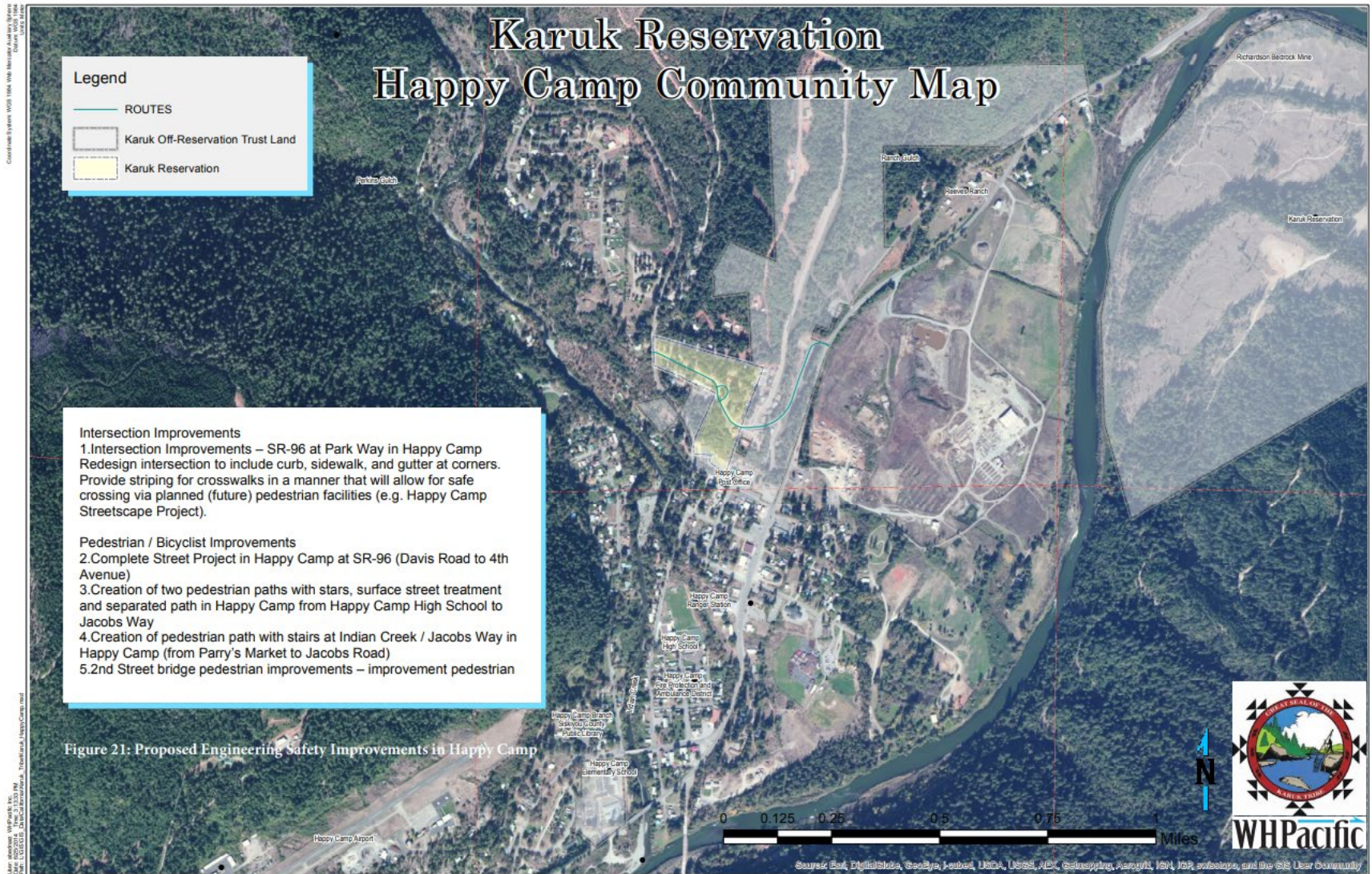
⁷ Siskiyou County Regional Transportation Plan. Table 4.3, Table 4.6, Attachment E. 2021. https://www.co.siskiyou.ca.us/sites/default/files/fileattachments/transportation_commission/page/29563/scltc_2021_rtp.pdf

⁸ Karuk Tribal Transportation Safety Plan. 2014. <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ped-bike/f0018656-j52555-karuk-safety-plan-jun2014.pdf>



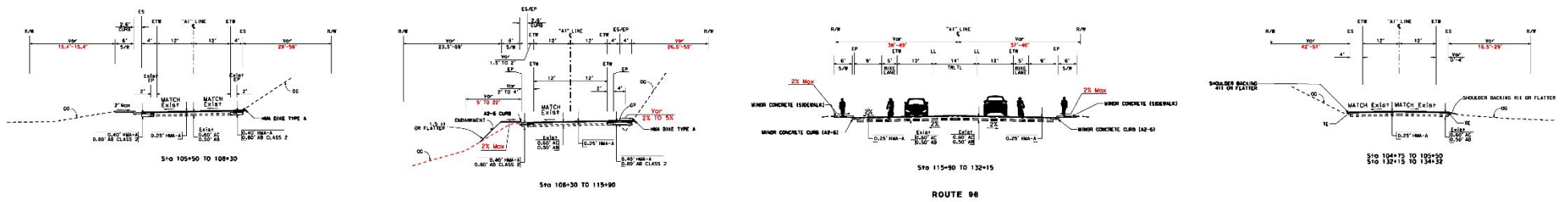
10. Create pedestrian path with stairs at Indian Creek / Jacobs Way in Happy Camp (from Parry's Market to Jacobs Road).
11. Construct Class II bikeway along Indian Creek Road to Davis Road.
12. 2nd Street bridge pedestrian improvements on south side of bridge in Happy Camp (2nd Street from Indian Creek to Buckhorn), including: 1) construction of ADA compliant access ramps at both sides of bridge; and, 2) improved pedestrian facilities at adjacent intersections to allow safe crossing to south side.

Figure 6. Karuk Tribal Transportation Plan Recommendations



13.

Figure 7. Happy Camp Complete Streets Project



Summary of Program Recommendations in Plans

Mt. Shasta Program Recommendations⁹

1. Staff will seek external funding to collaborate with local public and charter schools and local community organizations to improve bicycle and pedestrian safety by implementing educational programs and promotional events, such as the following:
 - a. Coordinate Safe Routes to School educational programs.
 - b. 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 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.
 - c. Design and implement a Bicycle Friendly Driver campaign and training to help drivers feel confident about how to share the road with pedestrians and people on bikes.
 - d. Certify local instructors to teach Smart Cycling and Bicycle Friendly Driver courses.

Karuk Tribal Transportation Safety Plan Program Recommendations¹⁰

2. Work with Klamath-Trinity Joint Unified School District, Siskiyou Union School District, Junction Elementary School District, and Karuk Head Start to create a “safe crossing” education campaign to encourage students to always use a crosswalk.
3. Organize targeted education campaign on safety problems at “high risk” intersections in Happy Camp, Orleans and Somes Bar.
4. Improve enforcement before and after school hours by increasing the number of volunteer crossing guards.
5. Hold annual “Bike Rodeos” in Orleans, 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.
6. Organize bicycle helmet distribution programs. Approximately 70-80% of bicycle fatalities involve head injuries.
7. Develop Tribal brochures highlighting pedestrian and bicycle safety guidelines (e.g. walk opposing traffic, wear reflective gear at night, use crosswalks, etc.).
8. Work with local high schools to educate students on the dangers of speeding.
9. Organize “slow down” campaign in Happy Camp and Orleans communities.

Dunsmuir Program Recommendations¹¹

1. May National Bike Month Activities
2. Family Friendly Summer Bike Ride Events
3. Open Streets Event

⁹ Walk Bike Ride Mt. Shasta Mobility Plan. 2022.

¹⁰ Karuk Tribal Transportation Safety Plan. 2014. <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ped-bike/f0018656-j52555-karuk-safety-plan-jun2014.pdf>

¹¹ City of Dunsmuir Active Transportation Plan. 2023. https://issuu.com/ktua/docs/dunsmuiratpdraft_11.20.2023

4. Design and install quick build demonstration projects
5. Bike Friendly Businesses
6. Form a Dunsmuir Active Transportation or Trails Coalition
7. Bike Share Pilot Program
8. Bike and Pedestrian Safety Workshops
9. Bike Maintenance and Ride Workshops
10. Motorist-Targeted Messaging
11. Bicycle and Pedestrian Safety Education Campaign
12. Conduct Bicycle and Pedestrian Counts and Review Collision Data
13. Annual Surveys
14. Walkability Workshop
15. Bicycle and Pedestrian Program Staff
16. Other Equity Programs
17. Other Enforcement Programs

Fort Jones Program Recommendations¹²

- Educational Safety Messaging Campaign
 - Educate drivers in Fort Jones about safe driving behaviors and how to share the roadway with pedestrians and bicyclists.
 - Create a community culture of safe driving and respect for those walking and biking.
 - Involve the community in planning pedestrian and bike educational safety events.
- Crossing Guard Program at Scott Valley Junior High School

¹² Fort Jones Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report. Berkeley SafeTREC. September 2022. https://safetrec.berkeley.edu/sites/default/files/fy22_cpbst_fort_jones_report.pdf

Existing Active Transportation Infrastructure

As the previous section reveals, the level of planning for active transportation infrastructure varies widely between communities in a county as large as Siskiyou. 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. The result is a patchwork of existing conditions data that captures only a portion of the sidewalks, trails, and bike facilities that exist across the county.

Among the incorporated cities in Siskiyou County, Mt. Shasta, and Dunsmuir have the most bicycle and pedestrian infrastructure data. None of the community service districts have bicycle and pedestrian infrastructure data, but the Karuk Tribe in Happy Camp has a robust list of project priorities.

Incorporated jurisdictions with more infrastructure data and/or prioritized projects	Incorporated jurisdictions with less or no data and/or prioritized projects
Caltrans	Dorris
Dunsmuir	Etna
Happy Camp	Fort Jones
Mt. Shasta	Montague
Siskiyou County	Tulelake
	Weed
	Yreka

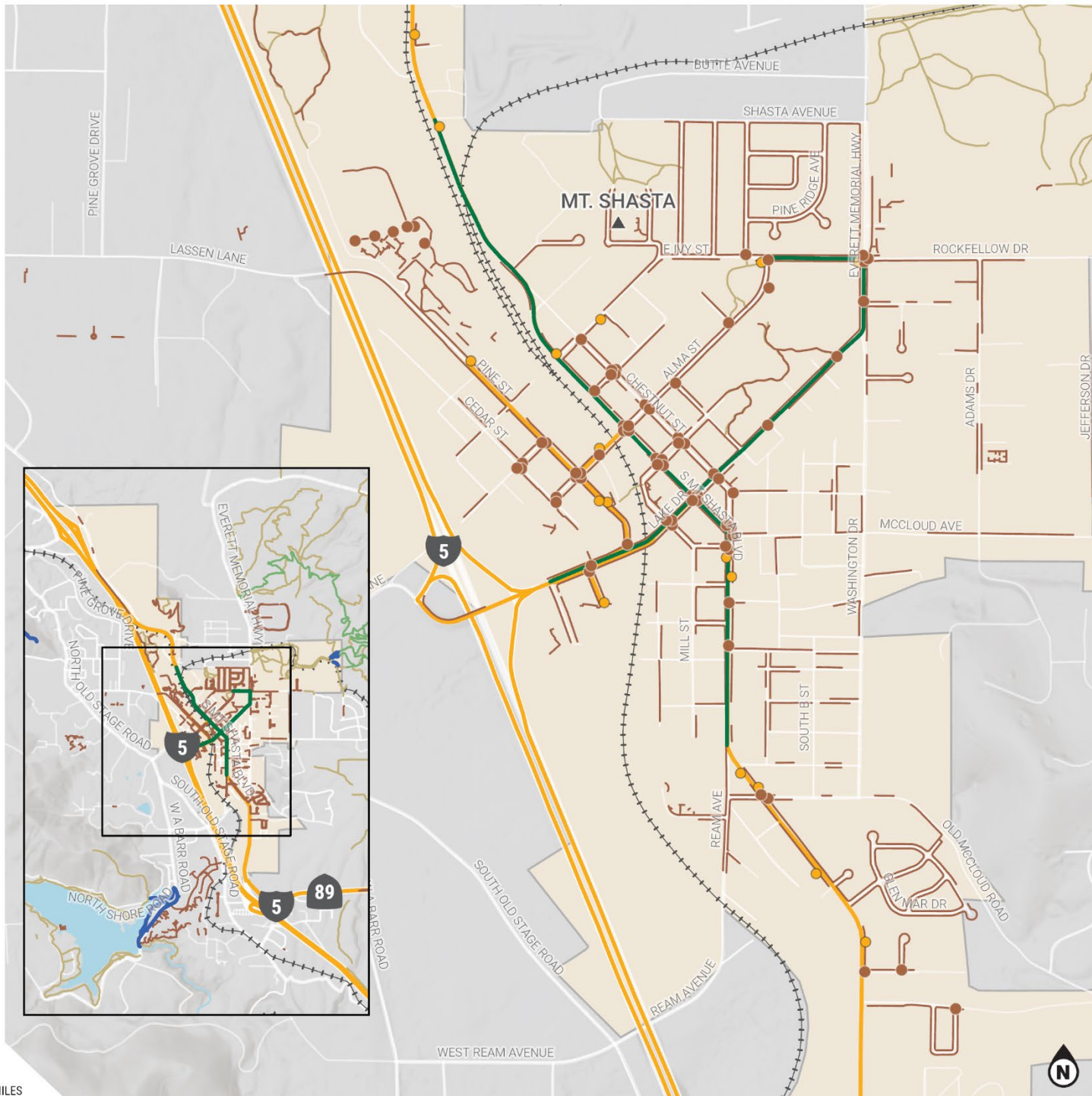
The following maps show the existing active transportation infrastructure for the Cities of Mt. Shasta, Dunsmuir, and Yreka. The maps are the result of the County's effort to compile what available data exists on active transportation infrastructure in the County (For existing infrastructure maps in more communities, see Appendix B). Note that these maps only show what data is available; in Yreka for example, many sidewalks and crosswalks exist but have not been formally mapped.

Figure 8. Existing Bike and Pedestrian Infrastructure in Mt. Shasta

EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

- Bus Stop
- Crosswalk
- Bike Lane
- Sidewalk
- Trail
- STAGE Bus Route
- ▲ City
- ++ Railroad
- ▭ City Boundary
- ▭ County Boundary



Data provided by Siskiyou County Local Transportation Commission. Date saved: 2/5/2024.

Figure 9. Existing Bike and Pedestrian Infrastructure in Dunsmuir

EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

- Bus Stop
- Sidewalk
- Missing Sidewalk
- Trail
- At Least One Crosswalk
- Shared Use Path
- Bike Lane
- STAGE Bus Route
- ▲ City
- + + + Railroad
- City Boundary
- County Boundary

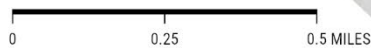
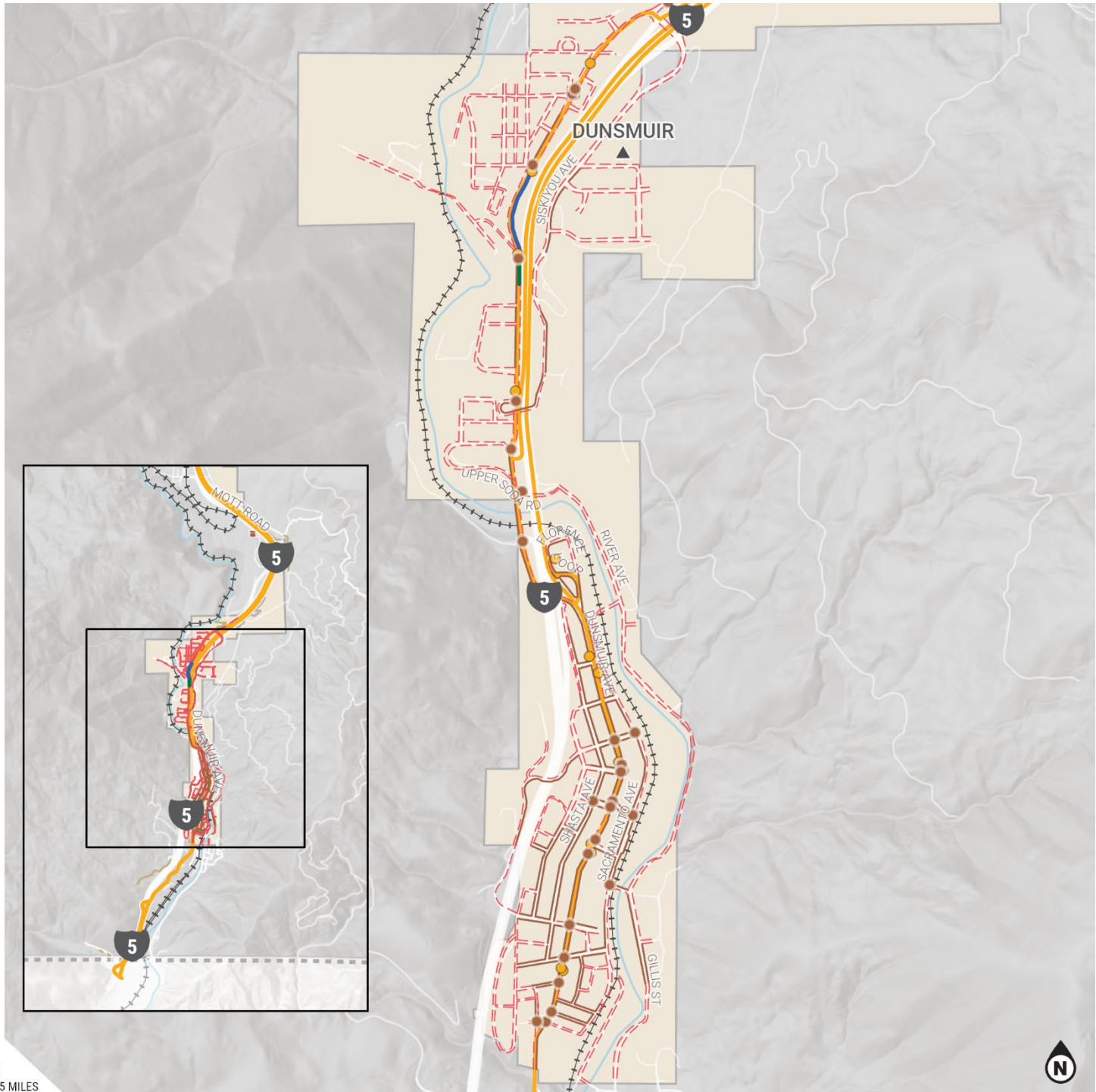
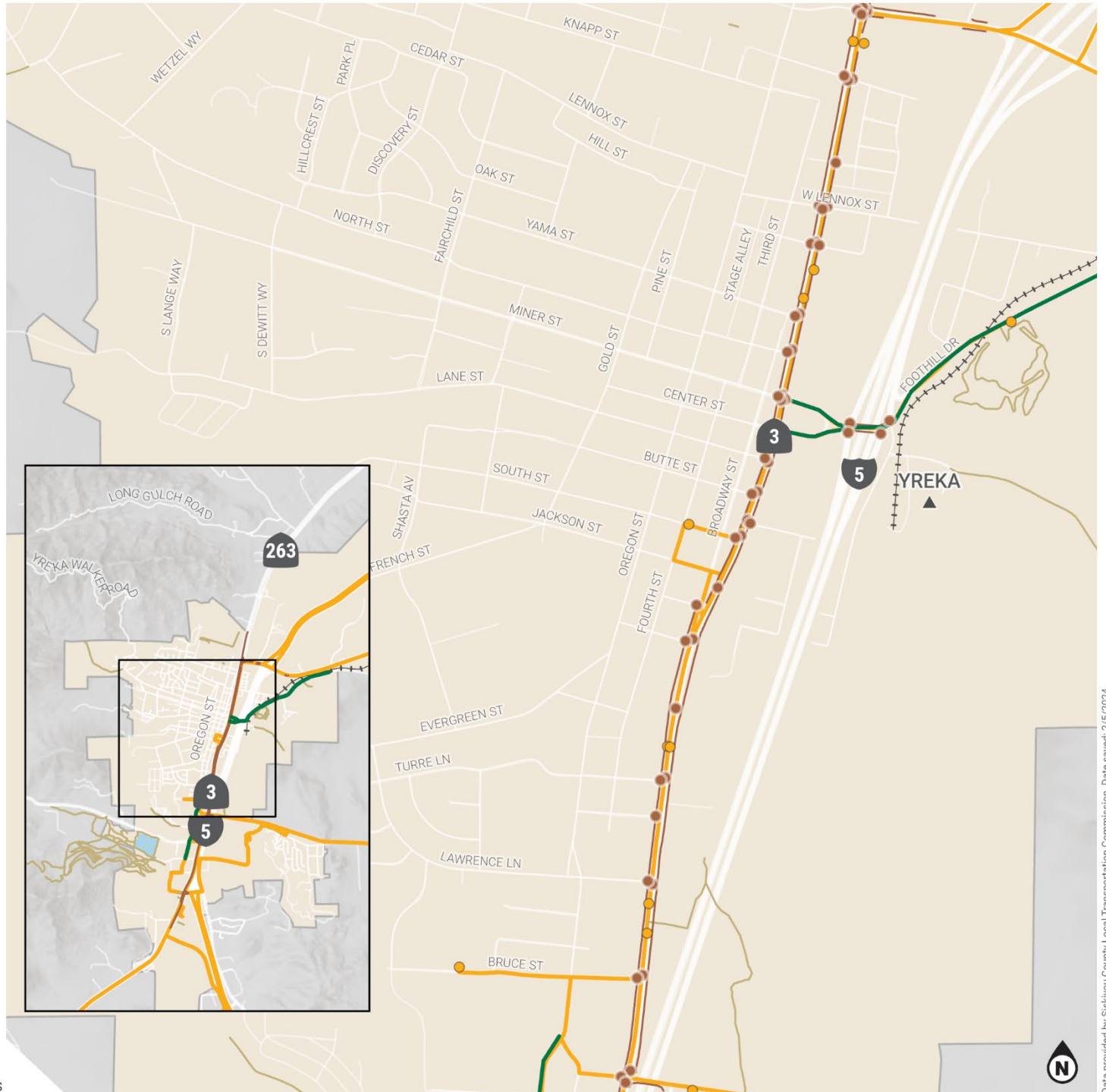


Figure 10. Existing Bike and Pedestrian Infrastructure in Yreka

EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

- Bus Stop
- Bike Lane
- Trail
- STAGE Bus Route
- ▲ City
- ++ Railroad
- City Boundary
- County Boundary



alta

0 0.15 0.3 MILES

Current Mode Share

A large majority of commuters in Siskiyou County drive to work—75 percent. The remaining fourth of the County either works from home or walks, bikes, carpools or takes transit. The chart below shows the estimates from the US Census Bureau as to the size of these populations compared to the state of California as a whole (Figure 10). The chart reveals that there is a slightly higher percentage of people who walk to work in Siskiyou County than in California, on average. This may be due to people who live and work in any of the communities that have a true center or downtown core anchored by local businesses and surrounded by residential areas and lower speed streets, which would help facilitate those trips (such as Yreka, Mt. Shasta, Dunsmuir, Happy Camp, Montague, Tulelake, and Dorris).

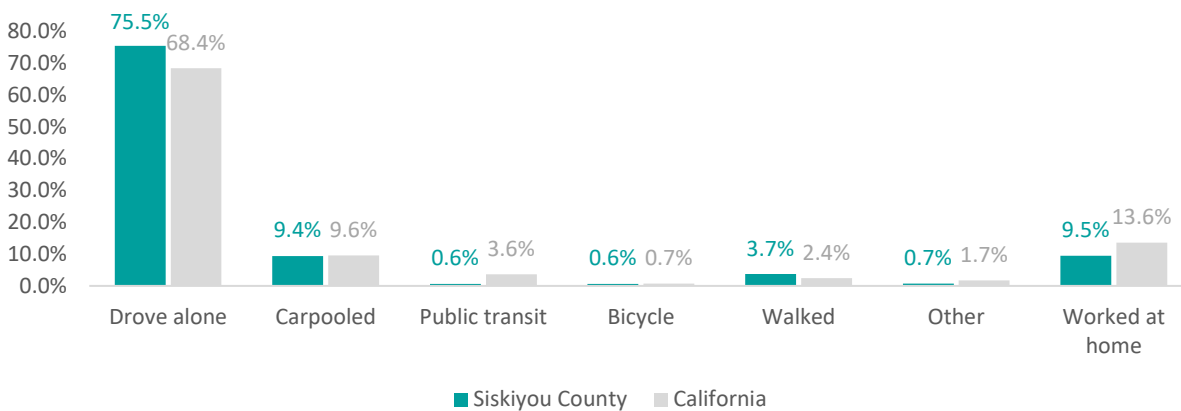
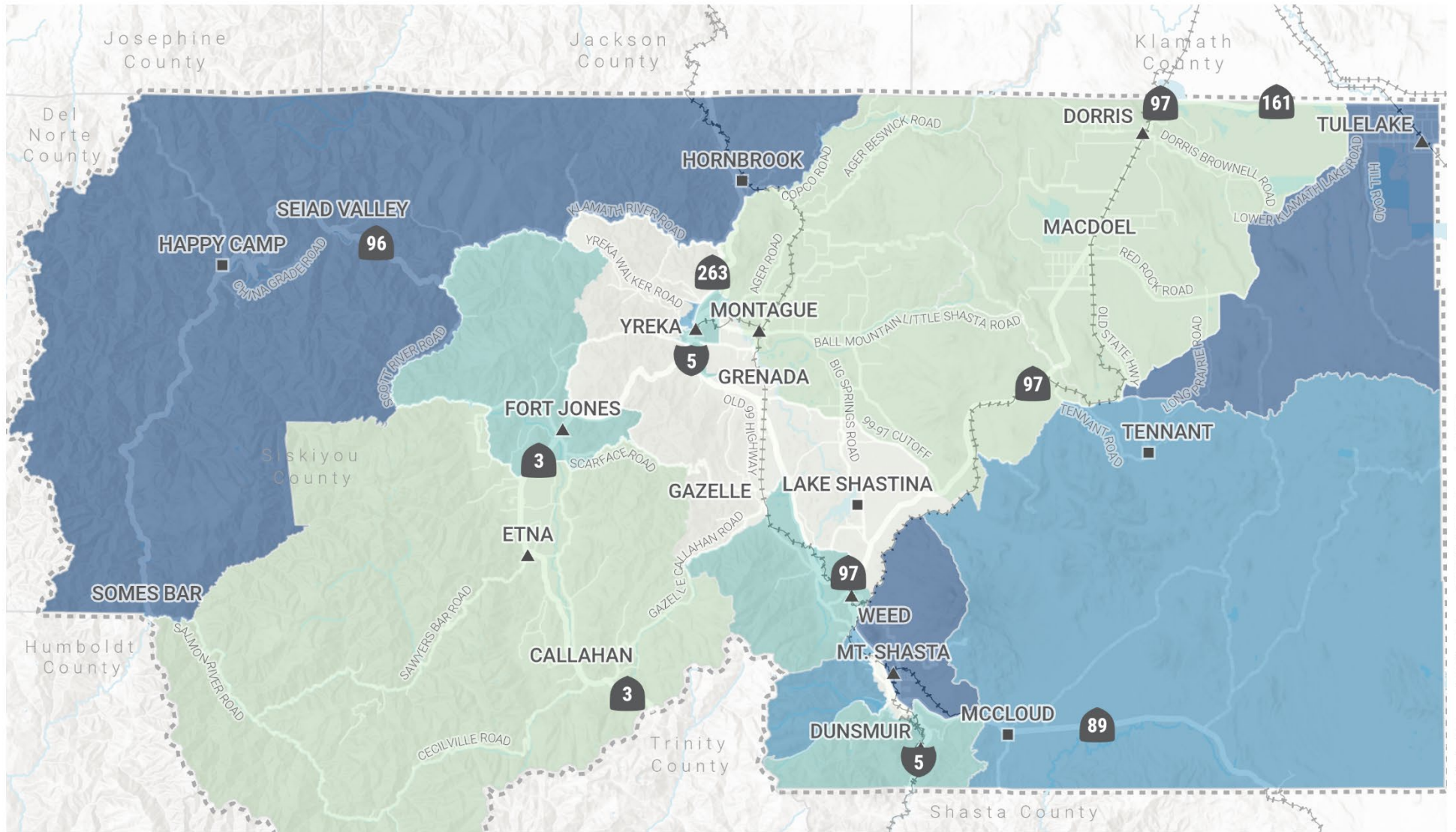


Figure 11. Commute Mode Share 2022 ACS 5-Year Estimates

The chart also reveals that more people in Siskiyou County drive to work than California as a whole, on average. This may indicate a lack of transportation alternatives and reflect the rural land use of the county. The following map shows where most of the walking, biking, and transit commutes are taking place in the County (Figure 11).

The mode share map shows that the communities with the largest populations of people that commute via walking, biking, and taking transit are in Happy Camp, Hornbrook, Tulelake, and Mt. Shasta. Perhaps more notable, however, are the places where there is a stark contrast: 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 large roadways, such as I-5, play as barriers for walking and biking, and the importance of safe routes and crossings for people walking and biking to town centers or regional transit stops.

Figure 12. Walking, Biking, Transit Current Commute Modeshare



Data provided by the US Census ACS 5 Year Estimates 2022 Table B08006. Date saved: 1/22/2024.

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

Land Use and Important Destinations

The project team analyzed county zoning data to better understand where people currently live and work, and where future development may occur. Assessing the roadway network between where people live and their destinations helps locate future active transportation infrastructure such as sidewalks, bike lanes, paths, and crosswalks are where people want and need to go. To view the land use and destinations maps for places in Siskiyou County, see Appendix C.

Collision Data

Bicycle and Pedestrian Crashes

A key goal and desired outcome of any active transportation plan is safer infrastructure for people walking and rolling. The project team mapped the locations where people driving have crashed into people walking and biking to gain a better understanding of where safer infrastructure may be needed most. According to the California Statewide Integrated Traffic Records System (SWITRS) between 2017 and 2022, a total of 61 pedestrian- and bicycle-involved crashes were reported in Siskiyou County.¹³ These incidents caused 10 deaths and left 60 individuals injured. Of the 10 people killed, 9 were pedestrians. The one bicyclist death occurred on Sawyers Bar Road, a County roadway and common long-distance bike route.¹⁴ The data reveals that State Highways were the location for 21 of these crashes, constituting 34.4% of the pedestrian- and bicycle-involved incidents.

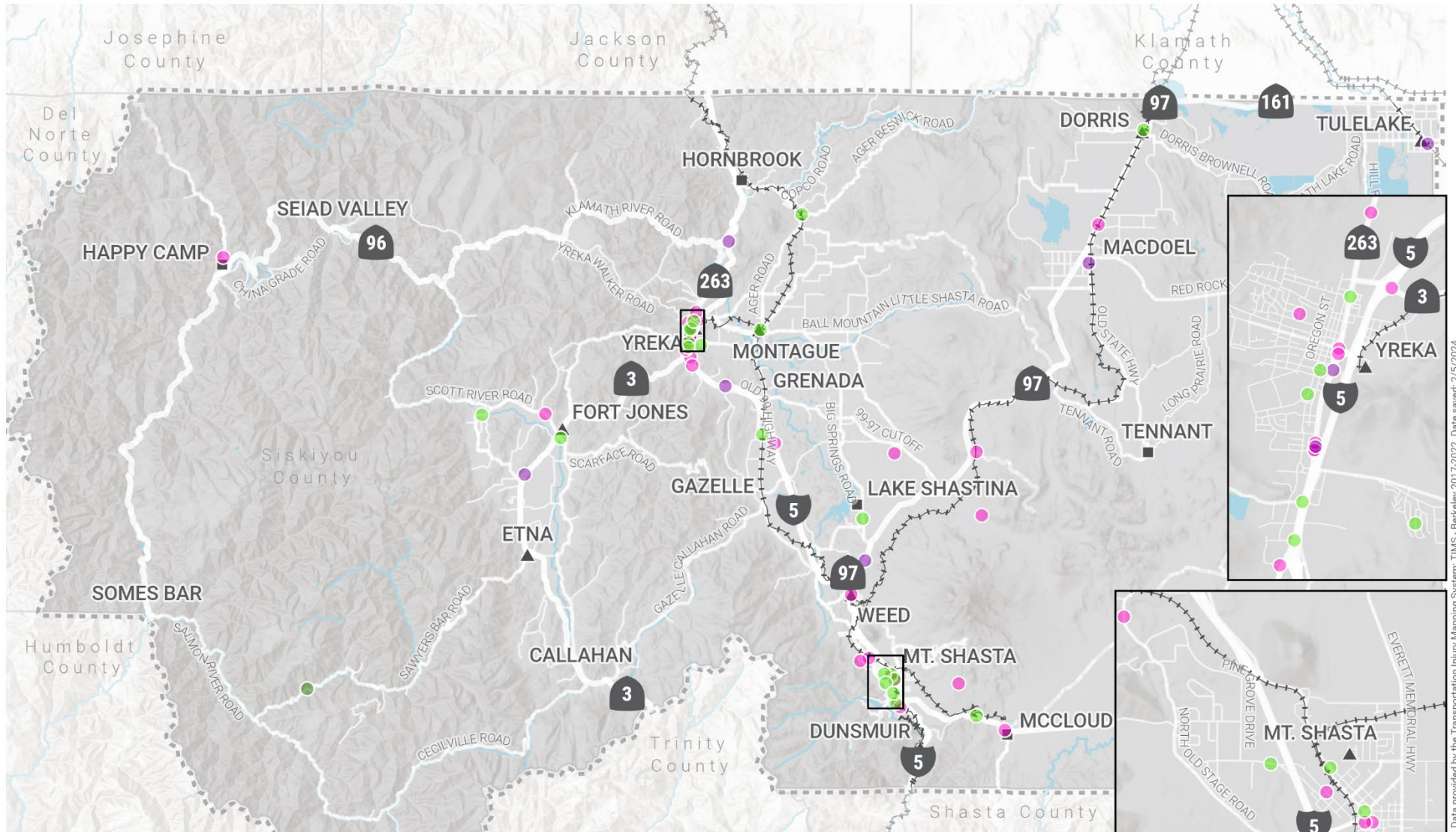
Spatial Distribution of Crashes

Most of these 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 also had at least one pedestrian and bicycle collisions each (Figure 12). To view a zoomed-in version of this map for each labeled city and community, see the Appendix D.

¹³ Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley*. 2024.

¹⁴ Etna to Forks via Sawyers Bar Rd. Cycle Siskiyou. 2024. <https://cyclesiskiyou.com/etna-to-forks-sawyers-bar-rd/>

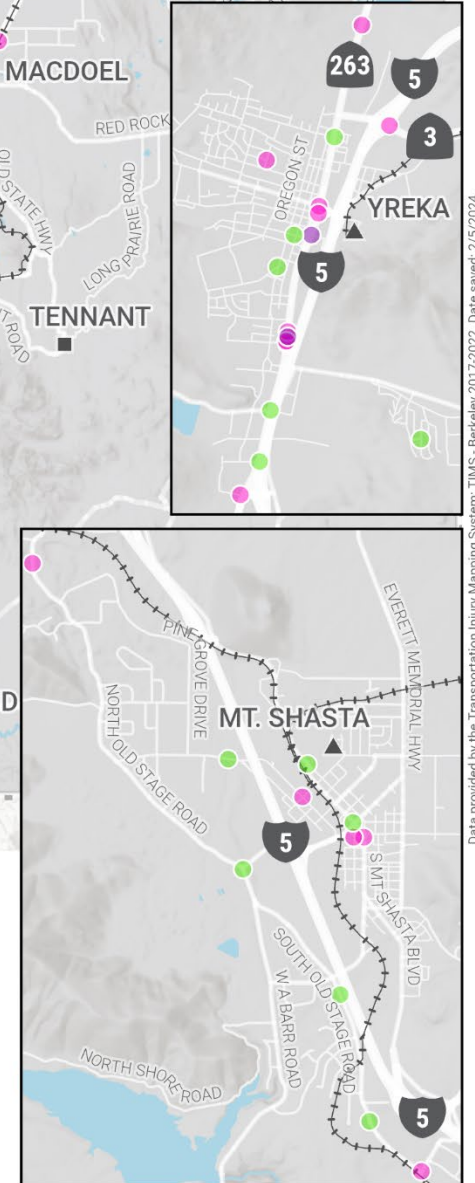
Figure 13. Crashes with People Walking and Biking



CRASHES WITH PEOPLE WALKING AND BIKING 2017 - 2022

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

- | | |
|------------------------------|-------------------------------|
| Bicycle Collisions | ■ Community Services District |
| ● Fatal | ⚡ Railroad |
| ● Injury | ⚡ County Boundary |
| Pedestrian Collisions | |
| ● Fatal | |
| ● Injury | |



Data provided by the Transportation Injury Mapping System: TIMS - Berkeley 2017-2022. Date saved: 2/5/2024.

Types of Crash

Examining the types of crashes that occurred during pedestrian- and bicycle-involved incidents may help inform safety measures that protect people walking and biking. The following crash types were frequently observed during these incidences:

- **Sideswipe (11.48%):** Sideswipe incidents accounted for over 11% of the crashes. These collisions often occur when vehicles are traveling parallel to each other and make side contact. Strategies to reduce sideswipe incidents might involve lane hardening measures and driver awareness.
- **Broadside (6.56%):** Broadside or "T-bone" collisions made up around 6.56% of the crashes. These types of crashes often occur at intersections. Improving intersection safety and possibly implementing traffic control measures could be beneficial.
- **Rear End (4.92%):** Rear-end collisions constituted a smaller percentage of the crashes. Addressing factors such as following distances, speed management, and driver distraction could be key to reducing these incidents.

Primary Crash Factor (PCF)

Law enforcement agencies provide information on the violation that may have caused the crash. This may only constitute a portion of the reasons behind why a particular collision occurred, however, it provides insight for the county-wide level where improvements can be made. The following were the most common violations on the part of drivers:

- **Improper Turning (23.95%):** A significant portion of the crashes, nearly 24%, 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 (18.03%):** Speeding was a contributing factor in approximately 18% of the crashes. Addressing this violation 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 (8.2%):** Incidents involving drivers on the wrong side of the road accounted for 8.2% of the crashes. This violation poses serious risks and calls for measures such as improved road markings, signage, and potentially enhanced law enforcement to deter such behavior.

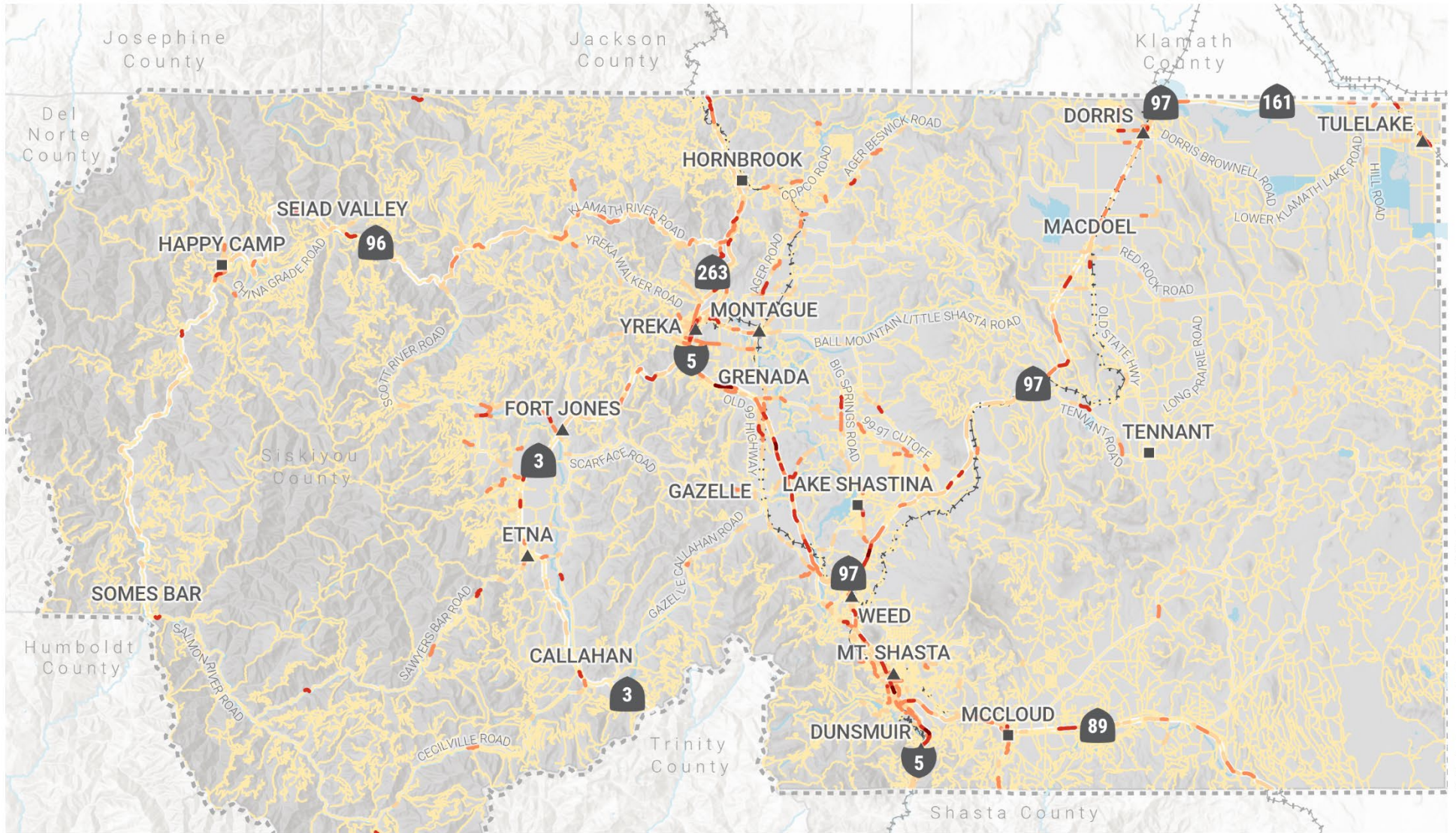
Victims

Of the pedestrian- and bicycle-involved incidents, most victims were male (71%). Among these crashes, 7 of the victims were drivers or passengers, however, a majority were either pedestrians (40) or bicyclists (23).

All Vehicle Crashes

In addition to mapping bicycle and pedestrian crashes, the project team also analyzed vehicle-only crashes. Rather than displaying each crash location, the team created a severity-weighted crash index for the county, which helps to show which roadways have seen the most crashes with the worst outcomes on a per-mile basis (Figure 13). 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 the Appendix E.

Figure 14. Severity-weighted crash index (all modes)



Data provided by the Transportation Injury Mapping System, TIMS - Berkeley 2017-2022. Date saved: 2/15/2024.

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 |



Equity Data

Critically examining equity while planning for new transportation infrastructure is important because many of the barriers within our transportation system, their resulting burdens, and the communities who experience them are often spatially related. Too often, the communities in the places most impacted by transportation investments are excluded from the planning processes that shape them and their subsequent benefits. Contemporary transportation planning practice seeks to address inequity by prioritizing disadvantaged communities because many transportation inequities today can be traced to historical government policies that have resulted in barriers for those communities. In the absence of accounting for equity, transportation planners risk further cementing inequality in our transportation systems.

The following section describes Siskiyou County's population using various social, environmental, and economic measures developed by state and federal agencies to help define what it means for a community to be considered "disadvantaged." The equity measures in this plan were specifically selected to align with the measures identified by the California Active Transportation Program, the most abundant source of state funds for implementing the plan.¹⁵

The California Active Transportation Program prioritizes projects that demonstrate a high level of need based on one or more of the following equity metrics:

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

Understanding which areas could benefit from new active transportation infrastructure will help Siskiyou County demonstrate competitiveness and prioritize 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 4 points in the California Active Transportation Program Large Infrastructure grant.

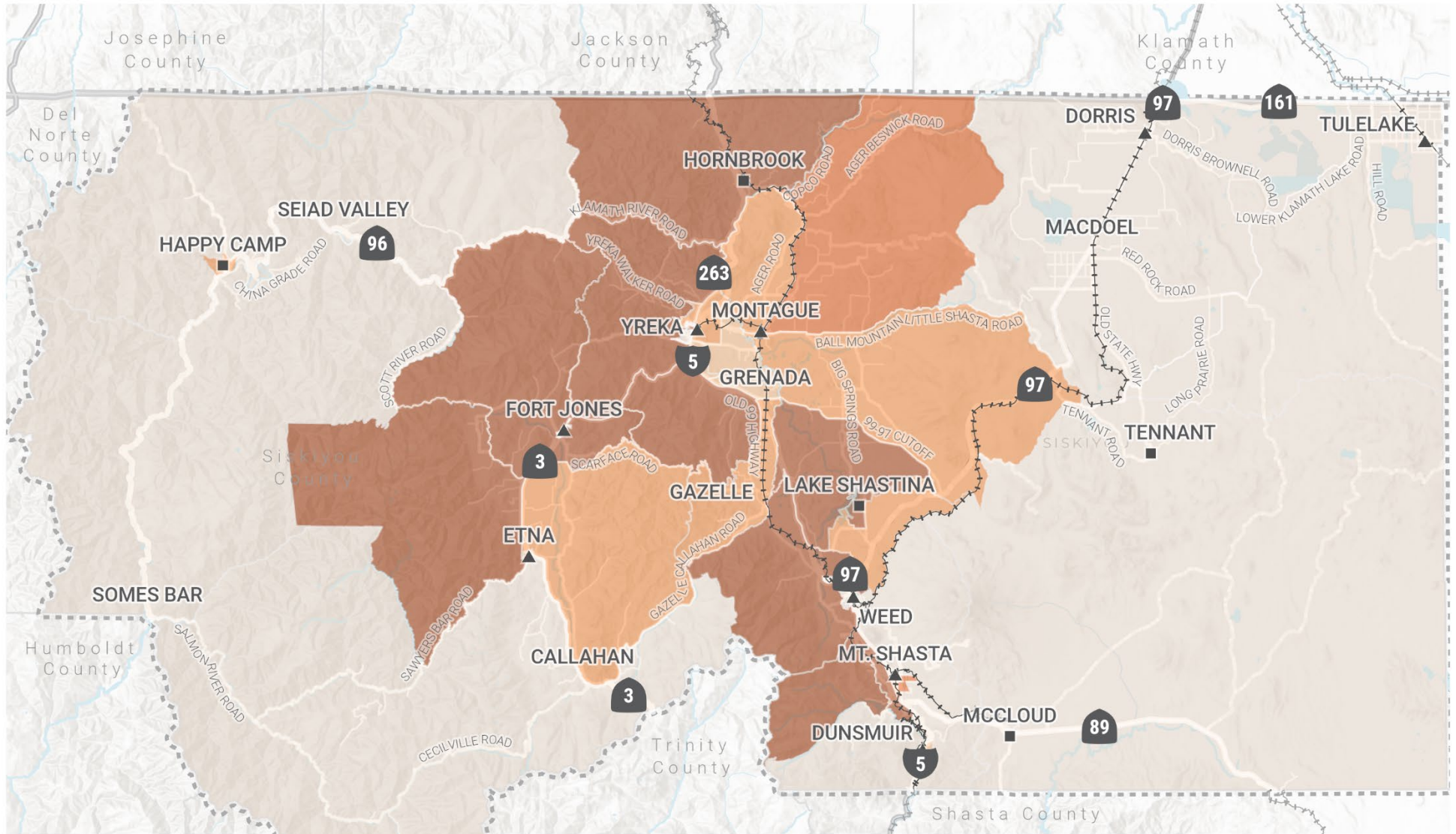
¹⁵ California Transportation Commission. Active Transportation Program (ATP). <https://catc.ca.gov/programs/active-transportation-program>

Median Household Income

Figure 14 shows the distribution of median household income at the census block group level across Siskiyou County according to the 2022 ACS 5-Year estimates.¹⁶ The highest earning census tracts tend to be in the rural areas adjacent to the population centers along I-5. While most census tracts with low median household incomes are in the most rural parts of the county, there are some census tracts with lower median household incomes in cities, such as south Yreka and Weed.

¹⁶ Note that the legend in this map reflects the breakdown of median household income according to the 2023 California Active Transportation Program large infrastructure scoring rubric. On March 22, 2024 the California Transportation Commission will release an updated median household income scoring rubric.

Figure 15. Median Household Income (2022)

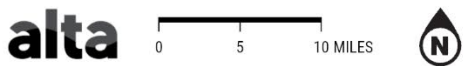


Data provided by US Census Bureau ACS 5-Year Estimates. Median Household Income (Inflation Adjusted 2022 5 Year Estimates table B19013001, Block Group Level). Date saved: 1/8/2024.

MEDIAN HOUSEHOLD INCOME (2022)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

- | | |
|--|--|
| <ul style="list-style-type: none"> Greater than \$60,188 \$56,426 - \$60,188 \$52,664 - \$56,426 \$48,902 - \$52,664 Less than \$48,902 | <ul style="list-style-type: none"> Community Services District City Railroad County Boundary |
|--|--|



CalEnviroScreen 4.0

In 2012, Senate Bill 535 (De León, Chapter 830, Statutes of 2012) established initial requirements for minimum funding levels to “Disadvantaged Communities” (DACs).¹⁷ The legislation also gives CalEPA the responsibility for identifying those communities, stating that CalEPA’s designation of disadvantaged communities must be based on “geographic, socioeconomic, public health, and environmental hazard criteria.”

CalEPA finalized in May 2022 the updated Designation of Disadvantaged Communities, pursuant to Senate Bill 535 (De León, 2012) and based on the recently updated CalEnviroScreen version 4.0. CalEPA formally designates four categories of geographic areas as disadvantaged:

- Census tracts receiving the highest 25 percent 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 percent of CalEnviroScreen 4.0 cumulative pollution burden scores
- Census tracts identified in the 2017 DAC designation, regardless of their scores in CalEnviroScreen 4.0
- Lands under the control of federally recognized Tribes¹⁸

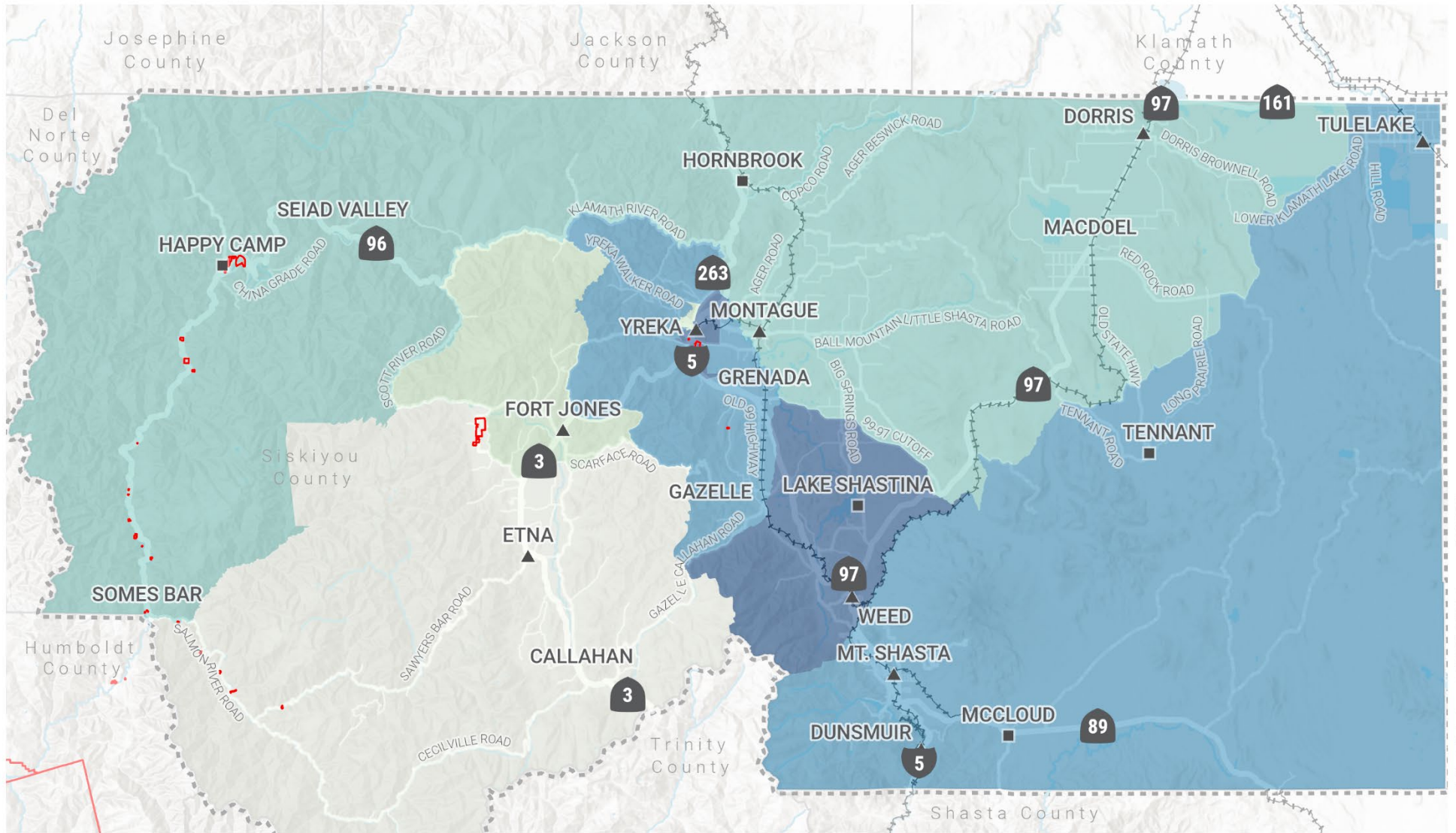
CalEnviroScreen helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution’s effects.¹⁹ Figure 15 shows the distribution of CalEnviroScreen scores which reflect the tract’s statewide percentile, with higher percentiles reflecting higher burdens from pollution. While 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 is considered a disadvantaged community under Senate Bill 535 (De León, 2012).

¹⁷ Cal EPA Updated Disadvantaged Communities Designation. 2022. <https://calepa.ca.gov/envjustice/ghginvest/>

¹⁸ Note: 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 DAC map and therefore should be considered a DAC by requesting a consultation with the CalEPA Deputy Secretary for Environmental Justice, Tribal Affairs and Border Relations at TribalAffairs@calepa.ca.gov. Source: See above.

¹⁹ CalEnviroScreen 4.0. California Office of Environmental Health Hazard Assessment. 2023. <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

Figure 16. CalEnviroScreen 4.0



Data provided by CalEnviroScreen 4.0 (2023). ©EHHA. Date saved: 2/9/2024.

CALENVIROSCREEN 4.0

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN



State Percentile*

- 22 - 29 (Greater Pollution Burden)
- 17 - 22
- 15 - 17
- 11 - 15
- 8 - 11 (Lower Pollution Burden)

- ▲ City
- Community Services District
- ++ Railroad
- ▭ Tribal Land
- ⊞ County Boundary

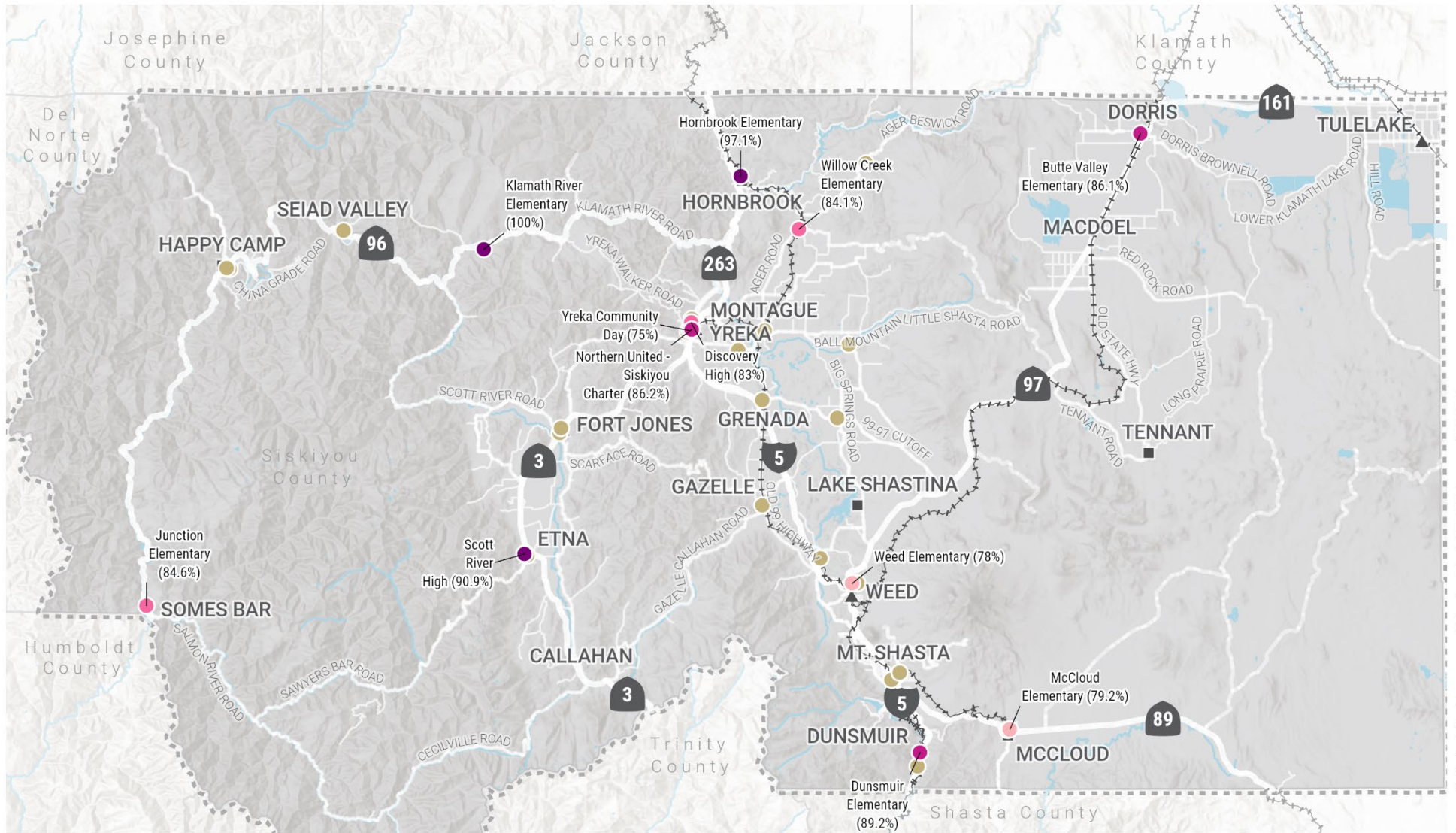
Note: Every tract in Siskiyou County is above the top 25% most disadvantaged tracts in the state of California. The top 25% most disadvantaged (i.e., most pollution-burdened) tracts in the state all score above the 40th percentile.

Free or Reduced Price Meal Eligibility

A central component of the Siskiyou County Active Transportation Plan will be identifying strategies and solutions to increase the safety and accessibility of students walking and biking to school. Many active transportation plans use the percentage of students who qualify for free or reduced price meals as a way to prioritize funding for projects, so that schools with high needs may benefit from future investments. Figure 20 shows the distribution of schools in Siskiyou County and highlights the proportion of students qualifying for free or reduced priced meals. Over 75% of their student population qualifies for free or reduced price meals in the following schools in Siskiyou County:

- Butte Valley Elementary
- Discovery High
- Dunsmuir Elementary
- Hornbrook Elementary
- Junction Elementary
- Klamath River Elementary
- McCloud Elementary
- Northern United Siskiyou Charter
- Scott River High
- Weed Elementary
- Willow Creek Elementary
- Yreka Community Day

Figure 17. Schools and FRPM Eligibility



Data provided by the California Department of Education. Schools 2022-2023. Date saved: 2/5/2024.

SCHOOLS AND FRPM ELIGIBILITY

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN



% Students Eligible for Free or Reduced Price Meals

- 90 - 100%
- 85 - 90%
- 80 - 85%
- 75 - 80%
- < 75%

■ Community Services District

▲ City

++ Railroad

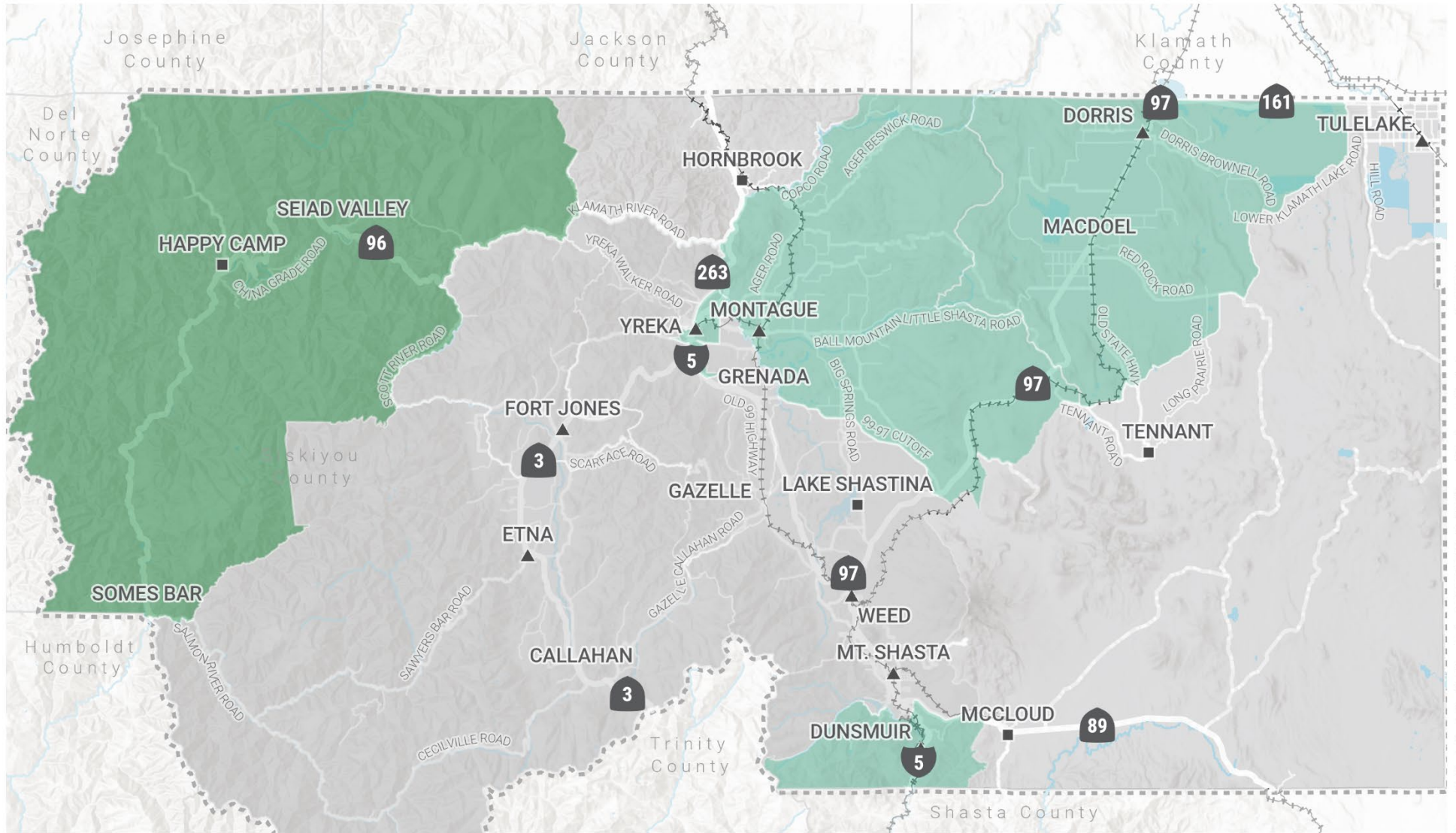
▬ County Boundary



Healthy Places Index 3.0

The Healthy Places Index combines 25 community characteristics, like access to healthcare, housing, and education into a single indexed HPI score. The healthier a community, the higher the HPI score. Figure 18 shows the distribution of Healthy Places Index scores and reflect the tract's statewide percentile. According to the index, the census tracts with the highest community health needs are those surrounding Happy Camp, Yreka, Montague, and Dunsmuir.

Figure 18. Healthy Places Index 3.0



Data provided by California Healthy Places Index 3.0 (2023). Public Health Alliance of Southern California. Date saved: 2/5/2024.

- | | |
|--|-------------------------------|
| State Percentile | ▲ City |
| ■ (Dark Green) 10 - 15 (Less Healthy Community Conditions) | ■ Community Services District |
| ■ (Medium Green) 15 - 20 | ⚡ Railroad |
| ■ (Light Green) 20 - 25 | ⚡ County Boundary |
| ■ (Grey) > 25 (More Healthy Community Conditions) | |

HEALTHY PLACES INDEX 3.0

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

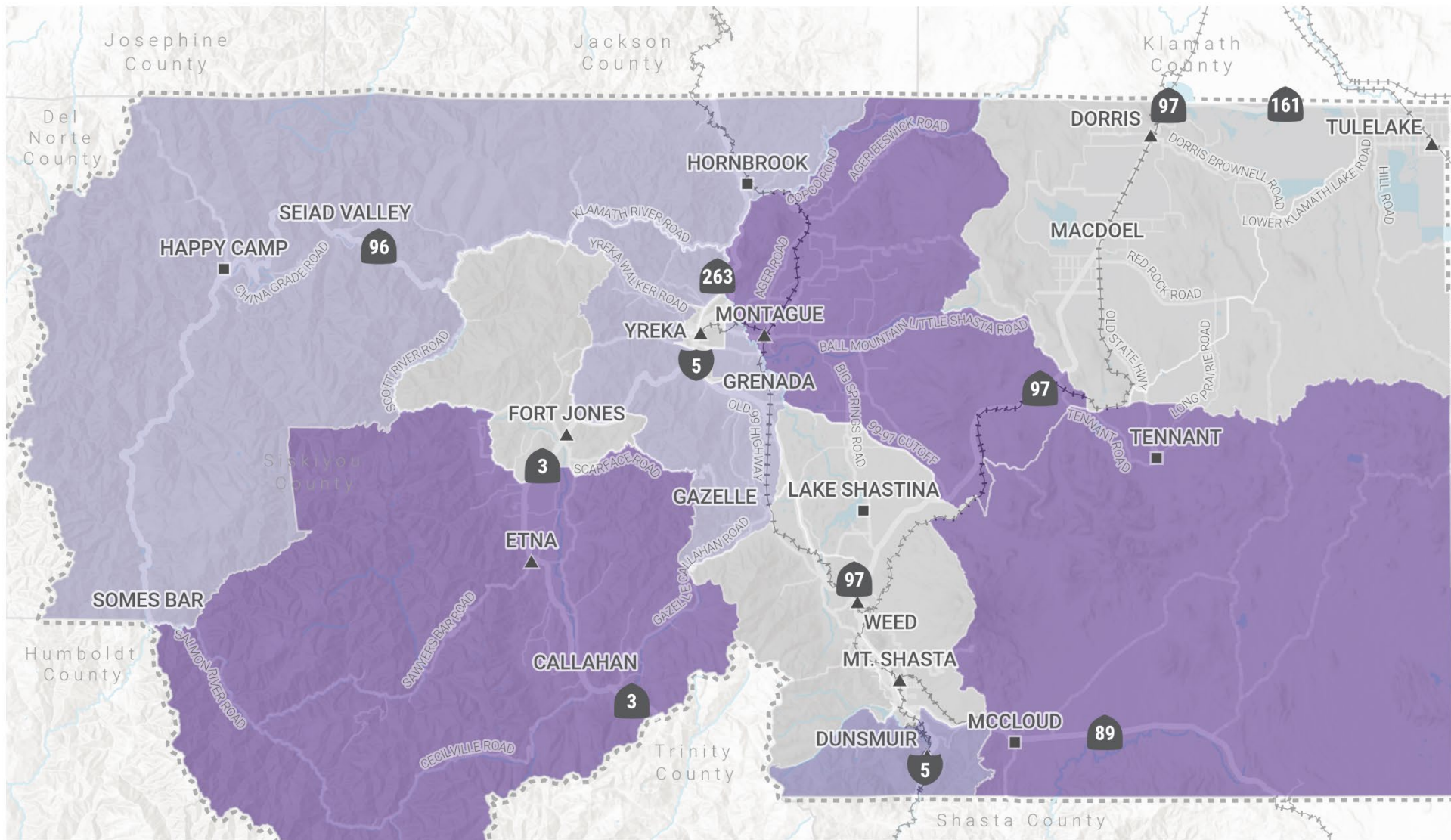




USDOT Equitable Transportation Communities

The U.S. Department of Transportation Equitable Transportation Community (ETC) Explorer is an index that uses 2020 Census Tracts and data to explore the cumulative burden communities experience, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. Figure 19 shows the distribution of Disadvantaged Communities Index scores which reflect the tract's statewide percentile. According to the USDOT's ETC index, the census tracts surrounding Etna, Montague, McCloud and Tennant have the highest needs relating to the five components.

Figure 19. USDOT Equitable Transportation Community Scores



Data provided by the California USDOT ETC Explorer. US DOT 2023. Date saved: 2/5/2024.

USDOT EQUITABLE TRANSPORTATION COMMUNITY SCORES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

- Disadvantaged Communities Index Score
- ▲ City
 - Community Services District
 - ++ Railroad
 - ⬛ County Boundary
- 4 (<10% most disadvantaged)
 - 3 (10%-15% most disadvantaged)
 - 2 (15%-20% most disadvantaged)
 - 1 (20%-25% most disadvantaged)
 - 0 (Above 25% most disadvantaged)



Climate and Economic Justice Screening Tool (CEJST)

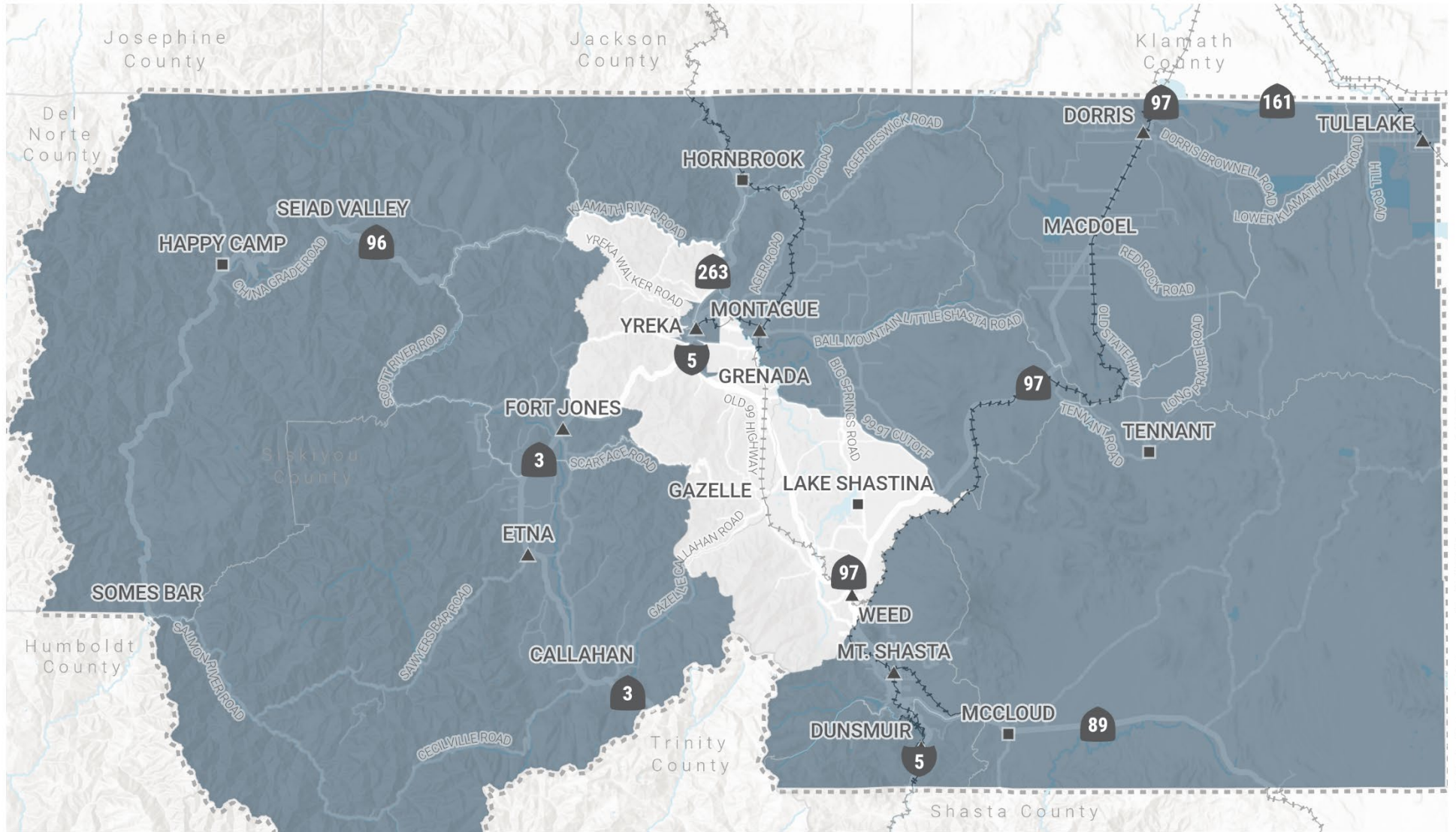
The Council on Environmental Quality uses datasets that are indicators of burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The tool uses this information to identify communities that are experiencing these burdens. These are the communities that are disadvantaged because they are overburdened and underserved.²⁰ Federal agencies will use the tool to help identify disadvantaged communities that will benefit from federal grant programs.

Figure 16 shows the communities in Siskiyou County that are considered disadvantaged according to the Climate and Economic Justice Screening Tool. A community is highlighted as disadvantaged on the CEJST map if it is in a census tract that is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden. In addition, a census tract that is completely surrounded by disadvantaged communities and is at or above the 50% percentile for low income is also considered disadvantaged. Note that Federally recognized tribes are also considered to be disadvantaged communities, and so the tract surrounding Yreka is technically considered “partially disadvantaged” because of Karuk tribal land that falls within it.

While the federal government awards funding based on whether or not a community is designated as disadvantaged, the California Active Transportation Program awards funding using sliding scale based on the number of categories for which a community is considered disadvantaged. Figure 17 shows the number of CEJST categories for which each tract in Siskiyou County is considered disadvantaged. These categories are the same ones used in the federal disadvantaged community designations: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

²⁰ Climate and Economic Justice Screening Tool (CEJST). <https://screeningtool.geoplatform.gov/en/about#3/33.47/-97.5>

Figure 20. Climate and Economic Justice Screening Tool (CEJST) Federal Disadvantaged Communities



Data provided by the US Council on Environmental Quality (2023). Version 1.0. Date saved: 2/9/2024.

CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL (CEJST)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN

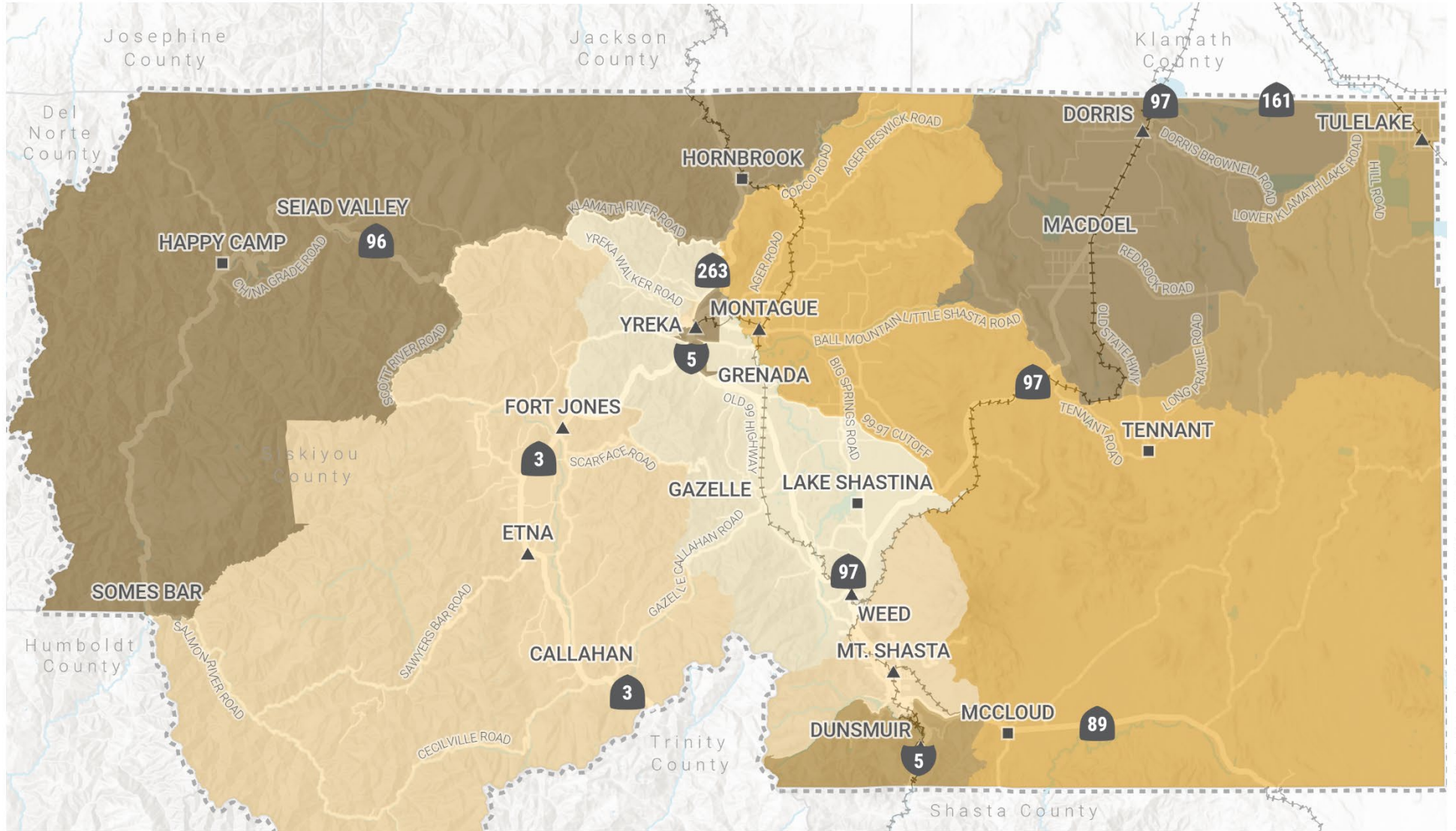


Council on Environmental Quality (Federal) Disadvantaged Communities

- Disadvantaged Tracts
- Not Disadvantaged Tracts

- City
- Community Services District
- Railroad
- County Boundary

Figure 21. Climate and Economic Justice Screening Tool (CEJST)



Data provided by the US Council on Environmental Quality (2023). Version 1.0. Date saved: 2/5/2024.

CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL (CEJST)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN



Number of CEJST Categories for Which Tract is Considered Disadvantaged

- 5 (Most Disadvantaged)
- 4
- 3
- 2
- 0 (Least Disadvantaged)

- City
- Community Services District
- Railroad
- County Boundary

Disadvantaged Community Categories include: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, workforce development.

Opportunities and Constraints

Constraints

- Any new active transportation infrastructure in Siskiyou County will likely be constrained to higher-density population centers because these areas tend to have the highest levels of walking and rolling. However, there are many low-density residential areas in Siskiyou County as well. While these areas may experience less walking and biking through traffic, they may be near notable cultural, historical, or recreation destinations, locations that would also benefit from active transportation investments.
- Much of the safety needs in the county center around the state highway network, which can simultaneously connect communities by car as well as divide them for those who walk, bike, or roll. Safety investments in these areas will likely be priorities for the County to pursue funding, however, these projects will need to be coordinated with Caltrans and adhere to Caltrans design standards.
- Lower-income households may face greater challenges in meeting their mobility needs and there are high-need areas across the County. Identifying and prioritizing investments in these areas could also be an opportunity to compete for grant funding.

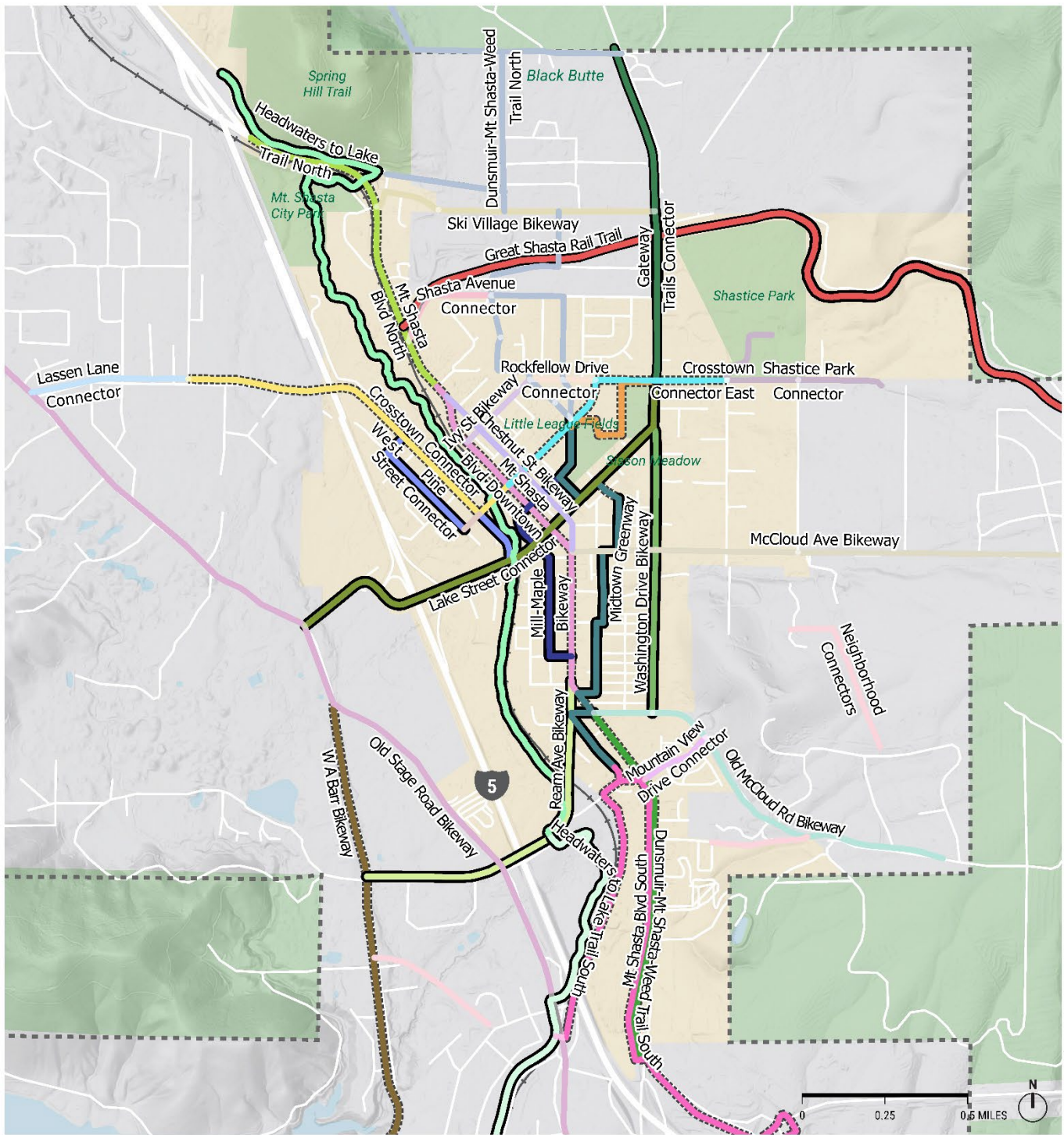
Opportunities

- There are many opportunities for both urban and rural active transportation improvements in Siskiyou County. Many of the communities in the county have a core downtown area with residential areas within walking and biking distance. These areas could benefit greatly from improved safety and connectivity. Additionally, many rurally situated cultural, historical, and recreational resources across the county could be better connected to residential areas. The county is already a renowned recreational destination, and so long-distance trail and multiuse path connections that connect communities and these resources would further an existing strength of the County.
- Identifying priority project locations will likely be easier because the state highway network determines much of the safety needs across the county.
- There are still many communities across the county that are limited by both a lack of existing data and planned projects. This planning process is an opportunity to set in motion many projects for cities across the county that may not have the resources to identify and scope these projects, but who are nonetheless interested in their implementation.



Appendices

Appendix A: Recommended improvements from Walk Bike Ride Mt. Shasta Mobility Plan and the Dunsmuir Active Transportation Plan



Data Source: City of Mt. Shasta, OSM. Document: N:\Shared\PROJECTS\2021\00-2021-020 Mt. Shasta CA Regional Transportation Study\GIS\Projects\21-020_MtShasta_Recommendations.aprx. Date saved: 10/14/2022.

Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency

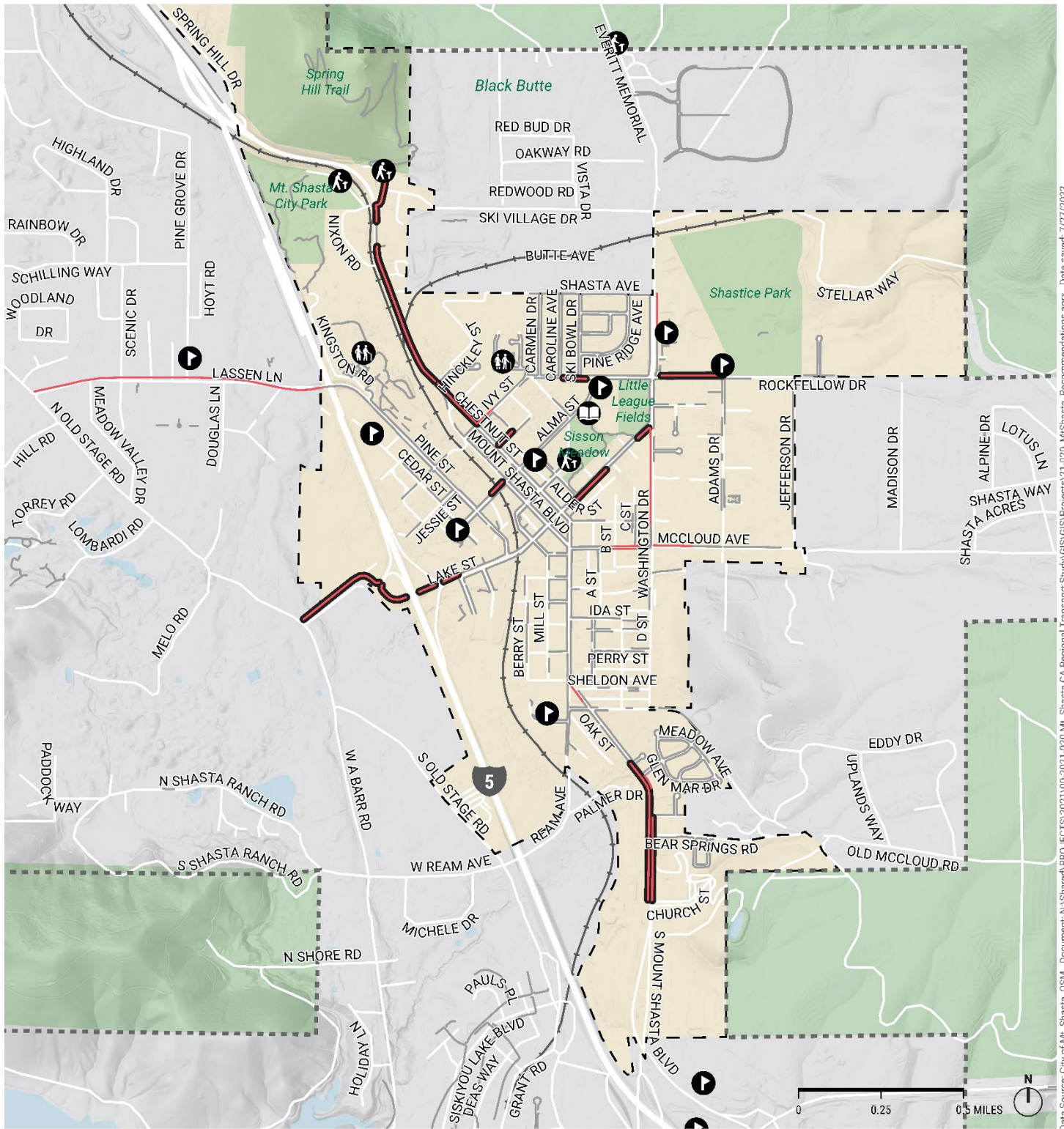
HIGH PRIORITY BIKEWAYS

WALK BIKE RIDE MT. SHASTA MOBILITY PLAN



- | | | |
|---|-----------------------------------|---|
|  | Short Term, High Priority Project | BOUNDARIES + DESTINATIONS |
|  | Long Term, High Priority Project |  Study Area Boundary |
| | |  City of Mt. Shasta Boundary |

Projects outlined in **Black** are considered Short Term, High Priority because they are both high need and easy to implement. Dashed projects are considered High Priority, Long Term because they are high need but require more effort to implement.



Data Source: City of Mt. Shasta, OSM. Document: N:\Shared\PROJECTS\2021\00-2021-020 Mt. Shasta CA Regional Transport Study\GIS\GISProjects\21-020_MtShasta_Recommendations.aprx. Date saved: 7/27/2022.

Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency

PRIORITIZED SIDEWALK PROJECTS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN



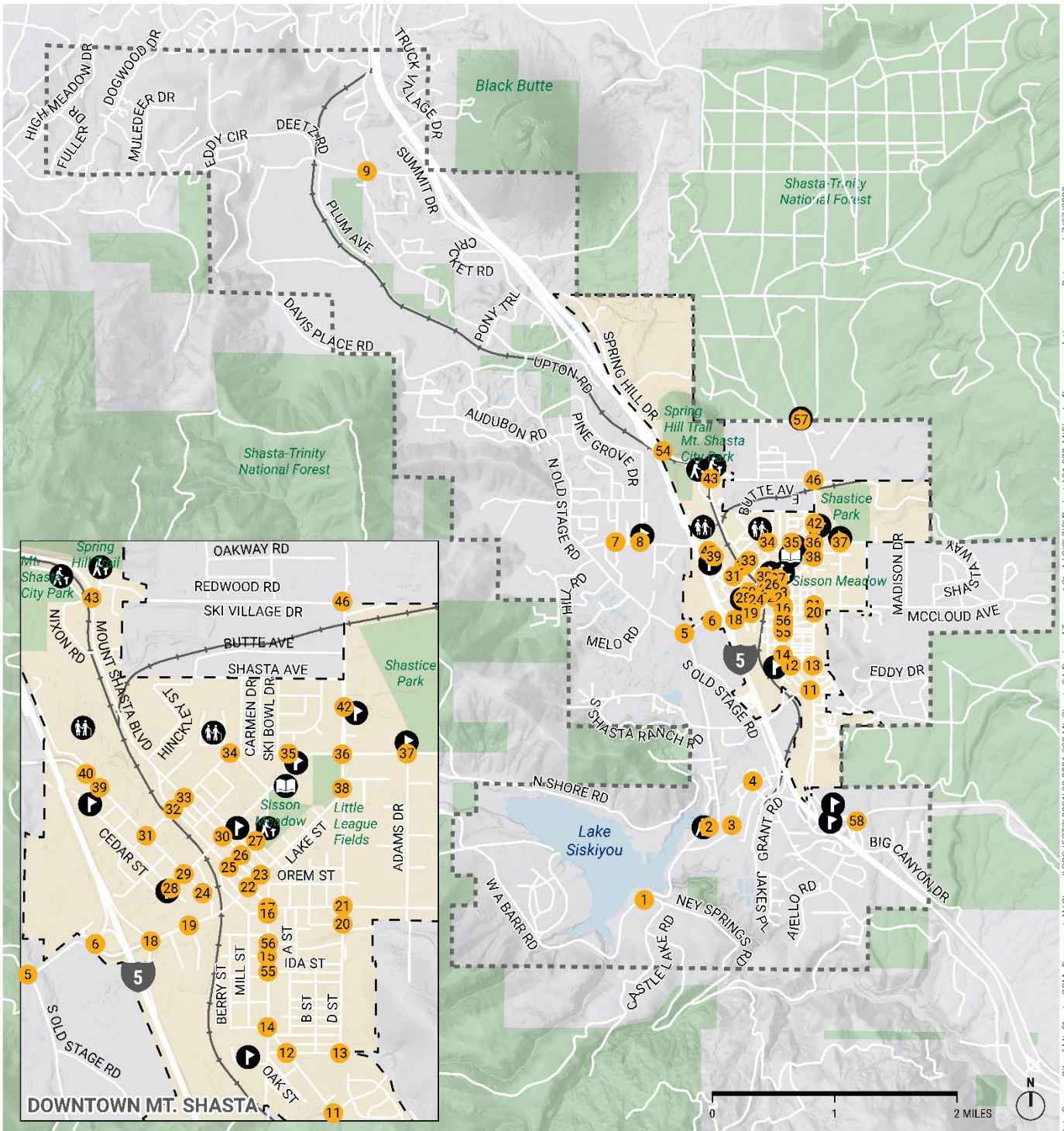
EXISTING + RECOMMENDED SIDEWALKS

- Existing
- Recommended
- Prioritized Sidewalk Projects

BOUNDARIES + DESTINATIONS

- Trailhead
- Library
- School
- Senior Living Community
- Study Area Boundary
- City of Mt. Shasta Boundary

*Projects outlined in **Black** are considered Short Term, High Priority because they are both high need and easy to implement. Dashed projects are considered High Priority, Long Term because they are high need but require more effort to implement.*



Data Source: City of Mt. Shasta, OSM. Document: N:\Shared\PROJECTS\2021\00-2021-020 Mt. Shasta CA Regional Transport Study\GIS\GIS\Projects\21-020_MtShasta_Recommendations.aprx. Date saved: 7/27/2022.

Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency

PEDESTRIAN CROSSING IMPROVEMENTS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

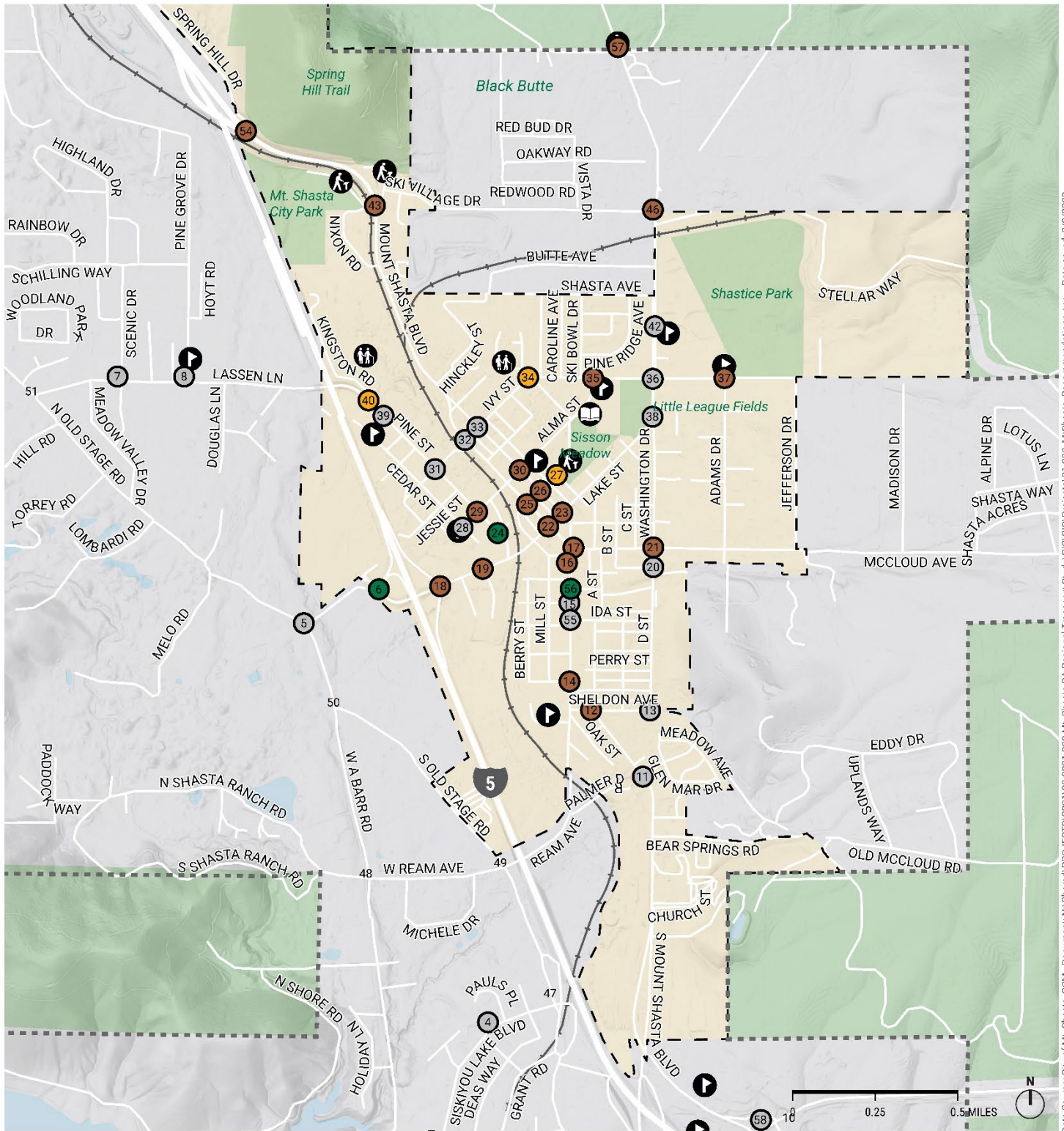
PEDESTRIAN CROSSING IMPROVEMENTS

- Pedestrian Crossing Improvements

BOUNDARIES + DESTINATIONS

- 🚶 Trailhead
- 📖 Library
- 👥 Senior Living Community
- ⬛ Study Area Boundary
- 🟡 City of Mt. Shasta Boundary





Data Source: City of Mt. Shasta, OSM. Document: N:\Shared\PROJECTS\2021\00-2021-020 Mt. Shasta CA Regional Transport Study\GIS\GIS\Projects\21_020_MtShasta_Recommendations.aprx. Date saved: 8/2/2022.

Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency

PRIORITIZED PEDESTRIAN CROSSING IMPROVEMENTS BY PRIORITY CATEGORY

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN



PEDESTRIAN CROSSING IMPROVEMENTS

- Short Term, High Priority
- Long Term, High Priority
- Opportunity Project
- Low Priority

BOUNDARIES + DESTINATIONS








- Study Area Boundary
- City of Mt. Shasta Boundary
- Trailhead
- Library
- School
- Senior Living Community

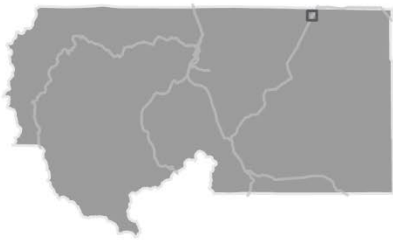


Appendix B: Existing Bike and Pedestrian Infrastructure Map Series

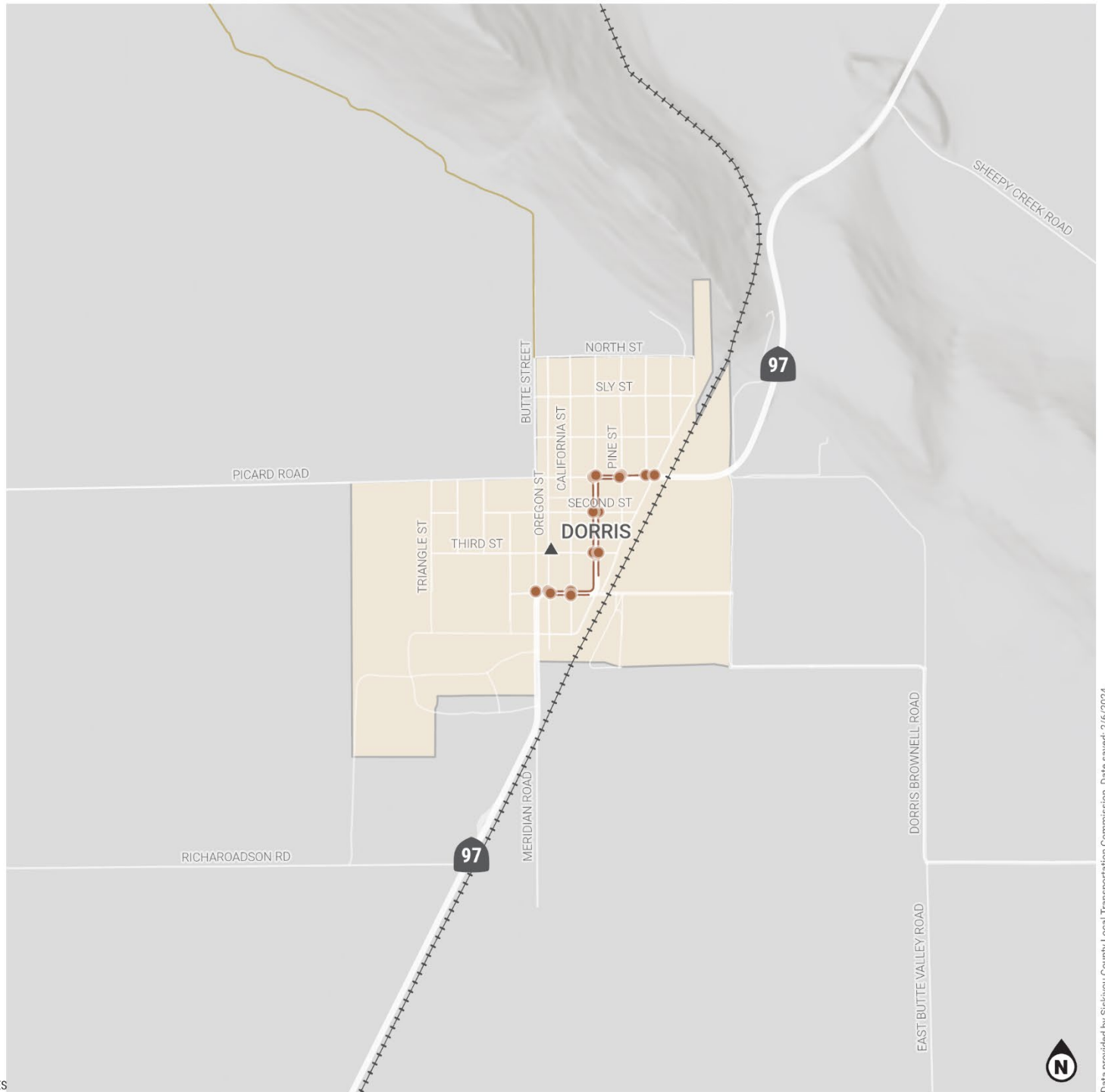
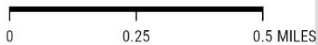
EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
DORRIS

-  Trail
-  City
-  Railroad
-  City Boundary
-  County Boundary
-  Crosswalk
-  Sidewalk
















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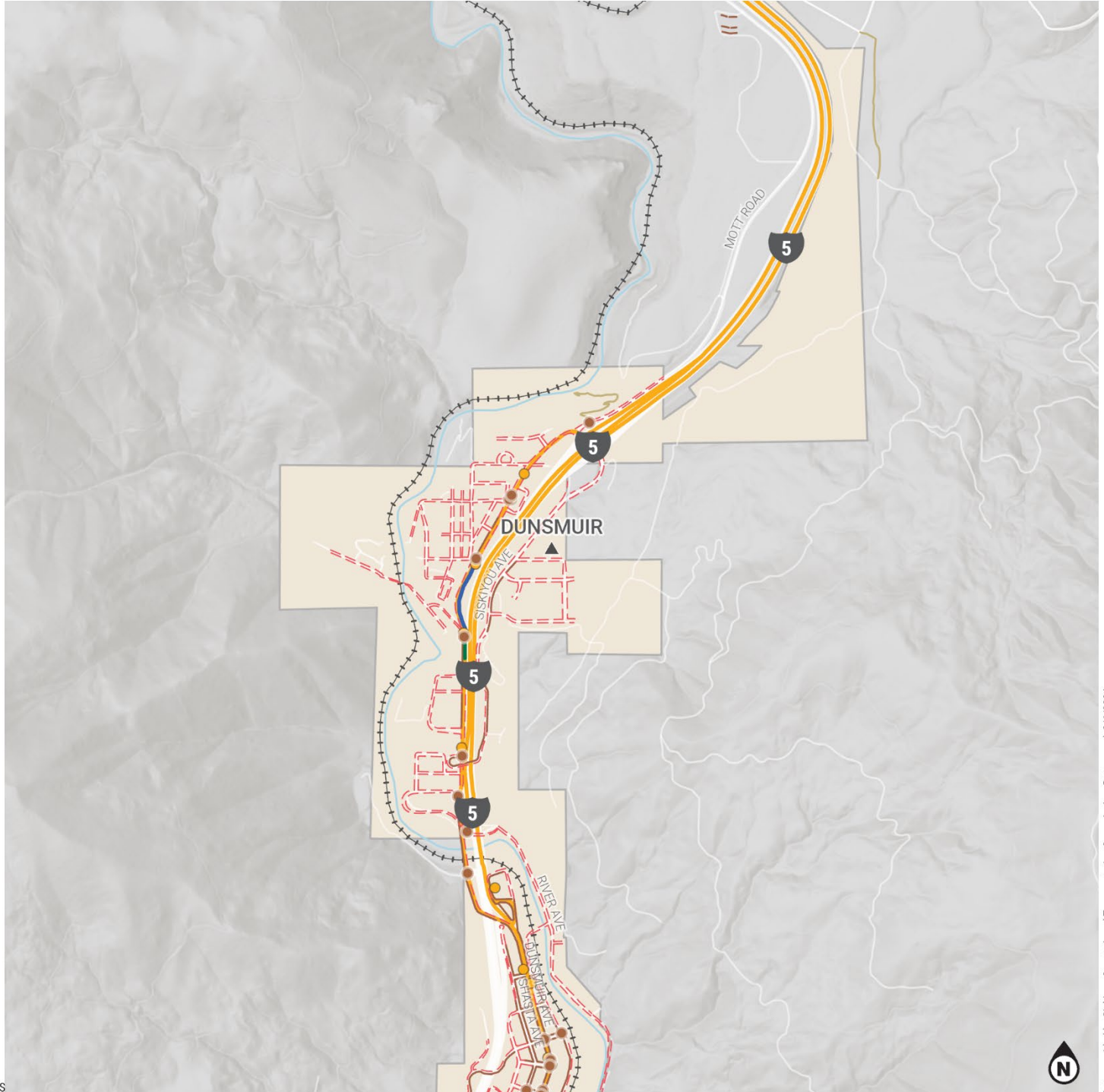
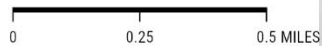
EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
DUNSMUIR

-  Bus Stop
-  Sidewalk
-  Sidewalk
-  Missing Sidewalk
-  Trail
-  At Least One Crosswalk
-  Shared Use Path
-  Bike Lane
-  STAGE Bus Route
-  City
-  Railroad
-  City Boundary
-  County Boundary



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EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

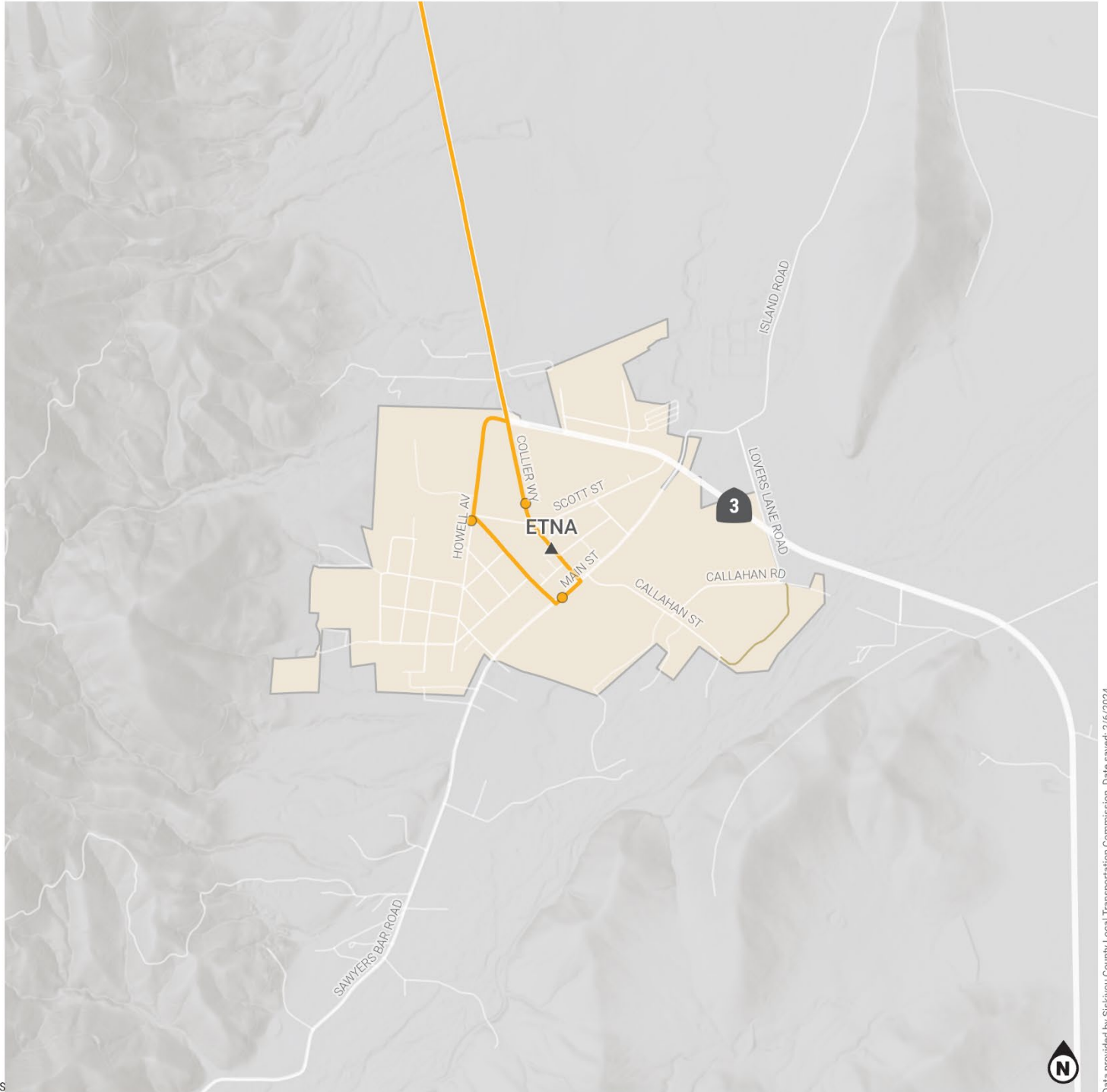
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
ETNA

- Bus Stop
- Trail
- STAGE Bus Route
- ▲ City
- ▭ City Boundary
- ▭ County Boundary



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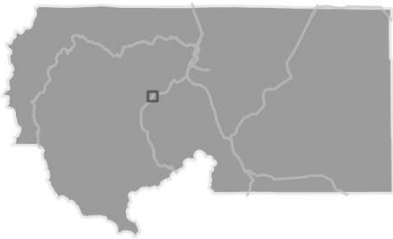
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EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

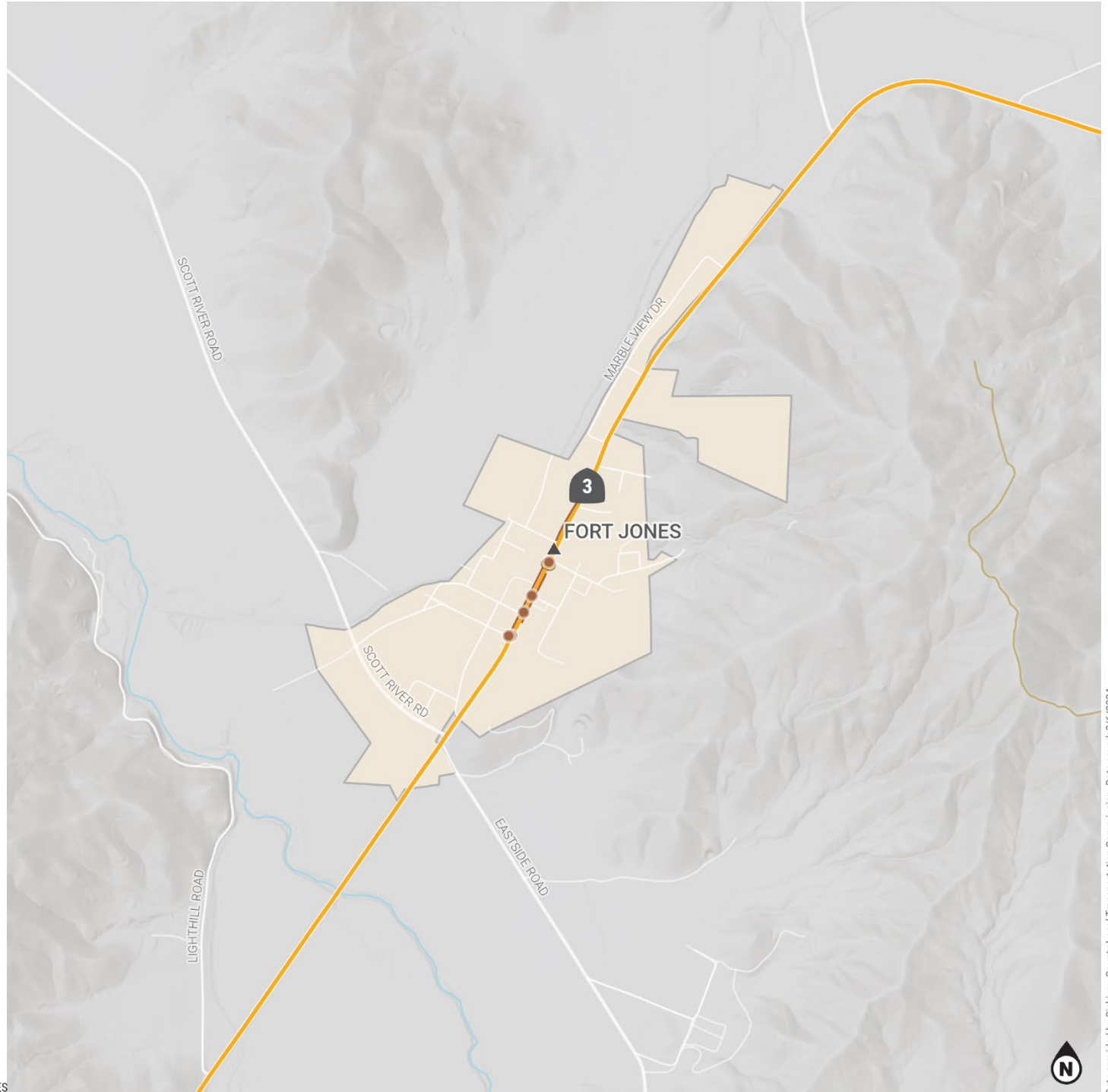
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
FORT JONES

- Bus Stop
- Trail
- STAGE Bus Route
- ▲ City
- ▭ City Boundary
- ▭ County Boundary
- Crosswalk
- Sidewalk



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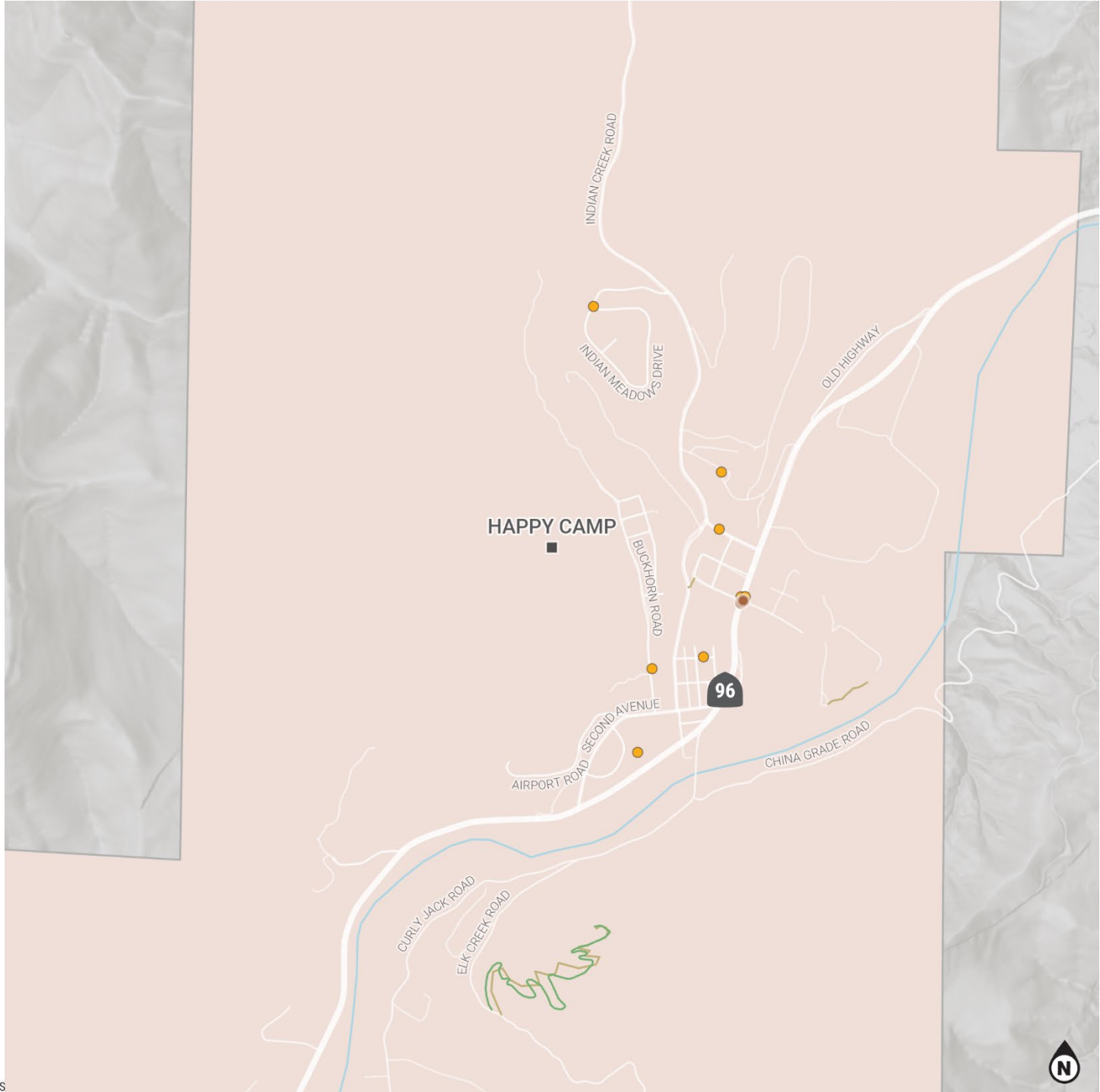
0 0.25 0.5 MILES



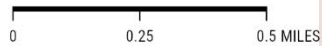
EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
HAPPY CAMP

- Bus Stop
- National Forest System Trail
- Trail
- Community Services District
- Community Services District Boundary
- County Boundary
- Crosswalk



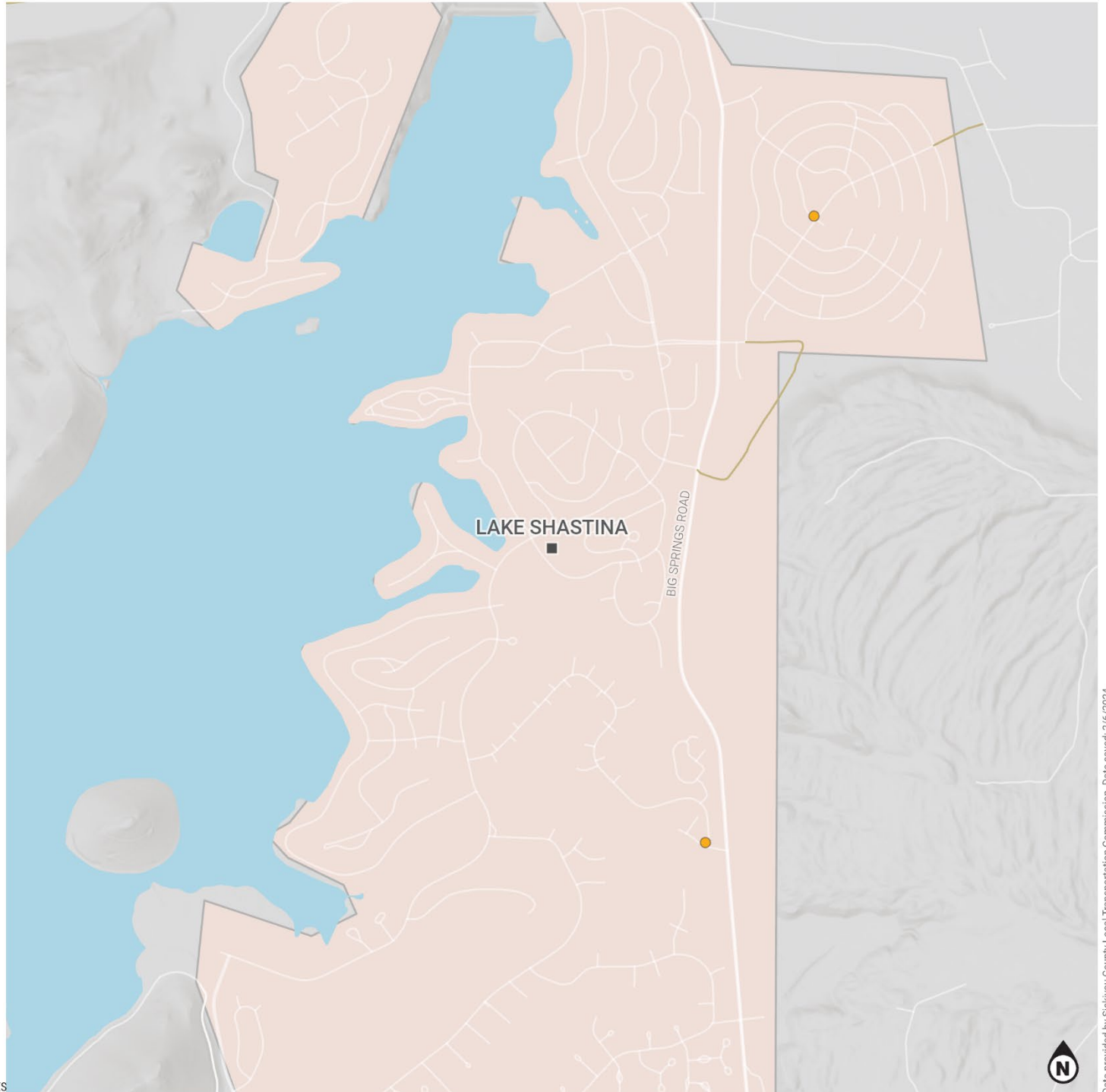
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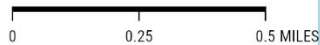
EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
LAKE SHASTINA

- Bus Stop
- Trail
- Community Services District
- Community Services District Boundary
- County Boundary



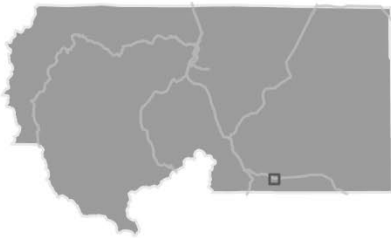
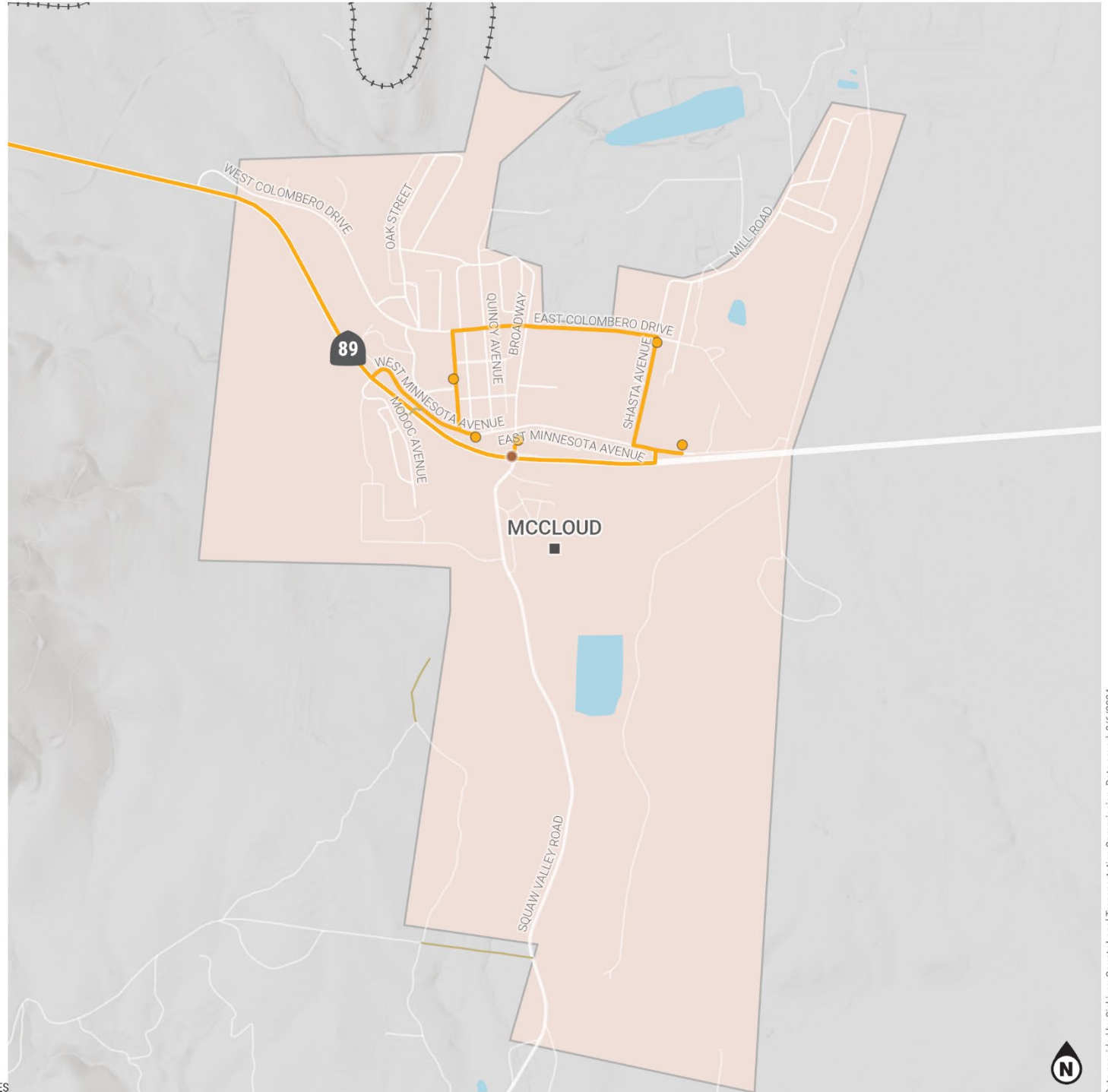
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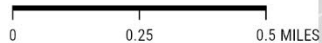
EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MCCLOUD

- Bus Stop
- Trail
- STAGE Bus Route
- Community Services District
- + + Railroad
- Community Services District Boundary
- County Boundary
- Crosswalk



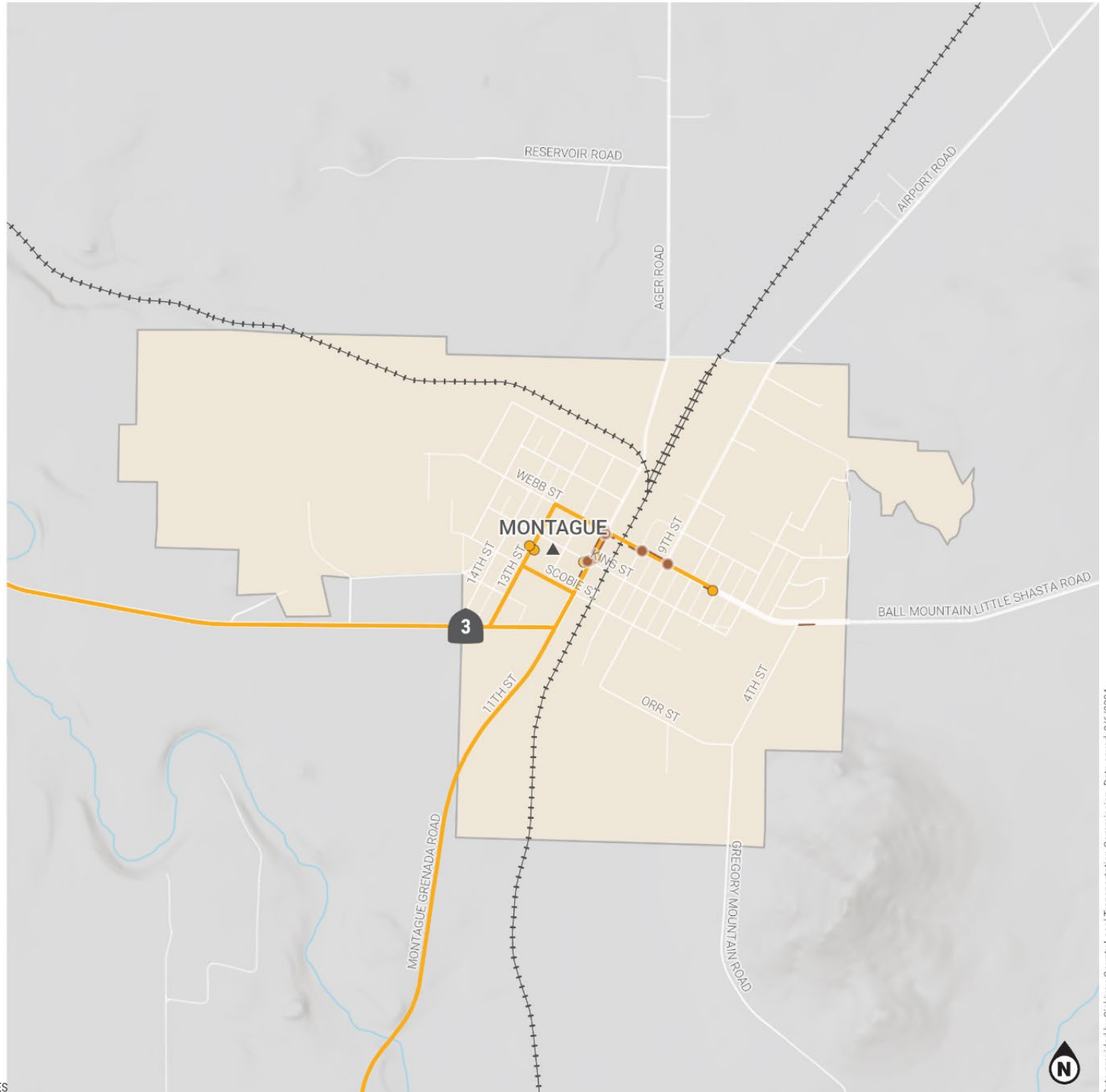
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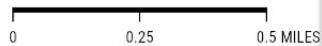
EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MONTAGUE

- Bus Stop
- STAGE Bus Route
- ▲ City
- + + + Railroad
- City Boundary
- County Boundary
- Crosswalk
- Sidewalk



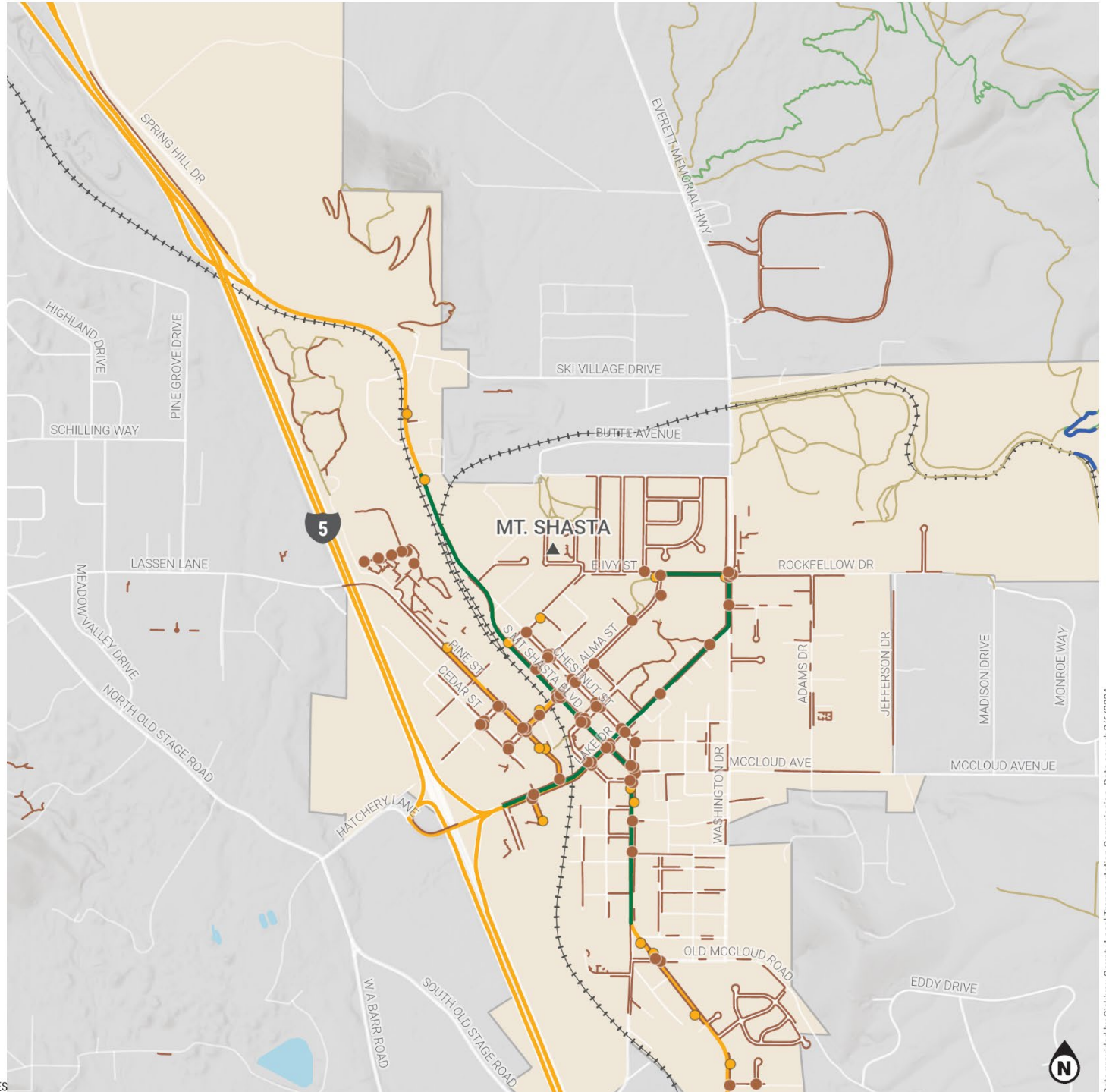
alta



EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MT. SHASTA

- Bus Stop
- Crosswalk
- Bike Lane
- Sidewalk
- Shared Use Path
- National Forest System Trail
- Trail
- STAGE Bus Route
- ▲ City
- ++ Railroad
- City Boundary
- County Boundary



alta

0 0.25 0.5 MILES



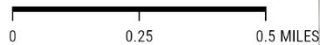
EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
SEIAD VALLEY

- Bus Stop
- National Forest System Trail
- Trail
- ▣ County Boundary
- Crosswalk



alta



EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

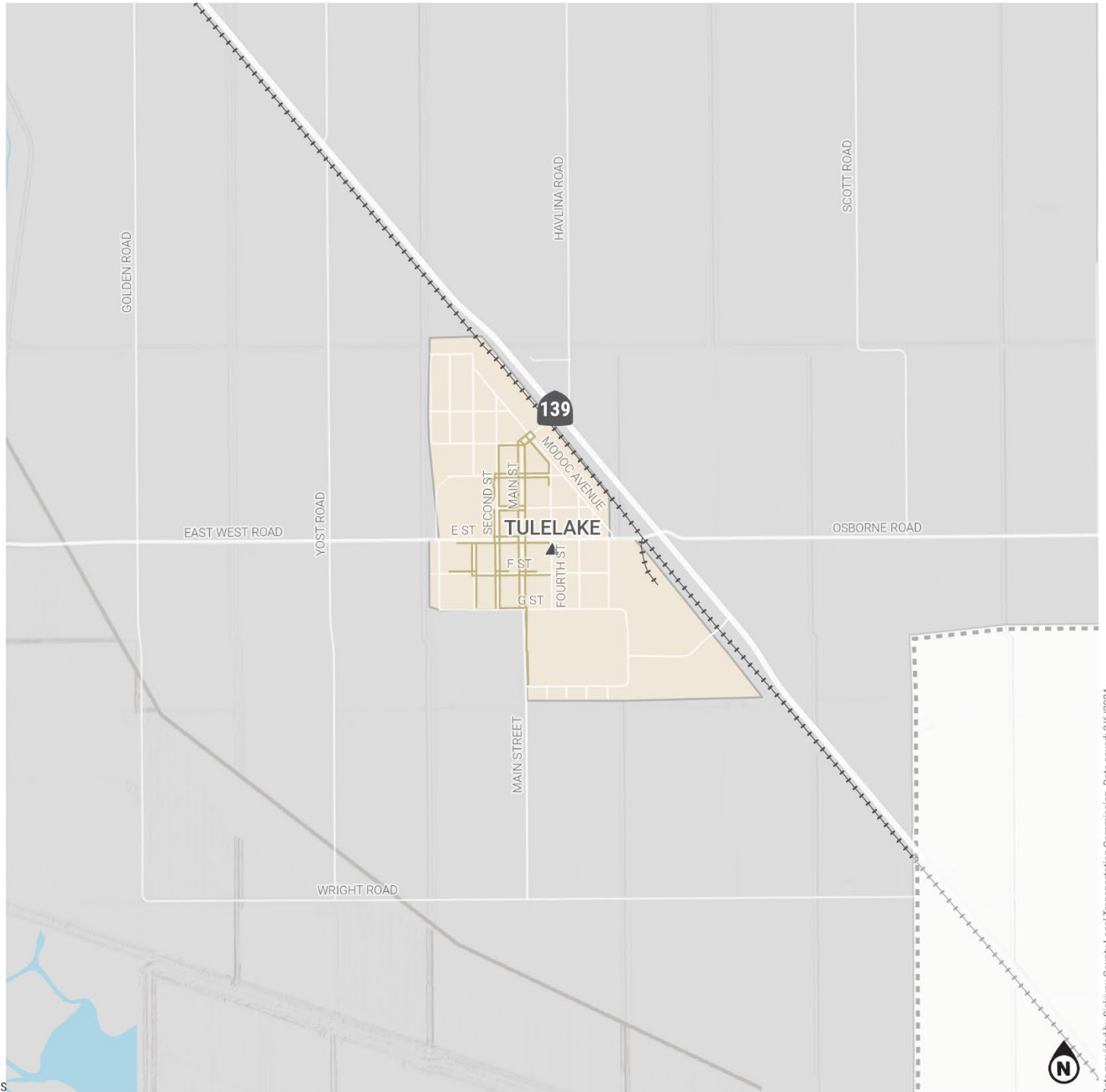
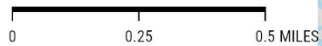
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
TULELAKE

- Trail
- ▲ City
- ++ Railroad
- City Boundary
- ▤ County Boundary

Note: The trails shown in Tulelake are actually sidewalks. The discrepancy likely stems from an issue with the data source.



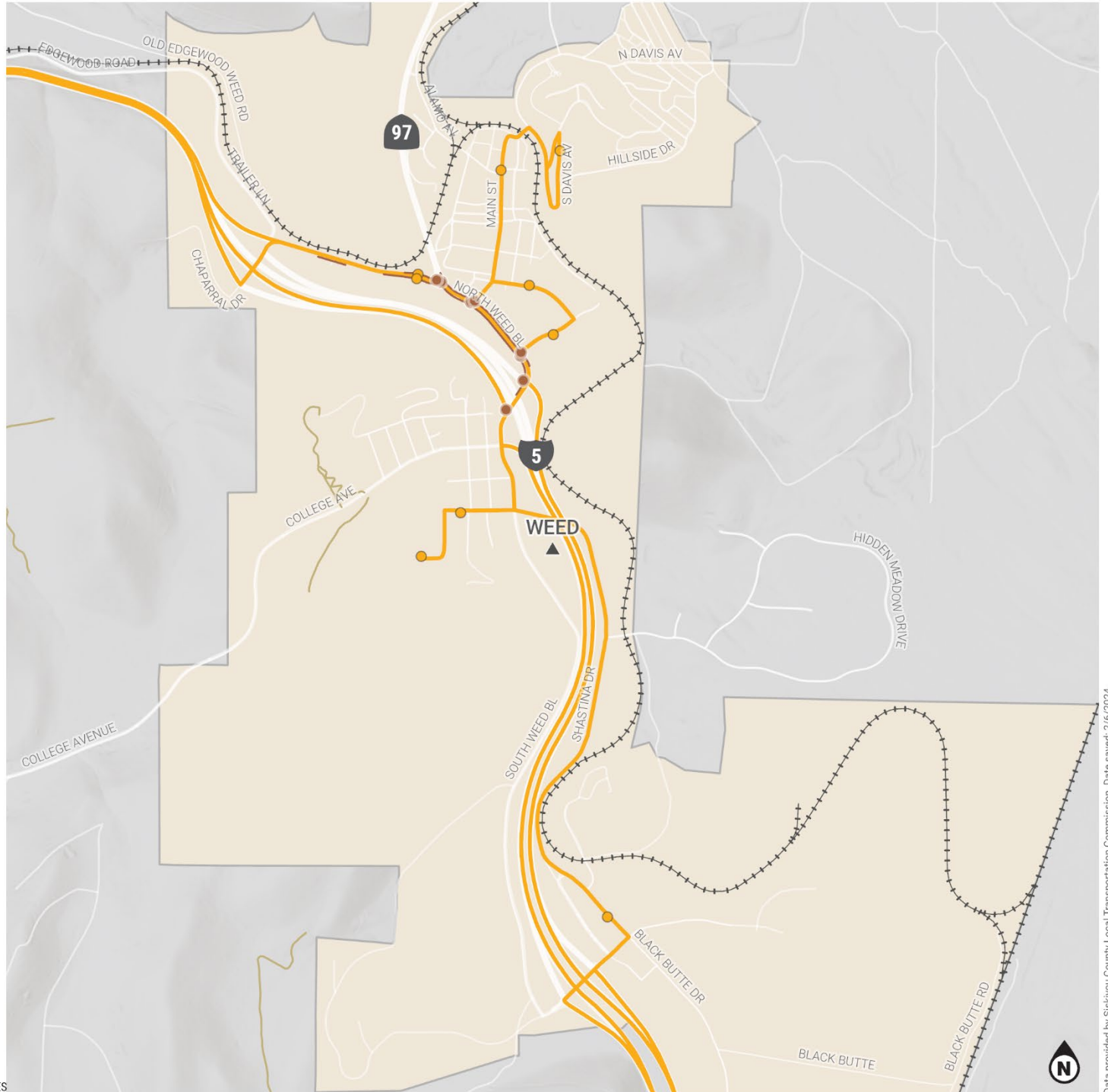
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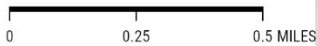
EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
WEED

- Bus Stop
- Trail
- STAGE Bus Route
- ▲ City
- Railroad
- City Boundary
- County Boundary
- Crosswalk
- Sidewalk



alta



EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

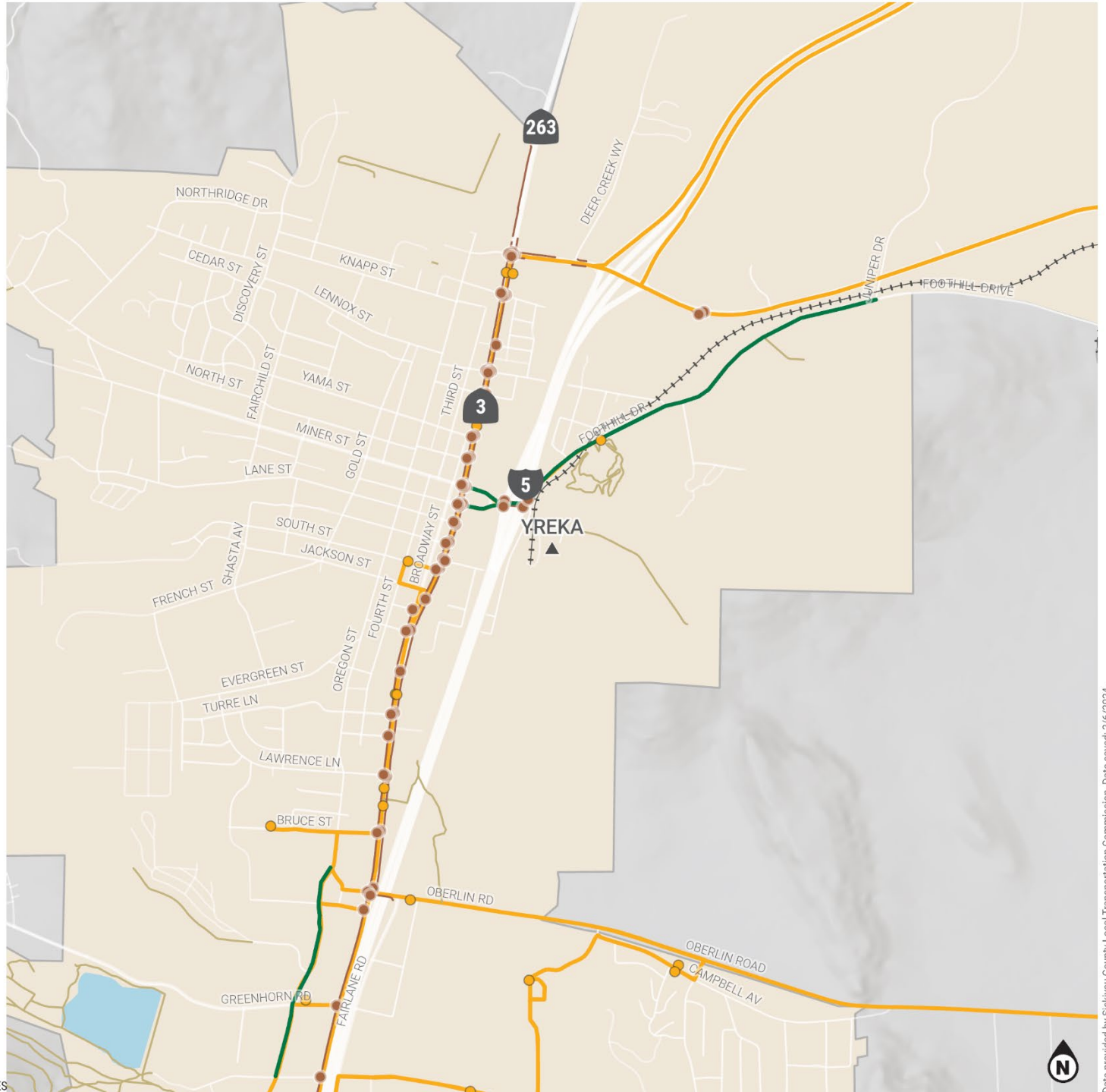
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
YREKA

- Bus Stop
- Bike Lane
- Trail
- STAGE Bus Route
- ▲ City
- ++ Railroad
- City Boundary
- County Boundary
- Crosswalk
- Sidewalk



alta

0 0.25 0.5 MILES







Appendix C: Land use and Destinations Map Series

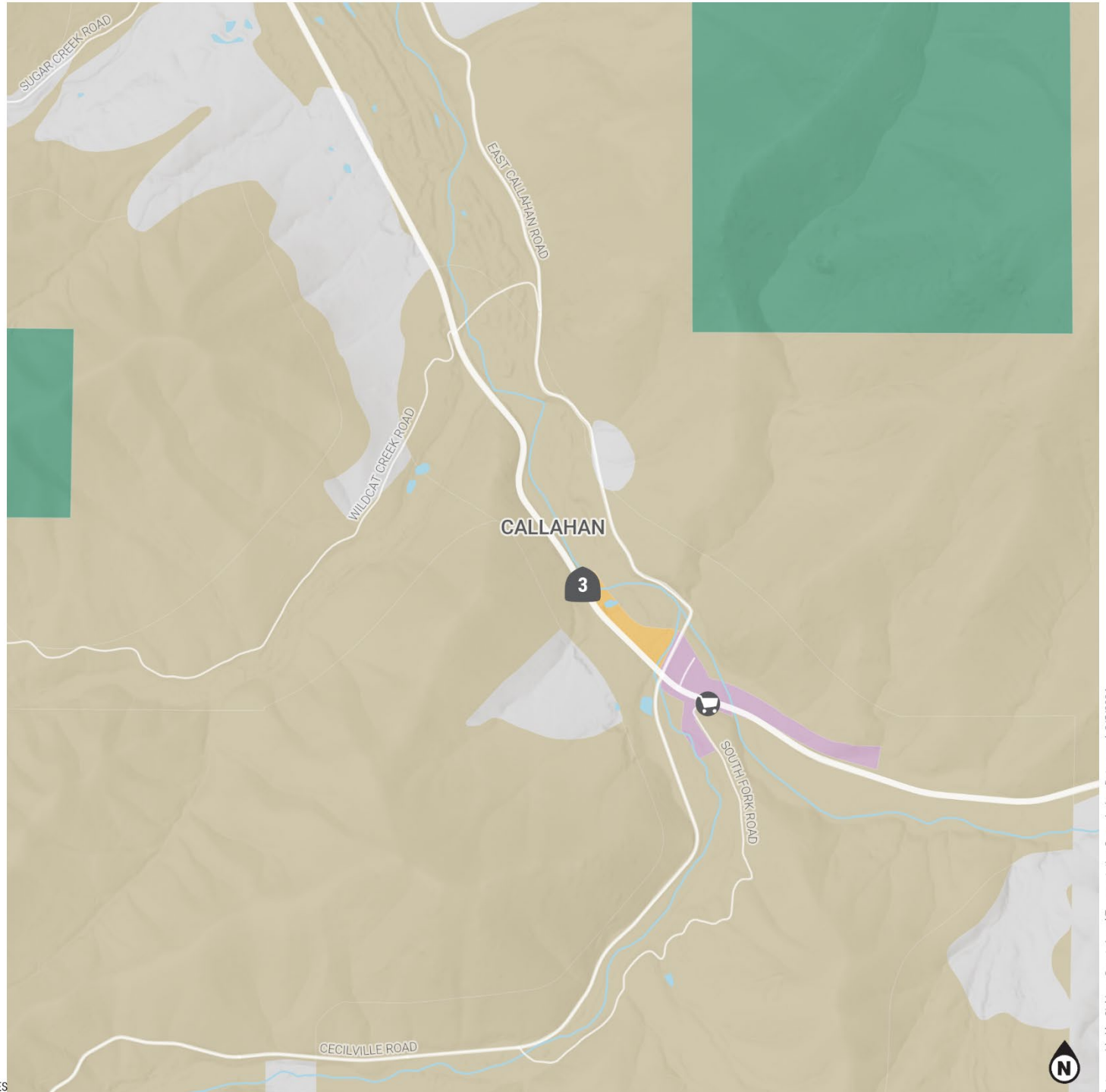
LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
CALLAHAN

-  Groceries
-  Restaurant

ZONING

-  Commercial
-  Manufacturing
-  Timber Preserve
-  Residential
-  County Boundary



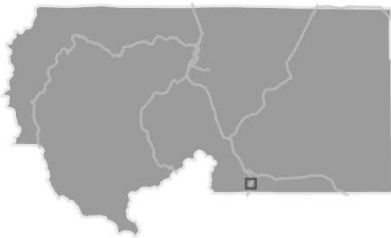
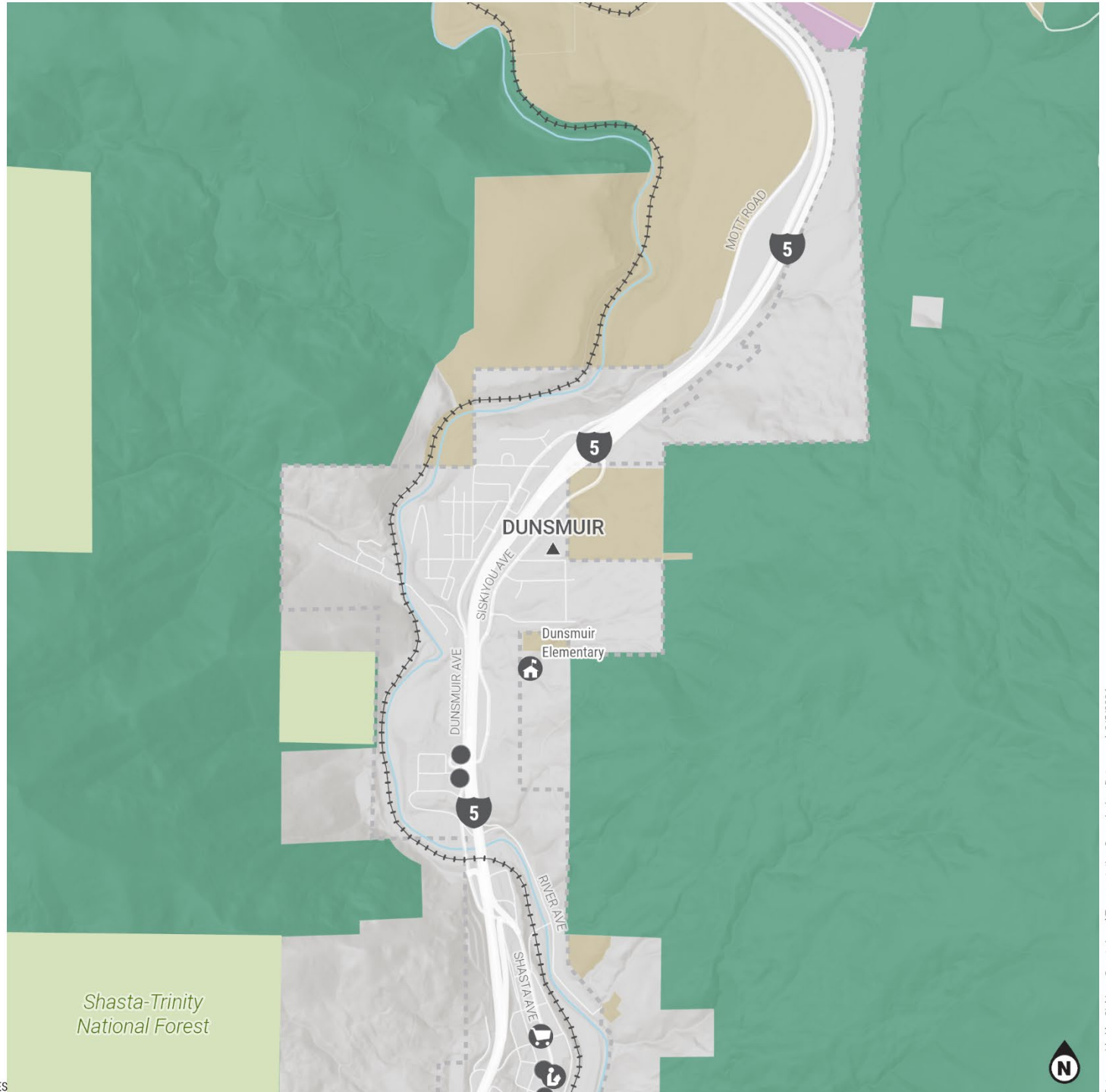
alta

0 0.25 0.5 MILES

LAND USE AND DESTINATIONS

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN DUNSMUIR

-  City
-  School
-  Groceries
-  Library
-  Restaurant
-  Railroad
-  Park
- ZONING**
-  Commercial
-  Timber Preserve
-  Residential
-  City Boundary
-  County Boundary



alta

0 0.25 0.5 MILES



LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
DORRIS

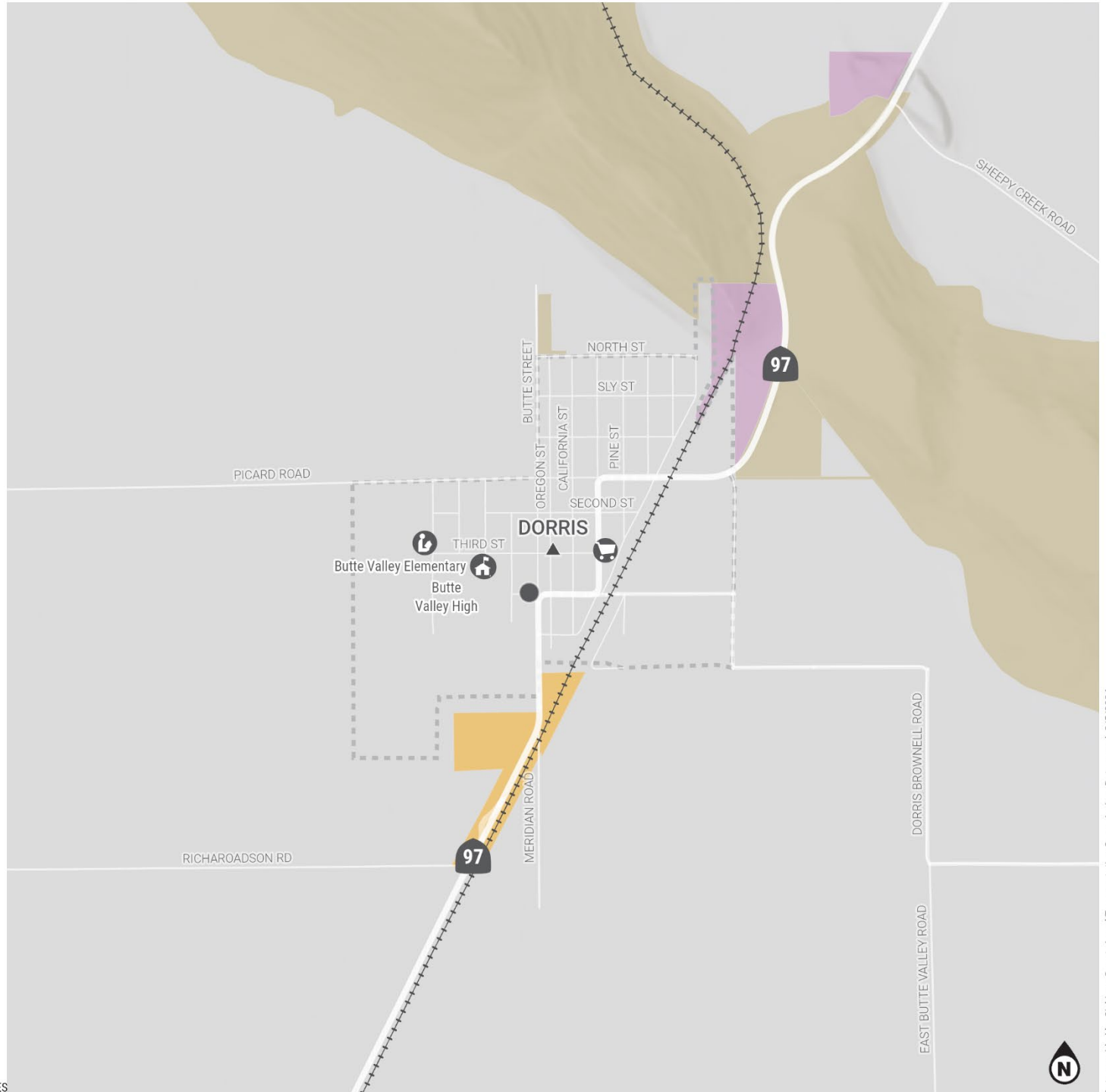
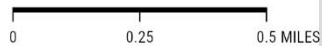
- ▲ City
- 🏫 School
- 🛒 Groceries
- 📖 Library
- Restaurant
- ++++ Railroad

ZONING

- 🟪 Commercial
- 🟨 Manufacturing
- 🟩 Residential
- ⋯ City Boundary
- ⋯ County Boundary



alta



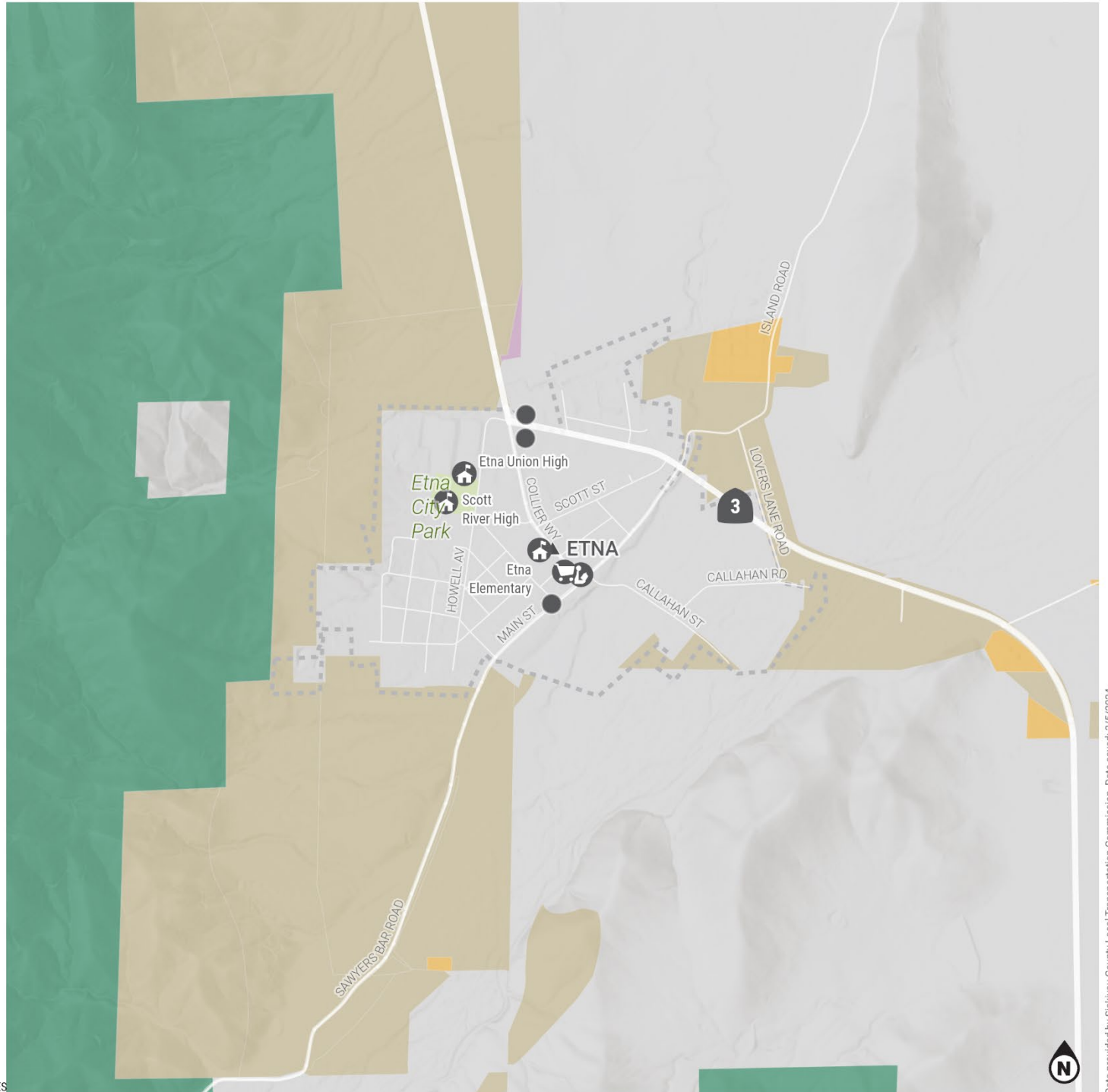
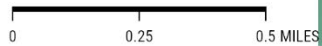
LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
ETNA

- ▲ City
 - 🏠 School
 - 🛒 Groceries
 - 📖 Library
 - Restaurant
 - 🌳 Park
- ZONING
- 🏢 Commercial
 - 🏭 Manufacturing
 - 🌲 Timber Preserve
 - 🏡 Residential
 - ⬢ City Boundary
 - ⬢ County Boundary
















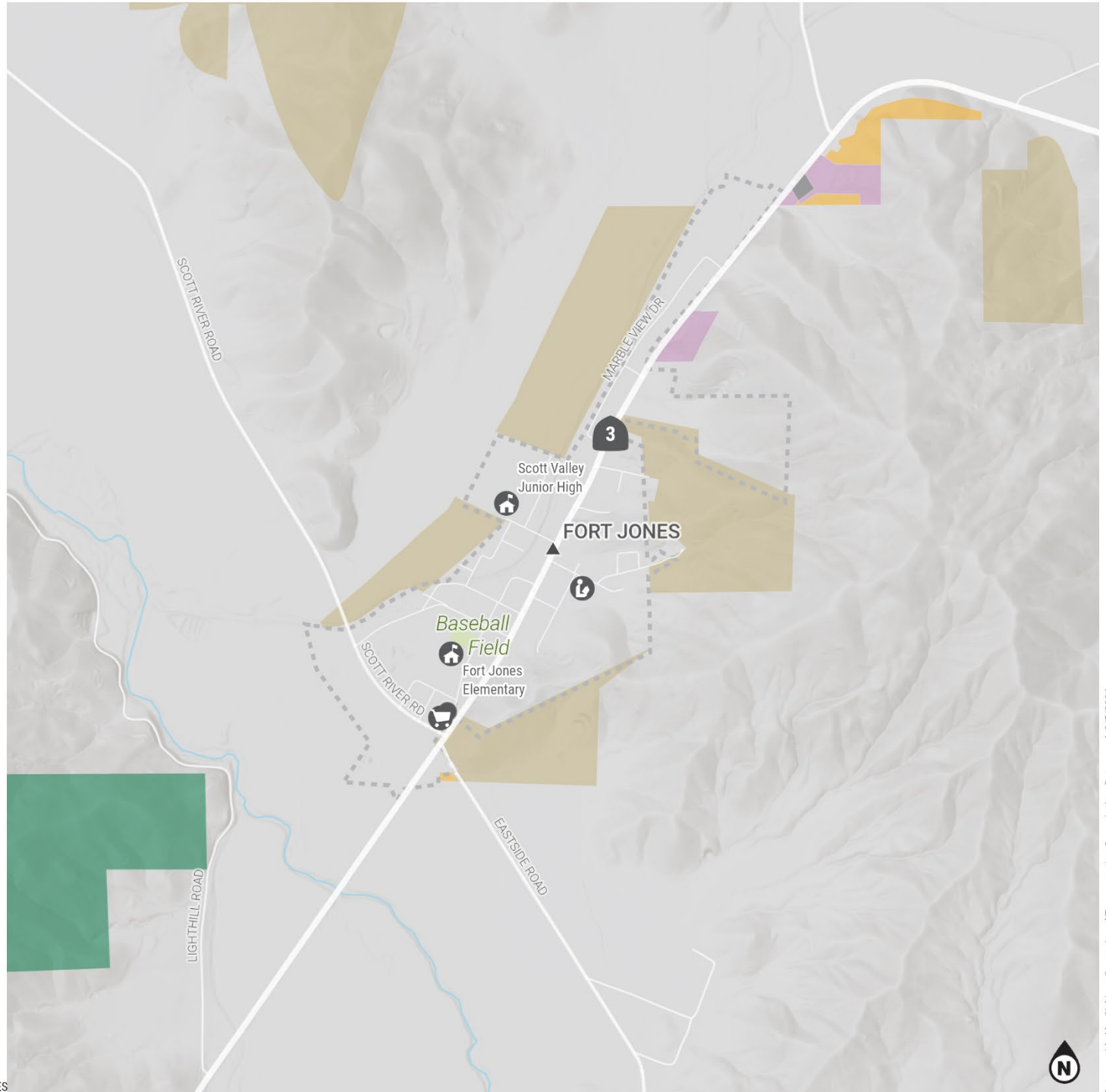
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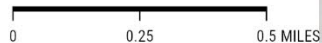
LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
FORT JONES

-  City
-  School
-  Groceries
-  Library
-  Restaurant
-  Park
- ZONING**
-  Commercial
-  Manufacturing
-  Planned Development
-  Timber Preserve
-  Residential
-  City Boundary
-  County Boundary









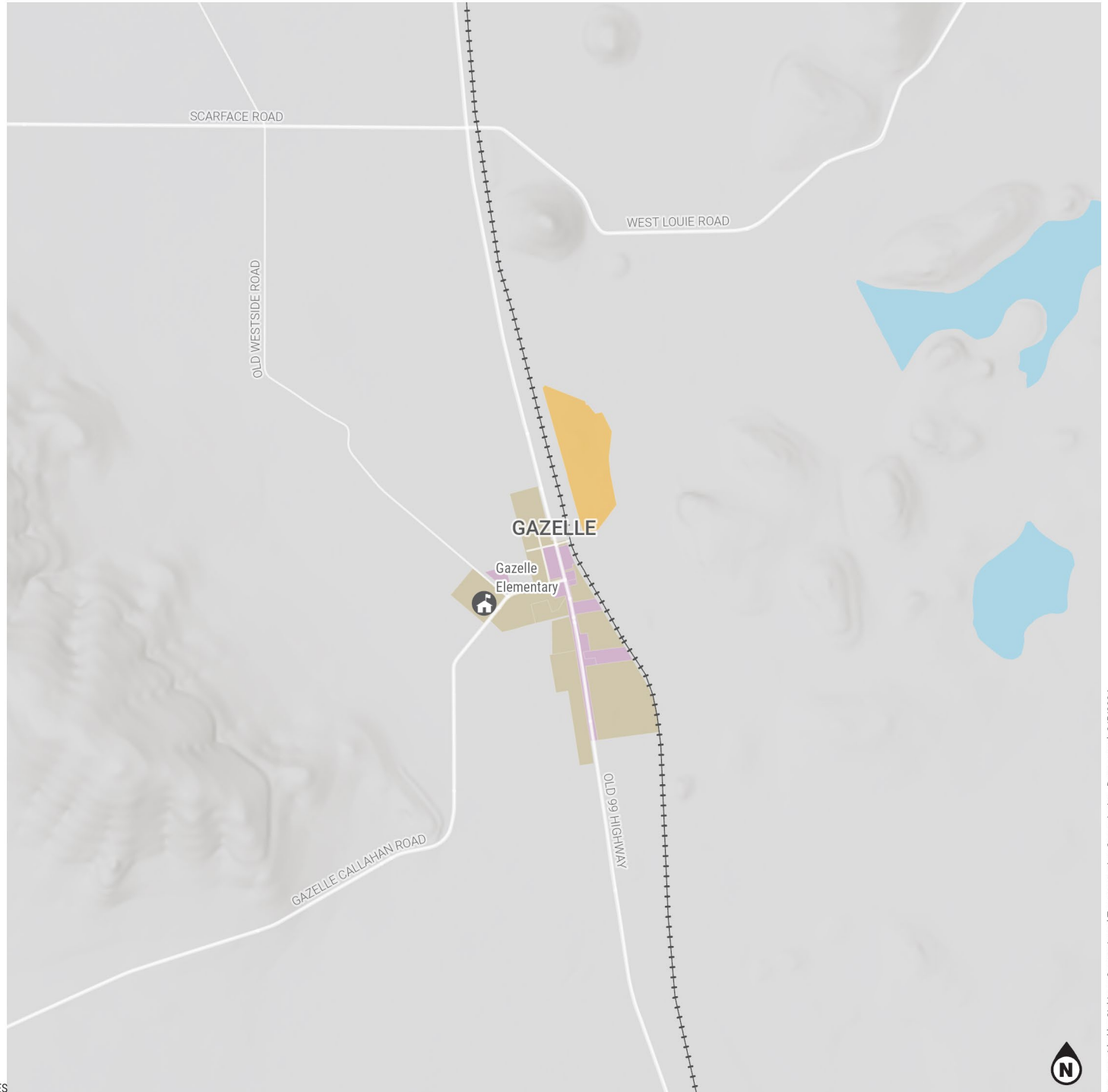
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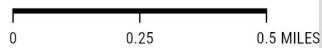
LAND USE AND DESTINATIONS

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN GAZELLE

-  School
 -  Railroad
- ZONING
-  Commercial
 -  Manufacturing
 -  Residential
 -  County Boundary










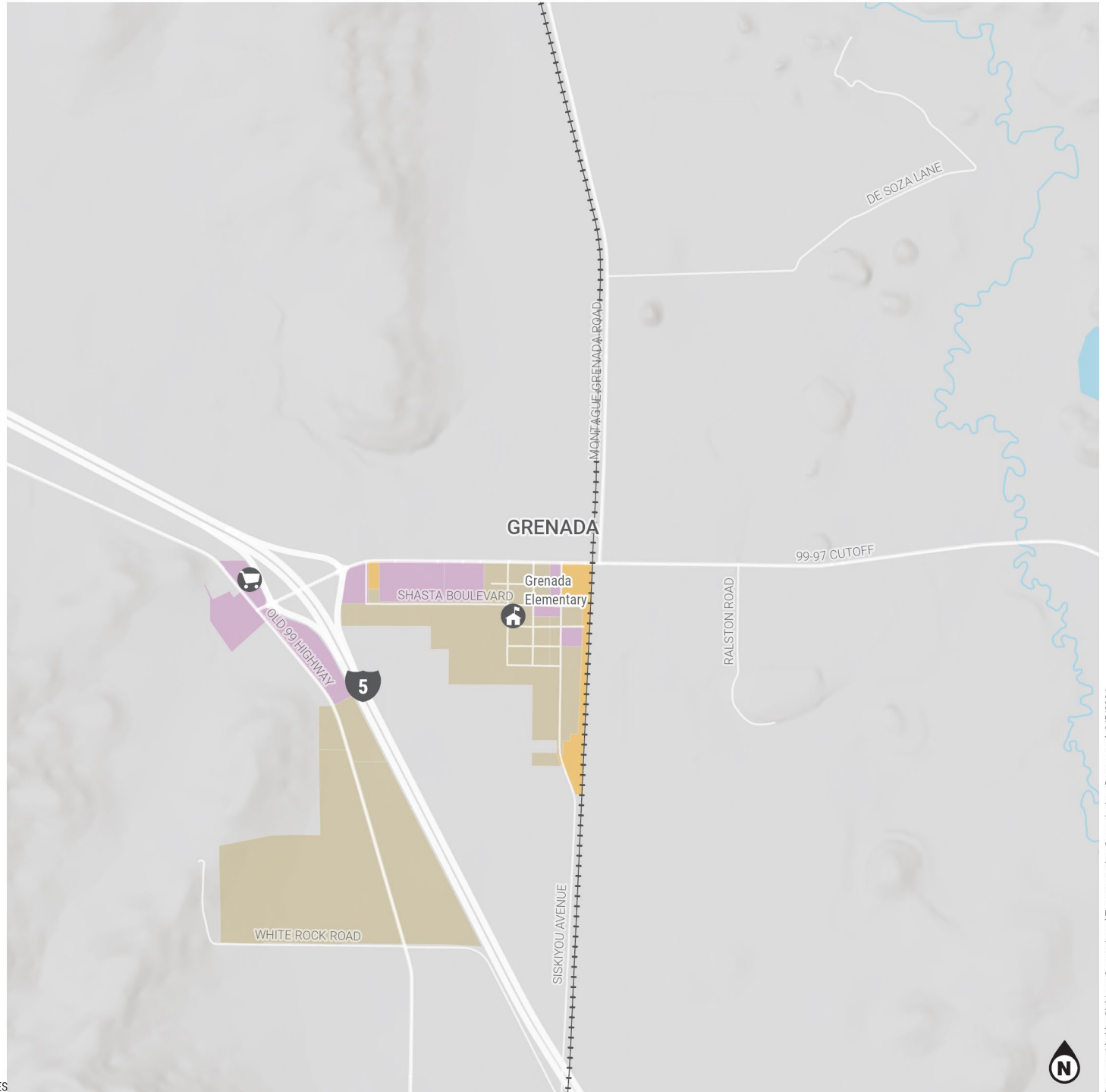
alta



LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
GRENADA

-  School
 -  Groceries
 -  Railroad
- ZONING
-  Commercial
 -  Manufacturing
 -  Residential
 -  County Boundary



alta

0 0.25 0.5 MILES



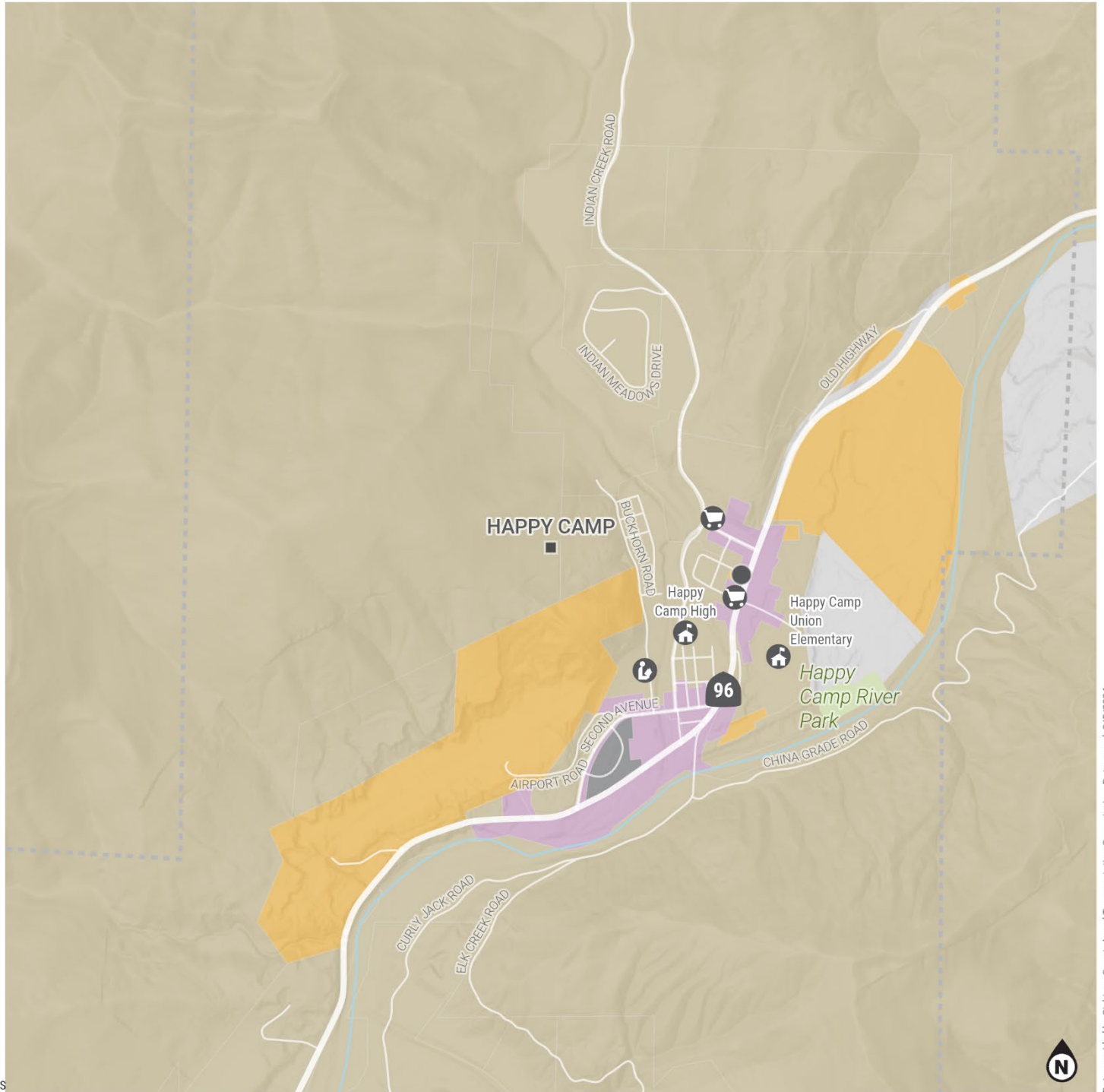
LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
HAPPY CAMP

- Community Services District
 - 🏫 School
 - 🛒 Groceries
 - 📖 Library
 - 🍴 Restaurant
 - 🌳 Park
- ZONING
- 🟪 Commercial
 - 🟠 Manufacturing
 - 🟤 Planned Development
 - 🟡 Residential
 - ⋯ Community Services District Boundary
 - ▤ County Boundary



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Data provided by Siskiyou County Local Transportation Commission. Date saved: 2/5/2024.

LAND USE AND DESTINATIONS

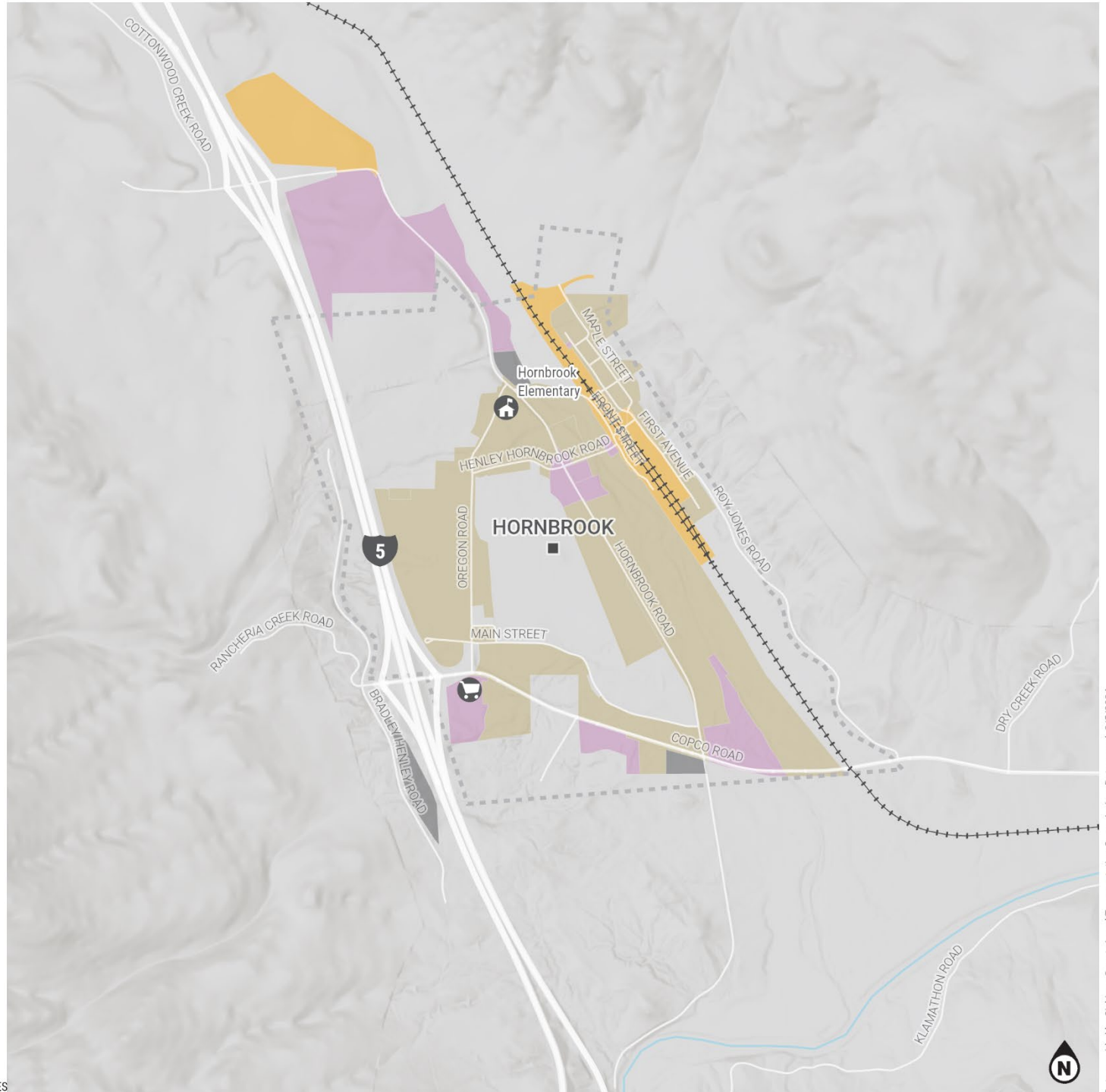
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
HORN BROOK

- Community Services District
 - 🏫 School
 - 🛒 Groceries
 - ++++ Railroad
- ZONING
- 🟪 Commercial
 - 🟡 Manufacturing
 - 🟠 Planned Development
 - 🟤 Residential
 - ⋯ Community Services District Boundary
 - ⋯ County Boundary



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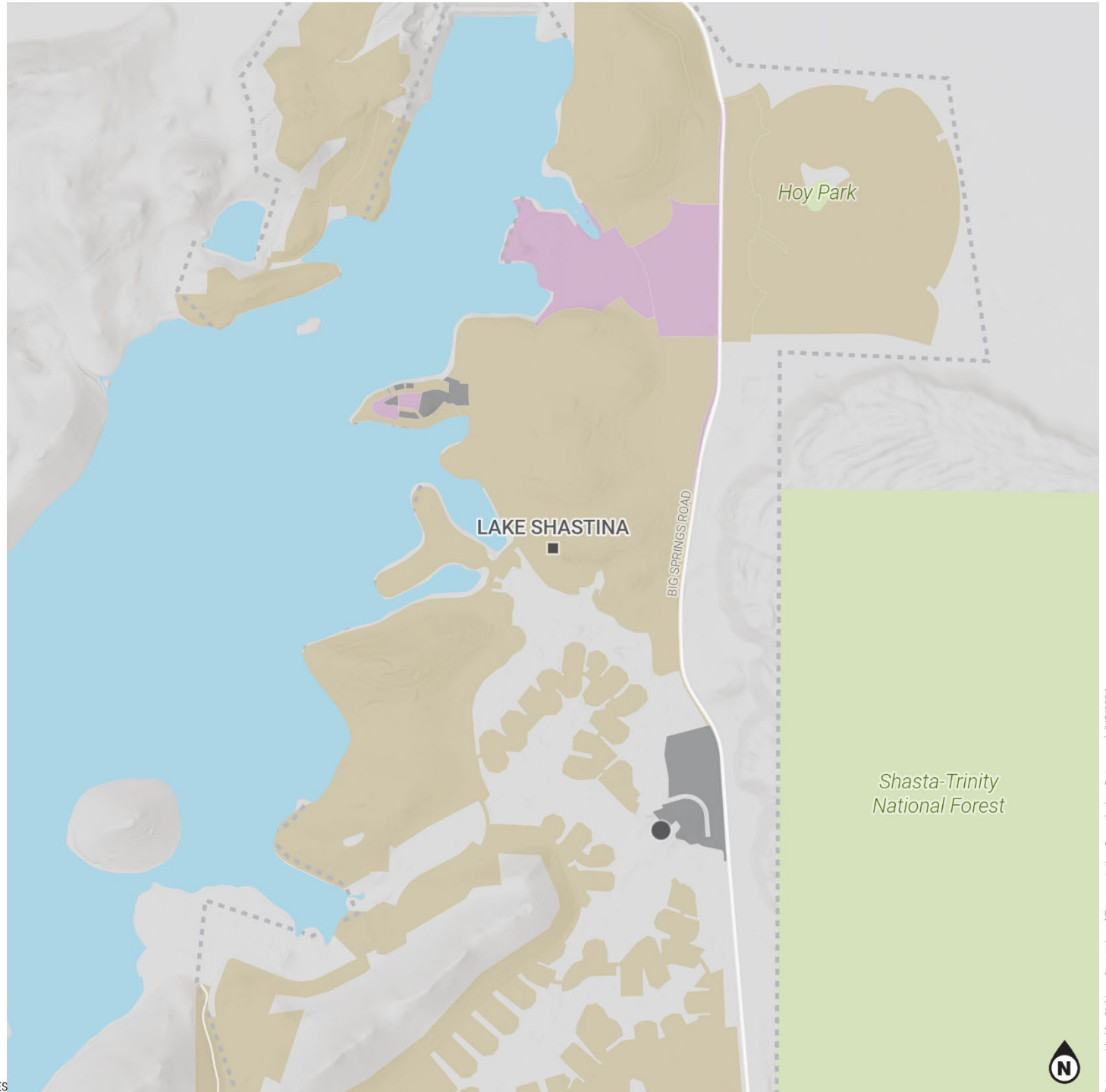
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LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
LAKE SHASTINA

- Community Services District
 - Restaurant
 - Park
- ZONING
- Commercial
 - Planned Development
 - Residential
- Community Services District Boundary
- County Boundary




alta

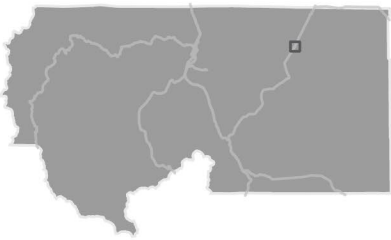
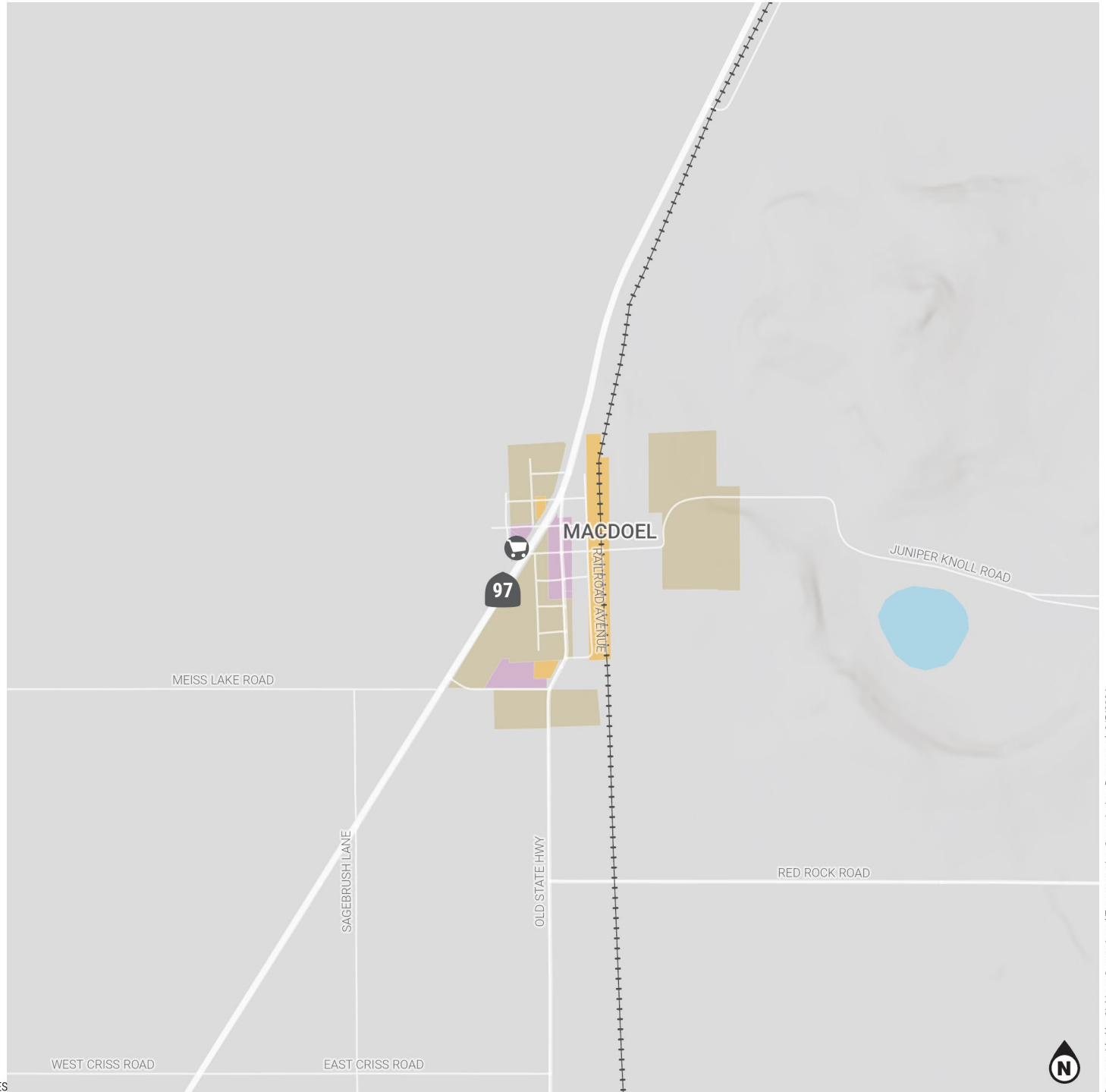
0 0.25 0.5 MILES



LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MACDOEL

-  Groceries
-  Railroad
- ZONING**
-  Commercial
-  Manufacturing
-  Residential
-  County Boundary



alta

0 0.25 0.5 MILES



LAND USE AND DESTINATIONS

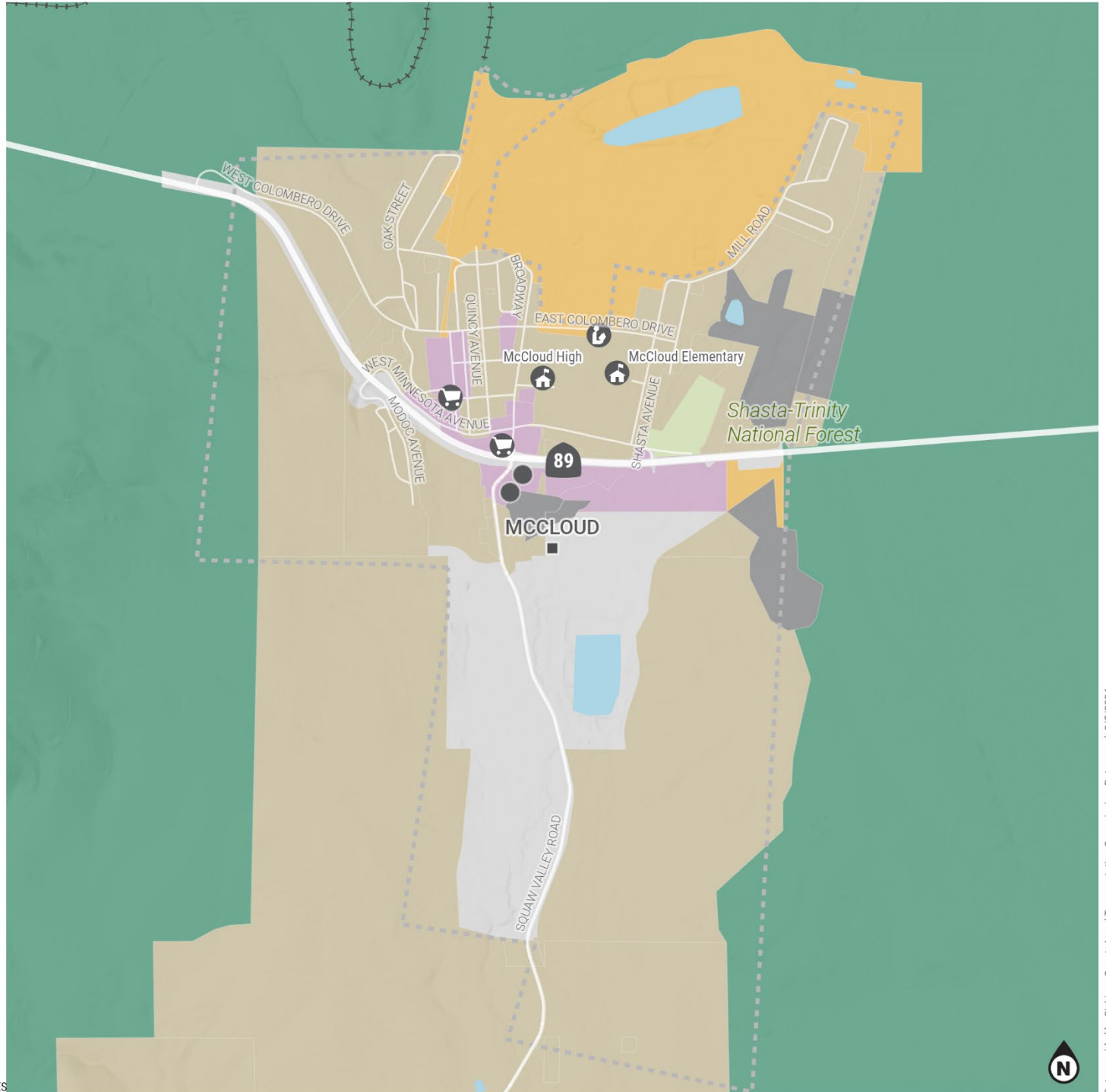
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MCCLOUD

- Community Services District
- 🏠 School
- 🛒 Groceries
- 📖 Library
- 🍷 Restaurant
- ++++ Railroad
- 🌳 Park
- ZONING**
- 🟪 Commercial
- 🟡 Manufacturing
- 🟠 Planned Development
- 🟢 Timber Preserve
- 🟤 Residential
- ⋯ Community Services District Boundary
- ⋯ County Boundary



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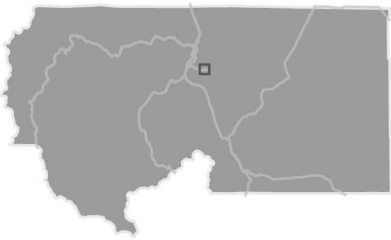
0 0.25 0.5 MILES



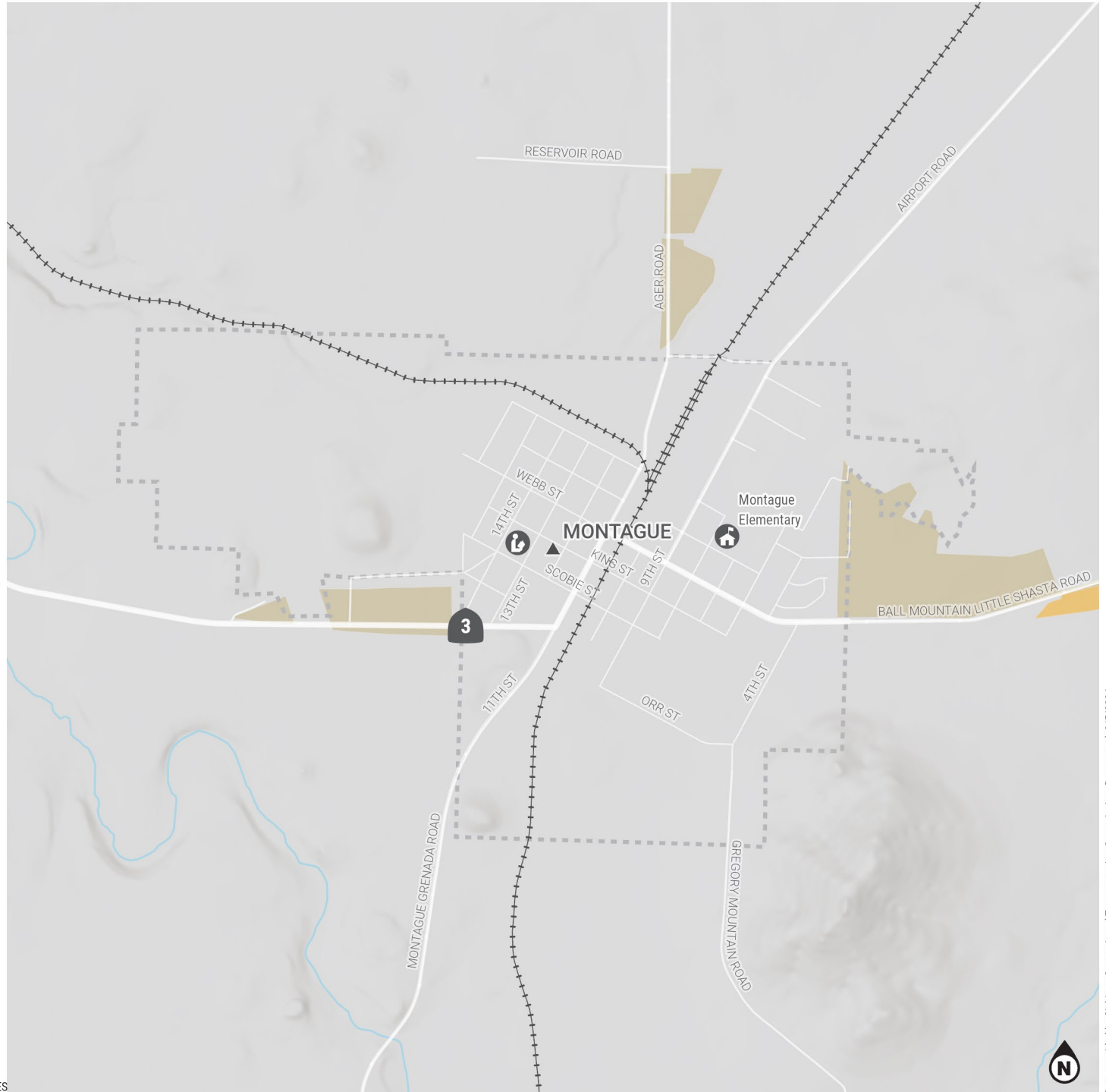
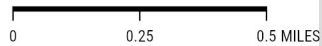
LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MONTAGUE

- ▲ City
- 🏫 School
- 📖 Library
- ++++ Railroad
- ZONING
- Manufacturing
- Residential
- City Boundary
- County Boundary



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LAND USE AND DESTINATIONS

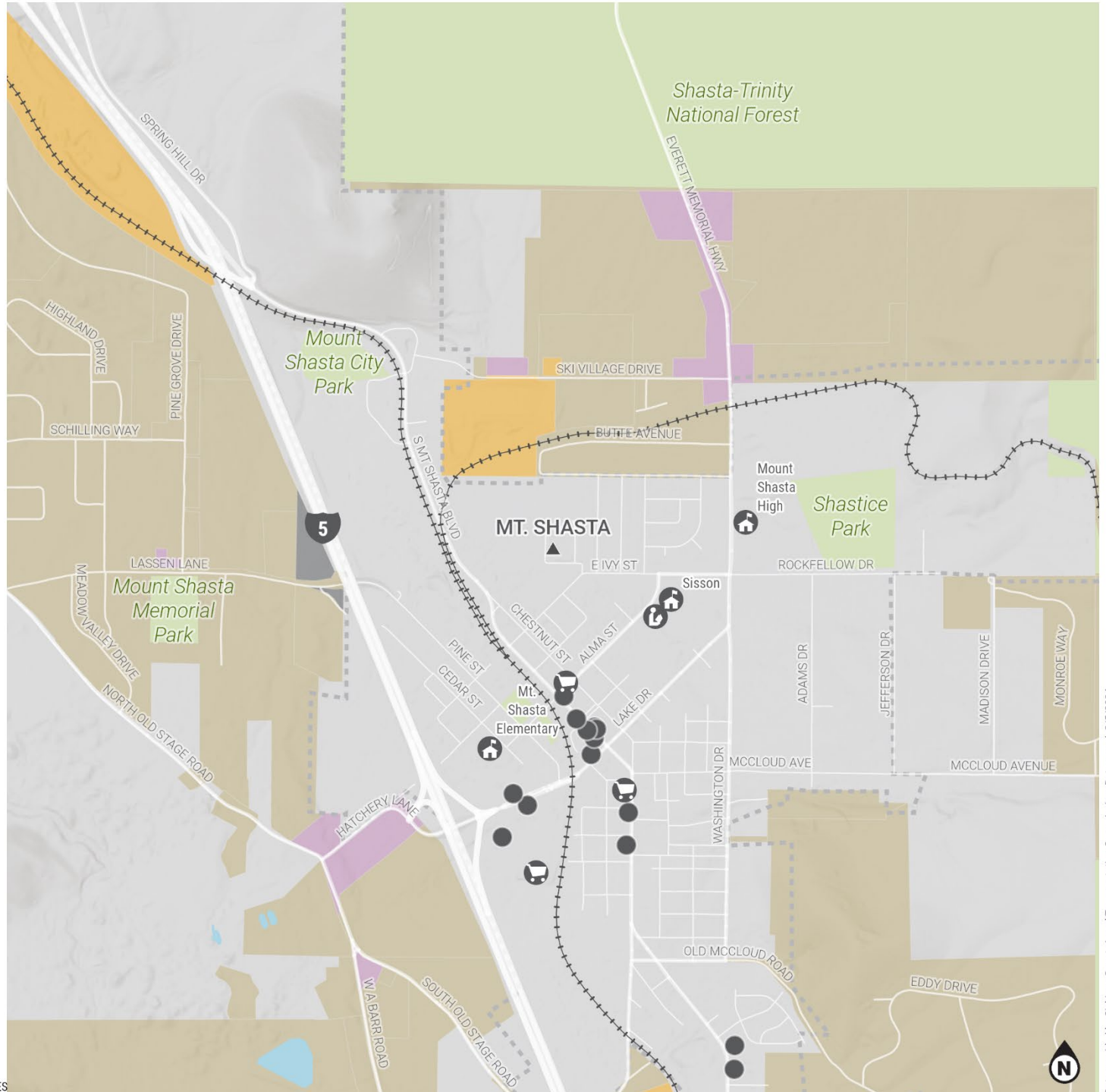
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MT. SHASTA

- ▲ City
- 🏫 School
- 🛒 Groceries
- 📖 Library
- 🍷 Restaurant
- ++++ Railroad
- 🌳 Park
- ZONING
- 🏢 Commercial
- 🏭 Manufacturing
- 🏗️ Planned Development
- 🏠 Residential
- ⋯ City Boundary
- ⋯ County Boundary





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0 0.25 0.5 MILES



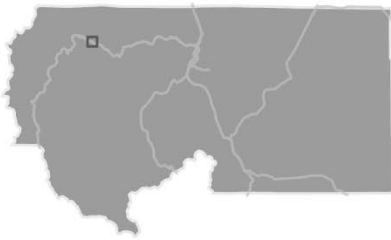
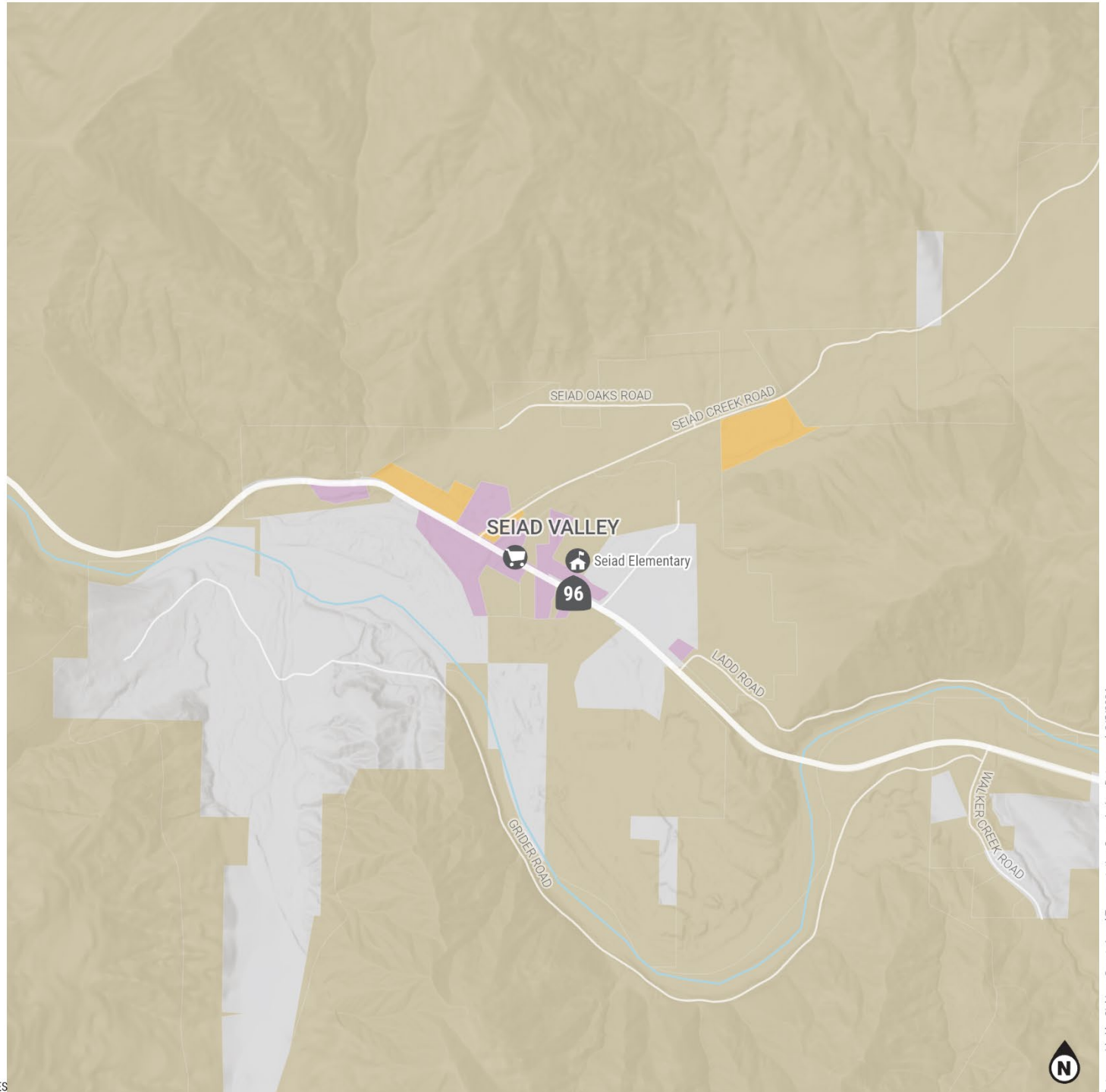
LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
SEIAD VALLEY

-  School
-  Groceries

ZONING

-  Commercial
-  Manufacturing
-  Residential
-  County Boundary










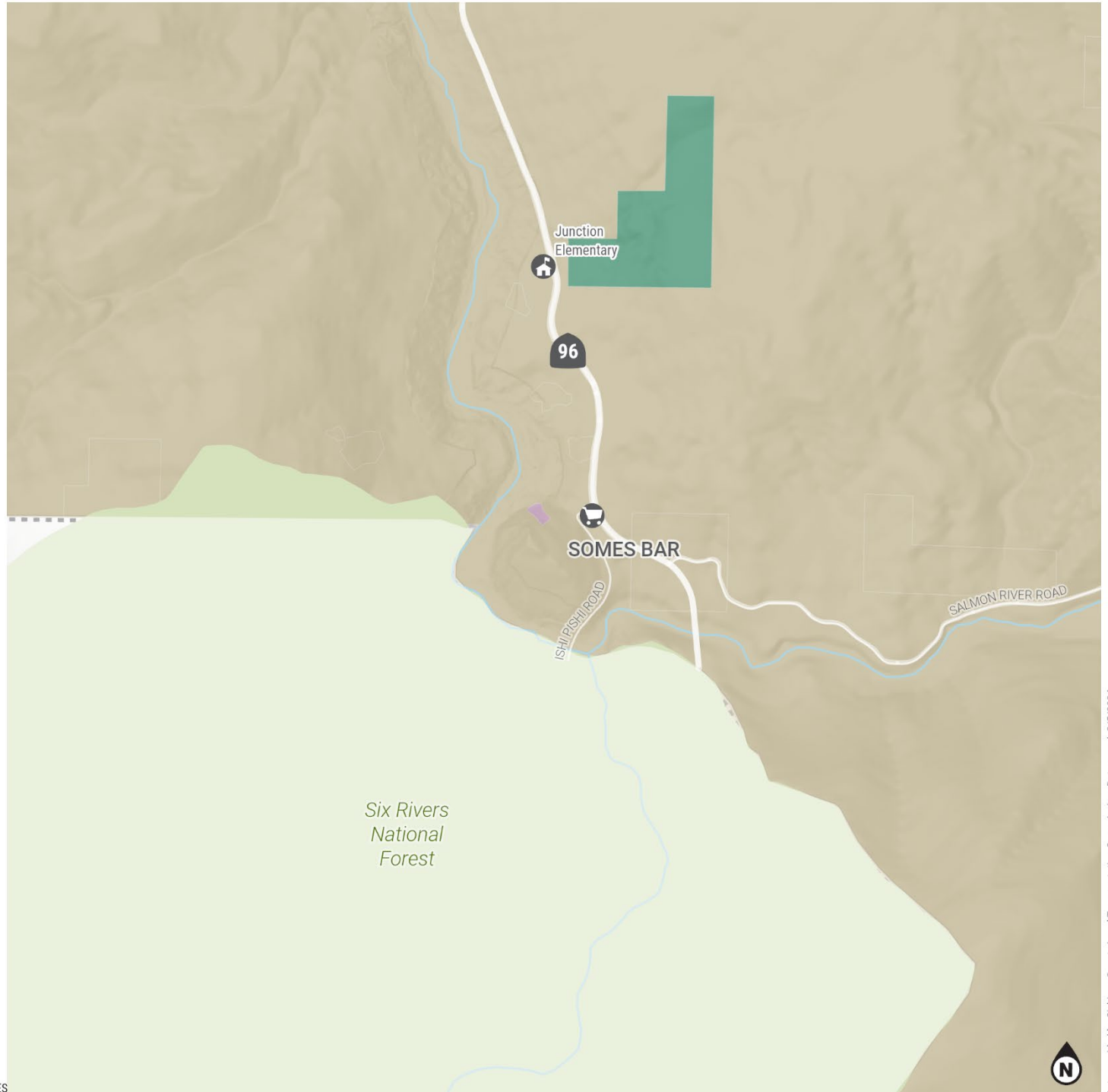
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0 0.25 0.5 MILES

LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
SOMES BAR

-  School
 -  Groceries
 -  Park
- ZONING
-  Commercial
 -  Timber Preserve
 -  Residential
 -  County Boundary



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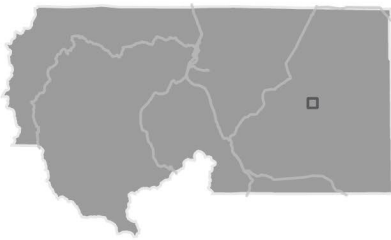
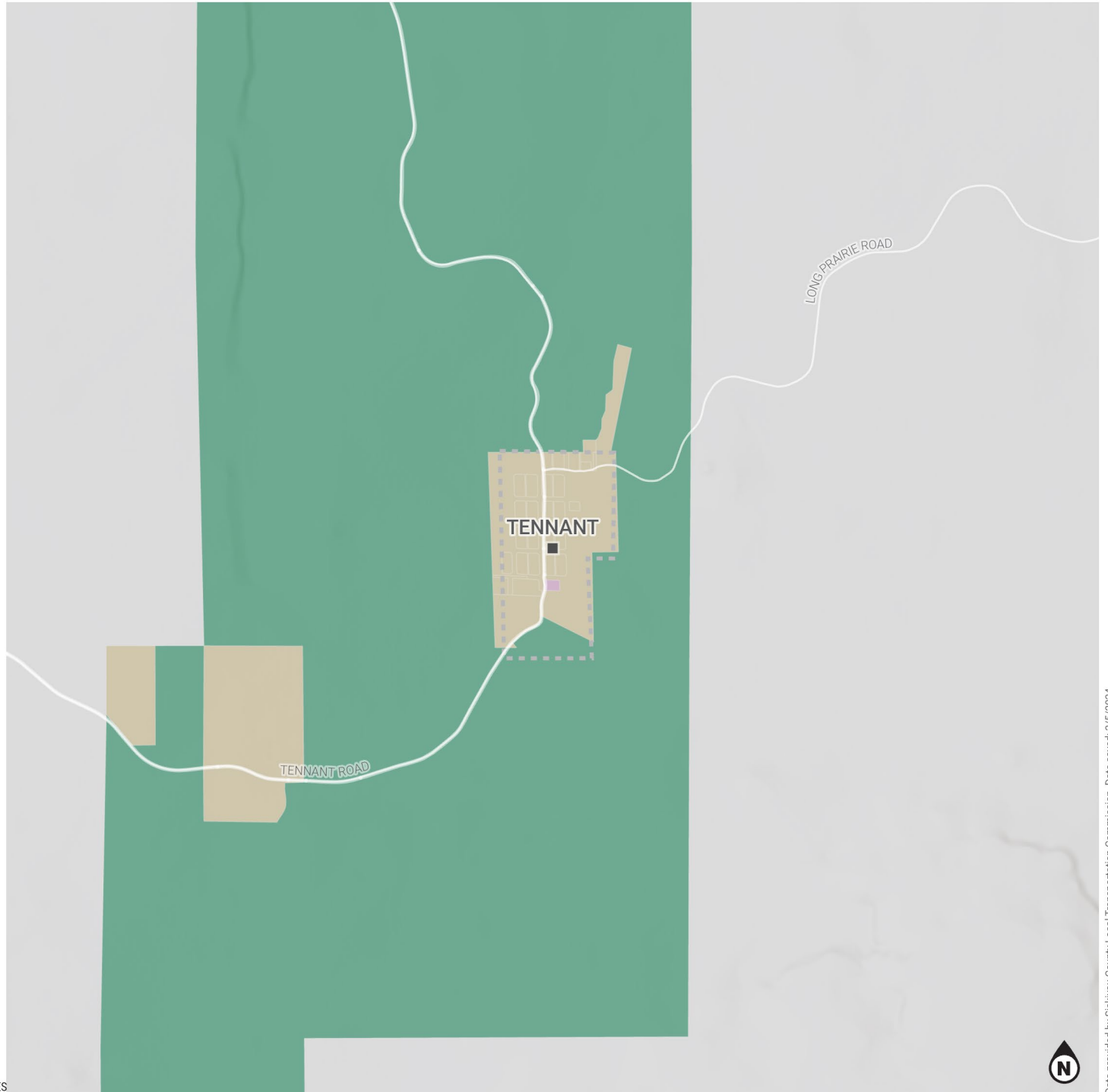
0 0.25 0.5 MILES



LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
TENNANT

- Community Services District
- ZONING
- Commercial
 - Timber Preserve
 - Residential
 - Community Services District Boundary
 - County Boundary















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0 0.25 0.5 MILES



LAND USE AND DESTINATIONS

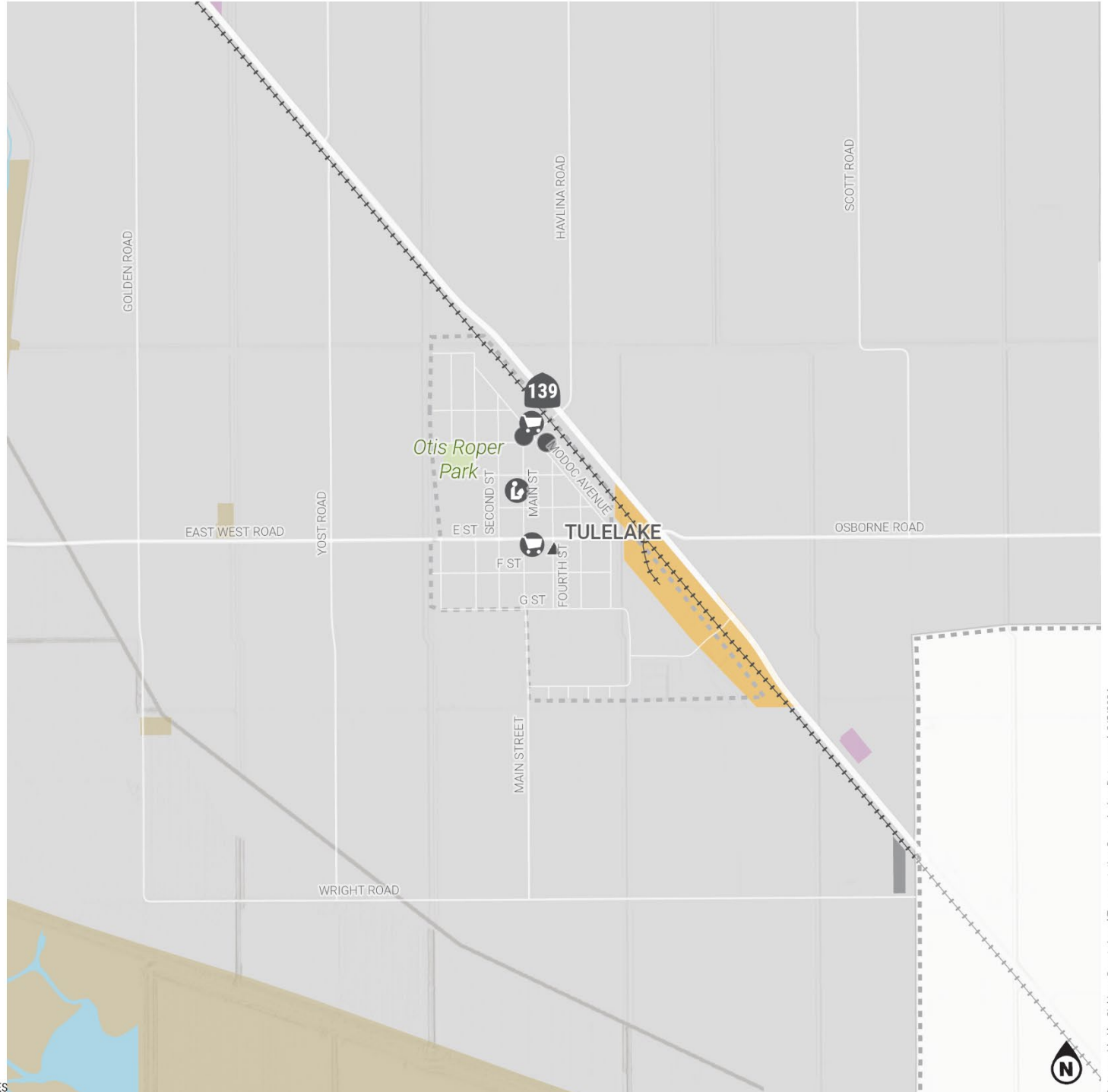
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
TULELAKE

-  City
-  Groceries
-  Library
-  Restaurant
-  Railroad
-  Park
- ZONING**
-  Commercial
-  Manufacturing
-  Planned Development
-  Residential
-  City Boundary
-  County Boundary



alta

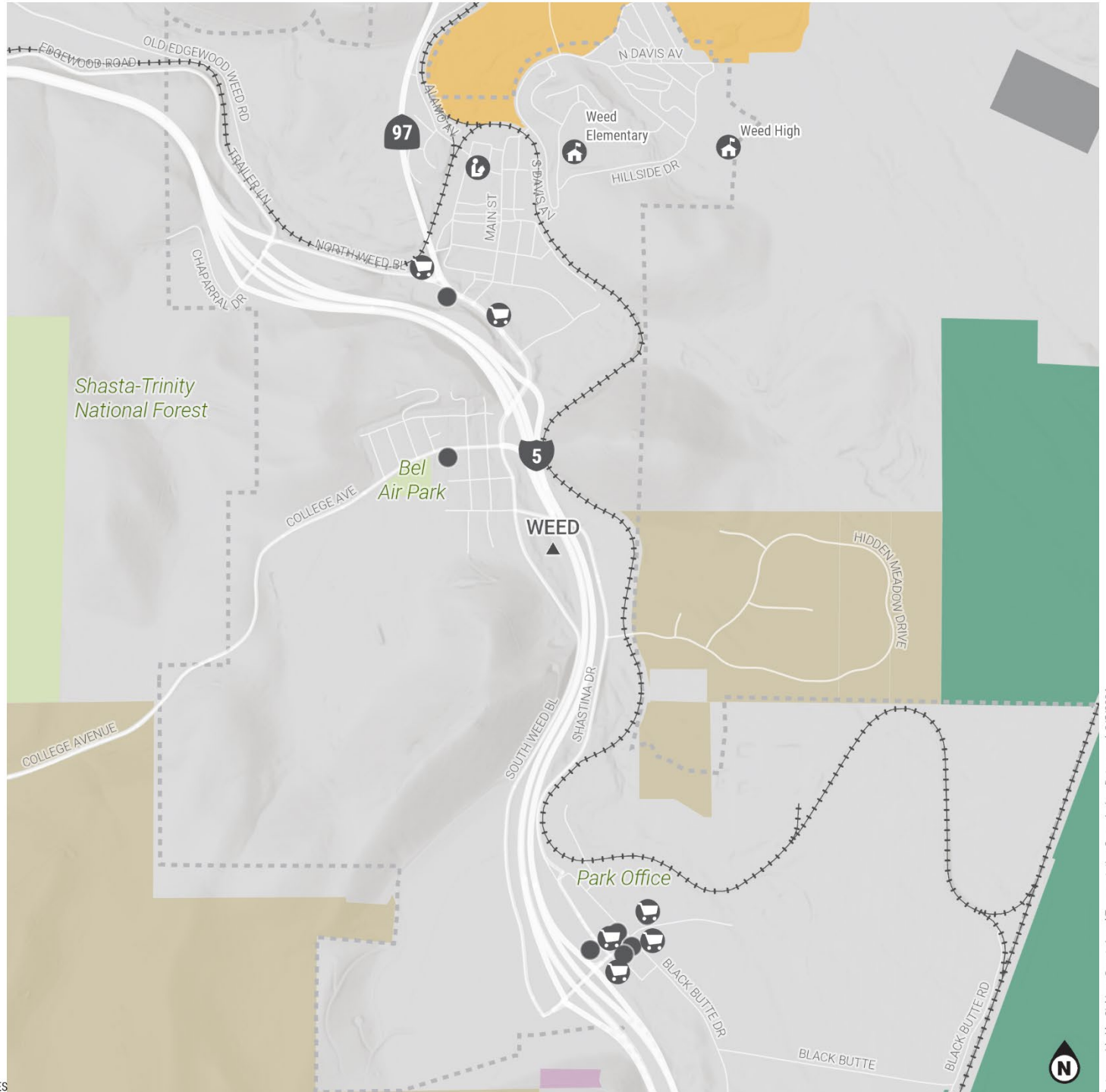
0 0.25 0.5 MILES



LAND USE AND DESTINATIONS

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN WEED

- ▲ City
- 🏠 School
- 🛒 Groceries
- 📖 Library
- Restaurant
- ++++ Railroad
- 🌳 Park
- ZONING**
- 🏢 Commercial
- 🏭 Manufacturing
- 🏗️ Planned Development
- 🌲 Timber Preserve
- 🏡 Residential
- ⋯ City Boundary
- ⋯ County Boundary



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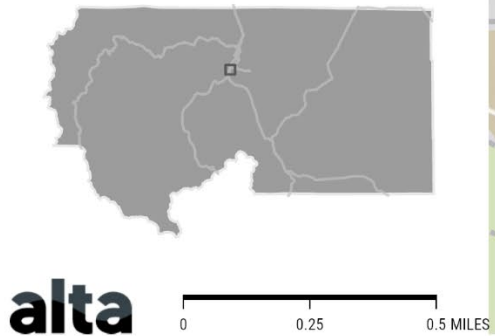
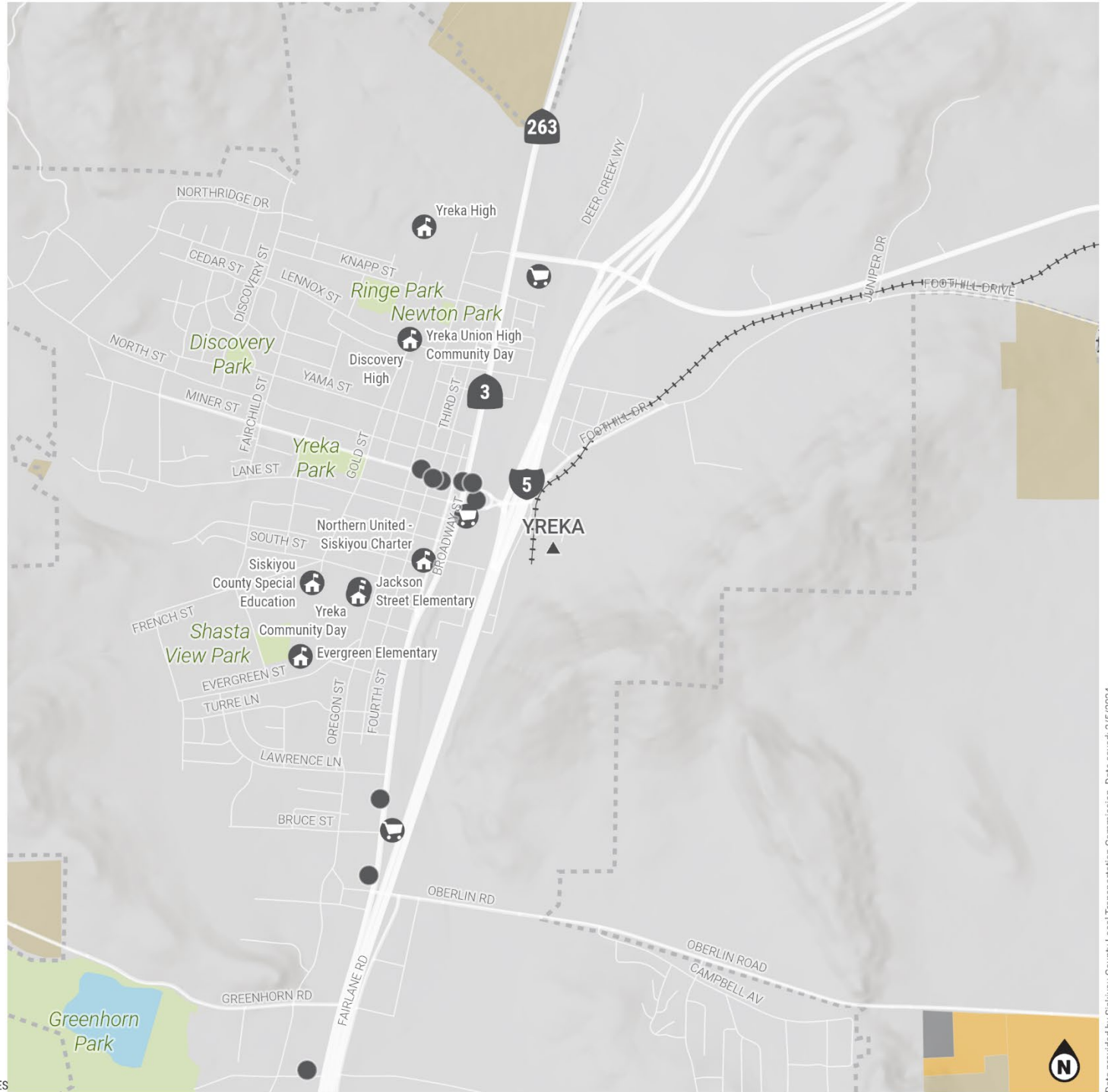
0 0.25 0.5 MILES



LAND USE AND DESTINATIONS

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
YREKA

- ▲ City
 - 🏠 School
 - 🛒 Groceries
 - 🍷 Restaurant
 - ++++ Railroad
 - 🌳 Park
- ZONING
- 🏭 Manufacturing
 - 🏗️ Planned Development
 - 🏠 Residential
 - ⬜ City Boundary
 - ⬜ County Boundary







Appendix D: Bicycle and Pedestrian Crashes Map Series

BIKE AND PEDESTRIAN CRASHES

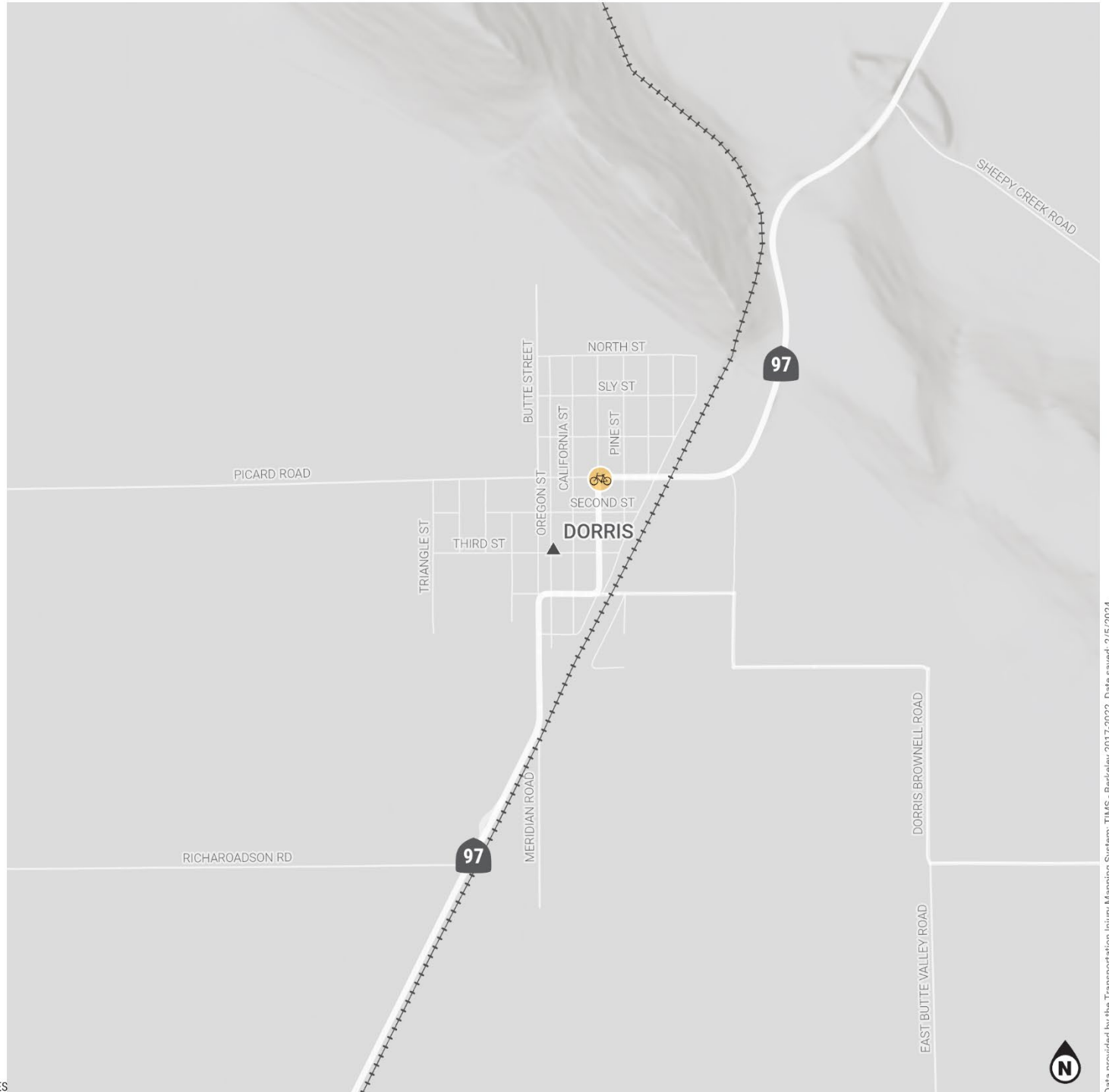
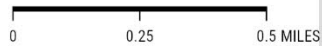
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
DORRIS

Bicycle Collisions

-  Injury
-  City
-  Railroad
-  County Boundary



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BIKE AND PEDESTRIAN CRASHES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
FORT JONES

Bicycle Collisions

 Injury

Pedestrian Collisions

 Injury

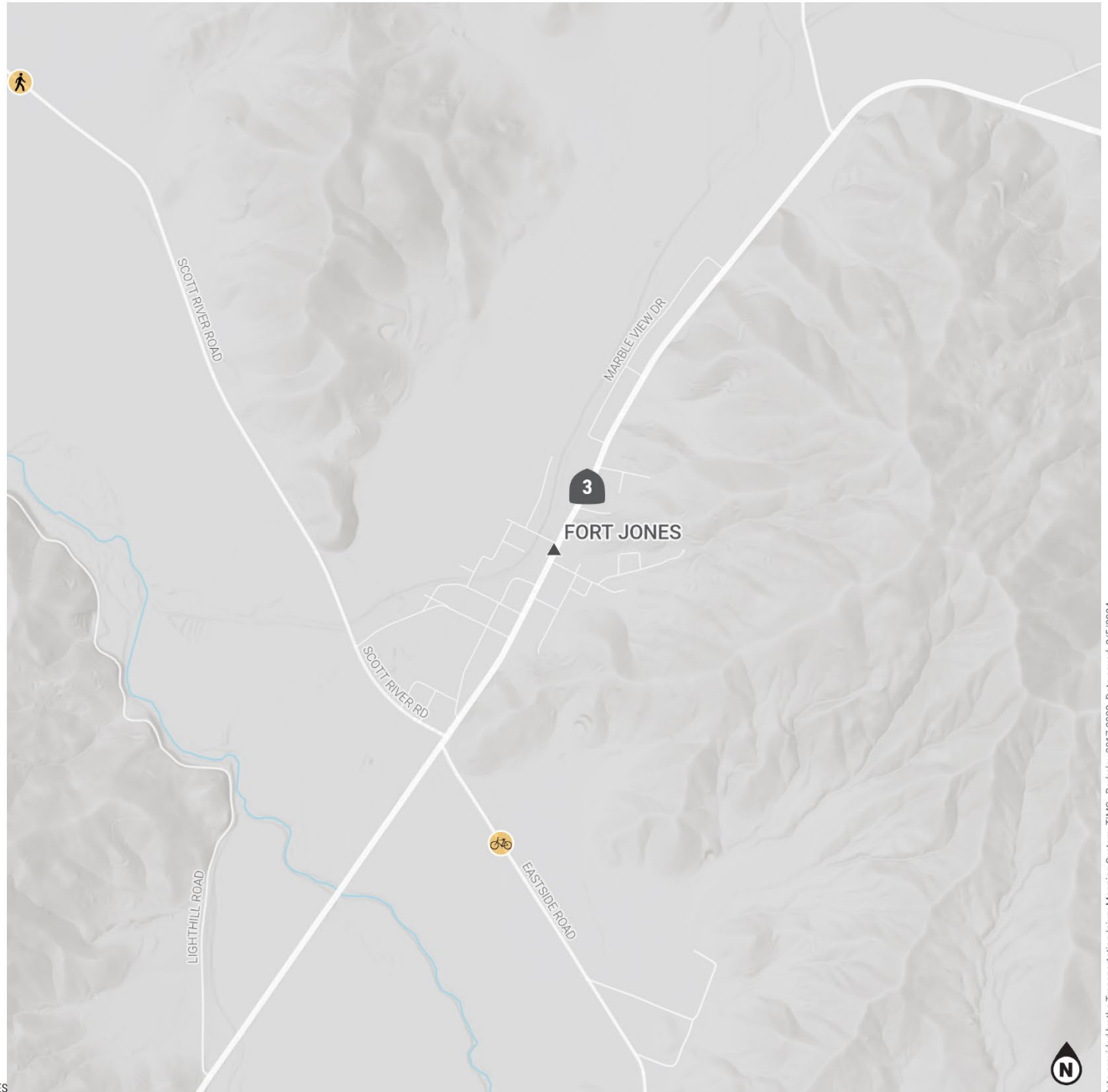
 City

 County Boundary



alta




0 0.25 0.5 MILES

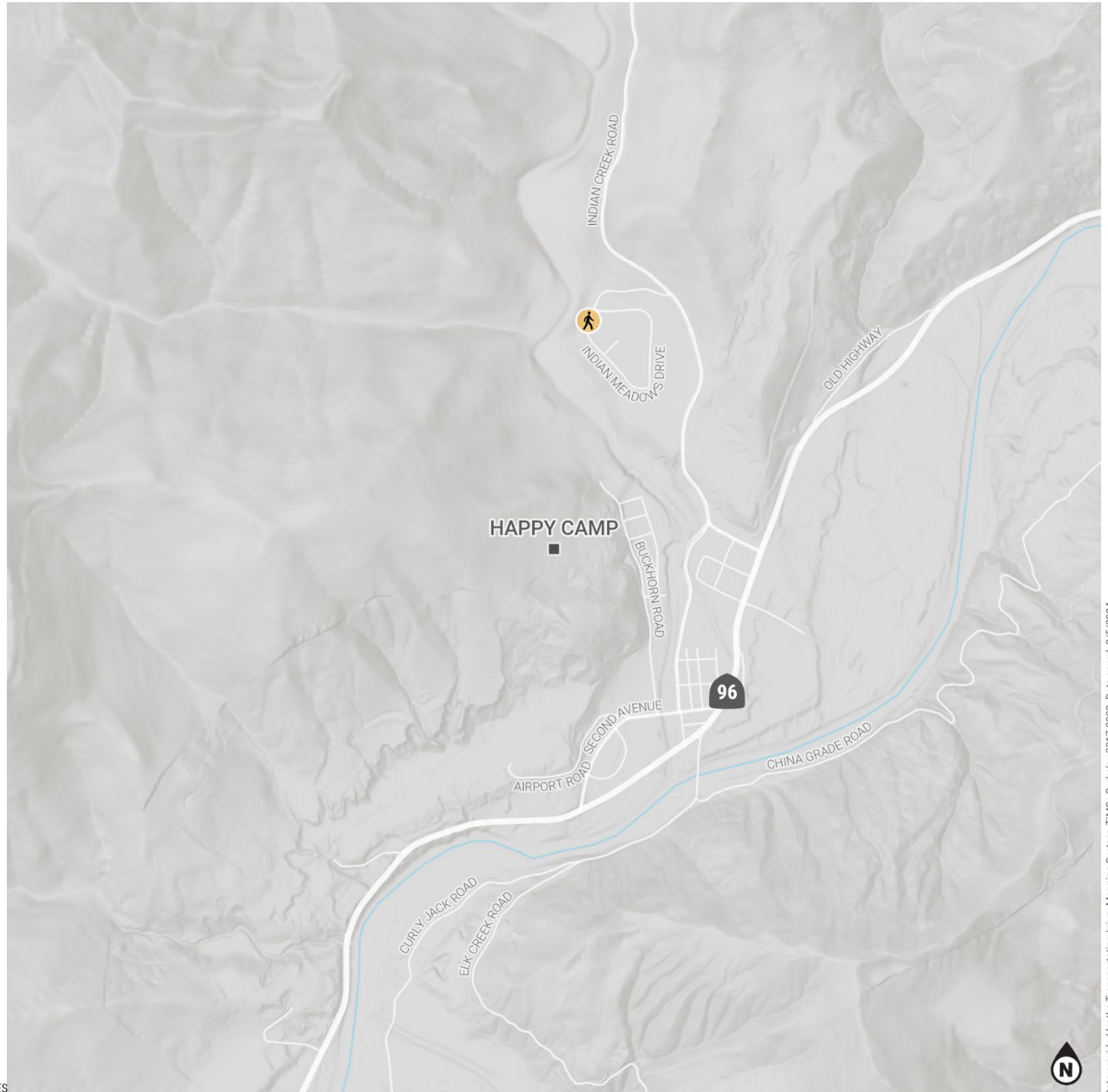


BIKE AND PEDESTRIAN CRASHES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
HAPPY CAMP

Pedestrian Collisions

-  Injury
-  Community Services District
-  County Boundary



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0 0.25 0.5 MILES

BIKE AND PEDESTRIAN CRASHES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
LAKE SHASTINA

Bicycle Collisions

 Injury

 Community Services District

 County Boundary



alta




0 0.25 0.5 MILES

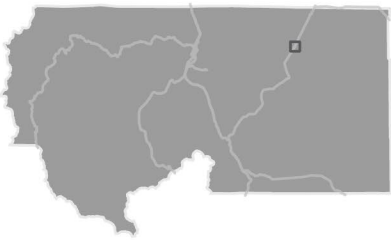
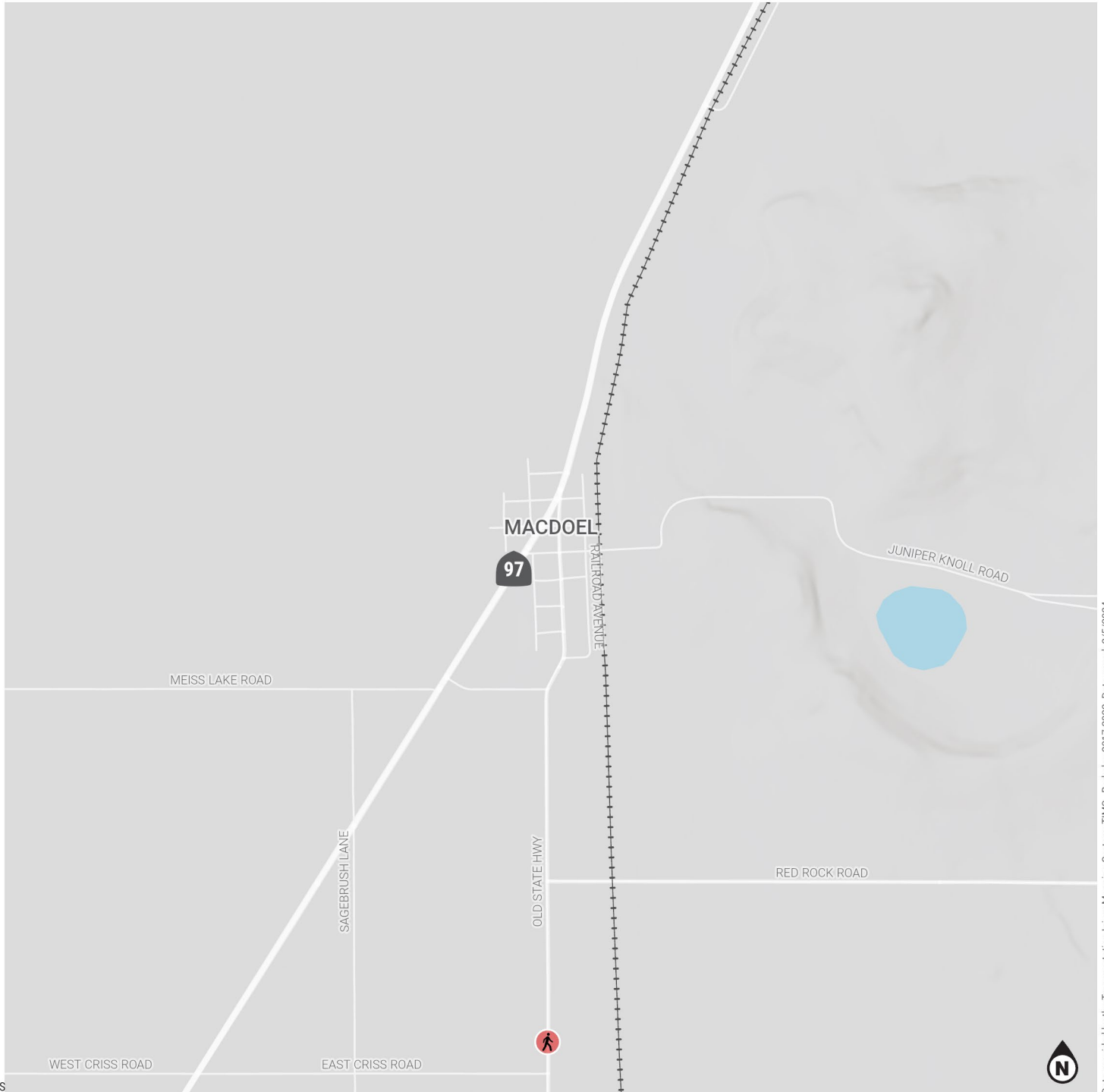


BIKE AND PEDESTRIAN CRASHES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MACDOEL

Pedestrian Collisions

-  Fatal
-  Railroad
-  County Boundary



alta





0 0.25 0.5 MILES

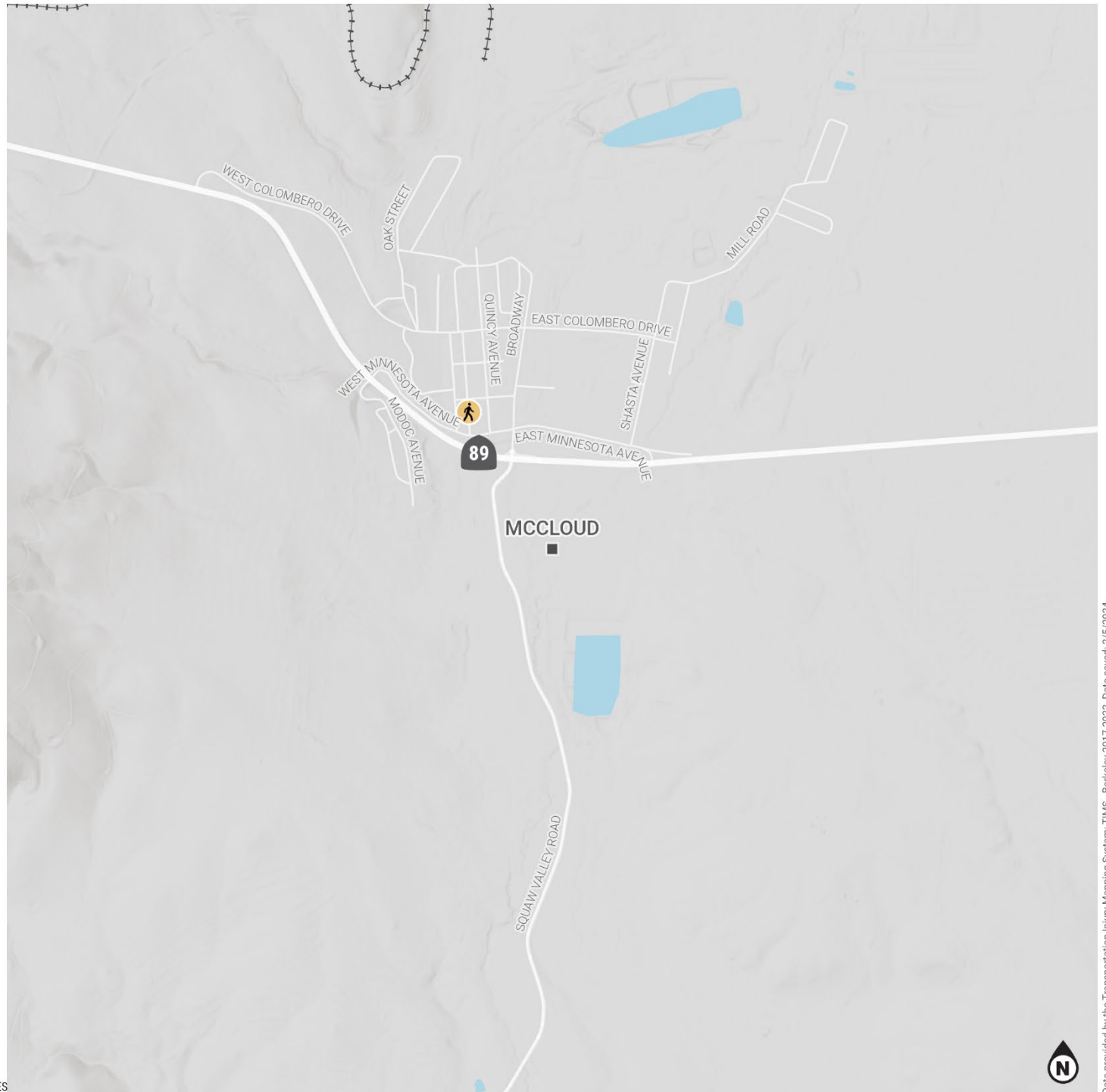


BIKE AND PEDESTRIAN CRASHES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MCCLOUD

Pedestrian Collisions

-  Injury
-  Community Services District
-  Railroad
-  County Boundary







alta

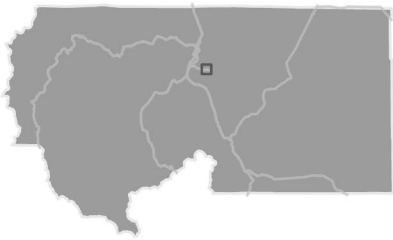
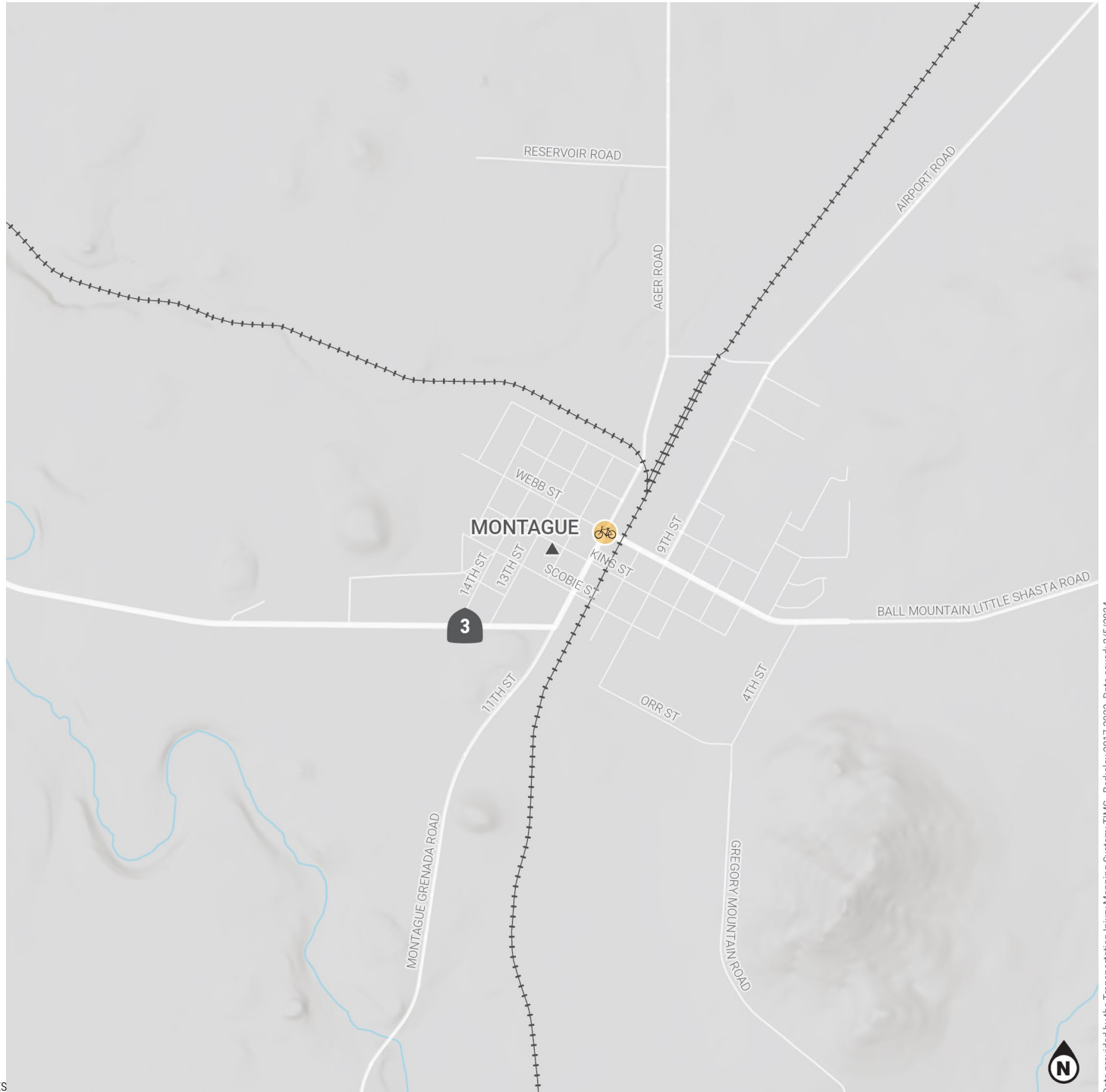
0 0.25 0.5 MILES

BIKE AND PEDESTRIAN CRASHES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MONTAGUE

Bicycle Collisions

-  Injury
-  City
-  Railroad
-  County Boundary



alta

0 0.25 0.5 MILES

BIKE AND PEDESTRIAN CRASHES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MT. SHASTA


Bicycle Collisions


 Injury

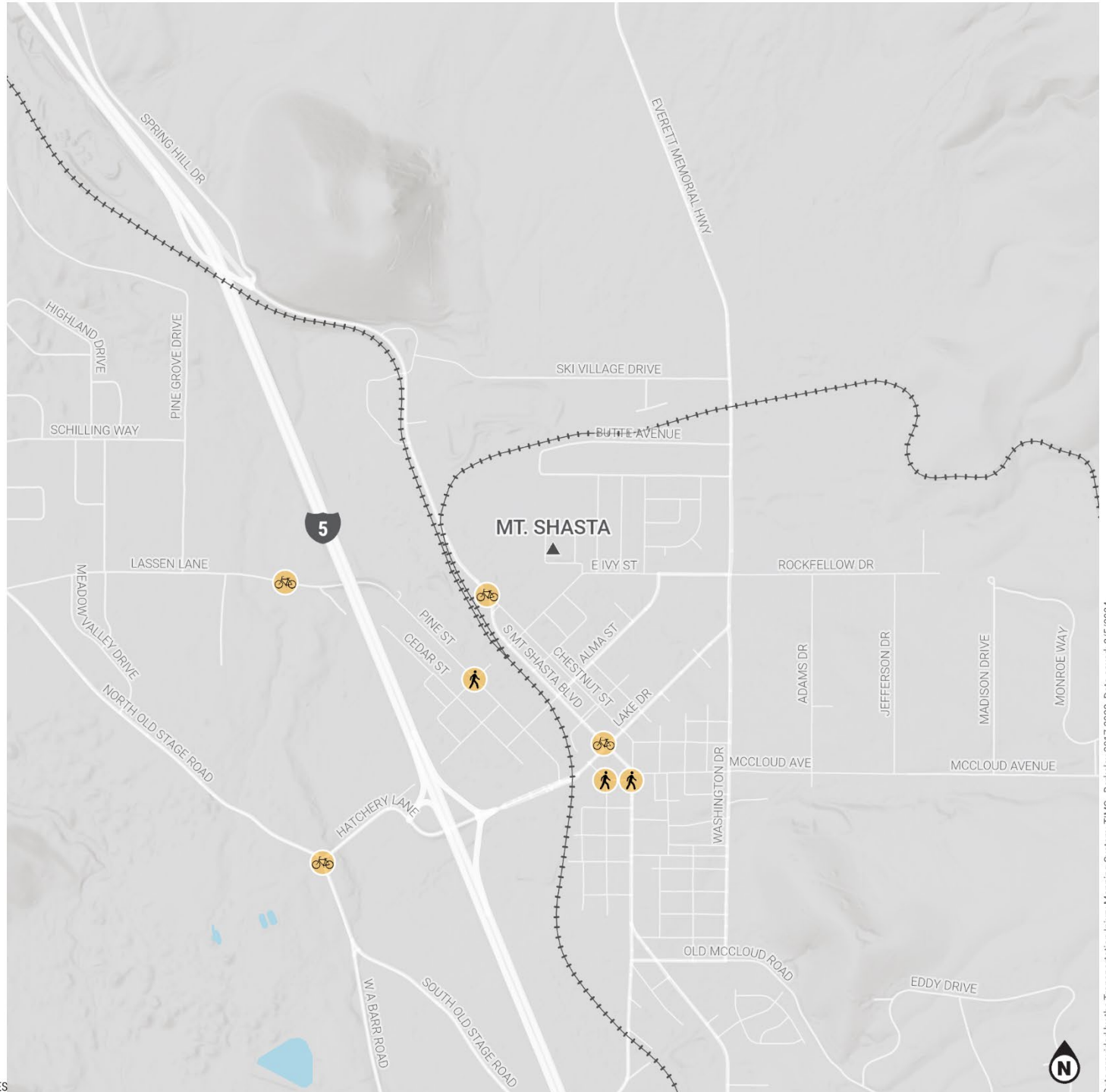
Pedestrian Collisions

 Injury

 City

 Railroad

 County Boundary



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0 0.25 0.5 MILES

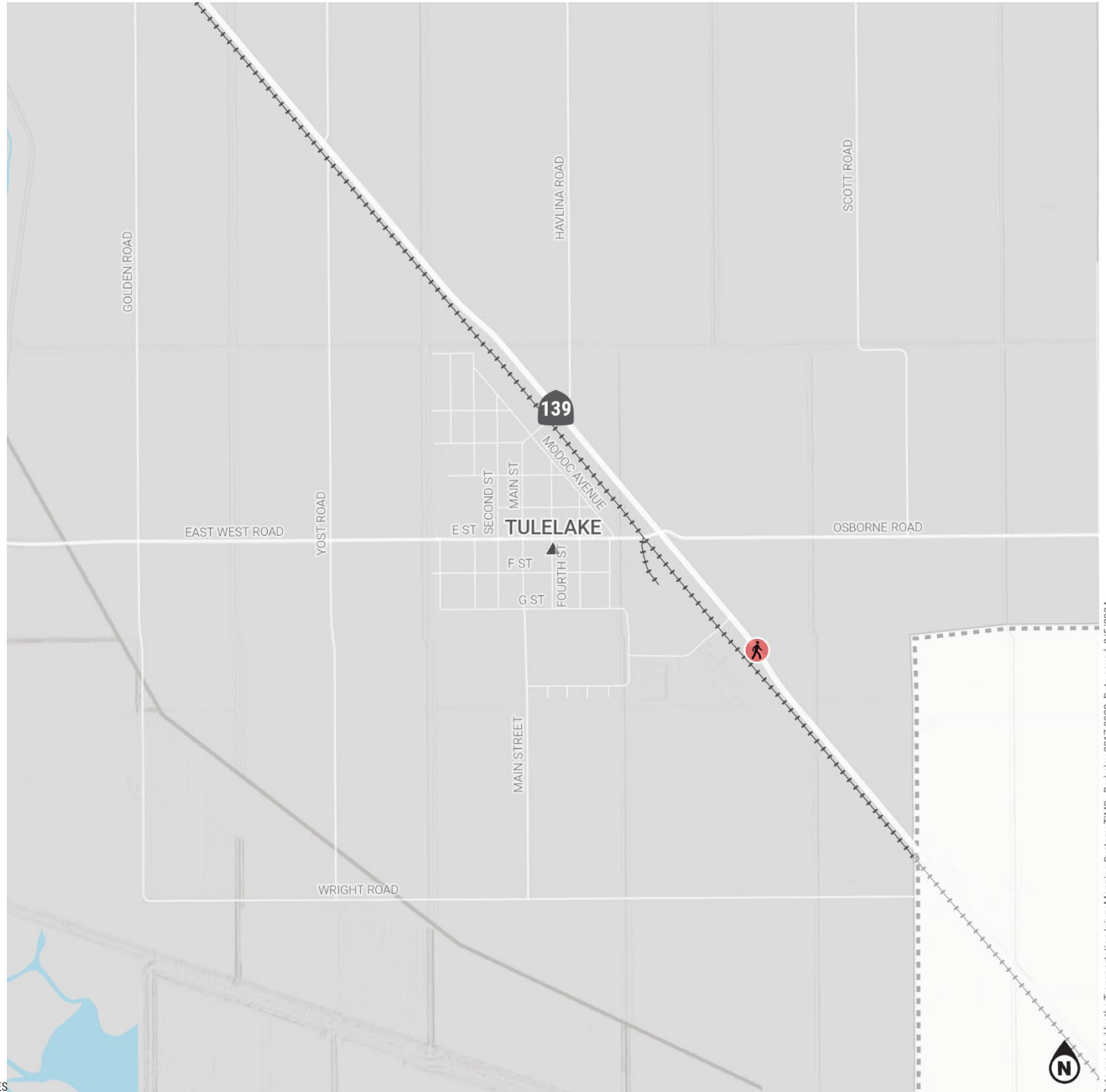


BIKE AND PEDESTRIAN CRASHES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
TULELAKE

Pedestrian Collisions

-  Fatal
-  City
-  Railroad
-  County Boundary







alta

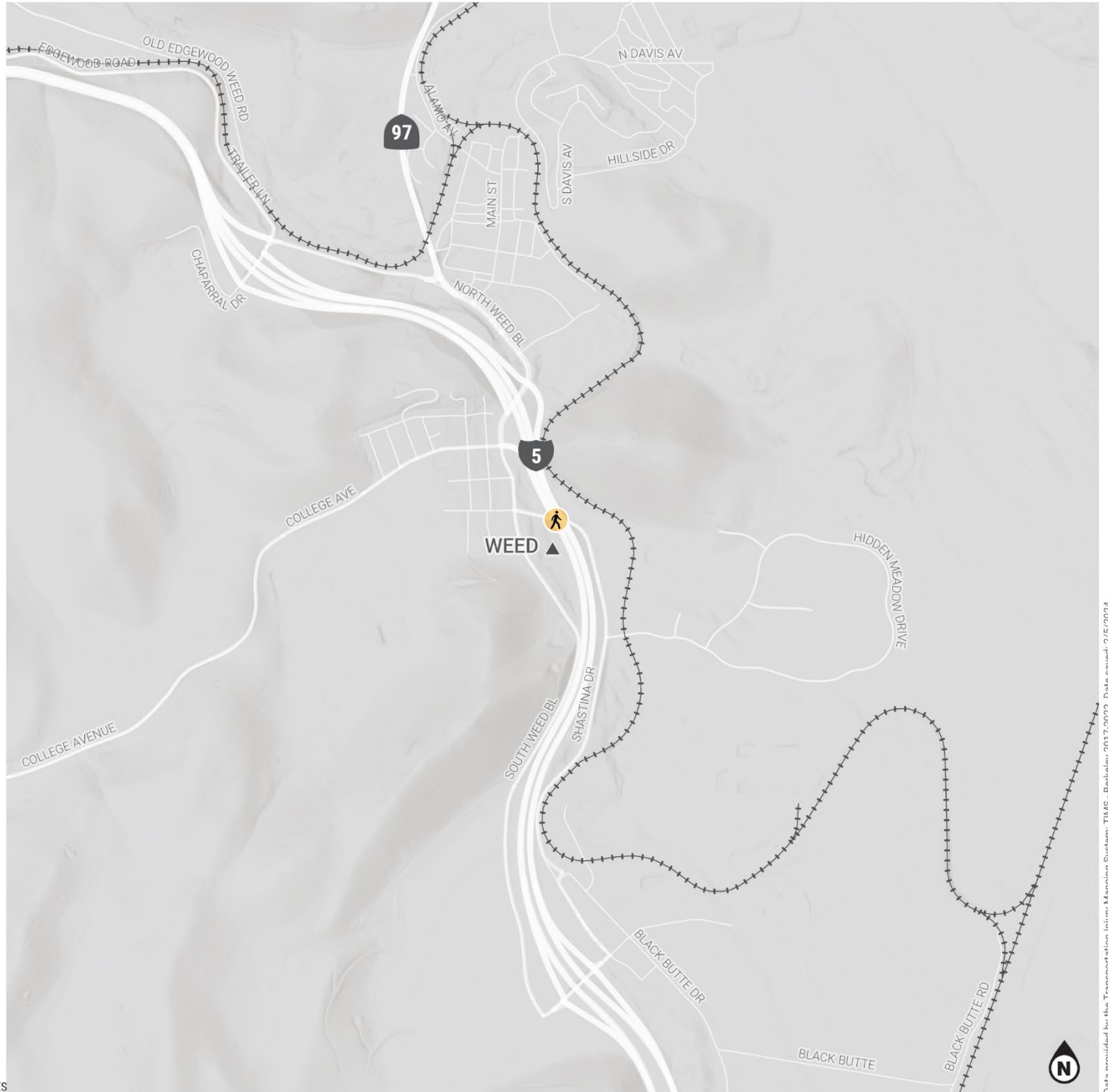
0 0.25 0.5 MILES

BIKE AND PEDESTRIAN CRASHES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
WEED

Pedestrian Collisions

-  Injury
-  City
-  Railroad
-  County Boundary



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0 0.25 0.5 MILES

BIKE AND PEDESTRIAN CRASHES

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
YREKA

Bicycle Collisions

 Injury

Pedestrian Collisions

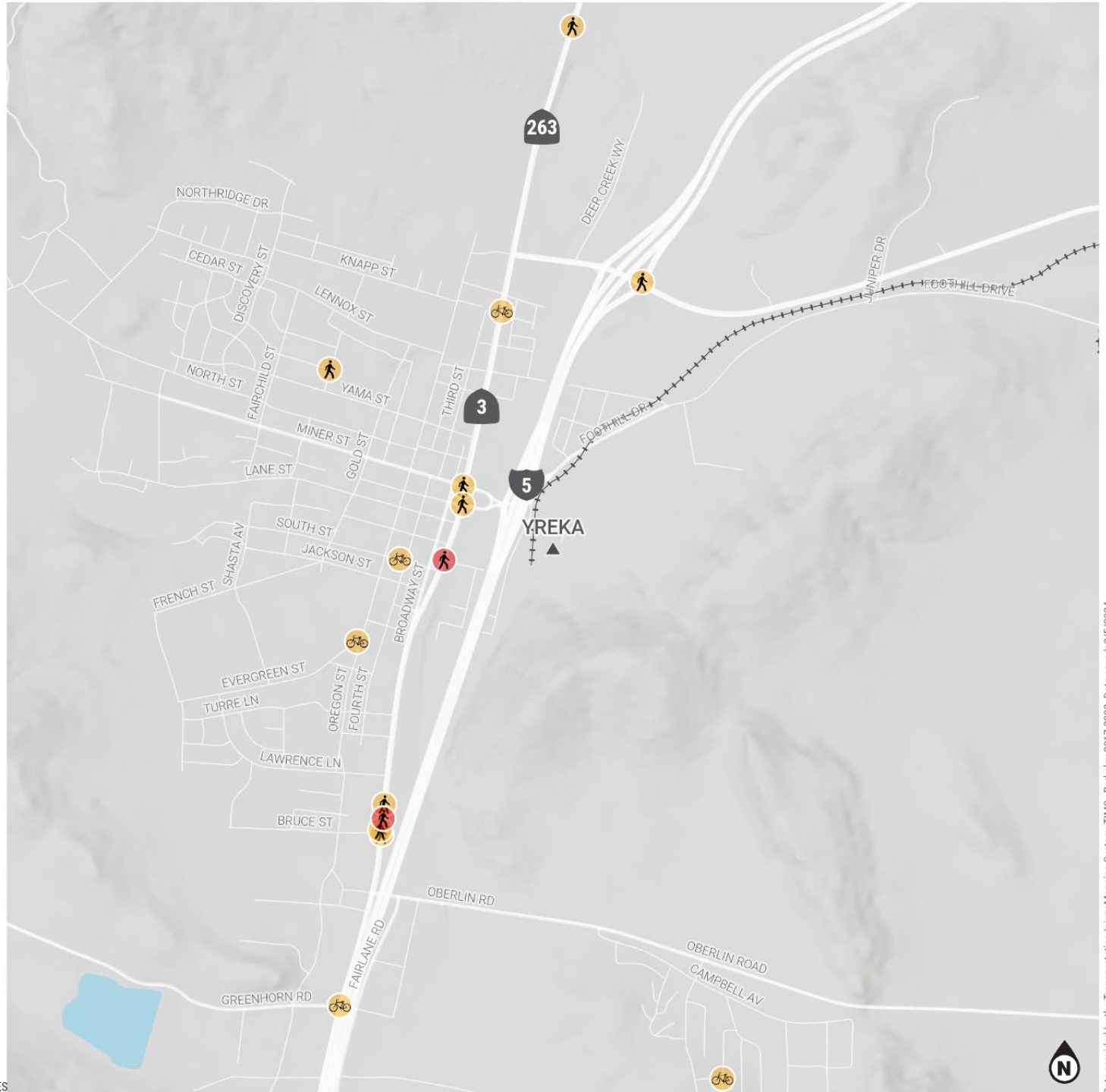
 Fatal

 Injury

 City

 Railroad

 County Boundary



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0 0.25 0.5 MILES





Appendix E: KSI Index Map Series

SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
CALLAHAN

Weighted Crash Severity Index

High

Medium

Low

Low

++ Railroad

County Boundary



alta

0 0.5 1 MILES



SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
DORRIS

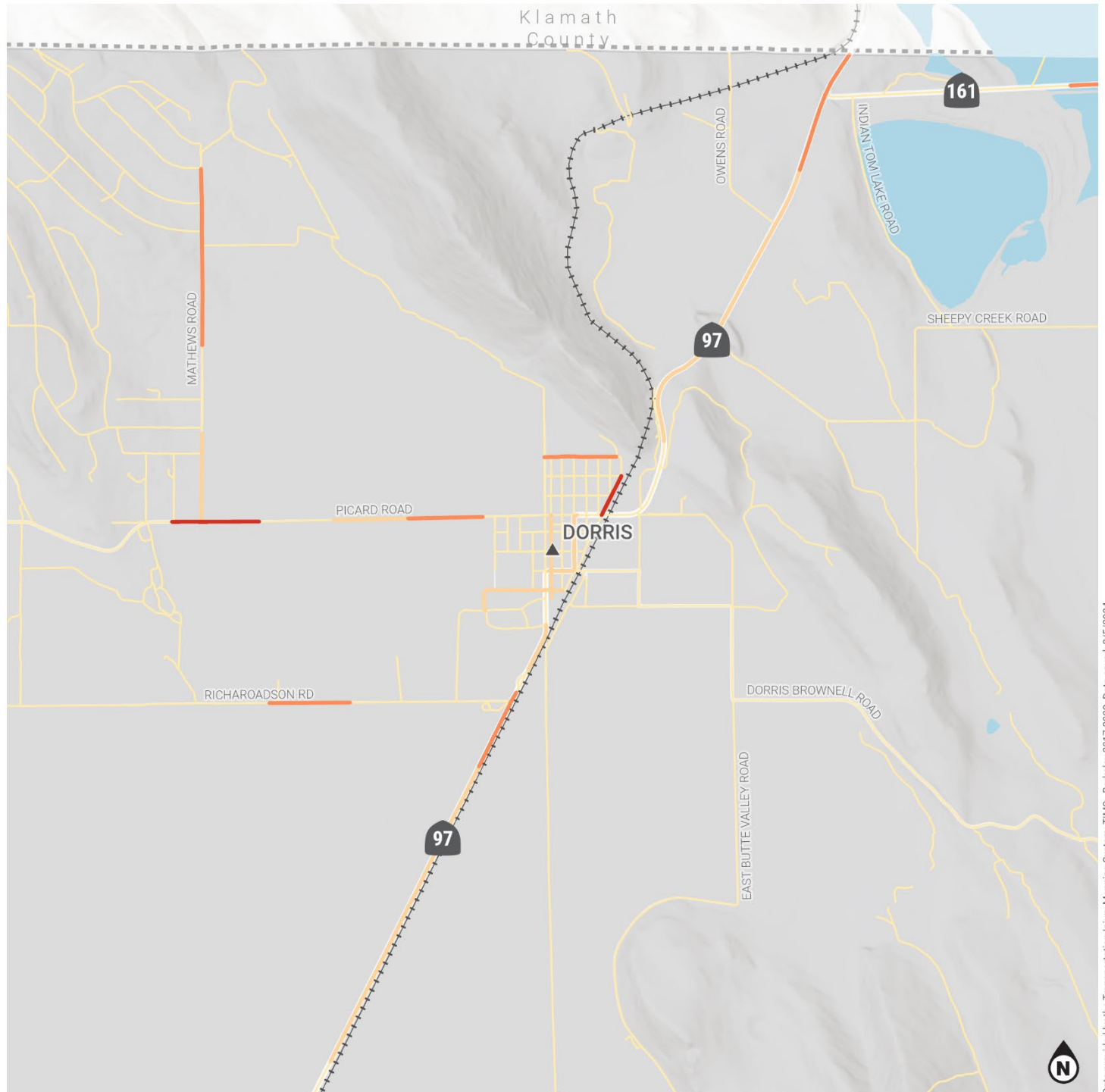
Weighted Crash Severity Index

- High
- Low
- City
- Railroad
- County Boundary



alta

0 0.5 1 MILES

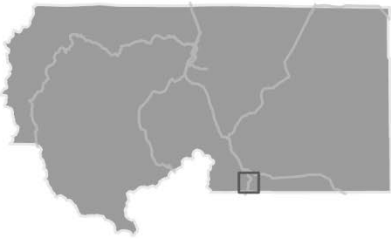


SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

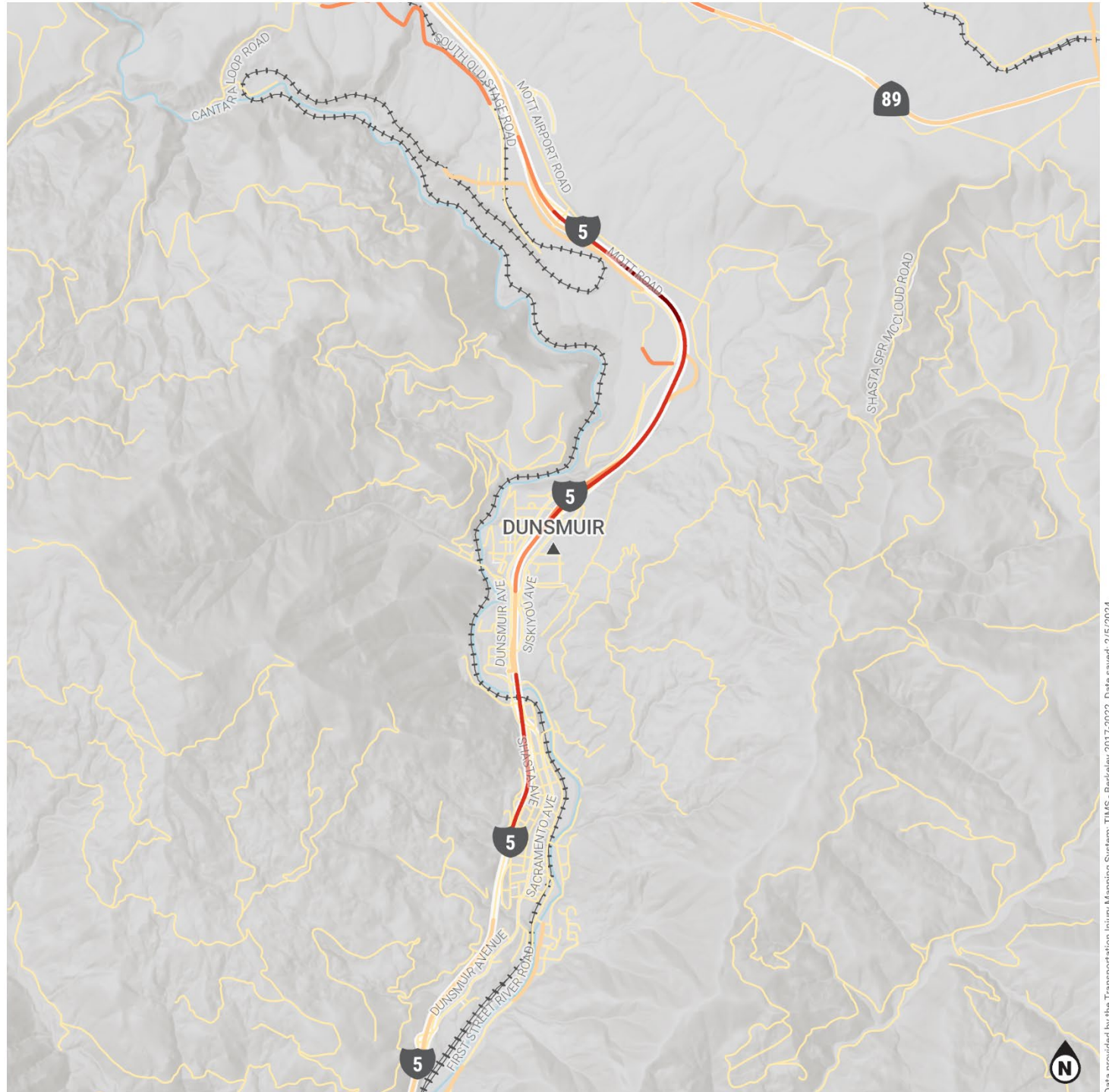
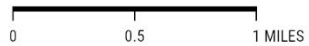
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
DUNSMUIR

Weighted Crash Severity Index

- █ High
- █
- █ Low
- ▲ City
- + + + Railroad
- ▬ County Boundary



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SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
ETNA

Weighted Crash Severity Index

High

Medium

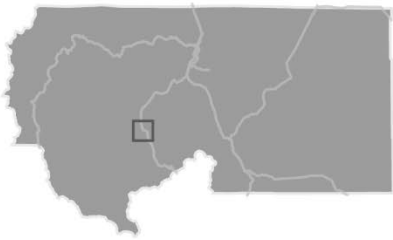
Low

City

Railroad

County Boundary

County Boundary



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0 0.5 1 MILES



Data provided by the Transportation Injury Mapping System: TMS - Berkeley 2017-2022. Date saved: 2/5/2024.

SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

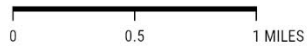
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
FORT JONES

Weighted Crash Severity Index

- High
- Medium
- Low
- City
- Railroad
- County Boundary



alta

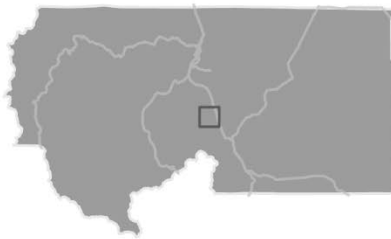


SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

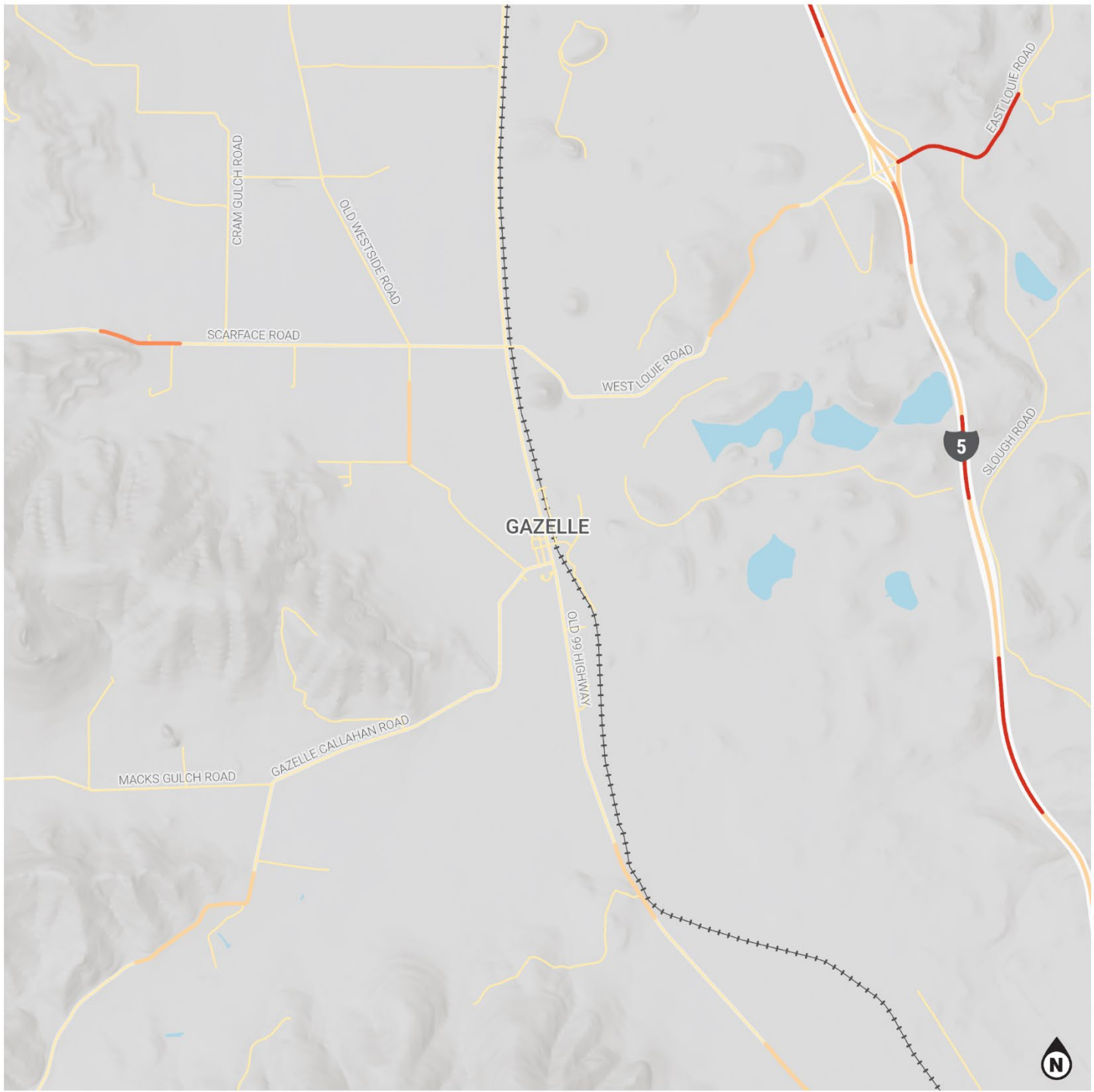
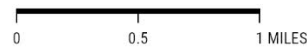
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
GAZELLE

Weighted Crash Severity Index

- High
- Low
- Railroad
- County Boundary



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Data provided by the Transportation Injury Mapping System: TIMS - Berkeley 2017-2022. Date saved: 2/15/2024.

SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
GRENADA

Weighted Crash Severity Index

- High
- Medium
- Low
- ++ Railroad
- County Boundary



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0 0.5 1 MILES



SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

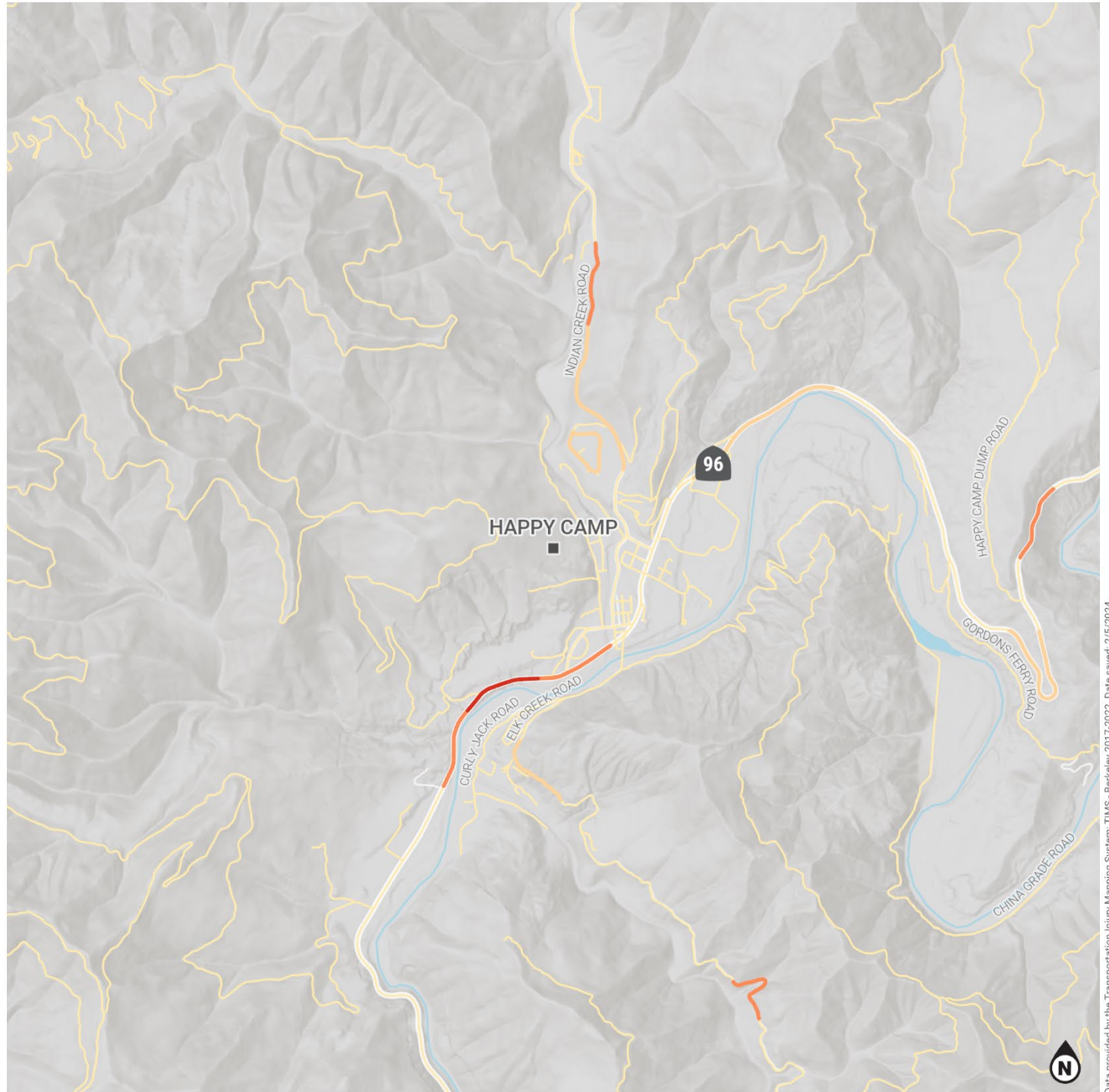
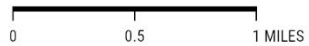
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
HAPPY CAMP

Weighted Crash Severity Index

- High
- Medium
- Low
- Community Services District
- Railroad
- County Boundary



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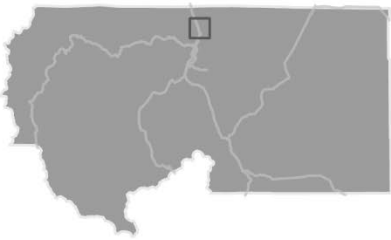


SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

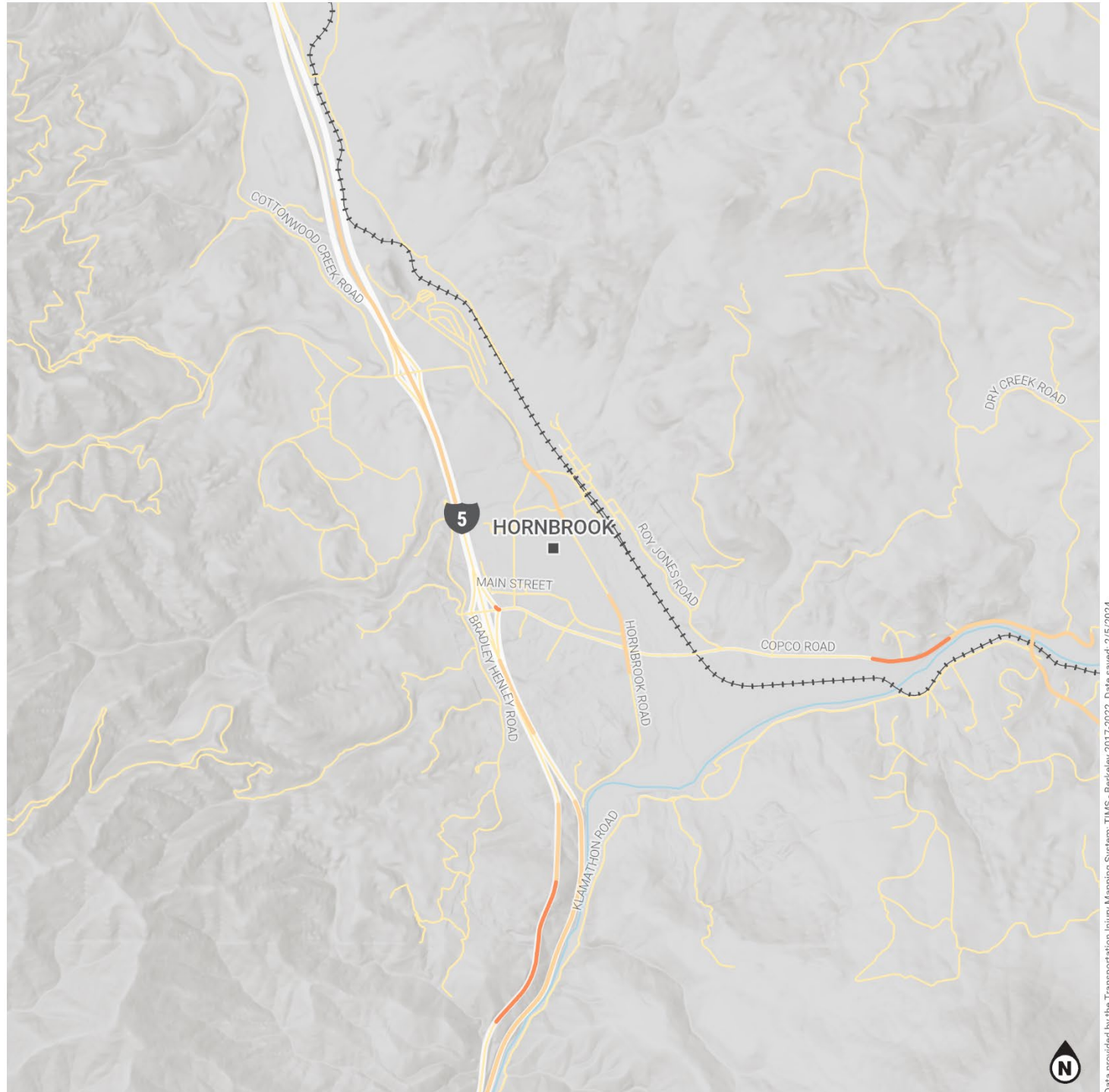
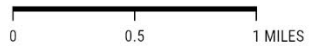
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
HORN BROOK

Weighted Crash Severity Index

- High
- Low
- Community Services District
- Railroad
- County Boundary



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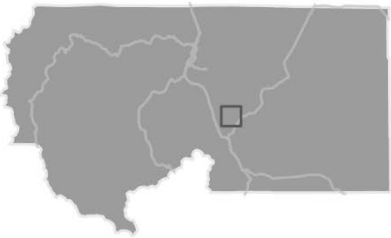


SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
LAKE SHASTINA

Weighted Crash Severity Index

- High
- Medium
- Low
- Community Services District
- Railroad
- County Boundary



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0 0.5 1 MILES

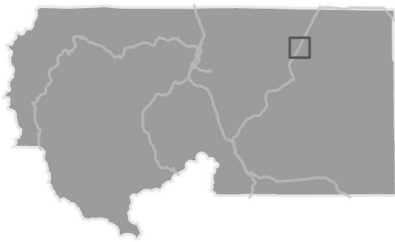


SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

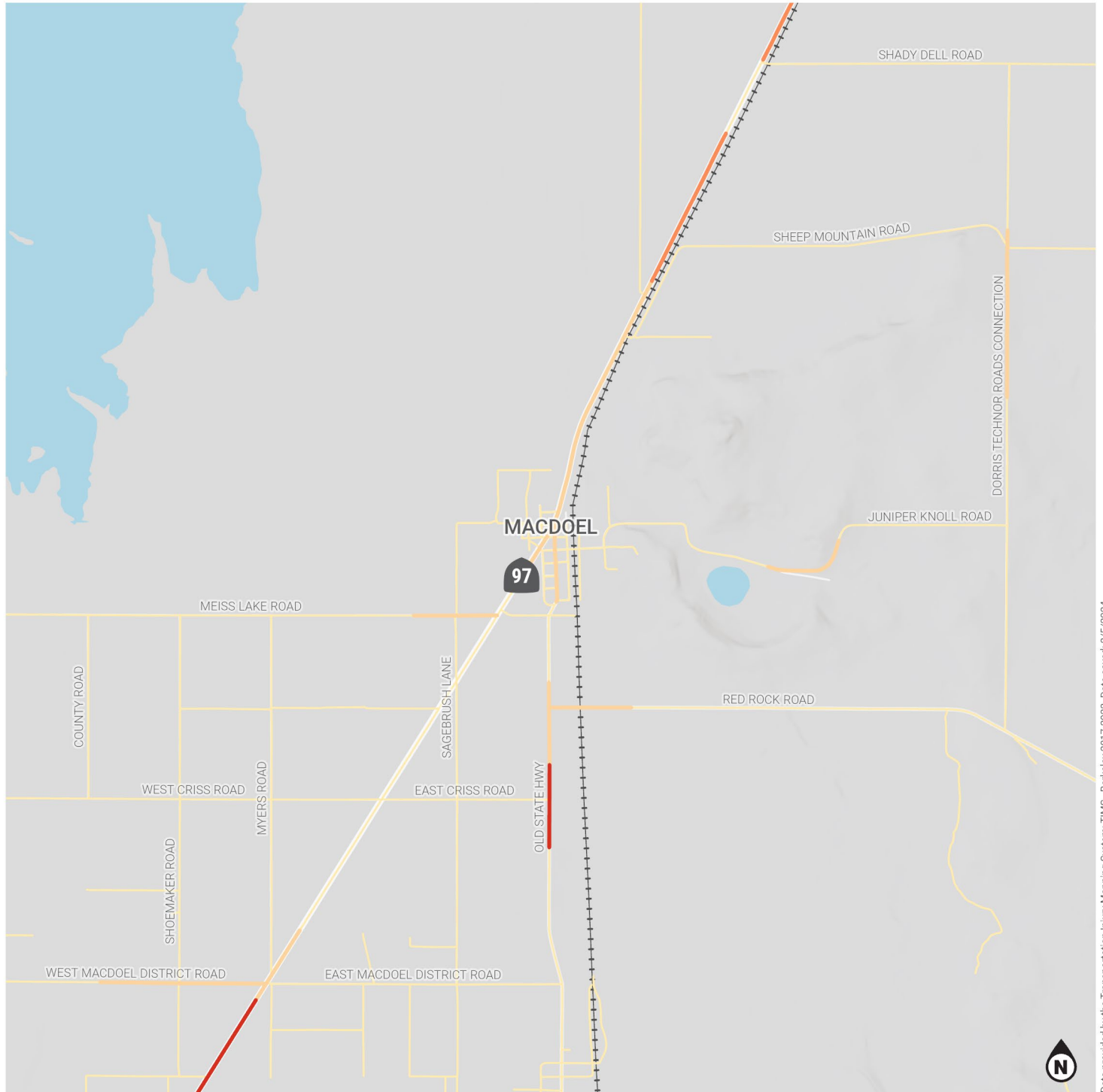
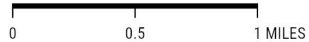
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MACDOEL

Weighted Crash Severity Index

- High
-
- Low
- + + + Railroad
- County Boundary










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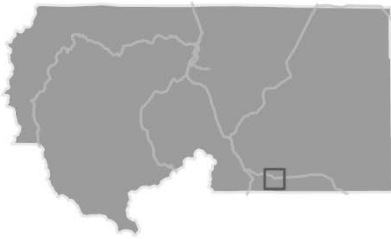


SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

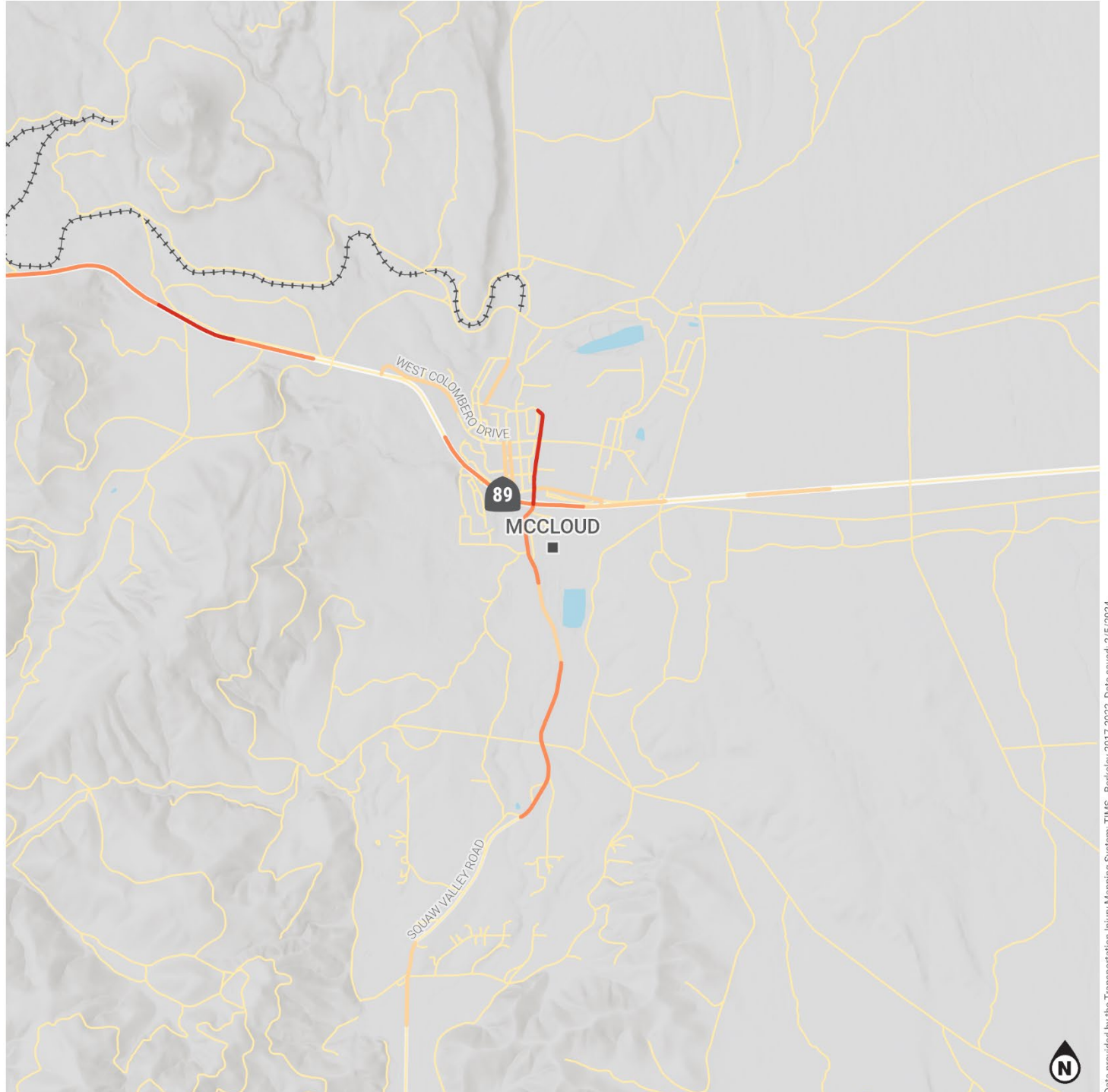
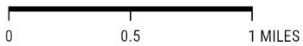
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MCCLOUD

Weighted Crash Severity Index

-  High
-  Medium-High
-  Medium-Low
-  Low
-  Community Services District
-  Railroad
-  County Boundary



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SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MONTAGUE

Weighted Crash Severity Index

High

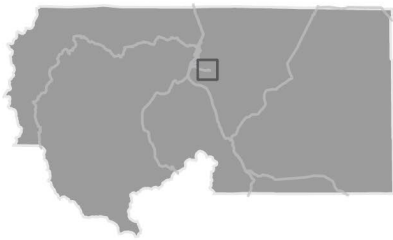
Low

City

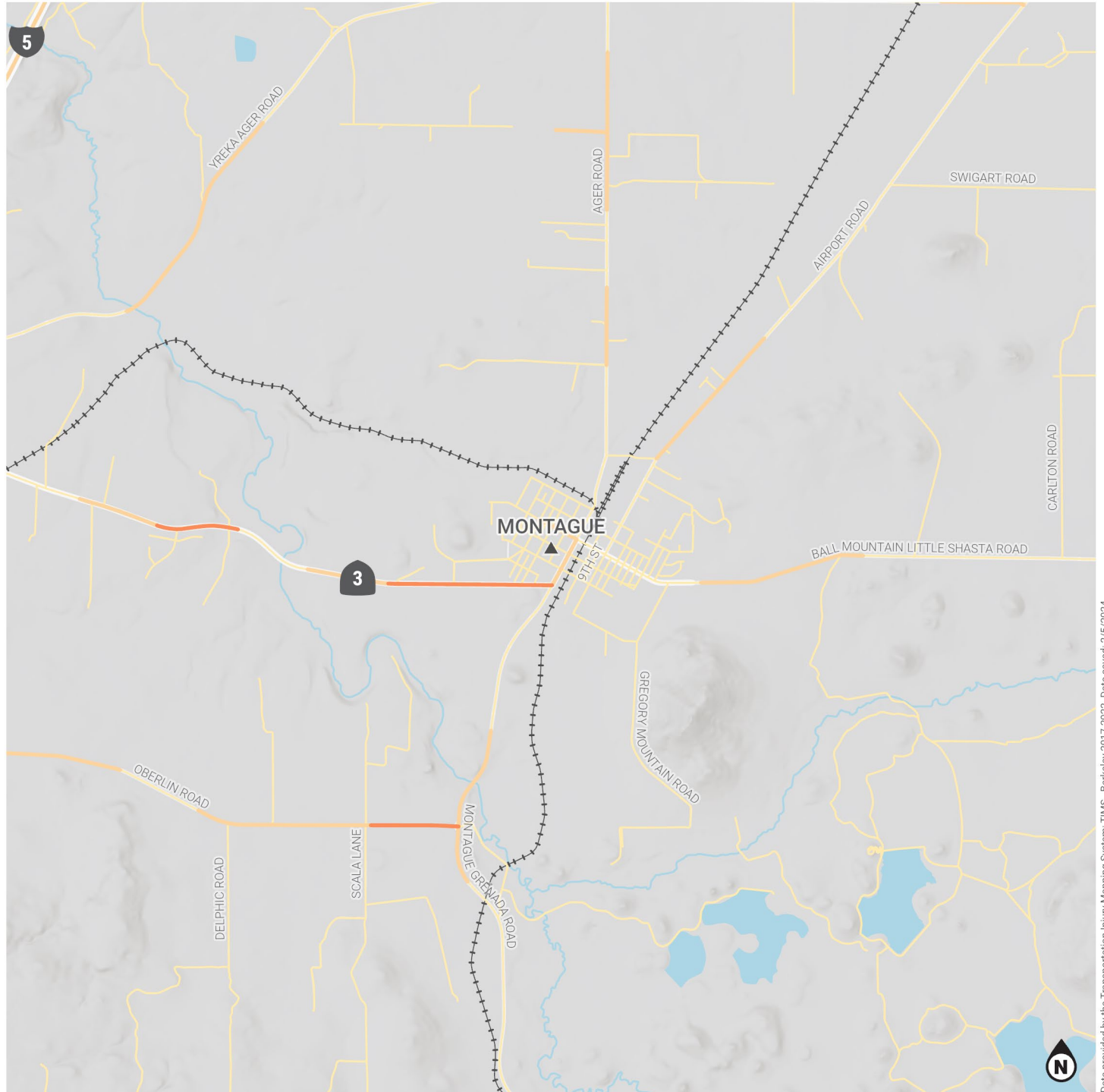
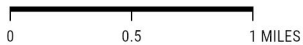
Railroad

County Boundary

County Boundary



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SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
MT. SHASTA

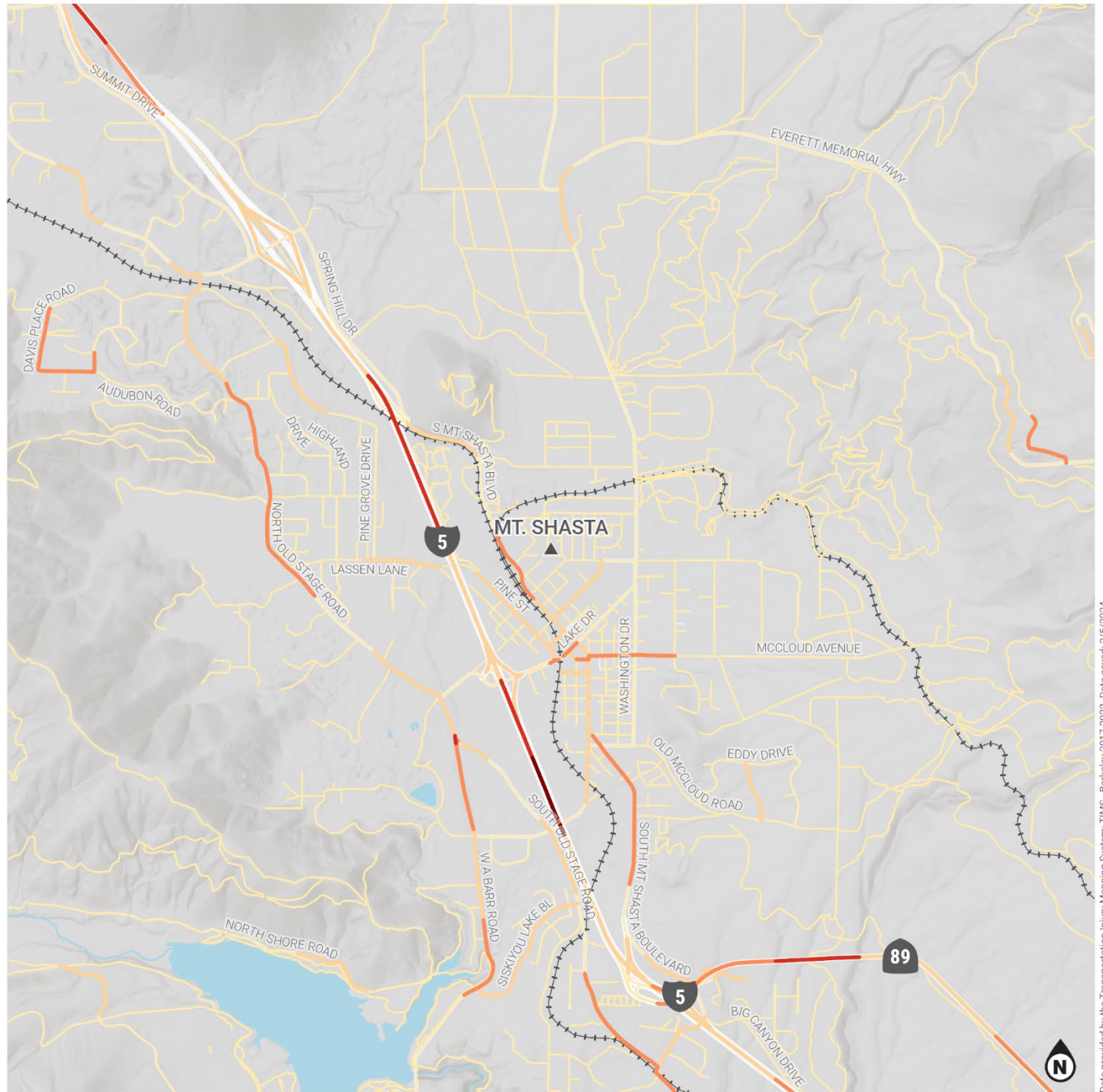
Weighted Crash Severity Index

- High
-
- Low
- ▲ City
- + + + Railroad
- ⊘ County Boundary



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0 0.5 1 MILES



SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
SEIAD VALLEY

Weighted Crash Severity Index

High

Medium

Low

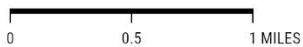
Low

Railroad

County Boundary



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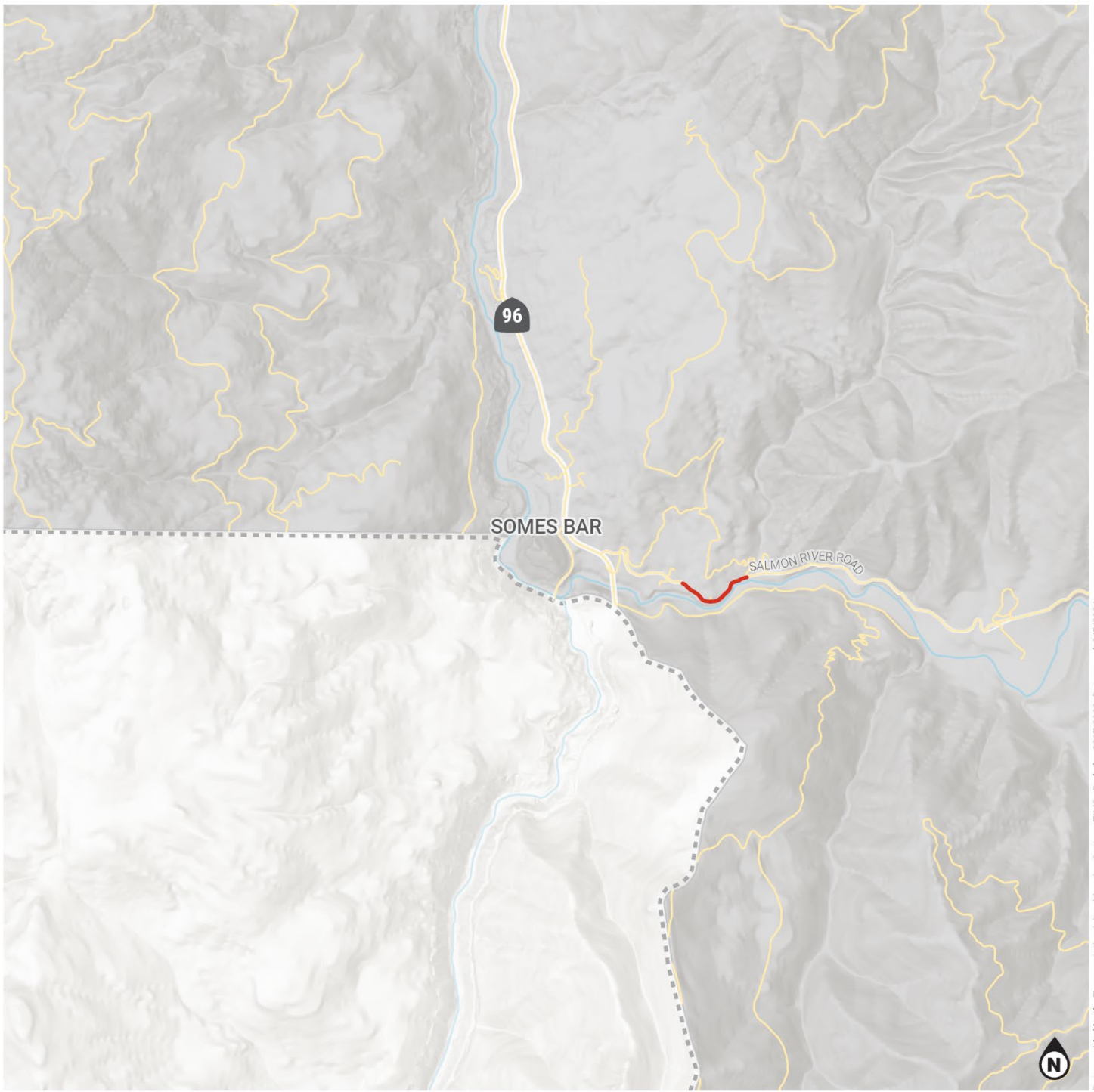
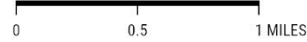
SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
SOMES BAR

- Weighted Crash Severity Index
- High
 - Medium
 - Low
 - Railroad
 - County Boundary



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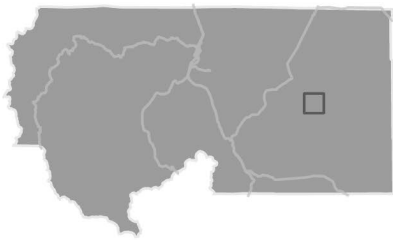
Data provided by the Transportation Injury Mapping System: TIMS - Berkeley 2017-2022. Date saved: 2/5/2024.

SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

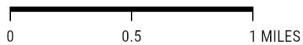
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
TENNANT

Weighted Crash Severity Index

- High
- Medium
- Low
- Community Services District
- Railroad
- County Boundary



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Data provided by the Transportation Injury Mapping System; TIMS - Berkeley 2017-2022. Date saved: 2/15/2024.

SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

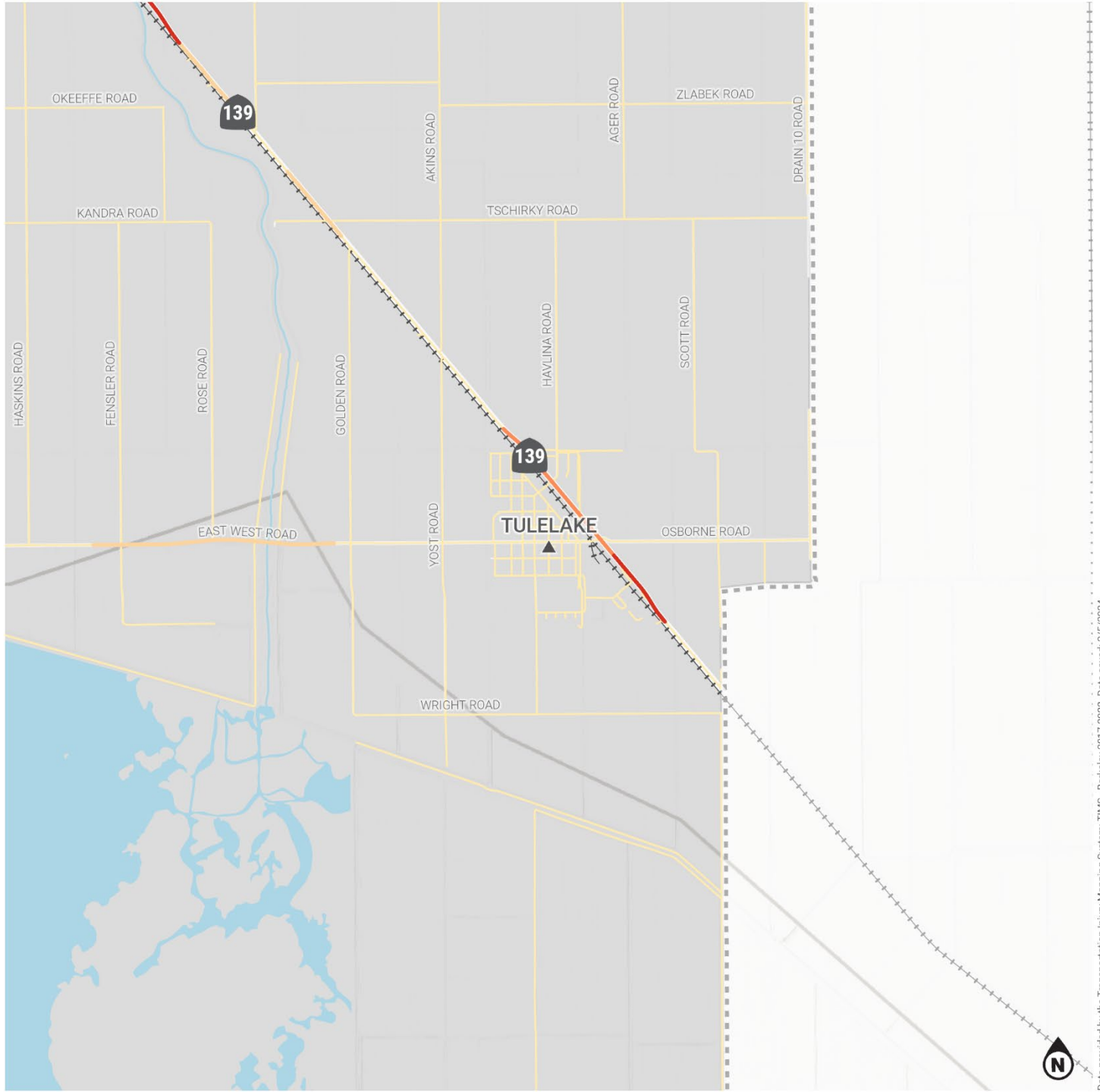
SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
TULELAKE

Weighted Crash Severity Index

- █ High
- █
- █ Low
- ▲ City
- + + Railroad
- County Boundary



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SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
WEED

Weighted Crash Severity Index

High

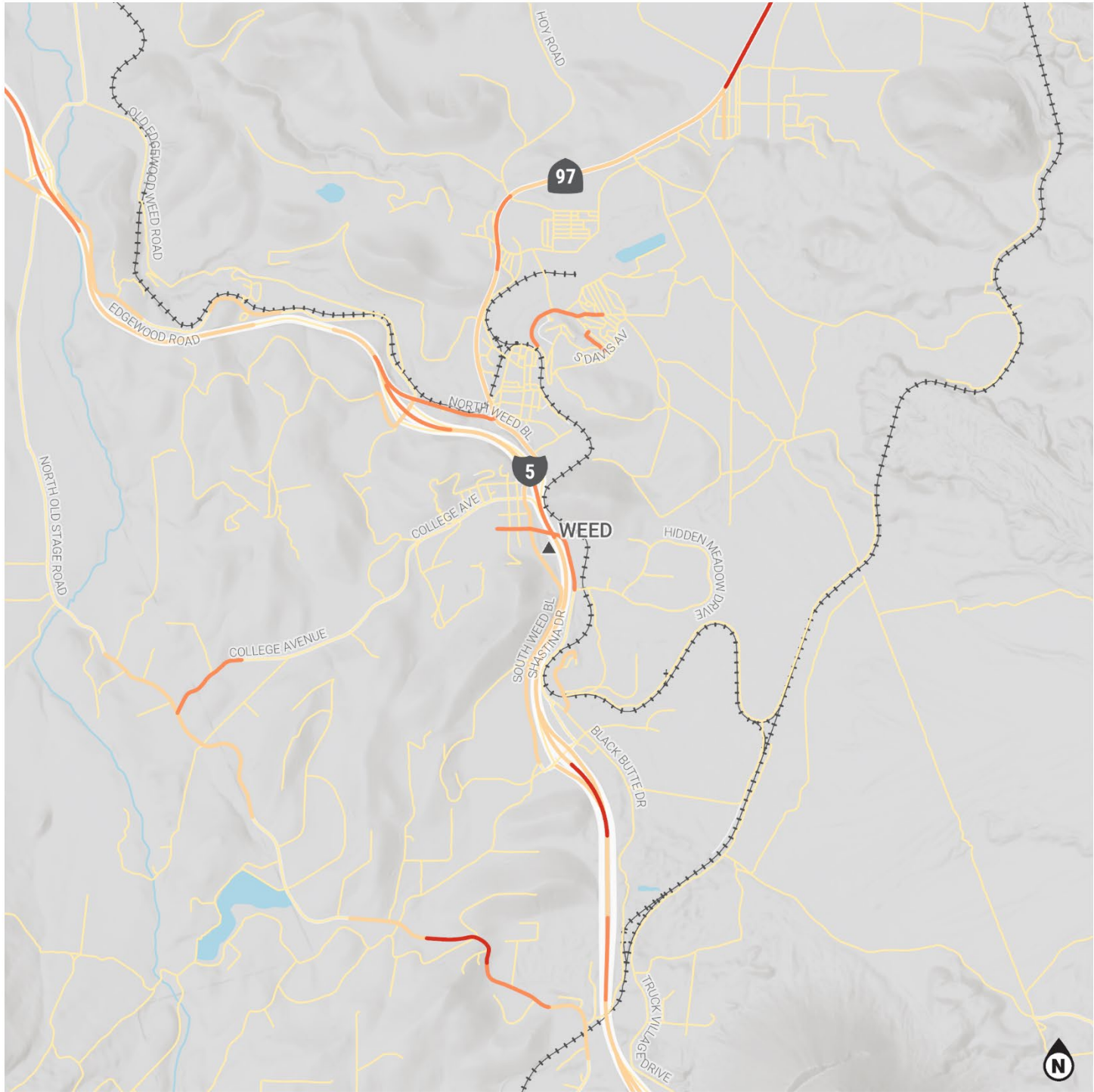
Medium

Low

City

Railroad

County Boundary



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SEVERITY-WEIGHTED CRASH INDEX (ALL MODES)

SISKIYOU COUNTY
ACTIVE TRANSPORTATION PLAN
YREKA

Weighted Crash Severity Index

High

Medium

Low

Low

City

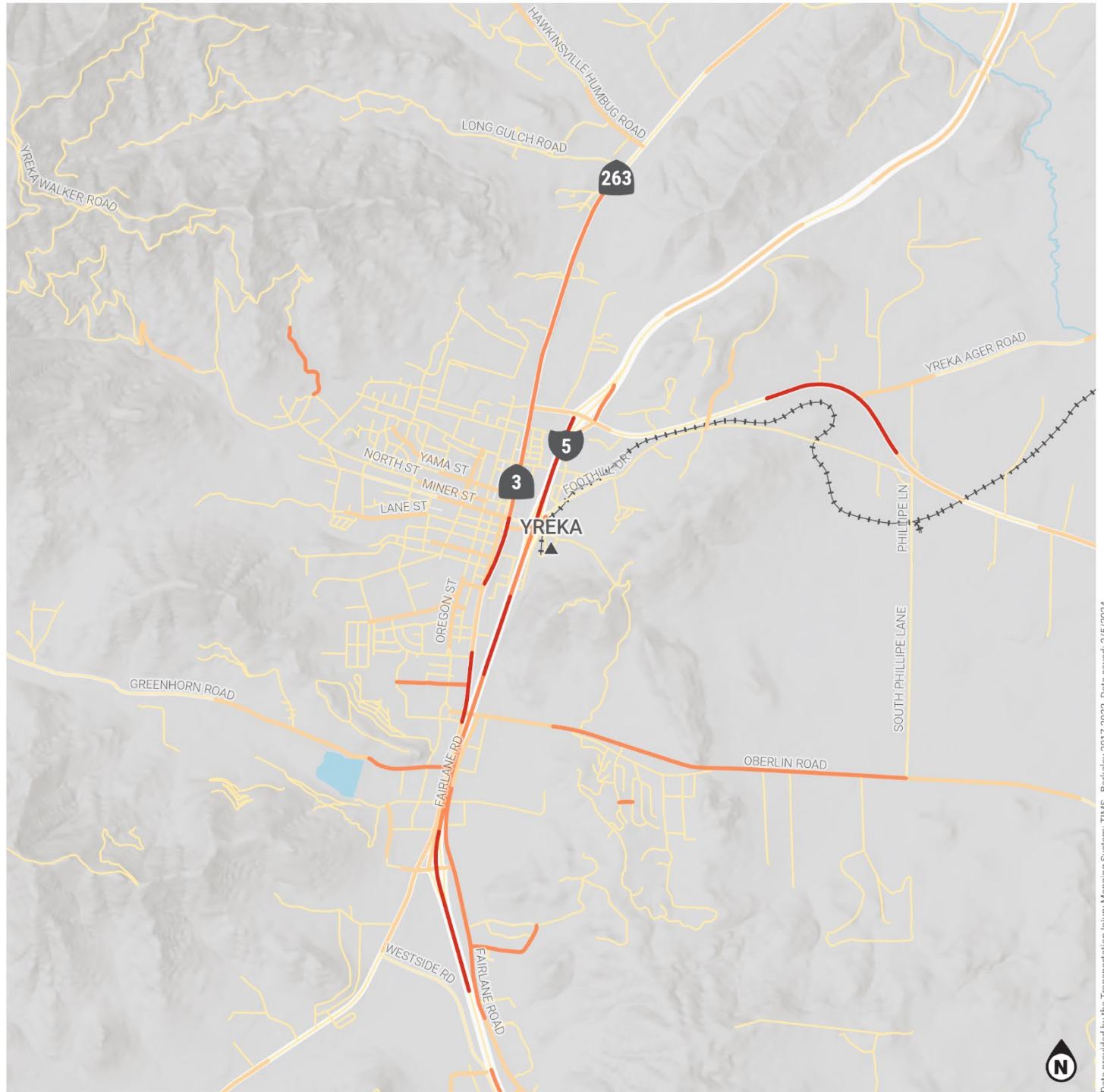
Railroad

County Boundary



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0 0.5 1 MILES



Data provided by the Transportation Injury Mapping System; TIMS - Berkeley 2017-2022. Date saved: 2/5/2024.



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