



Conference Room at the Siskiyou County Transit Center 190 Greenhorn Road Yreka, California 96097

April 8, 2025

**Regular Meeting** 

Remote Participation and Public Comment Teleconference:Conference Call In Number:+1.669.444.9171 USMeeting ID:831 3099 2351

All agendas are available at: https://siskiyoucoltc.org/docs-category/meeting-agenda/

Commission & Board Members

Representatives of the Siskiyou County Board of Supervisors

Michael Kobseff, Chair 2025	County Supervisor – District 3
Nancy Ogren	County Supervisor – District 4
Ed Valenzuela	County Supervisor – District 2
Jess Harris (Alternate)	County Supervisor – District 1

Representatives of the League of Local Agencies

Matthew Bryan	Councilmember, City of Dunsmuir
Cliff Munson	Councilmember, City of Etna
Pat Vela, Vice Chair 2025	Councilmember, City of Montague
Mercedes Garcia (Alternate)	Councilmember, Town of Fort Jones

The Commission may take action sitting as the Local Transportation Commission and as the governing body of Siskiyou Transportation Agency.

The agenda items are as follows:

- 1) 10:30 AM Pledge of Allegiance
- 2) Roll Call
- 3) Presentations from the Public

PLEASE NOTE: This time slot is for information from the public. No action or discussion will be conducted on matters presented at this time. You will be allowed three (3) minutes for your presentation. The Chair can extend the time for appropriate circumstances. When addressing the Commission, please state your name for the record prior to providing your comments. Please address the Commission, as a

# Agenda



# Siskiyou County Local Transportation Commission and Siskiyou Transportation Agency



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Comments should be limited to matters within the whole, through the Chair. jurisdiction of the Commission.

Siskiyou County Local Transportation Commission

# 4) Consent Agenda

The following consent agenda items are expected to be routine and noncontroversial. They may be acted upon by the Commission at one time without discussion. Any Commissioner, staff member, or interested person may request that an item be removed from the Consent Agenda for discussion and consideration. Approval of a consent item means approval of the recommended motion as specified on the Agenda Worksheet.

- A. Fiscal Reporting Informational Only Reports of Expenditures and
  - Revenues from February 3, 2025, to March 28, 2025, for:
    - 1. Local Transportation Commission (Fund: 2505)
    - 2. Regional Transportation Planning (Fund: 2506)
    - 3. Local Transportation Funds (Fund: 2536)
    - 4. Regional Surface Transportation Block Grant Program (Fund: 2537)
    - 5. State Transit Assistance (Fund: 2538)
    - 6. SB 125 TIRCP/General Fund (Fund: 2546)
    - 7. SB 125 Greenhouse Gas Reduction Fund (Fund: 2547)
    - 8. SB 125 Public Transit Account (Fund: 2548)

# **Regular Informational Items**

B. Commission Staff Report - Monthly report from Executive Director on activities, reporting, and other projects.

# Consent Agenda Action Items

- C. Approval of the Minutes of the Regular Meeting of February 11, 2025.
- D. Triennial Performance Audit of the Siskiyou County Local Transportation Commission for the three fiscal years ended June 30, 2024.
- E. Adopt resolution authorizing the Transportation Commission Executive Director to execute the Federal Apportionment Exchange Program - Regional Surface Transportation Program Block Grant agreement for FY 2024/2025 for the total amount of \$ 160,241.
- F. Approve request to increase payroll appropriations for FY 2024/2025.





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- 5) Public Hearings (Public hearing protocol)
  - 1) Opening of the hearing by the Chair;
  - 2) Reading Order of Presentation into the record or identification of the Order of Presentation as being that which is set forth in the associated Agenda;
  - 3) Presentation of staff report, if any;
  - 4) Presentation of correspondence, which correspondence may be read, circulated or acknowledged and made part of the record;
  - 5) Presentation of reports, arguments, or evidence by staff of other county departments or public agencies;
  - 6) Proponents arguments and/or evidence;
  - 7) Opponents arguments and/or evidence;
  - 8) Public comments (The Commission reserves the right to reasonably limit the length of time of individual comments and/or the total amount of time allotted to public comments.)
  - 9) Rebuttal by proponents;
  - 10)Rebuttal by opponents;
  - 11)Close of hearing;
  - 12) Discussion by members of the Commission, if any;
  - 13)Entertainment of motion and second;
  - 14)Discussion of the question;
  - 15)Decision.
  - A. <u>Siskiyou County Active Transportation Plan</u> Public hearing to consider adoption of the Siskiyou County Active Transportation Plan and determine the project exempt from the California Environmental Quality Act (CEQA).
  - B. <u>Unmet Transit Needs Annual Hearing</u> Public hearing pursuant to PUC § 99401.5(c) to identify unmet transit needs of the jurisdiction.
- 6) <u>Presentation/Discussion</u> Caltrans 2025 Construction Update
- 7) <u>Presentation/Discussion</u> McCloud Safety Intersection Project
- 8) Discussion, direction and action regarding appointments to vacancies on the Social Services Transportation Advisory Council (SSTAC) and appointments of members of the Board of Supervisors to SSTAC.
- 9) Discussion, direction and action regarding resolutions establishing the FY 2025/2026 definition of Unmet Transit Needs and Reasonable to Meet.





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- 10)Discussion, direction, and possible action regarding the second reading of proposed revisions to the bylaws of the Siskiyou County Local Transportation Commission.
- 11)Discussion, direction, and possible action regarding the FY 2025/2026 State Transit Assistance and Local Transportation Fund claim for Siskiyou Transportation Agency.
- 12)Discussion, direction, and possible action regarding the Local Transportation Fund Claims FY 2025/2026.
- 13)Discussion and direction regarding proposed personnel changes for FY 2025/2026.
- 14)Discussion, direction, and possible action regarding a contract between The Resiliency Initiative and the Commission for the development of the Siskiyou County Evacuation and Preparedness Plan, for the term of April 9, 2026 to March 31, 2027, for a total contract not to exceed of \$ 216,650.

The following items may be heard at any time during the meeting:

## Siskiyou Transportation Agency

- 15)Public Comment
- 16)Consent Agenda Action Items
  - A. STAGE staff report including ridership report.
  - B. Approval of the minutes of the regular meeting on February 11, 2025.
  - C. Receive and accept the audited financial statements for Siskiyou Transit and General Express (STAGE) for FY 2023/2024.
  - D. Approve contract between Jiffy's Truck School and Siskiyou Transportation Agency for required driver training, for the term of July 1, 2024 to June 30, 2025, for a total contract not to exceed of \$ 19,000.
  - E. Adopt resolution setting the meeting schedule for calendar year 2025.
- 17)Discussion, direction, and possible action regarding the purchase of lunches for employees during attendance at mandatory Saturday training events.
- 18)Discussion and direction regarding proposed personnel changes for the Agency in the FY 2025/2026 budget cycle.





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19)Discussion, direction, and possible action regarding bus stop service agreement between Greyhound Lines, Inc. and Flixbus, Inc. and Siskiyou Transportation Agency for use of the Mt Shasta Shopping Center bus stop for intercity bus service.

# 20)Other Business

- A. Executive Director Other Updates
- B. <u>Other Business</u> Items from Commission that do not require an agenda item or requests for future agenda items.
- C. <u>Next Regular Meeting</u> Tuesday, June 10, 2025, at 10:30 a.m.
- 21)Adjourn Meeting





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# NOTE:

Siskiyou County Local Transportation Commission and Siskiyou Transportation Agency offer teleconference participation in the meeting via Zoom, or similar technology, as a courtesy to the public, who have the option and right to attend in person. If no member of the Commission is attending the meeting via teleconference and a technical error or outage occurs, or if a participant disrupts the meeting in a manner that cannot be specifically addressed, the Commission reserves the right to discontinue Zoom, or similar technology, access and to continue conducting business.

Topic: Siskiyou County Local Transportation Commission and Siskiyou Transportation Agency Meeting

Time: Tuesday, April 8, 2025 – 10:30 a.m. Pacific Time (US and Canada)

Zoom Attendees: Conference Call In Number: +1.669.444.9171 US Meeting ID: 831 3099 2351

I declare a copy of this agenda was posted at the Siskiyou County Transit Center at 190 Greenhorn Road, Yreka, CA 96097, on April 4, 2025, by 5:00 p.m.

A printed agenda packet will be available for public review by 5:00 p.m. on April 4, 2025, at the Siskiyou County Transit Center and online at: https://siskiyoucoltc.org/docs-category/meeting-agenda/

# NOTE:

Public participation is encouraged. In compliance with Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and in compliance with the Ralph M. Brown Act, if you plan on attending the public meeting and need a special accommodation because of a sensory or mobility impairment or disability, or have a need for an interpreter, please contact Melissa Cummins at 530.842.8238, 48 hours in advance of the meeting to arrange for those accommodations. (Government Code 53953)

#### Siskiyou County Local Transportation Commission Report of Revenues and Expenditures

Agenda Item 4A(1), 4A(2), 4A(3), 4A(4), 4A(5), 4A(6), 4A(7), and 4A(8) Dates: February 3, 2025 through March 28, 2025

Fund:	Description	Revenues		Expenses	
	2505 - Local Transportation Admin (Item 4A(1))				
	AMAZON CAPITAL SERVICES, INC	\$	-	\$	22.43
	AT&T/MCI	\$	-	\$	20.37
	KENNY & NORINE, A LAW CORPORATION	\$	-	\$	44.10
	PACIFIC POWER	\$	-	\$	463.21
	VERIZON WIRELESS	\$	-	\$	105.36
	CAL ORE COMMUNICATIONS	\$	-	\$	150.40
	PILLON, CHARLES W.	\$	-	\$	1,356.25
	HAROLD'S CLEANING COMPANY	\$	-	\$	148.62
	WCP SOLUTIONS	\$	-	\$	35.11
	YREKA TRANSFER LLC	\$	-	\$	7.65
	CITY OF YREKA	\$	-	\$	32.58
	10/22 CALCARD M CUMMINS 24/25			\$	90.06
	HUE & CRY SECURITY SYSTEMS INC	\$	-	\$	29.41
	SISKIYOU FIRE EQUIPMENT	\$	-	\$	3.00
	1ST&2ND QTR ADMIN 2536>2505	\$	45,000.00	\$	45,000.00
	HR Payroll 2025 BW 3 0	\$	-	\$	8,507.34
	24/25 COST PLAN-FEBRUARY 2025	\$	354.58	\$	-,
	24/25 DATA PROCESSING-FEBRUARY 2025	\$	-	\$	213.83
	INLINE FENCE CONSTRUCTION	\$	-	\$	198.16
	HR Payroll 2025 BW 4 0	\$	-	\$	8,566.26
	J2506649 COR M CUMMINS CC 1024	\$	90.06	\$	-
	WRK PRFMD M CUMMINS JAN 2025	\$	15,995.77	\$	-
	CALCARD MASTER 0989 2/2025	\$	-	\$	148.82
	HR Payroll 2025 BW 5 0	\$	-	\$	8,507.34
	24/25 COST PLAN-MARCH 2025	\$	354.58	\$	-,
	24/25 DATA PROCESSING-MARCH 2025	\$	-	\$	213.83
	CALCARD M CUMMINS 0225	\$	148.82	\$	-
	HR Payroll 2025 BW 6 0	\$	-	\$	8,566.24
	GS>STG CANON COPY/PRINT 7/1-7/31/24	\$	-	\$	1.04
	GS>STG CANON COPY/PRINT 9/1-9/30/24	\$	-	\$	1.38
	GS>STG CANON COPY/PRNT11/1-11/30/24	\$	-	\$	1.40
	DEP#2025-098 SGR Q2	\$	19,660.00	\$	-
Fund: 25	05 - Local Transportation Admin (Item 4A(1)) Total	\$	81,603.81	\$	82,434.19
		<b>T</b>		+	,
Fund:	2506 - Overall Work Program (Item 4A(2))				
	ALTA PLANNING + DESIGN INC	\$	-	\$	33,862.03
	KENNY & NORINE, A LAW CORPORATION	\$	-	\$	342.60
	OPTIMIZE WORLDWIDE, INC	\$	-	\$	897.87
	CAL ORE COMMUNICATIONS	\$	-	\$	-
	CUMMINS, MELISSA	\$	-	\$	73.64
	NICHOLS CONSULTING ENGINEERS, CHTD	\$	-	\$	3,180.50
	10/22 CALCARD M CUMMINS 24/25	\$	90.06	\$	-
	J2506649 COR M CUMMINS CC 1024	\$	-	\$	90.06
	WRK PRFMD M CUMMINS JAN 2025	\$	-	\$	9,540.19
	GS>STG CANON COPY/PRINT 7/1-7/31/24	\$	-	\$	3.97
	GS>STG CANON COPY/PRINT 9/1-9/30/24	\$	-	\$	16.71
	GS>STG CANON COPY/PRNT11/1-11/30/24	\$	-	\$	6.20
	DEP#2025-107 STATE OF CA ATP INV 05	\$	90,764.21	\$	-
	DEP#2025-105 STATE OF CA Q2 OWP	\$	106,103.83	\$	-
			-		25.48
	GARCIA, MERCEDES DEP#2025-090 STATE - PPM PROJECT	\$ \$	- 225,000.00	\$ \$	25.48

#### Siskiyou County Local Transportation Commission Report of Revenues and Expenditures

Agenda Item 4A(1), 4A(2), 4A(3), 4A(4), 4A(5), 4A(6), 4A(7), and 4A(8) Dates: February 3, 2025 through March 28, 2025

Fund:	Description	Reven	ues	Expe	nses
Fund: 2	536 - Local Transportation Funds (Item 4A(3))				
1 unu. 2.	STATE JAN 2025 ALLOC 1/4% LTF	\$	127,225.71	\$	-
	24/25 2ND LTC ALLOC TO STAGE	\$	-	\$	200,304.50
	STATE 4TH QTR ALLOC 1/4% LTF	\$	213,287.66	↓ \$	200,004.00
	J2508379 COR 1ST LTC ALLOC TO STAGE	\$	-	\$	672,251.42
	J2508379 REV ERROR WITH ADMIN FEE	\$	672,251.42	-	-
	24/25 1ST LTC ALLOC TO STAGE	\$	-	\$	672,251.42
Fund: 253	6 - Local Transportation Funds (Item 4A(3)) Total	\$	1,012,764.79	\$	1,544,807.34
Fund: 2	537 - Regional Surface Transportation Block Grant (Item 4A(4))	•		•	- 0 <b>-</b> 00
	COLLIER INTERPRETIVE AND INFORMATIO	\$	-	\$	5,076.00
Fund: 253	7 - Regional Surface Transportation Block Grant (Item 4A(4)) To	otal \$	-	\$	5,076.00
<b>E</b> . 1. 0					
Fund: 2	538 - State Transit Assistance (Item 4A(5))	•		<b>^</b>	440 750 00
	2ND ALLOC 24/25 STATE TRANSIT>STAGE	\$	-	\$	118,752.00
	2ND ALLOC 24/25 STA INT>STAGE	\$	-	\$	450.64
	STATE 100124-123124 PUC SECT 99313	\$	113,863.00	\$	-
	STATE 100124-123124 PUC SECT 99314	\$	4,889.00	\$	-
	1ST ALLOC 24/25 STA > STAGE	\$	-	\$	117,586.00
<b>F</b>	1ST ALLOC 24/25 STA INT > STAGE	\$	-	\$ \$	196.48
Fund: 253	8 - State Transit Assistance (Item 4A(5)) Total	\$	118,752.00	\$	236,985.12
Fund: 2	546 - SB 125 TIRCP/General Fund (Item 4A(6))				
	WRK PRFMD M CUMMINS JAN 2025	\$	-	\$	520.35
	CALCARD M CUMMINS 0225	\$	-	\$	148.82
Fund: 254	6 - SB 125 TIRCP/General Fund (Item 4A(6)) Total	\$	-	\$	669.17
Fund: 2	547 - SB 125 Greenhouse Gas Reduction Fund (Item 4A(7))	•		•	
	NONE	\$	-	\$	-
Fund: 254	7 - SB 125 Greenhouse Gas Reduction Fund (Item 4A(7)) Total	\$	-	\$	-
Fund: 2	548 - Public Transit Account (Item 4A(8))				
r unu. Z	WRK PRFMD M CUMMINS JAN 2025	\$	_	\$	28.41
Fund: 254	8 - Public Transit Account (Item 4A(8)) Total	۰ ۶	-	Φ \$	28.41
1 010. 234		Ψ		Ψ	20.41
Grand Tot		\$	1,635,078.70	¢	1,918,039.48

Date: April 8, 2025

Agenda Item: 4B

Subject: Report on Activities by Commission Staff through March 31, 2025

### Past Action:

The Commission has requested staff provide a summary of activities since the last meeting. A detailed list of recent activities and accomplishments is included as an attachment.

#### **Upcoming Items**

- 1) Draft request for proposals for the following projects:
  - Draft scope of work for contactless fare system upgrade for STAGE.
  - Draft scope of work for Regional Transportation Plan update.
  - Draft scope of work for STAGE operational improvements/transit model review RFP.
  - Draft scope of work for Zero Emissions Vehicle Strategy Plan.
- 2) Finalize FY 2025/2026 recommended budgets.
- 3) SSTAC meeting April 22, 2025
- 4) LOLA meeting April 9, 2025
- 5) Finalize ATP and submit documents to state clearinghouse if approved.
- 6) STIP coordination meeting with Caltrans and local agencies on FY 2025/2026 projects.
- 7) Kick off for Evacuation and Preparedness Plan.
- 8) Coordinated Public Transportation Plan Workshop (Tentatively May 2025)

#### Financial Impact:

None.

#### **Recommended Action:**

None. This is an information item.

#### Attachments (1)

- Detailed summary of activities for the period of February 3, 2025, and March 31, 2025

#### Executive Director Staff Report Siskiyou County Local Transportation Commission Summary of Activities for Period 02/03/2025~03/31/2025

#### Non-Billable LTC Work

Fiscal work related to Commission business. Draft SCLTC administration budget for FY 2025/2026. Draft budgets for Local Transportation Fund for FY 2025/2026.

#### <u>SB125</u>

SB125 Annual Reporting (February 2025)

#### WE 601 - Administration

Fiscal work related to Commission business. Prepare SCLTC February 11, 2025 agenda. Revised SCLTC bylaws for consideration by Commission. Draft revisions to SCLTC bylaws. STA Minutes for January 14, 2025 regular meeting. Prepare STA February 11, 2025 agenda. Finalize SCLTC February 11, 2025 Agenda Finalize STA February 11, 2025 Agenda Review Happy Camp schedule & discuss start date, new bus status, etc. Prepare meeting room for February 11, 2025 meetings. Attendance at SCLTC/STA February 11, 2025 meeting. Distribute documents to Chair for signature following the February 11, 2025 meeting. Upload ATP to website, research public hearing protocol, request account for CEQA Clearinghouse. Draft public hearing notice for ATP - April 8, 2025 Prepare new Commissioner orientation materials. New Commissioner Orientation (February 13, 2025) SSTAC Vacancies Announcements Post SSTAC Notice to SCLTC Website Submitted Draft OWP for FY 2025/2026 Draft budgets for Regional Surface Transportation Program for FY 2025/2026. Contact County Clerk regarding SSTAC appointments of the Board of Supervisors. Draft SCLTC minutes for February 11, 2025 meeting. Start drafting agenda for April 8, 2025 agenda Draft agenda for April 8, 2025 meeting.

#### Executive Director Staff Report Siskiyou County Local Transportation Commission Summary of Activities for Period 02/03/2025~03/31/2025

Draft various Commission agenda items.

#### WE 601 - Administration (TDA Audits)

Submit files to Charles Pillon for preparation of the LTC's triennial performance audit. Review performance audit for LTC for period ending 06/30/2024.

#### WE 602 - OWP Development/Monitoring

OWP Amendment #4 and revised OWP Q2 Invoice.

Draft Overall Work Program FY 2025/2026.

Draft survey for local agencies regarding use of StreetSaver licenses.

#### WE 603 - Coordination & Public Engagement

Attend CTC meeting for updates to 2026 STIP, local agency requests, and other transportation related materials.

Attend RTPA meeting (03/20/2025)

Attend Rural Counties Task Force meeting (03/14/2025)

Attend stakeholder meeting for Everett Memorial & other recreational access issues.

Present to Yreka Rotary on Siskiyou County Active Transportation Plan.

Review CTC agenda materials.

Update SCLTC Facebook page with upcoming event dates.

#### WE 604.1 - Regional Transportation Systems Planning

Attended a demo by UC Berkeley team on modeling program for emergency evacuations scenarios.

#### WE 604.2 - Pavement Management System

Pavement Management Meeting / M&R Discussion with local agencies.

Review and respond to emails from NCE on Pavement Management System.

#### WE 605.1 - Multimodal & Public Transit Planning

Kickoff meeting with LSC Transportation Consultants for Coordinated Plan Update.

North State Express planning meeting with transit agency partners.

Create Unmet Transit Needs public hearing and post on Facebook.

Data request for Coordinated Plan Update - Compile information and submit to consultant. Coordination meeting with Oregon Department of Transportation and North State Super Region regarding transit connections in the north state.

#### Executive Director Staff Report Siskiyou County Local Transportation Commission Summary of Activities for Period 02/03/2025~03/31/2025

#### WE 605.2 - ATP

Review ATP presentation materials for upcoming LTC meeting.

Update website with various documents related to the ATP final draft.

Draft and distribute emails to listserv of ATP interested parties.

Review and process Alta invoice (ATP Project).

Draft and submit ATP Invoice #5 to Caltrans for reimbursement.

ATP Project Team Meeting ~ February 19, 2025

ATP Project Team Meeting ~ March 19, 2025

ATP Virtual Open House ~ February 19, 2025

Post announcement regarding ATP virtual open house and public comment period to SCLTC website. Respond to additional comments received and forward to Alta Team. Add blog post to website about extended deadline and add post to Facebook about extension.

Review comments regarding ATP from public comment period. Review recommendations from Alta, post App A & E to website, review Etna letter, review final draft, add public hearing to website and FB.

Review documents from Alta for final plan.

Draft agenda materials for ATP public hearing, CEQA determination, NOE, and staff report.

#### WE 604.3 - RTIP

Listen to CTC meeting for updates on 2026 STIP.

#### WE 606 - SCE&PP

Finalized Q&A list for Evacuation and Preparedness Plan and submitted to Optimize for posting on website.

Update Q&A post on website for SCEPP.

RFP responses for evac plan, send to reviewers, draft mandatory RFP checklist and prepare for each response received, and respond to proposal emails.

Consult with legal counsel re: RFP cost proposal issue.

Compile evaluator rating sheets for Evacuation Plan RFP responses.

Reviewed proposals for Evacuation Plan and send out reference checks.

Send award and non-award notices to responders for Evacuation Plan project.

Draft and finalize contract for consultant for Evacuation Plan.

Date: April 8, 2025

Subject: Minute Approval

#### **Past Action:**

Not Applicable.

### Summary of Item:

Approval of the minutes of the Siskiyou County Local Transportation Commission meeting on:

- February 11, 2025

Financial Impact: Yes □ No ⊠

#### **Recommended Action:**

Approve the minutes as presented, or with corrections if necessary.

#### Attachments (1)

- Draft minutes of the February 11, 2025 meeting.

Agenda Item: 4C



REGIONAL TRANSPORTATION PLANNING AGENCY

Melissa Cummins, Executive Director melissa@siskiyoucoltc.org

190 Fairlane Road Yreka, California 96097 D: 530.842.8238/C: 530.709.5060

Minutes of the Siskiyou County Local Transportation Commission

Date: February 11, 2025

The Siskiyou County Local Transportation Commission meeting of February 11, 2025, was called to order by Commissioner Ogren at 10:31 a.m. at the Siskiyou County Transit Center conference room located at 190 Greenhorn Road, Yreka, California.

Commissioners in attendance included:

Ed ValenzuelaCliff MunsonNancy OgrenMatthew BryanMercedes Garcia\*Jess Harris\*Jess Harris(\*Arrived at 10:37 but did not vote or comment on any matters during the meeting since he is was an alternate.)

<u>Commissioners absent from the meeting:</u> Michael N Kobseff Pat Vela

<u>Other Staff Present In-Person:</u> Melissa Cummins, Executive Director Angie Stumbaugh, Transportation Services Manager Andy Gilman, Transportation Services Coordinator

The agenda items included:

 Roll Call – Acting Chair Ogren called the meeting to order at 10:31 a.m. Commissioners present in-person included Bryan, Garcia, Munson, Ogren, and Valenzuela.

Commissioner Kobseff notified Ms. Cummins that he was expecting to arrive by 11 a.m. Commissioner Vela also provided prior notice that he was unavailable to attend today's meeting.

- 2) Pledge of Allegiance
- 3) Presentation from the Public

Ms. Cummins introduced Kellie Mendes, Caltrans District 2 Regional Planner, Angie Stumbaugh, Transportation Services Manager, and Andy Gilman, Transportation Services Coordinator, to the new members of the Commission.



REGIONAL TRANSPORTATION PLANNING AGENCY

Melissa Cummins, Executive Director melissa@siskiyoucoltc.org

190 Fairlane Road Yreka, California 96097 D: 530.842.8238/C: 530.709.5060

4) Consent Agenda Items

<u>Fiscal Reporting – Informational Only</u> - Reports of Expenditures and Revenues from January 3, 2025, to February 2, 2025, for:

- A. Local Transportation Commission (Fund: 2505)
- B. Regional Transportation Planning (Fund: 2506)
- C. Local Transportation Funds (Fund: 2536)
- D. Regional Surface Transportation Block Grant Program (Fund: 2537)
- E. State Transit Assistance (Fund: 2538)
- F. SB 125 TIRCP/General Fund (Fund: 2546)
- G. SB 125 Greenhouse Gas Reduction Fund (Fund: 2547)
- H. SB 125 Public Transit Account (Fund: 2548)

# Regular Informational Items

I. <u>Commission Staff Report</u> - Monthly report from Executive Director on activities, reporting, and other projects.

# Consent Agenda Action Items

- J. <u>Approval of the Minutes</u> of the Regular Meeting held on January 14, 2025.
- K. <u>2025 Commission Meeting Schedule</u> Adopt resolution establishing the 2025 meeting schedule and authorize the Chair to sign.

The Executive Director requested item 4K be pulled for discussion.

A motion was made by Commissioner Valenzuela and seconded by Commissioner Bryan to approve the remainder of the consent agenda as presented.

Ayes:	Bryan, Garcia, Munson, Ogren, Valenzuela
Noes:	None
Absent:	Kobseff, Vela
Abstain:	None

Motion passed unanimously.

Item 4K – Resolution Establishing 2025 Meeting Schedule

Ms. Cummins advised the Commission this was a follow-up to their discussion at the January 2025 meeting regarding the meeting schedule for the calendar year 2025. Exhibit A to the resolution was inadvertently omitted from the agenda package. A printed copy was provided for review.



REGIONAL TRANSPORTATION PLANNING AGENCY

Melissa Cummins, Executive Director melissa@siskiyoucoltc.org

190 Fairlane Road Yreka, California 96097 D: 530.842.8238/C: 530.709.5060

A motion was made by Commissioner Munson and seconded by Commissioner Valenzuela to adopt the resolution with Exhibit A establishing the meeting schedule for calendar year 2025 and authorizing the Chair to sign.

Ayes:Bryan, Garcia, Munson, Ogren, ValenzuelaNoes:NoneAbsent:Kobseff, VelaAbstain:None

Motion passed unanimously.

5) <u>Presentation/Discussion/Direction</u> – Presentation of the draft Siskiyou County Active Transportation Plan by Alta Planning + Design.

Ms. Cummins provided an overview of the project and introduced Katie Selin, Alta Planning + Design, Inc. Ms. Selin presented a summary of the project activities to date. A public workshop is being held on February 19, 2025, from 5:30 to 6:30 p.m. Information on this event is available on the Commission's website and Facebook pages. Following the presentation today the public comment period will open and continue through March 13, 2025. The final plan will be brought back to the Commission for final adoption at the April 8, 2025, meeting.

Katie presented a project overview of the project, data sources reviewed, coordination efforts during the project, key issues identified, engagement activities, survey responses, recommendations, and implementation and funding suggestions. She also reviewed the next steps for the project.

Commissioner Ogren asked for clarification on page 14 regarding statistics related to taking public transit. Katie will confirm the material presents this correctly.

Commissioner Bryan asked about public comments received during the City of Dunsmuir's Active Transportation Plan development and if those comments were incorporated into this plan. Katie advised they did not use individual comments in the development of the regional active transportation plan.

This was a presentation and discussion only item.

 <u>Discussion/Action</u> – Approve contract with LSC Transportation Consultants, Inc. to complete an update to the Siskiyou County Coordinated Public Transit – Human Services Transportation Plan, in an amount not to exceed \$49,758, with the work to be completed by June 30, 2026.



REGIONAL TRANSPORTATION PLANNING AGENCY

Melissa Cummins, Executive Director melissa@siskiyoucoltc.org

190 Fairlane Road Yreka, California 96097 D: 530.842.8238/C: 530.709.5060

Earlier this year (FY 2024/2025) the Commission authorized the carryover funds through the Overall Work Program to be allocated to the transit planning work element of the program. These funds were allocated to pay for a consultant to update the plan. A request for proposals was distributed and two responses were received in response to the RFP.

The costs for this project will be split between FY 2024/2025 and FY 2025/2026.

Commissioner Ogren asked for clarification on the proposed funding and deadlines to complete the plan.

A motion was made by Commissioner Valenzuela and seconded by Commissioner Bryan to authorize the Chair to execute the contract between the Commission and LSC Transportation Consultants, Inc. for the update to the Siskiyou County Coordinated Public Transit – Human Services Transportation Plan, in an amount not to exceed \$ 49,758, with the work to be completed by June 30, 2026.

Ayes:Bryan, Garcia, Munson, Ogren, ValenzuelaNoes:NoneAbsent:Kobseff, VelaAbstain:None

Motion passed unanimously.

7) <u>Discussion/Action</u> - Adopt Resolution consolidating the agendas for the Siskiyou County Local Transportation Commission and the Siskiyou Transportation Agency effective February 12, 2025.

A motion was made by Commissioner Munson and seconded by Commissioner Bryan to adopt the resolution consolidating the agendas for the Siskiyou County Local Transportation Commission and the Siskiyou Transportation Agency.

Ayes:Bryan, Garcia, Munson, Ogren, ValenzuelaNoes:NoneAbsent:Kobseff, VelaAbstain:None

Motion passed unanimously.

8) <u>Consideration and Possible Action</u> – Amendment to the bylaws of the Commission adopted on October 8, 2019, to update language to reflect current staffing and



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align bylaws with language contained in the Siskiyou Transportation Agency bylaws.

Ms. Cummins provided an overview of the changes to the draft bylaws. The new bylaws include alignment with the recently adopted bylaws of the recently adopted Siskiyou Transportation Agency.

A motion was made by Commissioner Valenzuela and seconded by Commissioner Munson to schedule the second reading of the draft bylaws for Tuesday, April 8, 2025.

Ayes:Bryan, Garcia, Munson, Ogren, ValenzuelaNoes:NoneAbsent:Kobseff, VelaAbstain:None

Motion passed unanimously.

- 9) Other Business
  - A. <u>Executive Director Other Updates</u>

We received notice from Caltrans that the Overall Work Program allocation for FY 2025/2026 will increase from \$ 230,000 to \$ 315,500. This is contingent upon approval of the state budget.

During a recent meeting staff from the California Transportation Commission (CTC) provided an update on the 2026 STIP. They are expecting revenue to be flat or down in the outer years of the STIP. The draft guidelines are expected to be presented to CTC at their June 2025 meeting. The fund estimate is expected to be approved by CTC at the August 2025 meeting. Local agencies can expect to receive forms to nominate new projects and update cost estimates later this spring.

B. <u>Other Business</u> – Items from Commission that do not require an agenda item or requests for future agenda items.

None.

C. <u>Next Regular Meeting</u> – Tuesday, April 8, 2025, at 10:30 a.m.



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10)Adjourn – Commissioner Ogren adjourned the meeting at 11:10 a.m.

Date: April 8, 2025

#### Agenda Item: 4D

Subject: Triennial Performance Audit of the Siskiyou County Local Transportation Commission for the three fiscal years ended June 30, 2024.

#### Past Action:

On June 14, 2022, the SCLTC accepted the triennial performance audit for the three fiscal years ending on June 30, 2021. The audit identified deficiencies including non-compliance and inaccuracies related to the processing of the Transportation Development Act claims for FY 2020/2021 and FY 2021/2022.

The Commission directed the Executive Director to develop a corrective action plan, which was developed on or about July 12, 2022.

#### Summary of Item:

Under the Transportation Development Act county transportation commissions, transit agency boards, and transit operators are required to conduct a performance audit of its activities and the activities of each operator to whom it allocates funds. The performance audit evaluates the efficiency, effectiveness, and economy of the operation of the entity being audited. These triennial performance audits must be conducted every three years.

The triennial performance audit for the Siskiyou County Local Transportation Commission for the three-year period ending June 30, 2024, has been completed and is enclosed for the Commission's review.

The audit results begin on page 5 of the enclosed report. Each requirement is explained as well as the status of compliance for the Commission. Additionally, the prior recommendations are identified on page 8 including the status of those recommendations.

The items identified as non-compliant in the audit are:

1) Submission of the previous triennial performance audit to the Director of the California Department of Transportation.

On September 24, 2024, the current Executive Director was contacted by Caltrans Division of Transportation Planning regarding the performance audit for the period ending June 30, 2021. Upon being made aware that the previous performance audit was not submitted we immediately submitted the full document and corrective action plan (dated 07/12/2022) to the State.

2) Adherence to the dates outlined in the TDA.

The auditor (Mr. Pillon) found that TDA claims for the years ended June 30, 2022, and June 30, 2023, did not adhere to the dates outlined in the regulations. For the period ending June 30, 2024, policies and procedures were changed to align more closely with the regulations. As a result of these changes there is no additional recommendation on this item.

Financial Impact: Yes □ No ⊠

## **Recommended Action:**

Accept the Triennial Performance Audit for the period ending June 30, 2024, and direct the Executive Director to submit the audit as required by the Transportation Development Act.

### Attachments (1)

- Siskiyou County Local Transportation Commission Triennial Performance Audit for the Three Fiscal Years Ended June 30, 2024.

SISKIYOU COUNTY LOCAL TRANSPORTATION COMMISSION TRIENNIAL PERFORMANCE AUDIT FOR THE THREE FISCAL YEARS ENDED JUNE 30, 2024

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# Charles W. Pillon, C.P.A.

CERTIFIED PUBLIC ACCOUNTANT 4685 Pleasant Hills Dr Anderson, CA 96007 Telephone (530) 949-4177 Email: charlie@charlespilloncpa.com

#### **INDEPENDENT AUDITORS' REPORT**

Board of Commissioners Siskiyou County Local Transportation Commission Yreka, California

I have conducted a performance audit of the Siskiyou County Local Transportation Commission for the three years ended June 30, 2024. The results of my audit and related recommendations and comments are contained within this report.

I conducted my audit in accordance with the standards applicable to performance audits contained in *Governmental Auditing Standards*, issued by the Comptroller General of the United States, and with the guidance contained in *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*, published by the California Department of Transportation. The purpose of this performance audit is to evaluate the efficiency, effectiveness, and economy of the operation of the Siskiyou County Local Transportation Commission.

I have not included management's response and a corrective action plan in this report as required by the *Government Auditing Standards*. I am requesting that the Commission respond to the findings, conclusions, and recommendations made in this report and include a corrective action plan which should be submitted to the California State Department of Transportation.

This report is intended solely for the information and use of management, the Siskiyou County Local Transportation Commission and the State of California Department of Transportation. However, this report is a matter of public record and its distribution is not limited.

Charles W. Pillon, CPA March 31, 2025

#### **EXECUTIVE SUMMARY**

During the course of my performance audit, I assessed the Siskiyou County Local Transportation Commission (Commission) compliance with applicable laws, rules, and regulations as prescribed by the Transportation Development Act (TDA), and I examined the functional areas of operation. My overall assessment of the Commission is that, with the exception of processing TDA claims for the years ended June 30, 2022 and 2023, it is operating in an economical, efficient, and effective manner. Functional areas of the Commission, along with my recommendations for improvement, are listed below.

#### Administration and Management

Transportation Development Act (TDA) claims were not processed in a timely manner for the first two years under audit, years ended June 30, 2022 and 2023. Section 6644 of the California Code of Regulations (CCR) and the Transportation Development Act Guidebook both state that by March 1 <u>for the following fiscal year</u>, the Commission (i.e. Transportation Planning Agency, "TPA") shall advise LTF claimants of anticipated area apportionments within the County, by April 1 the claimants file for LTF and STA funding with the TPA, and by June 30 the TPA conveys the LTF allocation instructions to claimants and to the County auditor. This whole process begins with the County auditor furnishing an LTF estimated apportionment to the TPA by February 1.

In addition, the claims were not paid according to the approved allocation instructions for FY22-23. As noted in the annual audit for the fiscal year, the Commission did not effectively monitor the claims that were paid to ensure they followed the allocation instructions given to the County Auditor.

For the years ended June 30, 2022 and 2023, this is an area of non-compliance. For the year ended June 30, 2024, the Commission's policies and procedures regarding the processing of claims were updated to adhere to the TDA Guidebook and the Commission successfully implemented the prior triennial performance audit recommendations to process accurate claims in a timely manner and pay them according to the required instructions.

I have no additional recommendations in this area.

#### Transportation Planning and Regional Coordination

I have no recommendations in this area.

#### Claimant Relationship and Oversight

During the prior triennial performance audit I recommended the Commission improve its communication with the transit operator, County of Siskiyou Department of General Services, and the County auditor's office, in order to be more effective in providing technical and managerial assistance to the transit operator pursuant to Section 99244 and eliminate audit findings in future audits. Pursuant to Section 99314.6, I recommended the Commission analyze if the operator is annually meeting either of the efficiency standards to determine if the funds should be allocated for operating or capital purposes. During the years ended June 30, 2022 and 2023, the recommendations were not effectively implemented, however, during the year ended June 30, 2024, the Commission hired a new executive director and implemented changes that successfully implemented the prior audit recommendations.

#### Marketing and Transportation Alternatives

I have no recommendations in this area.

#### **Grant Applications and Management**

I have no recommendations in this area.

#### INTRODUCTION

This performance audit report on the Regional Transportation Planning Agency (RTPA) activities of Commission is in compliance with the State of California Public Utilities Code Section 99246. This statute requires triennial performance audits of RTPA's which receive Transportation Development Act (TDA) funds. This audit covers the period of July 1, 2021, through June 30, 2024.

Performance auditing consists of evaluating the efficiency, effectiveness, and economy of the operation of the entity being audited. Section 99246(b) of the Public Utilities Code requires the audit be conducted in accordance with the efficiency, economy, and program results portion of the Comptroller General's "Standards for Audit of Governmental Organizations, Programs, Activities and Functions Programs." Performance audits shall be conducted triennially pursuant to a schedule established by the transportation planning agency, transit development board, or county transportation commission having jurisdiction over the operator.

The Government Auditing Standards states the following:

"Economy and efficiency audits include determining (1) whether the entity is acquiring, protecting, and using its resources (such as personnel, property, and space) economically and efficiency, (2) the causes of inefficiencies or uneconomical practices, and (3) whether the entity has complied with the laws and regulations concerning matters of economy and efficiency."

"Program audits include determining (1) the extent to which the desired results or benefits established by the legislature or other authorizing body are being achieved, (2) the effectiveness of organizations, programs, activities, or functions, and (3) whether the entity has complied with laws and regulations applicable to the program."

In order to meet the requirements of the TDA and the *Government Auditing Standards*, I reviewed pertinent documents, observed operations, and interviewed the Executive Director. The results of my audit are documented in the pages that follow.

#### BACKGROUND

The Commission was designated as the Regional Transportation Planning Agency (RTPA) for the County of the Siskiyou. This designation was made by the Director of Transportation pursuant to Title 3, Division 3, Chapter 2, Section 29532 of the California Government Code.

Membership on the Board is three members appointed by the Siskiyou County Board of Supervisors and three members selected by the City Selection Committee. The City Selection Committee consists of elected officials from the nine incorporated cities within the County of the Siskiyou.

The Commission is supported by one committee that advises them:

<u>Social Services Transportation Advisory Council (SSTAC)</u>: The SSTAC shall act in an advisory capacity to the Commission and have the following responsibilities: Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the Commission and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. The SSTAC may also advise the Commission on any other transit issues, including the coordination and consolidation of specialized transportation services.

Members and alternates of the SSTAC shall be appointed according to Section 99238 of the Transportation Development Act Statutes and California Code of Regulations.

The Commission is responsible for updating and implementing the Regional Transportation Plan (RTP) on a biennial basis. The RTP is a long-range planning document which outlines the transportation goals and policies which have been adopted by the Commission to achieve a coordinated and balanced regional transportation system for the County of Siskiyou. The RTP identifies and assesses transportation needs in the Count of Siskiyou in addition to describing the current transportation system.

Another responsibility of the Commission is the administration of the Transportation Development Act (TDA) funds used for supporting transit planning, bicycle and pedestrian facilities, transit, and streets and roads projects. TDA funds are of two types: the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STAF). LTF monies are derived from a ¼ cent collected on sales tax paid on purchases in the County of Siskiyou. STAF monies are derived from a portion of the motor vehicle fuel sales tax.

The Commission also has oversight responsibility for federal transportation grants and program funds to be used for transit and transportation planning within the County of Siskiyou. The Commission also monitors the public transit operation that is servicing the County of Siskiyou.

#### AUDIT RESULTS

The performance audit of the Commission consists of three sections: a compliance review, a status of prior audit recommendations, and a functional review of the Commission.

#### **Compliance Review**

The Commission is required to follow the rules and regulations described in the TDA in administering the LTF and STAF. The TDA consists of two parts: the Public Utilities Code (PUC) and the California Code of Regulations (CCR). These two codes outline specific compliance requirements that the Commission must follow. A review of each compliance requirement and the Commission's compliance status is as follows:

**PUC Section 99230 and 99235, CCR Section 6620, 6644, 6630, 6659 and 6732** – The designated transportation planning agency shall, from an analysis and evaluation of the total amount anticipated to be available in the local transportation fund and the relative needs of each claimant for the purposes for which the fund is intended, and consistent with the provisions of these chapters, annually determine the amount to be allocated to each claimant and process the claims in an accurate and timely manner.

The Commission is annually determining the amount to be allocated to each claimant, however, during the 3 years reviewed for this audit, the Commission did not adhere to the dates outlined in the regulations and the TDA Guidebook for the years ended June 30, 2022 and 2023, thus claims were not processed in a timely manner. In addition, during FY22-23, claims were not paid according to the approved claim and instructions for payment. This is an area of noncompliance for the Commission. See my recommendations in the Executive Summary section.

**<u>PUC Section 99231</u>** – All operators and City or County governments which have responsibility for serving a given area, in total, claim no more than those LTF monies apportioned to that area.

The Commission maintains adequate accounting for the area of apportionment and does not allow any agency to claim more than what is in its area of apportionment.

**PUC Section 99233 and 99234** – The regional transportation planning agency must adopt rules and regulations delineating procedures for the submission of claims for facilities provided for the exclusive use of pedestrians and bicycles.

The Commission has rules and regulations in place for the submission of these claims.

**PUC Section 99238 and 99238.5** – The RTPA must establish a SSTAC. The RTPA must ensure that there is a citizen participation process which includes at least an annual public hearing.

The Commission has established a SSTAC that participates in the annual public hearing regarding unmet transit needs.

**PUC Section 99244** – The RTPA must annually identify, analyze, and recommend potential productivity improvements that could lower the operating costs of those operators, which operate at least 50 percent of their vehicle service miles within the RTPA's jurisdiction. Recommendations include, but are not limited to, those made in the performance audit.

The SSTAC conducts an annual review of the transit operator to review potential productivity improvements which could make the transit operations more cost effective. In addition, during the years ended June 30, 2022 and 2023, the Commission should have done a better job of analyzing the operating costs and making recommendations to lower these costs that have been steadily rising for several years. For FY23-24, the Commission hired a full-time Executive Director, updated its policies and procedures, and analyzed the operating costs and made recommendations to address rising costs.

#### AUDIT RESULTS (CONTINUED)

#### **Compliance Review (Continued)**

**<u>PUC Section 99245</u>** – The RTPA must ensure that all claimants, to whom it allocates TDA funds, submit to it and to the State Controller an annual certified fiscal and compliance audit within 180 days after the end of the fiscal year, or 270 days with a valid extension.

The Commission contracts with a Certified Public Accountant to conduct the fiscal and compliance audits, on an annual basis, for all claimants to whom it allocates funds. The audits must be completed and delivered to the Commission and the State Controller within the specified time limits, or any extensions permitted by the TDA. All claimants completed the required TDA compliance audit within the required timeframe for each of the years covered in this audit.

**PUC Section 99246 and 99248** – The RTPA must designate an independent entity to conduct a performance audit of operators and itself. For operators, the audit must include the calculation of the required performance indicators, and the audit report must be transmitted to the entity that allocated the operator's TDA monies within 12 months after the end of the triennium. If an operator's audit was not transmitted by the start of the second fiscal year following the last fiscal year of the triennium, TDA funds are not to be allocated to the operator for that or subsequent fiscal years until the audit is transmitted.

The Commission contracted with an independent Certified Public Accountant to conduct performance audits of itself and the transit operator for the prior three-year period ended June 30, 2021. The transit operator's audit for the prior triennial period was completed and delivered to the appropriate recipients in a timely manner.

**<u>PUC Section 99246(c)</u>** – The RTPA must submit a copy of its performance audit to the Director of the California Department of Transportation. In addition, the RTPA must certify in writing to the Director that the performance audit of the transit operator located under its jurisdiction was completed.

The RTPA performance audit for the three-year period ended June 30, 2021, was completed in a timely manner and the report was issued on June 1, 2022, however, due to turnover in the Executive Director position, the audit was not submitted to the Director in a timely manner.

**PUC Section 99246(d)** – The performance audit of the operator providing public transportation services shall include, but not be limited to, a verification of the operator's operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee, as defined in Section 99247. The performance audit shall include, but not be limited to, consideration of the needs and types of passengers being served and the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2.

The Commission is in compliance.

**<u>PUC Sections 99270.1 and 99270.2</u>** – The RTPA must establish rules and regulations regarding revenue ratios for transportation operators providing services in urbanized and new urbanized areas.

This does not apply as there are no urban areas in the County of the Siskiyou.

<u>PUC Section 99275.5</u> – The RTPA must adopt criteria, rules, and regulations for the evaluation of claims filed under Article 4.5 of the TDA and the determination of the cost effectiveness of the proposed community transit services.

The RTPA has adopted criteria, rules and regulations for the evaluation of claims filed under Article 4.5.

#### AUDIT RESULTS (CONTINUED)

#### **Compliance Review (Continued)**

**PUC Section 99310.5 and 99313.3 and Proposition 116** – State Transit Assistance funds received by the RTPA can only be allocated for transportation planning and mass transportation purposes.

The Commission allocates the STA funds for public transportation purposes only.

**PUC Section 99314.3** – The amount of State Transit Assistance received, pursuant to PUC Section 99314, by each RTPA shall be allocated to the operators in the area of its jurisdiction as prescribed by the State Controller's Office.

The Commission allocates STA funds to the only eligible agency under its jurisdiction in accordance with the rules prescribed by the State Controller's Office. While this allocation is correct in being allocated to the transit operator in its jurisdiction, for the years ended June 30, 2022 and 2023, the Commission did not analyze if the operator is annually meeting either of the efficiency standards pursuant to the efficiency standards PUC Section 99314.6 to determine if the funds should be allocated for operating or capital purposes. Efficiency standards were analyzed for the year ended June 30, 2024.

**<u>PUC Section 99401.5</u>** – If TDA funds are allocated for purposes not directly related to public or specialized transportation services, or facilities for exclusive use of pedestrians and bicycles, the Commission will annually do the following:

- Consult with SSTAC established pursuant to PUC Section 99238.
- Identify transit needs, including the following:

Groups who are transit-dependent or transit-disadvantaged, Adequacy of existing transit services to meet the needs of groups identified, and Analyze potential alternatives to provide transportation services.

- Adopt or re-affirm the definitions of "unmet transit needs" and "reasonable to meet".
- Identify the "unmet transit needs" and those needs that are "reasonable to meet".
- Adopt a finding that there are no unmet transit needs, that there are no unmet transit needs that are reasonable to meet, or that there are unmet transit needs including needs that are reasonable to meet.
- If a finding is adopted that there are no unmet transit needs, these needs must have been funded before an allocation is made for streets and roads.

The Commission's SSTAC participates in the annual public hearings process to review unmet transit needs prior to making any allocations for streets and roads. All required findings are adopted by the Commission before any allocations are made for streets and roads purposes.

<u>CCR Section 6662</u> – The RTPA must cause an audit of its accounts and records to be performed for each fiscal year by the County Auditor or a Certified Public Accountant. The RTPA must transmit the resulting audit report to the State Controller within 12 months of the end of each fiscal year and must be performed in accordance with the Basic Audit Program and Report Guidelines of the California Special Districts prescribed by the State Controller. The audit shall include a determination of compliance with the TDA and the accompanying rules and regulations. Financial statements may not commingle the STA, the LTF, or other revenue or funds of any City, County, or other agency. The RTPA must maintain fiscal and accounting records and supporting papers for at least four years following fiscal year close.

#### AUDIT RESULTS (CONTINUED)

The Commission contracts with a Certified Public Accountant to conduct an annual fiscal and compliance audit of its funds. The audit meets the requirements of the TDA, as well as those imposed by the State Controller's Office.

#### **Status of the Prior Triennial Recommendations**

#### Administration and Management

I recommended that the Commission update the Commission's policies and procedures regarding the processing of claims to adhere to the TDA Guidebook and implement for the FY22-23 claims or as soon as possible. Changes should include, but not be limited, to the following:

- 1. Adhere to the TDA report dates in the Guidebook and CCRs for LTF and STA funding;
- Issue instructions for LTF allocations to the County Auditor to pay claims according to the following schedule: Monthly for the transit operator, City of Yreka and County of Siskiyou Road Department; and quarterly for the remaining jurisdictions;
- 3. In developing the current FY estimate for LTF claim amounts, the estimate should start with a trueup adjustment to the prior fiscal year estimate based on the actual sales tax receipts and the population statistics in place for that prior fiscal year; and
- 4. Continue to track the actual sales tax receipts during the fiscal year to properly assess the need to revise the original claim amounts for the monthly and/or quarterly allocations.

#### Status:

The Administration and Management recommendations were fully implemented during the year ended June 30, 2024.

#### **Claimant Relationship and Oversight**

I recommended that the Commission improve its communication with the transit operator, County of Siskiyou Department of General Services, and the County auditor's office, in order to be more effective in providing technical and managerial assistance to the transit operator pursuant to Section 99244 and eliminate audit findings in future audits.

#### Status:

The Claimant Relationship and Oversight recommendation started to be implemented during the year ended June 30, 2023, and were fully implemented during the year ended June 30, 2024.

#### **Current Year Functional Review, Findings, and Recommendations**

This section reviews the various functions of the Commission. Following the guidelines in the *Performance Audit Guidebook*, the functional areas are grouped as follows:

- Administration and Management
- Transportation Planning and Regional Coordination
- Claimant Relationships and Oversight
- Marketing and Transportation Alternatives
- Grant Applications and Management

In conducting the review of each functional area, I performed the following procedures:

- Discussed with management what the Commission's policies and procedures are and how these policies and procedures affected the Commission's performance during the last three fiscal years;
- Obtained or reviewed copies of pertinent documents;
- Discussed Commission's activities with commission members, county and city staff, and other agencies that the Commission's staff interacts with.

#### AUDIT RESULTS (Continued)

My findings and recommendations, by functional area, are as follows:

#### Administration and Management

This function area involves the overall administration of the Commission's activities. It includes general administration, internal planning and achievements, governing board activities, and personnel.

The Commission contracted the staffing duties with an outside contractor, Green DOT Transportation Solutions, for FY21-22 and 3 months of FY22-23. An Executive Director staffed the Commission during the remainder of FY22-23 and all of FY23-24.

The staff is responsible for development and implementation of an annual overall work program (OWP) which is presented to the Commission for adoption and to Caltrans for review and approval as to completeness and conformity to State and Federal guidelines. The OWP is a plan of action for Commission staff, to include specific projects, timelines, products, and meetings or conferences to attend. The OWP is funded through Federal and State grants with the LTF funds for activities approved by the Commission that are beyond the level of funding provided by the State and Federal grants. The staff is also responsible for processing the TDA claims in an accurate and timely manner.

The governing board meets adequately enough to conduct the Commission business in a timely fashion. Attendance is good, with most meetings attended by every member or a designated alternate. Meetings are properly advertised, and all meetings are open to the public, where their input is encouraged and appreciated.

Although most of this functional area is being performed in an economical, efficient, and effective manner, as mentioned in the Compliance Review section, when annually processing TDA claims, for the years ended June 30, 2022 and 2023, the Commission did not adhere to the dates outlined in the regulations and the TDA Guidebook, thus claims were not processed in a timely manner. In addition, during FY22-23, claims were not paid according to the approved claim and instructions for payment. For the year ended June 30, 2024, the Commission's policies and procedures regarding the processing of claims were updated to adhere to the TDA Guidebook and the Commission successfully implemented the prior triennial performance audit recommendations to process accurate claims in a timely manner and pay them according to the required instructions. Therefore, I have no recommendations in this area.

#### Transportation Planning and Regional Coordination

This area includes short-term and long-range transportation demand projections as well as the preparation for service provisions to meet those needs, and financial planning and analysis. This function also ensures that transportation providers within the Commission's region provide service without duplication. Specific functions in this area include:

- Regional Transportation Plan (RTP) development and adoption
- Regional Transportation Plan implementation
- Information generation and distribution
- Information collection

The Commission has adopted RTPs in a timely manner that complied with Federal and State guidelines. The RTPs have been complete and appear to be implemented at a level that is consistent with other agencies in the state. Input from all interest parties, including County, the Cities, and State, and the general public are combined into a document that coordinates the various transportation needs into one report.

The Commission staff interacts with many agencies to share and gather information regarding the many topics the Commission is involved in. This information is available to any interested party.

#### AUDIT RESULTS (Continued)

Transportation planning and regional coordination is being handled in an economical, efficient and effective manner. I have no recommendations for this functional area.

#### Claimant Relationships and Oversight

This area involves the Commission's interaction with the transit operators and member agency claimants within its jurisdiction. This functional area includes:

- Technical and managerial assistance to operators
- Communication of TDA
- Reports and information received by the RTPA
- TDA claim processing

In carrying out the duties of TDA administration, the Commission apportions available funding in accordance with the guidelines of the TDA and uses the State Department of Finance population estimates to calculate amounts. The funding claim used by the Commission outlines eligible uses for funds claimed by the member agencies. Member agencies have not been notified of the available funding several months before the beginning of each fiscal year, in accordance with the TDA.

The LTF monies are allocated to the member agencies for transit planning, pedestrian and bicycle projects, transits, and streets and roads expenses. The STA funds are allocated for transit purposes only.

During the FY21-22 and 3 months of FY22-23, due to using an outside contractor for the Commission staff duties, I noted during my review that breakdowns in communication occurred between the Commission staff and the transit operator, County of Siskiyou Department of General Services, and the County auditor's office, which resulted in untimely and inaccurate claims processing, as well as audit findings in the FY21-22 financial statement audit.

For the remainder of FY22-23, the TDA administration was handled in an economical, efficient, and effective manner, however, as previously mentioned, the claims process was started late (i.e. after prescribed TDA guidelines) and thus the claims were not processed in a timely manner. In addition, claims were not paid according to the approved claim and instructions for payment.

During FY23-24, the TDA administration was handled in an economical, efficient, and effective manner and I have no recommendations regarding this functional area.

#### Marketing and Transportation Alternatives

This functional area consists of promoting public transportation and alternative transportation within the County of Siskiyou. The sub-functions making up this area are:

- Marketing and public relations
- Public information and transportation alternatives

The transit operator is responsible for promoting the use of the system.

The Commission attempts to provide as much information as possible to the general public with regards to transit services available and what transportation alternatives exist.

This functional area is being performed in an economical, efficient, and effective manner. I have no recommendations regarding this functional area.

#### AUDIT RESULTS (Continued)

#### **Grant Applications and Management**

This functional area includes technical assistance to operators in the grant application process, coordination of grant applications in the region, and monitoring operator compliance with grant terms.

The Commission is also responsible for managing the grants and other sources of revenues that it receives for its own operations, which include the following:

- State and Regional Planning Assistance
- Federal Transportation Administration Grants
- Transportation Demand Management (TDM) funds
- Intermodal State Transportation Enhancement Act Funds

The transit operator has been responsible for preparing the applications and obtaining the grants related to transit. The Commission has been responsible for preparing its own grant applications. The Commission staff has done an adequate job in obtaining grant funds for projects to support both transit and transportation planning.

The grant applications and management functional area is being handled in an economical, efficient, and effective manner. I have no recommendations regarding this functional area.

Date: April 8, 2025

#### Agenda Item: 4E

Subject: Resolution authorizing the Executive Director to execute the Federal Apportionment Exchange Program Regional Surface Transportation Block Grant Agreement for Fiscal Year 2024/2025.

#### Past Action:

On April 9, 2024, the Commission adopted Resolution No. 24-06 authorizing the Executive Director to execute the Federal Apportionment Exchange Program Agreements for FY 2023/2024 and distribute a call for projects.

A call for projects was issued to all eligible agencies. On May 14, 2024, the Commission reviewed project submissions and awarded funding to projects in Dunsmuir, Fort Jones, and Tulelake.

On June 11, 2024, the Commission made a subsequent allocation of RSTP funding to the Collier Interpretive and Information Center.

#### Summary of Item:

Each year SCLTC receives State Highway Account funds representing the Commission's share of the Federal Regional Surface Transportation Block Grant Program. The allocation for 2024/2025 is \$ 160,241.00.

This apportionment is available for allocation to projects defined under Article XIX of the California State Constitution and implemented in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highway Code.

Projects previously funded through this program include pedestrian and sidewalk improvements and road rehabilitation. A summary of the allocations by agency is included as requested by the Commission.

To secure the funds the Commission must adopt a resolution identifying the person authorized to execute the agreement on the Commission's behalf.

Financial Impact:	Yes 🛛	No 🗆
2537-303022-540800	\$ 160,241.00	

#### **Recommended Action:**

Adopt Resolution authorizing the Executive Director to execute the Federal Apportionment Exchange Program Agreements for FY 2024/2025.

#### Attachments (3)

- Federal Apportionment Exchange Program Agreement FY 2024/2025
- Resolution authorizing the Executive Director to execute the exchange agreement for FY 2024/2025.
- RSTP Allocation History as of April 1, 2025

# FEDERAL APPORTIONMENT EXCHANGE PROGRAM CALIFORNIA DEPARTMENT OF TRANSPORTATION REGIONAL TRANSPORTATION PLANNING AGENCY

District: 02 Agency: Siskiyou County Transportation Commission

Agreement No. X25-6151(040) AMS Adv ID:0225000124

THIS AGREEMENT is made on \_\_\_\_\_\_, by Siskiyou County Transportation Commission, a Regional Transportation Planning Agency (RTPA) designated under Section 29532 of the California Government Code, and the State of California, acting by and through the Department of Transportation (STATE).

WHEREAS, RTPA desires to assign RTPA's portion of federal apportionments made available to STATE for allocation to transportation projects in accordance with Section 182.6 of the Streets and Highways Code (Regional Surface Transportation Program/Regional Surface Transportation Block Grant Program [RSTP/RSTBGP] funds) in exchange for nonfederal State Highway Account funds:

NOW, THEREFORE, the parties agree as follows:

1. As authorized by Section 182.6(g) of the Streets and Highways Code, RTPA agrees to assign to STATE the following portion of its estimated annual RSTP/RSTBGP apportionment:

\$160,241.00 for Fiscal Year 2024/2025

The above referenced portion of RTPA's estimated annual RSTP/RSTBGP apportionment is equal to the estimated total RSTP/RSTBGP apportionment less (a) the estimated minimum annual RSTP/RSTBGP apportionment set for the County under Section 182.6(d)(2) of the Streets and Highways Code, (b) any Federal apportionments already obligated for projects not chargeable to said County's annual RSTP/RSTBGP minimum apportionment, and (c) those RSTP/RSTBGP apportionments RTPA has chosen to retain for future obligation.

2. RTPA agrees the exchange for County's estimated annual RSTP/RSTBGP minimum apportionment under Section 182.6(d)(2) of the Streets and Highways Code will be paid by STATE directly to Siskiyou County.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

Accounting Officer

| Date 03/19/225 | \$160,241.00

3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP/RSTBGP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed \$160,241.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP/RSTBGP apportionment assigned to State in Section 1 above.

4. RTPA agrees to allocate all of these Funds only for those projects implemented by cities, counties, and other public transportation agencies as are authorized under Article XIX of the California State Constitution, in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highways Code.

5. RTPA agrees to provide to STATE annually by each August 1 a list of all local project sponsors allocated Funds in the preceding fiscal year and the amounts allocated to each sponsor.

6. RTPA agrees to require project sponsors receiving those Funds provided under this AGREEMENT to establish a special account for the purpose of depositing therein all payments received from RTPA pursuant to this Agreement: (a) for cities within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.

7. RTPA agrees, in the event a project sponsor fails to use Funds received hereunder in accordance with the terms of this AGREEMENT, to require that project sponsor to return those exchange Funds to RTPA for credit to the account established under Section 6 above. In the event of any such requirement by STATE, RTPA shall provide written verification to STATE that the requested corrective action has been taken.

8. STATE reserves the right to reduce the STATE Funds payment required hereunder to offset such additional obligations by the RTPA or any of its sponsoring agencies against any RSTP/RSTBGP federal apportionments as are chargeable to, but not included in, the assignment made under Section 1 above.

# 9. COST PRINCIPLES

A) RTPA agrees to comply with, and require all project sponsors to comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) RTPA will assure that its fund recipients will be obligated to agree that (A) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine the allowability of individual project cost items and (B) Those parties shall comply with Federal Administrative Procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements To State And Local Governments. Every sub-recipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200 are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse fund moneys due STATE within 30 days of demand, or within such other period as may be agreed In writing between the parties, hereto, STATE is authorized to intercept and withhold future payments due RTPA and STATE or any third-party source, including but not limited to, the State Treasurer, The State Controller and the CTC. The implementation of the Supercircular will cancel 49 Cfr Part 18.

# **10. THIRD PARTY CONTRACTING**

A) RTPA shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of STATE.

B) Any subcontract or agreement entered into by RTPA as a result of disbursing Funds received pursuant to this AGREEMENT shall contain all of the fiscal provisions of this Agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with RTPA should be consistent with Local Program Procedures as published by STATE.

# 11. ACCOUNTING SYSTEM

RTPA, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item. The accounting system of RTPA, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

# 12. RIGHT TO AUDIT

For the purpose of determining compliance with this AGREEMENT and other matters connected with the performance of RTPA's contracts with third parties, RTPA, RTPA's contractors and subcontractors and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to RTPA. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if

# 13. TRAVEL AND SUBSISTENCE

Payments to only RTPA for travel and subsistence expenses of RTPA forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules.

If the rates invoiced are in excess of those authorized DPA rates, then RTPA is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

STATE OF CALIFORNIA
Department of Transportation

Siskiyou County Transportation Commission

By: \_\_\_\_\_

Office of Project Management Oversight Division of Local Assistance

Date: \_\_\_\_\_

By: \_\_\_\_\_

# Siskiyou County Local Transportation Commission

Resolution No.

#### RESOLUTION APPROVING THE FEDERAL APPORTIONMENT EXCHANGE PROGRAM AGREEMENT FOR FY 2024/2025

WHEREAS, the Surface Transportation Program (STP) allocates federal funding from the Highway Account of the Highway Trust Fund; and

WHEREAS, the use of federal funds for local agency projects presents significantly greater administrative and regulatory challenges including extensive oversight, reporting obligations, and compliance with numerous regulations often resulting in increased project timelines, higher administrative costs, and added complexity for local agencies; and

WHEREAS, flexibility associated with state funding enhances the ability of local agencies to address community needs promptly while maintaining necessary accountability and oversight; and

WHEREAS, Section 182.6(d)(2) of the California Streets and Highways Code allows for an exchange of Federal Regional Surface Transportation Program (RSTP)/Regional Surface Transportation Block Grant Program (RSTBGP) funding for nonfederal State highway Account Funds; and

WHEREAS, Siskiyou County Local Transportation Commission has been apportioned \$ 160,241.00 of RSTP/RSTBGP funding for the 2024/2025 fiscal year; and

NOW, THEREFORE, BE IT RESOLVED that the Siskiyou County Local Commission Transportation hereby approves the exchange of \$ 260,241.00 of FY 2024/2025 federal apportionment of RSTP/RSTBGP funding for the same amount of State of California funding and authorizes the Executive Director, Melissa Cummins, to sign Agreement No. X25-6151(040) between the Siskiyou County Local Transportation Commission and the State of California.

PASSED AND ADOPTED this 8<sup>th</sup> day of April 2025 by the Siskiyou County Local Transportation Commission by the following vote:

AYES: NOES: ABSENT: ABSTAIN:

> Michael N. Kobseff, Chair Siskiyou County Local Transportation Commission

ATTEST: Melissa Cummins, Executive Director Siskiyou County Local Transportation Commission

Ву \_\_\_\_\_

#### Regional Surface Transportation Program Block Grant

Agency	FY 2015/ 2016	FY 2016/ 2017	FY 2017/ 2018	FY 2018/ 2019	FY 2019/ 2020	FY 2020/ 2021	Awarded 21/22	Awarded 22/23 Cycle	Awarded 23/24 Cycle		al by Agency	Additional Funding : Requested:	(I R	I by Agency Including equested Funding)
Collier Interpretive Center									\$ 27,706	6 \$	27,706	\$-	\$	27,706
City of Dorris	\$ 117,648									\$	117,648		\$	117,648
City of Dunsmuir			\$ 32,000						\$ 74,000	) \$	32,000		\$	32,000
City of Etna		\$ 60,000						\$ 110,000		\$	170,000		\$	170,000
Town of Fort Jones									\$ 55,000	<mark>)                                    </mark>	-		\$	-
City of Montague								\$ 84,000		\$	84,000	\$-	\$	84,000
City of Mt Shasta		\$ 124,092								\$	124,092	\$-	\$	124,092
City of Tulelake							\$ 41,33	<b>\$</b> \$ 157,954	\$ 90,000	) \$	199,290		\$	199,290
City of Weed	\$ 30,000					\$ 90,000				\$	120,000	\$-	\$	120,000
City of Yreka										\$	-	\$-	\$	-
Total Allocations RSTP:	\$ 30,000	\$ 184,092	\$ 32,000	\$-	\$-	\$ 90,000	\$ 41,33	6 \$ 351,954		\$	729,382			
												(201	5/2016	6 to current)
Fund Balance a	as of 12/12/2024:	\$ 158,493.82		Projects Fund	led through Con	mission's Alloca	ation of CRRS	<u>SA</u>				Balance of Cur	rent Al	locations
Antici	ipated Revenue:	\$-		\$ 86,000	City of Fort J	ones - Horn Stre	et					City of Etna	a \$	1,083.72
Less Outstan	ding Allocations:	\$ (142,419.72)	<u>)</u>	\$ 43,664	City of Tulela	ke - C Street						Town of Fort Jones	s \$	55,000
Currer	nt Fund Balance: _	\$ 16,074.10	=	\$ 129,664								City of Dunsmui	r \$	-
				* These funds	are allocated d	irectly to the age	ncy and do no	t flow through the	SCLTC.			City of Tulelake	€\$	41,336
												City of Tulelake	e \$	20,000
												City of Tulelake	e \$	25,000
												CIIC	\$	-
													\$	142,419.72

Date: April 8, 2025

#### Agenda Item: 4F

Subject: Request to increase budget appropriations for FY 2024/2025.

# Past Action:

On May 14, 2024, the Commission adopted Resolution No. 24-10 approving the Recommended budget for FY 2024/2025.

## Summary of Item:

This is a request to increase various payroll line items within the Commission's administration budget to cover anticipated expenditures through the remaining months of FY 2024/2025.

The additional funds will be taken from the current fund balance of Fund 2505.

**Financial Impact:** Yes ⊠ No □ 2505-303020 (Various Payroll Accounts) - \$ 16,248

#### **Recommended Action:**

Authorize the Chair to execute the appropriation increasing the FY 2024/2025 appropriations by \$ 16,248.

#### Attachments (1)

- Budget Appropriation Request Form

SISKIYOU COUNTL LOCALTRAN

**BUDGET APPROPRIATION REQUEST** 

FISCAL YEAR: 2024/2025

Date: 4/1/2025

, op	ORTATION	/									Rule Code	BD02
Increase	e approj		to cover personnel costs for		mai	nder of	_					
		BUDG	SET TRANSFER FRO	M:				BUDG	SET T	RANSFER TO:		
FUND #	ORG #	АССТ #	ACCOUNT NAME	ACTV #		NOUNT	FUND #	ORG #	ACCT #	ACCOUNT NAME	ACTV #	IOUNT
2505		471000	FUND BALANCE UNASSIGNED		\$	16,248	2505	303020	611100	REGULAR WAGES		\$ 9,600
							2505	303020		O.A.S.D.I.		\$ 462
							2505	303020		RETIREMENT		\$ 4,350
							2505	303020	621300	PENSION LIABILITY-115 TRUST		\$ 71
							2505	303020		OPEB LIABILITY-115 TRUST		\$ 71
							2505	303020	622100	OTHER INSURANCE		\$ 1,694
			Total Journal		\$	16,248				Total Journal		\$ 16,248
									595000	OPERATING TRANSFERS IN		
									795000	TRANSFER OUT		

Executive Director

Date

Chair

Date

TRANSFER APPROVED

JV #:\_\_\_\_\_ DATE:\_\_\_\_\_

AUDITOR: \_\_\_\_\_

Date: April 8, 2025

#### Agenda Item: 5A

Subject: Public hearing to consider adoption of the Siskiyou County Active Transportation Plan and determine the project exempt from the California Environmental Quality Act (CEQA).

#### Past Action:

On February 11, 2025, Alta Planning + Design, Inc presented an overview of the final draft of the Siskiyou County Active Transportation Plan.

## Summary of Item:

This is a public hearing to consider adoption of the Siskiyou County Active Transportation Plan 2025 and determine the project exempt from CEQA.

The Commission has developed an Active Transportation Plan (ATP) to enhance pedestrian and bicycle infrastructure, promote non-motorized transportation, and improve public safety and accessibility. The ATP serves as a long-term planning document outlining policies, programs, and potential projects that support active transportation throughout the region.

Following the presentation of the draft final plan on February 11, 2025, the public comment period opened and continued through March 16, 2025. The project team also held the virtual community meeting on February 19, 2025. The enclosed memo from Alta Planning + Design summarizes the community feedback and proposed changes that have been incorporated into the final plan.

#### **CEQA Exemption Justification:**

Senate Bill 922, signed into law in the 2022 legislative session, amended Public Resources Code (PRC) Sections 21080.20 to exempt specific transportation plans and projects from full environmental review under CEQA. SB 922 statutorily exempts many transportation projects, including improvements for walking, biking, and public transit from an in-depth CEQA review. Lead agencies must file a Notice of Exemption (NOE) and hold a public hearing when implemented under SB 922.

Government Code 6061 requires publication of public hearing notice at least once. Since the plan is multijurisdictional the agency is required to publish the notice in the newspaper of the largest circulation. The public hearing was advertised in the Siskiyou Daily News on March 19, 2025, and added to the Commission's website and Facebook on March 28, 2025.

Additionally, under CEQA a project must have the potential to result in a significant physical impact on the environment to require environmental review. The ATP qualifies for exemption under the following CEQA Categorical Exemptions:

- Feasibility and Planning Studies Exemption (CEQA Guidelines Section 15262) This exemption applies to projects involving only feasibility or planning studies for possible future actions that have not been approved, adopted, or funded. The ATP is a planning document that outlines potential improvements but does not commit to or approve any specific projects.
- 2) Common Sense Exemption (CEQA Guidelines Section 15061(b)(3)):

This exemption applies when it can be seen with certainty that there is no possibility the activity will have a significant effect on the environment. The ATP is a policy document and does not directly authorize any physical development or construction activities.

While the Siskiyou County Active Transportation Plan is exempt from CEQA because it is a long-term planning document without direct environmental impacts individual projects that are identified in the plan remain subject to CEQA unless another exemption applies.

Based on the information outlined above it is concluded that the plan is statutorily exempted from CEQA pursuant to the identified sections.

## **Financial Impact:**

Adopting the ATP does not commit the Commission to specific expenditures. However, implementation of recommended projects will require seeking grant funding, leveraging existing transportation funds, and coordination by local jurisdictions.

# **Recommended Action:**

Staff recommends adoption of the resolution to:

- 1) Adopt the Siskiyou County Active Transportation Plan 2025
- 2) Determine the Plan exempt from CEQA under Sections 21080.20, 15262, and 15061(b)(3) of the CEQA Guidelines.
- 3) Direct staff to file a Notice of Exemption with the Siskiyou County Clerk and the California State Clearinghouse.

## Attachments (4)

- Public Comments Memo from Alta Planning (Date: March 31, 2025)
- Resolution adopting the plan and determining it exempt from CEQA.
- Notice of Exemption Siskiyou County Active Transportation Plan 2025
- Public Hearing Notice Posted in Siskiyou Daily News March 19, 2025
- Siskiyou County Active Transportation Plan 2025



То:	Melissa Cummins, Siskiyou County Local Transportation Commission
From:	Katie Selin and Phil Longenecker, Alta Planning + Design
Date:	March 31, 2025
Re:	Public Comments on the Draft Active Transportation Plan

# Introduction

The Siskiyou County Active Transportation Plan (ATP), developed with input from residents, local agencies, and community organizations, lays out a vision and identifies opportunities to improve mobility, safety, and transportation access in towns and rural areas across Siskiyou County. In the final phase of the project, our team shared the Draft <u>Siskiyou County ATP 2025</u> with the community and local partners to understand if the Plan reflects local needs, to identify any missing recommendations and to share how public input affected project outcomes. This memo summarizes the public engagement process and highlights some key updates to the Plan based on the public feedback from this phase.

# **Engagement Process**

The Draft ATP was shared with the community on February 11, 2025, and was open for public comments until March 16, 2025. Our team held an online Virtual Open House on February 19 to share the Plan and respond to community questions. Approximately 10 community members attended the meeting. We also used a variety a tools and channels to reach out to the community to help get the word out about the Draft Plan including:

- Listserv emails
- Emails to contacts from prior outreach, Technical Advisory Committee Representatives, and other stakeholders
- Emails to city clerks
- Posts on SCLTC Facebook page and website
- Posts on Siskiyou County's Facebook page
- Posts on Siskiyou Outdoor Recreation Alliance's social media and website
- Flyers

# **Community Feedback and Plan Updates**

Overall, we received about 60 comments from 7 people that touched upon a variety of topics including questions and suggestions regarding language, opportunities for future collaboration, and recommendations for projects, programs and action items. Some comments were not possible to address, such as requests for specific facilities where they are not feasible/ legal to implement. A couple of project recommendations were applicable to the upcoming South Siskiyou Sustainable Recreation Plan and will be incorporated into that effort.

1

We heard concerns about the lack of detailed walk audits in unincorporated communities, specifically McCloud. This gap was mainly due to funding constraints, but we did attend the McCloud Flea Market and included information about the ATP at an event in McCloud for the South Siskiyou Recreation Plan. We also promoted the survey on the Siskiyou County Local Transportation Commission's website and Facebook page. In the implementation section of the Plan, we added a recommendation to coordinate with unincorporated communities like McCloud to develop mini-ATPs in the future.

# **Action and Implementation Items:**

- Addition of an **action item** to increase public transit options between communities and popular trailheads and recreation destinations and accommodate users traveling with bikes.
- Addition of an **implementation item** focused on pursuing funding to allow additional non-incorporated communities to work with the County to create supplemental Active Transportation Plans for their area.
- Addition of an **implementation item** of being mindful of the limited local non-profits and volunteer capacity.

# **Programmatic Recommendation:**

• Added **College of the Siskiyous as a partner** in programmatic recommendations to Conduct Bike Maintenance and Ride Workshops and SRTS Awareness Campaign

# **Project Recommendations:**

Four new projects were included in the recommendations, and one was amended based on comments received on the ATP:

- Adding neighborhood slow street designation to Ranch Ln from Oregon St. to Lower Greenhorn Park entrance. Added in Appendix E and updated project maps.
- Conduct a safety study at the intersection of Hwy 89 and Ski Park Rd to include feasibility of expanding rideshare parking and shuttle service at Snowman's Hill to the Nordic Center and Ski Park. Also expanding safe parking, short and long-term, along Ski Park Rd to minimize congestion at Snowman's Hill and parking on Hwy 89, which can be very hazardous. Added in Appendix E and updated project maps.
- Add A28 Grenada to Hornbrook: "Siskiyou Cycle Route Watch out for Cyclists." Added in Appendix E and updated project maps.
- Signed cycle routes for residents in Hornbrook and KOA to travel to Yreka and Montague using the A28 and the alternative route of Klamathon Rd, Anderson Grade, Hwy 96, and Hwy 263. Added in Appendix E and updated project maps.
- Recommendation SP34 in Etna was changed from including a roundabout to the following instead: "Work with Caltrans District 2 to conduct a traffic safety study and needs analysis for the intersection of Collier Way and Hwy 3."

# Siskiyou County Local Transportation Commission

Resolution No.

## RESOLUTION OF THE SISKIYOU COUNTY LOCAL TRANSPORTATION COMMISSION ADOPTING THE SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN AND DETERMINING THE PLAN TO BE EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

WHEREAS, the Siskiyou County Local Transportation Commission (SCLTC) is the designated Regional Transportation Planning Agency for Siskiyou County; and

WHEREAS, the SCLTC recognizes the need to promote and enhance active transportation, including walking and bicycling, to improve public health, safety, mobility, and economic viability for the region; and

WHEREAS, the Siskiyou County Active Transportation Plan ("Plan") has been developed to establish policies, programs, and projects that support non-motorized transportation infrastructure improvements; and

WHEREAS, the Plan is intended to provide guidance for local jurisdictions in developing a comprehensive active transportation network that promotes connectivity, accessibility, and equity for all users; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code § 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3), the SCLTC has reviewed the Plan and determined that it qualifies for a categorical exemption under Section 15262 (Feasibility and Planning Studies), Section 15061(b)(3) (Common Sense Exemption), and Section 21080.20 (Active Transportation Plans); and

WHEREAS, a Notice of Exemption has been prepared in accordance with CEQA and will be filed with the appropriate agencies; and

WHEREAS, the SCLTC has conducted a duly noticed public meeting on the adoption of the Plan, providing an opportunity for public review and comment; and

WHEREAS, after consideration of the Plan, public input, and all written and oral evidence presented, the SCLTC finds that the adoption of the Plan is in the best interest of Siskiyou County residents and furthers the goals of active transportation.

NOW, THEREFORE, BE IT RESOLVED that the Siskiyou County Local Transportation Commission hereby:

Adopts the Siskiyou County Active Transportation Plan.

Determines that the Plan is exempt from CEQA under Sections 15262, 15061(b)(3), and Section 21080.20 of the CEQA Guidelines.

Directs staff to file a Notice of Exemption with the Siskiyou County Clerk and the California State Clearinghouse.

# SIGNATURES FOLLOW ON NEXT PAGE

PASSED AND ADOPTED this 8th day of April 2025 by the Siskiyou County Local Transportation Commission by the following vote:

AYES: NOES: ABSENT: ABSTAIN:

> Michael N. Kobseff, Chair Siskiyou County Local Transportation Commission

ATTEST: Melissa Cummins, Executive Director Siskiyou County Local Transportation Commission

Ву\_\_\_\_\_

# Notice of Exemption

Appendix E	¢Ε	dix	ben	Ap
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To: Office of Planning and Research P.O. Box 3044, Room 113	From: (Public Agency):
Sacramento, CA 95812-3044	
County Clerk	(Address)
County of:	(Add(033)
Project Title:	
Project Applicant:	
Project Location - Specific:	
Project Location - City:	Project Location - County:
Description of Nature, Purpose and Beneficiar	
Norse of Dublic Acoust Acoustics Duciest	
	ect:
	(3); 15269(a));
Reasons why project is exempt:	
Lead Agency Contact Person:	Area Code/Telephone/Extension:
If filed by applicant: 1. Attach certified document of exemption 2. Has a Notice of Exemption been filed b	n finding. by the public agency approving the project? Yes No
Signature:	_ Date: Title:
Signed by Lead Agency Signed	
Authority cited: Sections 21083 and 21110, Public Reso Reference: Sections 21108, 21152, and 21152.1, Public	

# THE SISKIYOU DAILY NEWS

# **Govt Public Notices**

Originally published at siskiyoudaily.com on 03/19/2025

# Notice of Public Hearing

Notice is Hereby Given that the Siskiyou County Local Transportation Commission will hold a Public Hearing on Tuesday, April 8, 2025, at 10:30 a.m., or as soon thereafter as the matter may be heard, in the Siskiyou County Transit Center Conference Room, 190 Greenhorn Road, Yreka, California, on the project described below.

Participation in this meeting will be available via Zoom/teleconference. The information necessary to participate via Zoom/teleconference will be set forth on the meeting Agenda the Friday before the meeting. Should you wish to comment on this project, you may submit a written comment or attend in person.

Project Name: Siskiyou County Active Transportation Plan

Project Location and Description: The Siskiyou County Active Transportation Plan encompasses the entire region (County of Siskiyou) and outlines proposed projects and strategies to expand pedestrian and bicycle infrastructure, improve connectivity between communities, and promote active transportation as a viable and safe option for residents and visitors.

It is anticipated that the proposed plan will be determined to be exempt from CEQA under Public Resources Code (PRC) 21080.20 and 21080.25, which exempts specific transportation plans and projects. To qualify for this exemption the lead agency must file a Notice of Exemption (NOE) and hold a public hearing.

Project documents, which include the plan and all appendices, are available at: https://siskiyoucoltc.org/planning-documents/regional-active-transportation-plan/ Documents are also available for public review at the Siskiyou County Transit Center, 190 Greenhorn Road, Yreka, California, 96097, Monday through Friday between 8 a.m. and 12 p.m. or 1 p.m. and 5 p.m. Monday through Friday, excluding County holidays.

All items presented to the Transportation Commission during a public hearing, including but not limited to, letters, e-mail, petitions, photos, or maps, become a permanent part of the record and must be submitted to the Executive Director of the Commission. It is advised that the presenter bring 10 copies of anything presented to the Commission and that the presenter create copies in advance for their own records.

All public records related to an open session item on the Agenda which are not exempt from disclosure pursuant to the California Public Records Act that are distributed to a majority of the legislative body will be available for public inspection at 190 Greenhorn Road, Yreka, CA 96097, at the time that the public records are distributed or made available to a majority of the members of the legislative body. Any concerns or issues relating to the project must be raised during the public review period or at the public hearing. Public comments can be submitted via mail or hand delivery to the Transportation Commission (190 Greenhorn Road, Yreka, CA 96097) or email to general@co.siskiyou.ca.us. Please include your name and physical address. Comments must be received by the Commission by 5:00 p.m. the day before the public hearing. If you challenge either the proposed project or the project's environmental document in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Transportation Commission prior to or at the public hearing. For more information regarding the proposed project or the public hearing, please contact Melissa Cummins at (530) 842-8238 or melissa@siskiyoucoltc.org.

Melissa Cummins, Executive Director, Siskiyou County Local Transportation Commission 2/18/2025 3/19/2025

# Active Ac

Final • April 2025



# Acknowledgments

## **PREPARED FOR**



SISKIYOU COUNTY TRANSPORTATION COMMISSION

Melissa Cummins Executive Director



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

# PREPARED BY

alta

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Siskiyou County Health and Human Services Agency

Siskiyou County Office of Education

Siskiyou Transit and General Express (STAGE)

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City of Dorris City of Dunsmuir City of Etna City of Montague City of Mt Shasta City of Weed City of Tulelake City of Yreka County of Siskiyou Town of Fort Jones Karuk Tribe Quartz Valley Indian Reservation

# **Executive Summary**

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

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

In **Chapters 1-3**, the plan introduces a vision and goals for improving active transportation, examines the current state of infrastructure and safety in Siskiyou County, and identifies challenges and opportunities for people walking and biking. **Chapters 4 and 5** illustrate county-wide metrics that could support future grant applications and describe the plan's outreach and engagement activities. Engaging the public spanned three phases, including 10 walk audits (site visits) to assess local roadway conditions. These walk audits occurred in Tulelake, Dorris, Etna, Fort Jones, Montague, Yreka, Happy Camp, Weed, Mt. Shasta and Dunsmuir. The planning process also included:

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

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

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

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

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# **Definitions and Abbreviations**

# ACCESSIBILITY

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

# **AMERICANS WITH DISABILITIES ACT (ADA)**

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

# ATP

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

#### **DISADVANTAGED COMMUNITY**

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

# FACILITY

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

## **NETWORK**

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

# SAFE ROUTES TO SCHOOL (SRTS)

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

#### **UNINCORPORATED SISKIYOU COUNTY**

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

# **INCORPORATED AREAS**

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



Background & Context

# Background & Context

# Introduction

# The Siskiyou County Active Transportation

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

# The ATP...

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

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



# "WE" WHO?

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



# WHAT IS ACTIVE TRANSPORTATION?

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

# **Project Area**

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



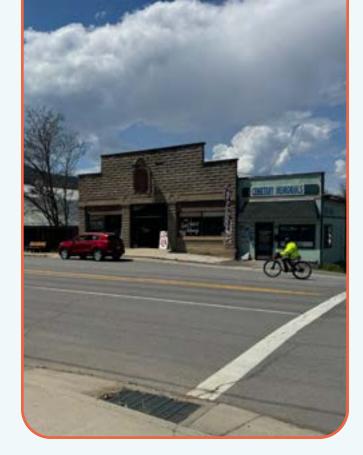
#### Figure 1 Project Area



# Plan Purpose: Why Develop an ATP for Siskiyou County?

# **Benefits of Active Transportation in Siskiyou County**

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



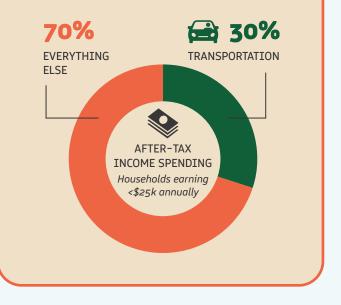


# **MOBILITY BENEFITS**

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

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

1 Siskiyou County. 2021 Short Range Transit Plan. Accessed June 2024., <u>https://siskiyoucoltc.org/wp-content/uploads/2024/06/scltc\_2021\_srtp.pdf</u>.



# **ECONOMIC BENEFITS**

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

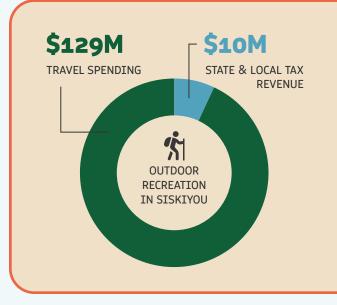
Other economic benefits include lower household transportation costs and decreased health care costs. Transportation burden refers to the percentage of income a household spends on transportation, and this often falls hardest on lowest income families. **Nationally, households earning less than \$25,000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

- 2 Urban Land Institute. Active Transportation and Real Estate: The Next Frontier. March 2016. <u>https://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf</u>.
- 3 U.S. Department of Transportation, Bureau of Transportation Statistics. "The Household Cost of Transportation: Is It Affordable?" July 2, 2024, https://www.bts.gov/data-spotlight/household-cost-transportation-it-affordable.

# **RECREATION AND TOURISM**

In Siskiyou County, **outdoor recreation is a vibrant economic sector, contributing over \$129 million in travel spending and over \$10 million in state and local tax revenue.**<sup>4</sup> The recreation and tourism economy can include the impact of money spent in communities by recreation users, attracting new businesses, and preserving history, nature, and culture. Tourism-related employment is also expected to grow in Siskiyou County to include about 1,872 workers by 2032.<sup>5</sup> Pedestrian- and bicycle-friendly environments with wider sidewalks, shaded low-traffic streets, and pedestrian-friendly shopping areas support local businesses. When active transportation infrastructure is supplemented with better transit services and conducive land use, it can yield high benefits to the community.

<sup>5</sup> Siskiyou County. Siskiyou County General Plan Update: "4. Economic and Market Analysis." May 2024. <u>https://siskiyou2050.com/images/docs/</u> SkyGP\_BR\_04\_Economic\_PRD.pdf.

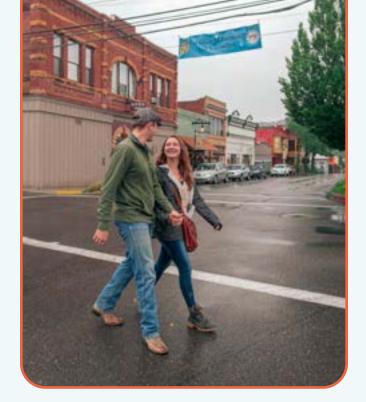


<sup>4</sup> Discover Siskiyou Industry Partners. A Resource for Tourism Stakeholders. Accessed December 2024. <u>https://www.industry.discoversiskiyou.</u> <u>com/#:~:text=With%20%24129M%2B%20in%20travel,a%20big%20impact%20on%20Siskiyou</u>.

# **COMMUNITY HEALTH**

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

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





# **ENVIRONMENTAL BENEFITS**

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

7 National Association of City Transportation Officials (NACTO). The Business Case for Active Transportation. Accessed December 2024. <u>https://nacto.org/docs/usdg/business\_case\_for\_active\_transportation\_campbell.pdf</u>.

# Plan Development Process

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

# Listen and Learn

In Phase 1, the project team gathered information on transportation conditions in the county, reviewed relevant plans and policies, and presented to the Siskiyou County Local Transportation Commission and Technical Advisory Committee. With guidance from the commission and committee, the project team established the ATP's vision and goals and began conversations with local community leadership and residents to understand their transportation-related experiences, needs, and challenges. The project team created an online public input map and survey and conducted walk audits in 10 communities around the county. Additional details about this process are included on page 61.

# **Align and Refine**

In Phase 2, the project team incorporated community feedback and field visit observations from Phase 1 to refine the goals and objectives and then developed a list of recommendations. The project team continued to engage with community members by tabling at events throughout the county during the summer of 2024, keeping the survey open for additional feedback, and holding an open house event. The project team also coordinated with the County Office of Education to share project updates, answer questions, and align recommendations with community needs.

# **Share and Review**

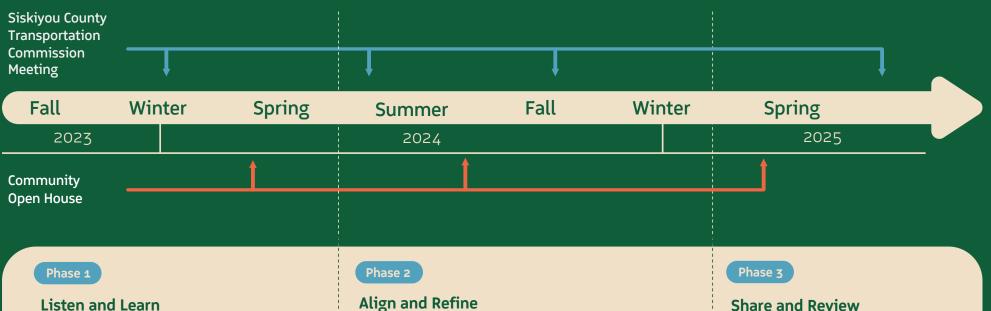
In Phase 3, the project team updated the final recommendations based on community input gathered from Phase 2. The project team identified how the recommended projects will be prioritized for funding and what implementation strategies can best achieve the ATP's vision. Then the project team shared the draft ATP with the community by sharing it with the project email list, holding a virtual open house, and posting using all available communication channels and to get final feedback.

Phase 1

Phase 2

Phase 3

# Figure 2 Project Planning Phases



Information gathering, project promotion, and engagement

- Transportation Data Collection and Plan Review .
- Vision and Goals .
- Community Survey .
- Open House •
- Council Presentations

# **Align and Refine**

*Develop active transportation project recommendations* and incorporate community feedback.

- Develop Network and Project Recommendations •
- Refine Goals and Objectives •
- Field work and Community Walk Audits •
- Open House •
- Attend Community Events •
- Coordinate with school districts •

# **Share and Review**

Prepare Draft and Final Active Transportation Plan

- Project Prioritization Funding .
- Implementation Strategy
- Open House •
- Draft Review Communications Campaign .
- Draft Final Active Transportation Plan •



# Vision & Goals

3.0

# Vision & Goals

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

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

# Vision

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





of survey respondents want to prioritize "Connectivity" when planning for the future of the County's active transportation system.

# Goals

# 1. Multimodal Connectivity

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

# **ACTIONS**

**1.1** Construct future priority projects for people walking, rolling, and biking identified in the Regional Transportation Plan (2021) in the ten-year and twenty-year planning horizons.

**1.2** Provide improved, reliable, and more frequent connections between and within communities and establish connections between partner organizations and other interested parties including Siskiyou Transit and General Express (STAGE), trails associations, and various cities.

**1.3** Support the education and promotion of active transportation through Safe Routes to Schools programs and strengthen existing partnerships with teachers, administrators, parents, and community organizations.

**1.4** Encourage local agencies to evaluate and prioritize projects that meet the active transportation goals identified in Siskiyou County's Regional Transportation Plan goals.

**1.5** Fund and assist in the development of bikeways and pedestrian facilities that safely and efficiently improve connections to transit, as well as amenities at transit locations such as bike parking and bus kiosks.

**1.6** Work with STAGE to provide connections between communities and to popular trail heads and recreation destinations and accommodate people traveling with bikes.

# 2. Safety and Comfort

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

# **ACTIONS**

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

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

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

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

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

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



57%

of survey respondents want to prioritize "Economy" when planning for the future of the County's active transportation system.

# **3. Community Development**

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

# ACTIONS

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

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

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

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



of survey respondents want to prioritize "Safety" when planning for the future of the County's active transportation system.

#### 4. Healthy and Just Communities

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

#### ACTIONS

**4.1** Increase walking and biking trips to improve public health, reduce pollution, and provide affordable options for people to get to work, school, shopping, and other destinations.

**4.2** Prioritize equity priority communities identified in the Caltrans District 2 Active Transportation Plan (2022).

**4.3** Prioritize communities with higher pollution levels and increased housing and transportation burdens using environmental justice indices like CalEnviroScreen and California Healthy Places Index.

**4.4** Expand walking and rolling access to paratransit and senior transportation services to serve people with disabilities and elderly populations.

**4.5** Engage with Native American Tribal Governments and Tribal communities to understand and address their transportation needs and concerns.

**4.6** Provide transportation options that enable equal social and economic opportunities to all community members.

**4.7** Acknowledge and address socioeconomic and racial disparities to create healthy and resilient communities.

**4.8** Create active transportation opportunities for all people regardless of their race, age, income, ability, and nationality.



49% of survey respondents want to

prioritize "Livability" and

# 35%

want to prioritize "Equity" when planning for the future of the County's active transportation system.



of survey respondents want to prioritize "Maintenance" when planning for the future of the County's active transportation system.

#### 5. Implementation

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

#### ACTIONS

**5.1** Develop a short- and long-term investment plan to identify improvements to existing or missing transit, pedestrian, and bicycle facilities.

**5.2** Build a maintenance program to ensure that transportation facilities are safe, comfortable, and free of hazards for people walking, biking, or rolling in a wheelchair.

**5.3** Develop protocols to ensure effective communication of closures, detours, construction activities, and natural or humanmade hazards.

**5.4** Coordinate with state and local agencies to fund active transportation investments in their facilities within the county.

**5.5** Position the County to leverage grant funds that support investments in walking, biking, and transit facilities.

**5.6** Explore investments in micromobility, electric vehicle charging stations, and other infrastructure advancements.

5.7 Pursue funding to allow additional non-incorporated communities, such as the McCloud Community Services District, to work with the County to create supplemental, mini Active Transportation Plans.

### 6. Resilient System

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

#### **ACTIONS**

6.1 Identify opportunities to use active transportation networks as evacuation routes in the face of extreme weather events, including integration of this plan with upcoming county Emergency Evacuation Plan updates.

**6.2** Ensure that trails, walkways, and bikeways meet wildfire safety standards.

**6.3** Increase the ability for STAGE to provide important services for people with mobility needs during evacuation.

6.4 Work with each road authority to establish continued maintenance, including snow removal during all stages of design and construction of active transportation facilities, particularly those that are important evacuation routes.

**6.5** Allocate and improve appropriate primary and secondary facilities for use following a disaster.

**6.6** Increase community awareness about active transportation options in the Emergency Response Plan and procedures.

21%

of survey respondents want to prioritize "Resiliency" when planning for the future of the County's active transportation system.

Chapter 3

Understanding Siskiyou County Today

# Understanding Siskiyou County Today

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





# **Related Plans and Policy Context**

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

#### STATE AND REGIONAL LEVELS PLANS

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

#### SISKIYOU COUNTY

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

#### PLANS OF INCORPORATED COMMUNITIES

- General Plans of Cities of Dorris, Dunsmuir, Etna, Fort Jones, Montague, Weed, and Yreka
- Fort Jones Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report (2022)
- Walk Bike Ride Mt. Shasta Mobility Plan (2022)
- City of Dunsmuir Active Transportation Plan (2023)
- Mount Shasta Bicycle, Pedestrian, and Trails Master Plan (2008)
- City of Yreka Bicycle Transportation Plan (2006)

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

#### MULTIMODAL SYSTEMS PLANNING

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





#### SAFETY

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

#### **NEEDS-BASED INDICATORS**

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

# HAZARD MITIGATION AND EMERGENCY PLANNING

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

#### **TRANSPORTATION OPTIONS**

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

View the full document review in <u>Appendix A:</u> <u>Existing Conditions Report</u>.

# **Active Transportation Today**

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

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



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

# Siskiyou County

#### **IMPORTANT ISSUES AND NEEDS**

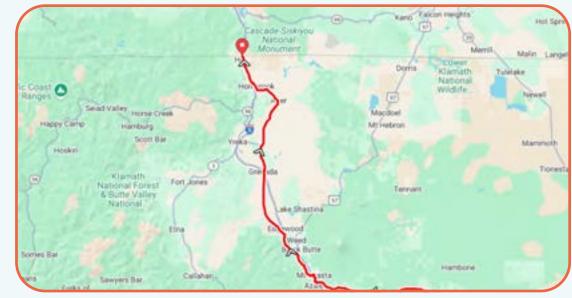
- **Connections between towns:** Some long-distance biking trips occur between towns and to recreation destinations.
- Crossing larger roadways in town: Most safety issues are related to large roadways and crossings. However, there are many opportunities to widen shoulders and build multi-use paths across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

#### **KEY INFRASTRUCTURE GAPS**

- Signage for US Bike Route 85: Add signage for bicycles along USBR 85 CA Southbound from the northern county limit and southern county limit.
- Widen shoulders between Fort Jones and Etna.
- Widen shoulders between McCloud and Mt. Shasta.
- Widen shoulders on State Route 3 between Yreka and Montegue.
- Multi-use paths connecting towns like Montague Rail Trail, McCloud/Dunsmuir/ Mt. Shasta/Weed Trails to increase connectivity and access to recreation destinations.



↑ Mount Shasta



↑ U.S. Bicycle Route 85

## Dunsmuir

#### **IMPORTANT ISSUES AND NEEDS**

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

#### **KEY INFRASTRUCTURE GAPS**

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



↑ Hedge Creek Falls



🕇 Mott Rd

# Dorris

#### **IMPORTANT ISSUES AND NEEDS**

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

#### **KEY INFRASTRUCTURE GAPS**

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



↑ Looking east on 2nd St at Portland St



↑ Looking south on Hwy 97 at Butte St

# Etna

#### **IMPORTANT ISSUES AND NEEDS**

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

#### **KEY INFRASTRUCTURE GAPS**

- Historic Main St Redesign: Need to prioritize the pedestrian experience over through traffic, while still maintaining as much parking as possible.
- **Crossing improvements on Collier Way:** Raised crosswalks on Collier Way between Etna Elementary School on the west side and the parking lot on the east side are needed.
- **Collier Way and Hwy 3:** Need to work with Caltrans District 2 to conduct a traffic safety study and needs analysis.



Hwy 3 and Collier Way (looking north)



🕇 Main St

# **Fort Jones**



#### **IMPORTANT ISSUES AND NEEDS**

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

#### **KEY INFRASTRUCTURE GAPS**

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



↑ Near Mofett Creek



↑ Looking north on Hwy 3/Main St

# Happy Camp

#### **IMPORTANT ISSUES AND NEEDS**

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

#### **KEY INFRASTRUCTURE GAPS**

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



↑ 2nd Ave Bridge looking west



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

# Montague



#### **IMPORTANT ISSUES AND NEEDS**

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

#### **KEY INFRASTRUCTURE GAPS**

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



↑ Looking east on King St



Intersection of 9th St and Hwy 3

# Mt. Shasta



#### **IMPORTANT ISSUES AND NEEDS**

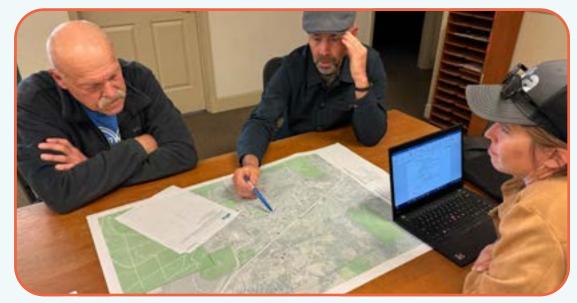
- Build on the momentum of the Walk, Bike, Ride Mobility Plan (2022) and align with its priorities and recommendations.
- The mobility plan calls for Class II bike lanes on Old Stage Rd/W A Barr that are popular bike routes on county roadways.
- With high proximity to major recreation destinations, there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

#### **KEY INFRASTRUCTURE GAPS**

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



↑ Looking south on Mt. Shasta Blvd



↑ Mt. Shasta City Hall

# Tulelake

#### **IMPORTANT ISSUES AND NEEDS**

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

#### **KEY INFRASTRUCTURE GAPS**

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



↑ Main St and G St



↑ E St and 2nd St

# Weed



#### **IMPORTANT ISSUES AND NEEDS**

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

#### **KEY INFRASTRUCTURE GAPS**

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



Division St Path



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

# Yreka

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

#### **KEY INFRASTRUCTURE GAPS**

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



↑ Humbug Trail, Greenhorn Park



↑ Jackson St and 4th St

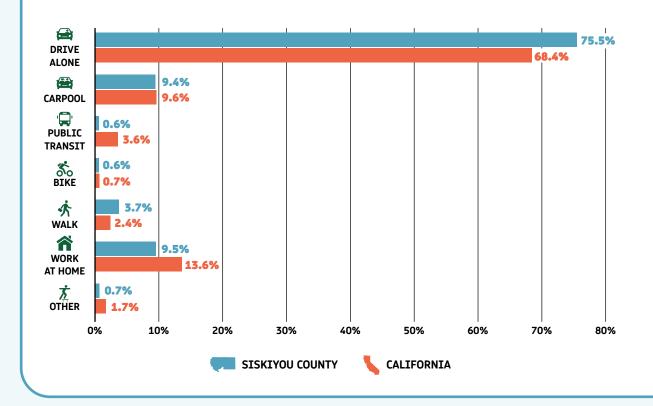
#### How Are People Commuting?

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

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

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





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

#### What Community Members Say About...

#### WALKING



64% typically walk daily or a few times a week.

85% want to walk daily or a few times a week.

**42%** want to walk more than they currently do.

63% feel that the condition or availability of pedestrian infrastructure such as sidewalks and crossings was the top active transportation issue. "There should be protected bike lanes or a dedicated walking/ cycling path along all of Oregon St [in Yreka]. The streets are so wide which makes it easy for cars to speed. It just is not a pleasant street to walk along. I wish I could insert pictures here to emphasis how much space Oregon St takes away from pedestrians to make space for cars. Please widen the sidewalks or put protected bike/ walking paths."

- Community Member Survey Response

#### BIKING









"Siskiyou County has so much opportunity. It's a beautiful area and I wish I could live here forever. However, it is very car dependent. I could easily bike everywhere if I wanted to. But I cannot because it's just too dangerous sometimes... I want the community to be a place where I'm comfortable letting my future children bike and walk to school, but that is not the case right now. Outdoors is for cars and trucks, not for people or children."

- Community Member Survey Response

#### **TAKING PUBLIC TRANSIT**



~5% typically take public transit daily or a few times a week.

~28% want to take public transit daily or a few times a week.

**58%** want to use public transit more than they currently do.

There is a desire for **improved public transportation**, especially for **those without cars**, particularly **during emergencies or off-hours**. "[More] public transit and more bicycle and pedestrian-friendly infrastructure. It would be nice to have frequent buses driving between all the communities throughout the county, even the most remote ones."

- Community Member Survey Response

#### USING A WHEELCHAIR OR MOBILITY DEVICE

~3% typically use wheelchair/ mobility device daily or a few times a week.

64% want to bike daily or a

active transportation issue.

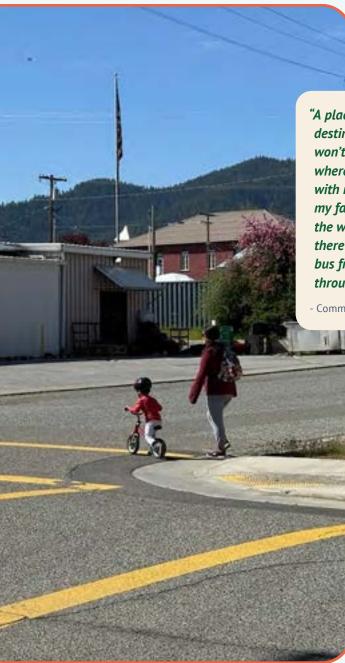
6% want to use their wheelchair/ mobility device more than they currently do.



59% think it was very important to invest in or advocate for building more sidewalks that are fully accessible to people walking or using wheelchairs.

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

- Community Member Survey Response



"A place where I can walk around comfortably with close destinations! A place where I'm confident my children won't get struck by a vehicle biking to school. A place where I can walk or bike to downtown and enjoy a beer with my friends outside without car exhaust blowing in my face. A place where I can walk my dog during at night the winter and not have to put on a headlamp because there are enough streetlights. A place where I can take a bus from Yreka to Mt. Shasta without having to deep dive through the internet to find the bus schedule."

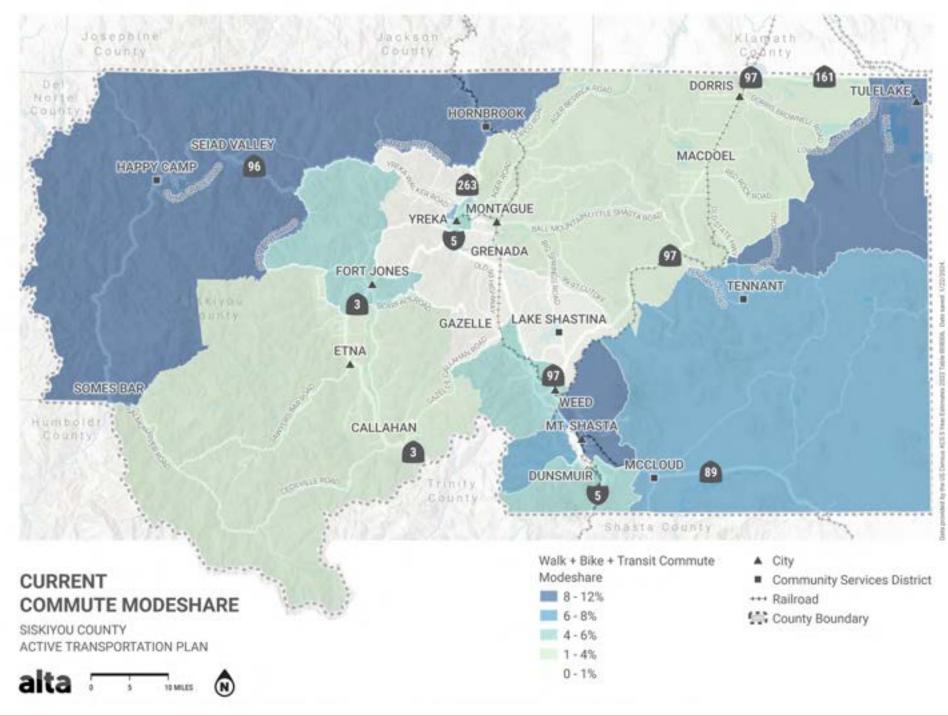
- Community Member Survey Response

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

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

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

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



# **Crash History**

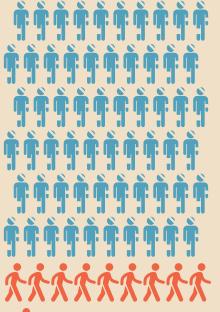
Safety for people using all travel modes, particularly those walking, biking, and rolling, is an integral part of the ATP. One way of understanding transportation safety in Siskiyou County is by analyzing crash data involving people walking and biking. The spatial distribution of crashes provides insights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

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

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

### Where Did Pedestrian- and Bicyclist-Involved Crashes Occur?

Figure 5 illustrates where in Siskiyou County people driving hit people walking and biking in the years 2017-2022. Most of the crashes occurred in urban and more populated areas in Siskiyou County, such as Mt. Shasta and Yreka. There were several incidents located outside these areas, scattered along the I-5 corridor. Fort Jones, Weed, Macdoel, Tulelake, Happy Camp, and McCloud each experienced at least one crash where people walking and biking were hit by someone driving a car. To view a zoomed-in version of this map for each labeled city and community, see <u>Appendix A:</u> <u>Existing Conditions Report</u>. Drivers who hit people walking and biking in Siskiyou County between 2017-2022 caused 10 deaths and left 60 individuals injured.



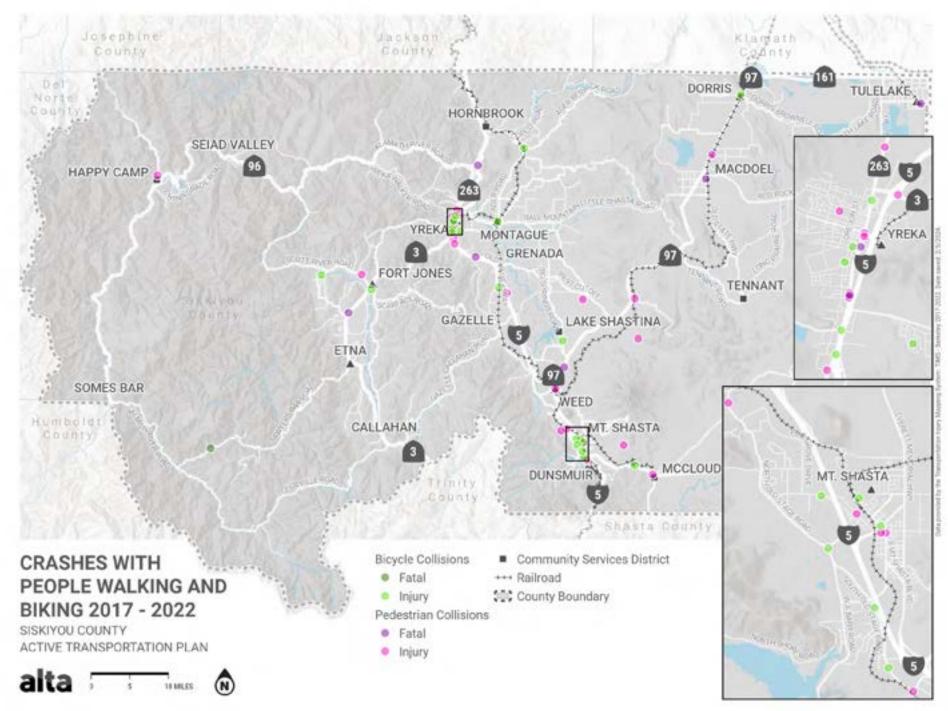
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Of the 10 people killed, 9 were pedestrians. The one bicyclist death occurred on Sawyers Bar Rd, a county roadway and common longdistance bike route.<sup>9</sup>

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

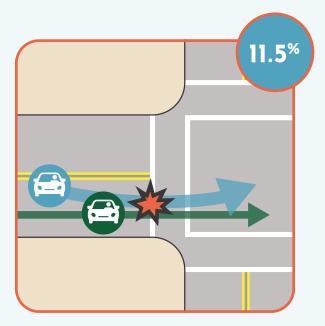
9 Cycle Siskiyou. Etna to Forks via Sawyers Bar Rd. 2024. https://cyclesiskiyou.com/etna-to-forks-sawyers-bar-rd/

Figure 5 Vehicle Crashes Involving People Walking and Biking



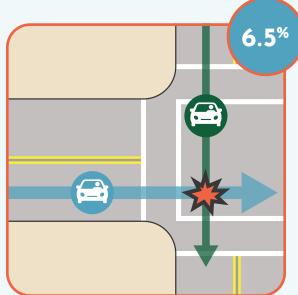
#### What Are the Frequent Types of Crashes?

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



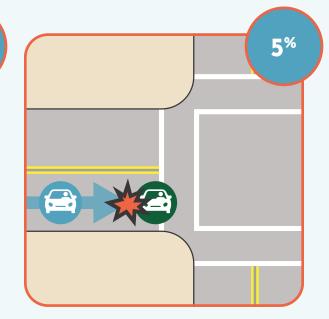
#### **SIDESWIPE**

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



#### BROADSIDE

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



#### **REAR END**

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

#### How did these Crashes Happen?

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



#### IMPROPER TURNING

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



#### **UNSAFE SPEED**

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

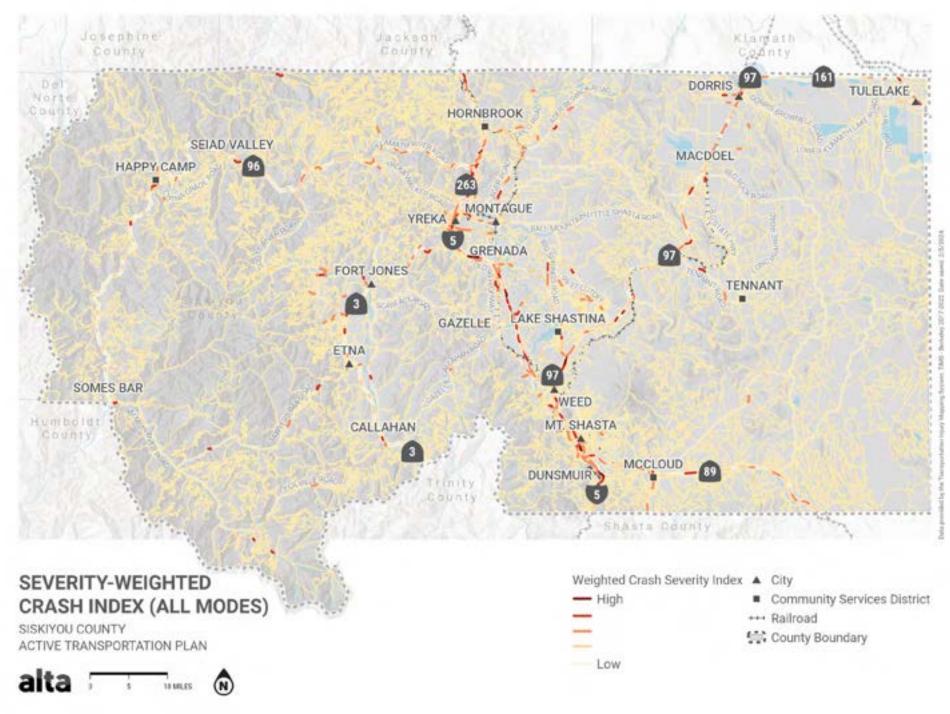
#### WRONG SIDE OF ROAD

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

#### **All Vehicle Crashes**

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

#### Figure 6 Severity-Weighted Crash Index (All Modes)





How Does the Plan Consider Everyone's Needs?

# How Does the Plan Consider Everyone's Needs?

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

The ATP considers the diverse needs of Siskiyou County residents through robust public outreach (see <u>Chapter 5</u>), and by identifying communities that can benefit from transportation-related investments using public data. To do this, the ATP analyzed community characteristics like income and demographics as well as exposure to pollution and hazards, which are impacted by long-term transportation decisions. The project team used indices developed by state and federal agencies and those identified by the California Active Transportation Program. Using these indices is critical because they help secure future funding opportunities for the County.<sup>10</sup> The measures are:

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





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

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

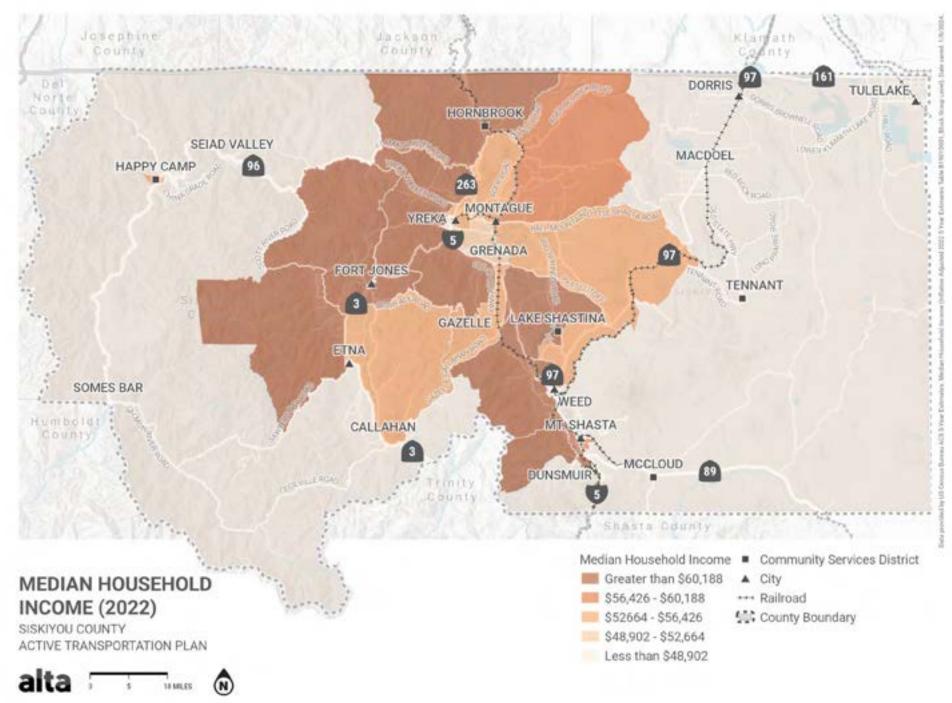


By understanding which areas could benefit from new active transportation infrastructure, Siskiyou County will be more competitive when applying for state and federal grants such as the California Active Transportation Program and Rebuilding American Infrastructure with Sustainability and Equity (RAISE)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

#### Median Household Income

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

11 The project team also mapped the Healthy Places Index 3.0, Climate and Economic Justice Screening Tool, and USDOT Equitable Transportation Communities indices across Siskiyou County to identify key community health and equity indicators that may be useful in securing grant funding. The results of these analyses, along with maps depicting disadvantaged areas and communities with higher transportation needs, are provided in the appendix within the Existing Conditions memo. Figure 7 Median Household Income (2022)



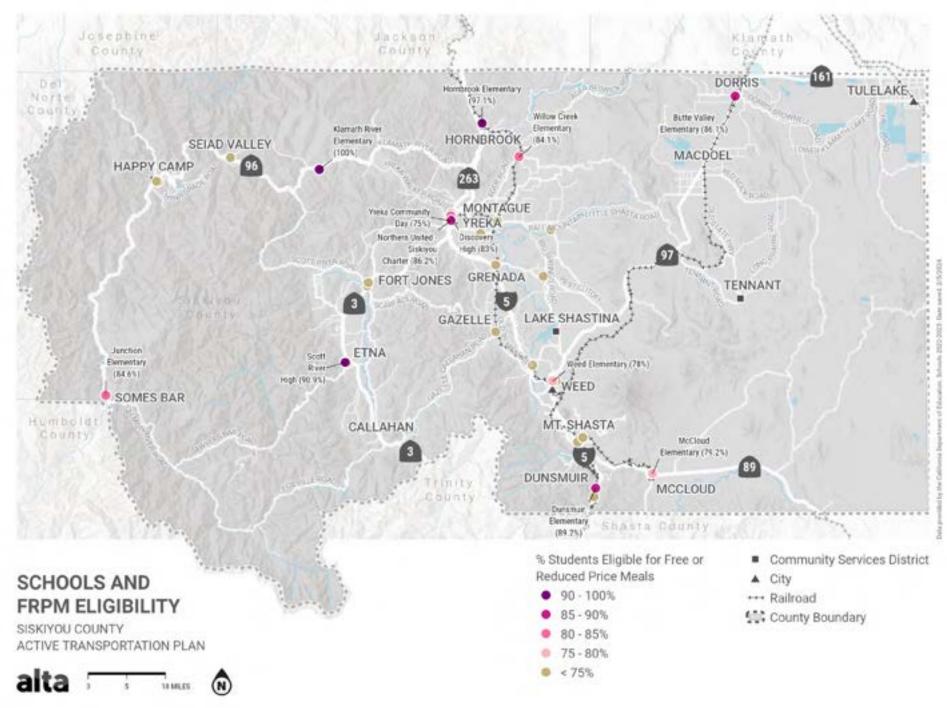
### Free or Reduced-Price Meal Eligibility

The percentage of students eligible for free or reduced-price meals highlights socioeconomic need, helping identify communities where transportation barriers may be greater and where investments in active transportation can greatly benefit students walking and biking to school. Figure 8 shows the distribution of schools in Siskiyou County and the proportion of students qualifying for free or reduced-price meals. As of the 23-24 school year, **over 75% of the student population in the following schools** in Siskiyou County qualify for free or reducedprice meals.<sup>12</sup>

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

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

Figure 8 Schools and Free and Reduced-Price Meal Eligibility



#### CalEnviroScreen 4.0

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

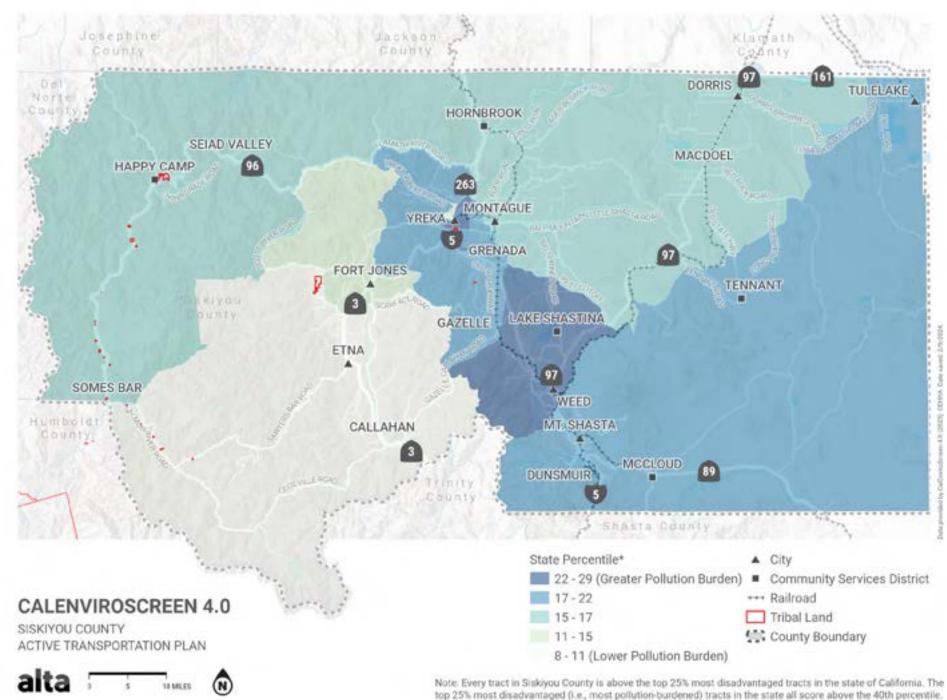
CalEPA formally designates four categories of geographic areas as disadvantaged:

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

The distribution of CalEnviroScreen scores in Siskiyou County is shown in Figure 9. The map reflects each tract's statewide percentile, with higher percentiles reflecting higher burdens from pollution. None of the census tracts in Siskiyou County are in the top 25% most disadvantaged in the state. The land in Siskiyou County under Tribal control, outlined in red, is considered a disadvantaged community under Senate Bill 535.<sup>14</sup>

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

14 California Environmental Protection Agency. (2012). Senate Bill 535: Disadvantaged communities and greenhouse gas reduction investments. California Environmental Protection Agency. Retrieved Dec 2024, from <u>https://calepa.ca.gov/envjustice/ghginvest</u>/ Figure 9 CalEnviroScreen 4.0 Scores by Census Tract





**Community Voice** 

636

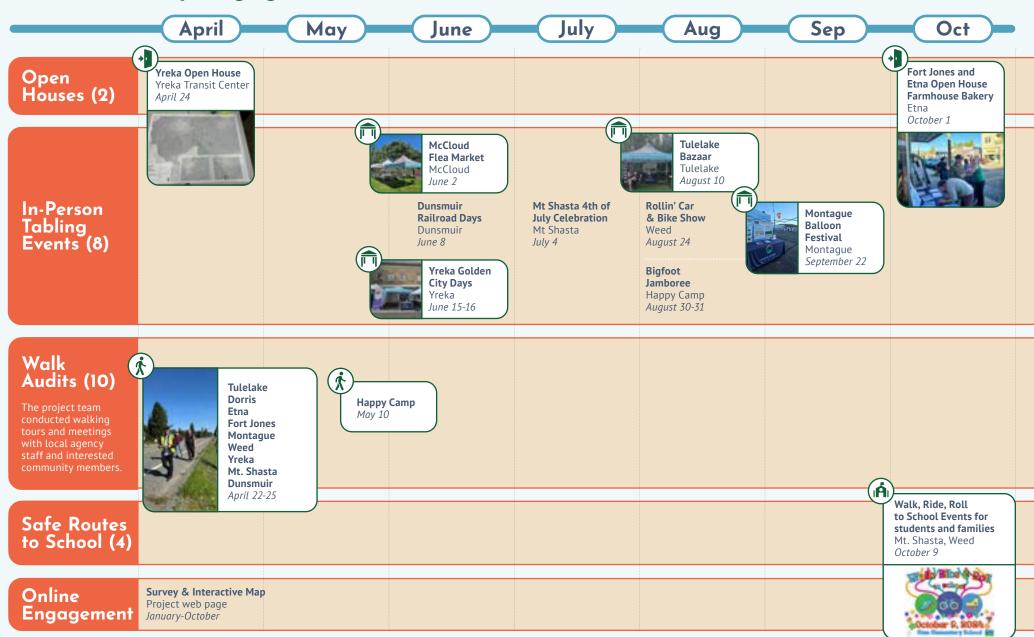
# **Community Voice**

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

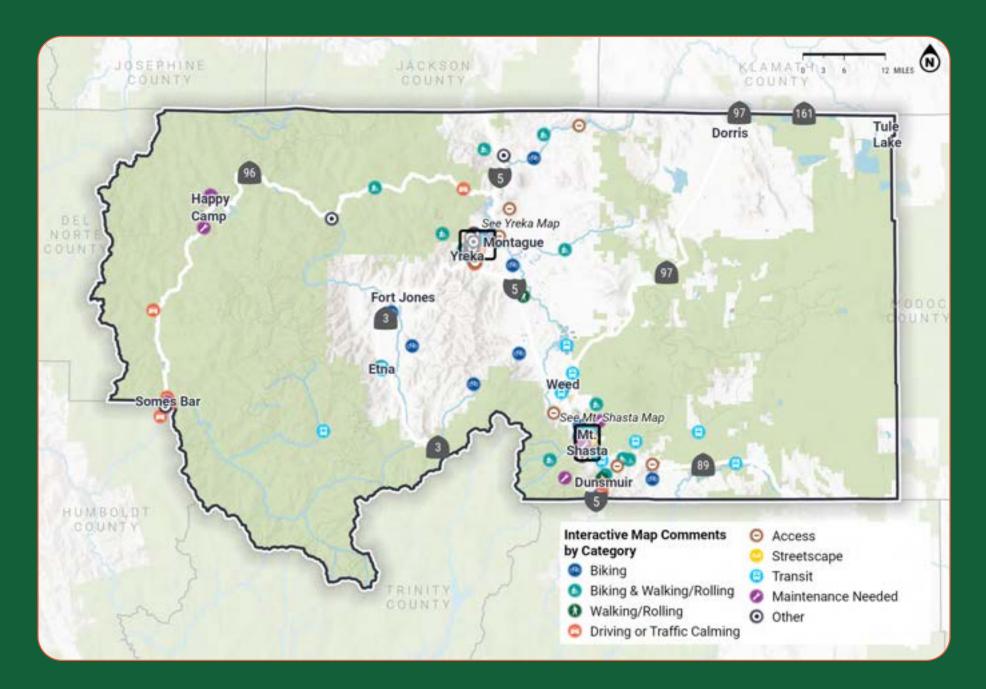
The engagement activities targeted a wide range of audiences who, currently or in the future, use the active transportation system in Siskiyou County. This includes residents, visitors, and recreation enthusiasts, and communities who are typically underrepresented in planning processes including youth,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

See <u>Appendix B: Community Engagement Summary</u> and <u>Appendix</u> <u>C: Walk Audit Summary</u> for a detailed description of the community engagement process.

# Engagement by Numbers **TABLING OPFN EVENTS** HOUSES WALK AUDITS SAFE ROUTES TO SCHOOL EVENTS **INTERACTIVE** SURVFY MAP 145 178 participants comments

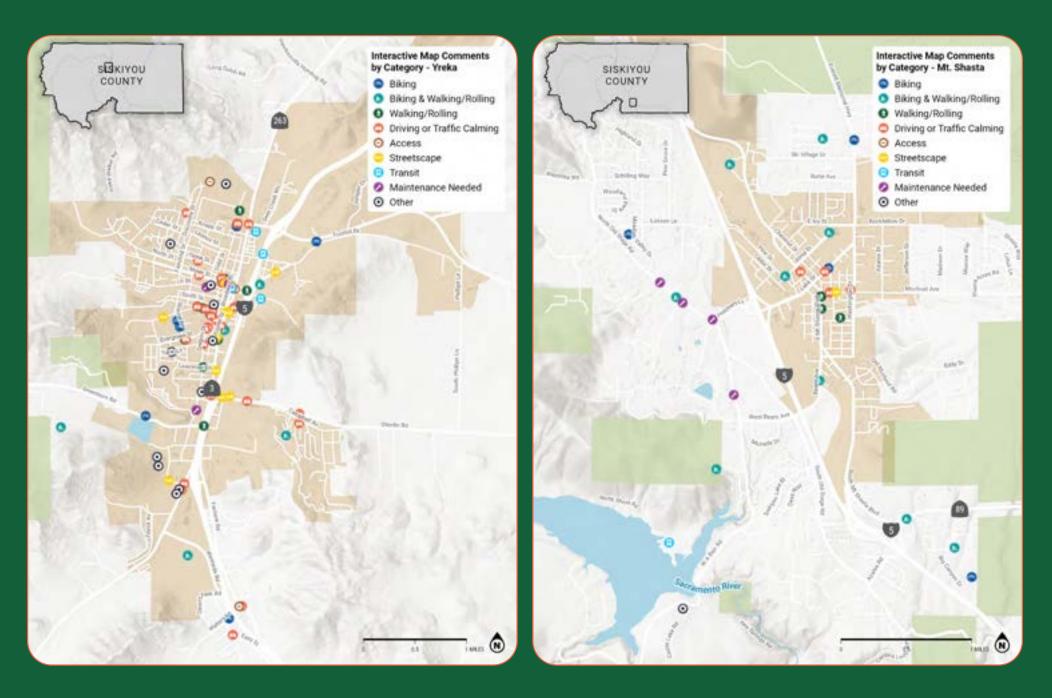


### Community Engagement Events and Activities (2024)



### Figure 11 Engagement Overview – Yreka

### Figure 12 Engagement Overview – Mt. Shasta



# **Phase 1: Listen and Learn**

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

### WALK AUDITS

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

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

### **OPEN HOUSE**

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

### **SURVEY**

Conducted between January and October 2024, the project survey was available both online and in printed form at in-person events. This long survey window allowed the project team time to attend existing events throughout the summer and promote the survey. In the survey, community members were asked to share their perceptions of safety while walking and rolling, biking, and driving, as well as their top concerns. The survey also presented several prioritization exercises, and respondents were able to express their support or disagreement for each. In all, 145 survey responses were received. The community engagement process was organized into three phases to align with the project phases, so that community voices would be centered throughout the development of the ATP.

### **INTERACTIVE MAP**

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

### **PROMOTION MATERIALS**

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



<sup>↑</sup> Social media graphic

# **Phase 2: Align and Refine**

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

### **OPEN HOUSE IN ETNA**

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



### **TABLING EVENTS**

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

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

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



### SAFE ROUTES TO SCHOOL EVENTS

In October 2024, staff from the Siskiyou County Office of Education and Siskiyou Outdoor Recreation Alliance (SORA) hosted National Walk, Bike, and Roll to School Day, an annual initiative promoting physical activity and Safe Routes to School, at four schools: Etna Elementary, Sisson School, Mt. Shasta Elementary, and Weed Elementary. Students, along with parents and staff, visited the SORA booth on their bikes to share ideas for improving safety for students who walk, bike, or roll to school.

### SURVEY AND INTERACTIVE MAP

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

# **Phase 3: Share and Review**

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

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



# **Key Community Input Themes**

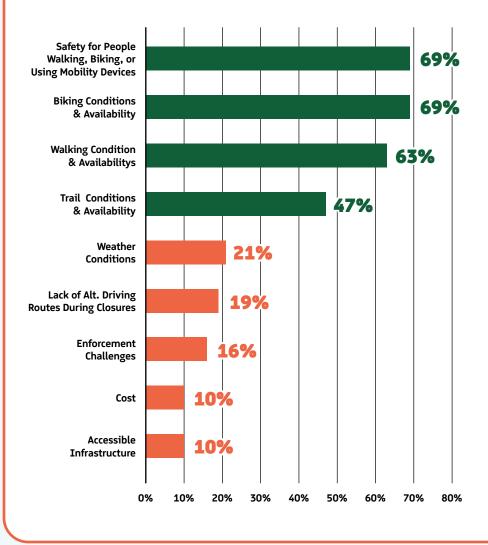
### Survey participants envision Siskiyou County to be safe for kids and families to walk and bike to their neighborhood school.

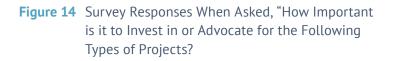
When asked about the type of community they envision Siskiyou County becoming in the next 5 to 10 years, survey participants wanted safer pedestrian and bike environments for kids and families. Survey participants' second highest priority was providing convenient travel options for all ages and abilities.

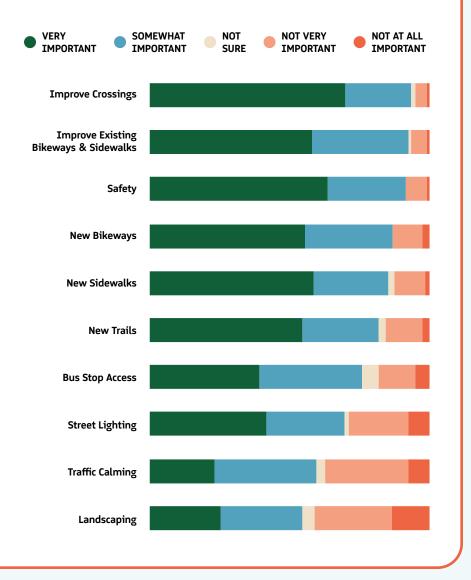
Survey participants identified safety for people using active transportation modes and the condition and availability of pedestrian and bicycle infrastructure as top issues.

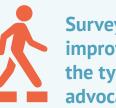
See Figure 13 to see survey responses for the biggest issues for people walking and biking in Siskiyou County.

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









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

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



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

#### Table 1 Web Map Comments and Their Category of Improvement Needs

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

# 504

### Survey participants wanted e-bike charging stations

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



### Survey participants shared location-specific improvements through the interactive map

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

# How We Incorporated Community Feedback

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

### Siskiyou County



### WHAT WE HEARD

Better trail and path connection between towns within the county.

Improved connections to schools within communities.

The need for winter maintenance for roads with bike lanes and paths for pedestrians and bikes, and roads that access recreation sites.



### **OUR RECOMMENDATIONS**

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

### Dunsmuir



### WHAT WE HEARD

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

Sidewalks along Siskiyou Ave.



### **OUR RECOMMENDATIONS**

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



### Etna



### WHAT WE HEARD

Traffic safety and pedestrian improvements at CA3 crossings in town.

Main St sidewalk improvements needed.

# Fort Jones



### WHAT WE HEARD

Concerns over safe crossings on Main St, widened sidewalks and buffered bike lanes proposed by Caltrans to Highway 3/Main St.

Concerns about the proposed Moffett Creek Trail and proposed electric vehicle charging stations.



### OUR RECOMMENDATIONS

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

### OUR RECOMMENDATIONS

- Work with Caltrans District
   2 to conduct a traffic safety study and needs analysis for the intersection of Collier Way and Hwy 3.
- Explore additional funding for a **Main St Design Study.**

Siskiyou Co Active Transportation Plan

### **McCloud**



### WHAT WE HEARD

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

Improved connectivity with Dunsmuir.



### **OUR RECOMMENDATIONS**

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

### Mt. Shasta



### WHAT WE HEARD

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

Improved crossings for pedestrians and traffic safety on South Mt. Shasta Blvd, East Lake St, and McCloud Ave.

Bike lanes on W A Barr Rd.

Improved connectivity with Dunsmuir and Weed.



### OUR RECOMMENDATIONS

- **Trail study** for trails to Lake Siskiyou and **bike lanes** along W A Barr Rd and connecting with other bike lanes in town.
- High visibility crossings, bike lanes, and sidewalks.
- Bike lanes between Mt.
   Shasta and Dunsmuir and Mt. Shasta and Weed.



Siskiyou Co Active Transportation Plan



### Weed



### WHAT WE HEARD

Connections to Mt. Shasta and Yreka.

Connections to school.

## OUR RECOMMENDATIONS

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

### **Yreka**



### WHAT WE HEARD

Pedestrian mall or improved pedestrian use on West Miner St between Oregon St and Main St.

Traffic calming and bike lanes on Evergreen Lane, Oregon St, and East Oberlin Rd.

Safer crossings and more pedestrian spaces along Main St.

Improved biking connections between Yreka and Montague, including possible rail-to-trail.

**Connections to Greenhorn Park.** 



### OUR RECOMMENDATIONS

- Study for the potential of creating more space for pedestrian amenities and reducing traffic lanes in this area.
- Bike lanes along Evergreen Lane, Oregon St, East Oberlin Rd, among others, and safer crossings in key areas near neighborhoods, schools, and businesses.
- Feasibility study on railsto-trail or rails-with-trail project between Montague and Yreka and widening the shoulders on Hwy 3 between Yreka and Montague.
- Bike lanes along Oregon St and Greenhorn Rd and a trail study between Payne Lane and Greenhorn Rd.



Recommendations

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# Recommendations

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

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

These recommendations factor in many considerations, such as:

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

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

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



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

# Non-Infrastructure Recommendations

### Safe Routes to Schools (SRTS) Programs

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



### **CONDUCT AN AWARENESS CAMPAIGN**

A coordinated campaign featuring activities, events, and communications highlighting the many benefits of active school travel for students, families and the wider community can raise awareness and build enthusiasm for walking and biking. Consider partnering with College of the Siskiyous to promote walking and biking to and from campus.

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

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

# ENCOURAGE BIKE AND PEDESTRIAN EDUCATION IN SISKIYOU COUNTY SCHOOLS

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

#### **Actions and Considerations:**

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

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



### ESTABLISH A COUNTYWIDE CROSSING GUARD PROGRAM

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

#### **Actions and Considerations:**

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

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

# INCREASE SCHOOL COMMUNICATIONS ON BIKING AND WALKING TO SCHOOL

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

### **Actions and Considerations:**

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

### **CREATE A SRTS CHAMPION TOOLKIT**

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

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

### START A WALKING SCHOOL BUS AT ELEMENTARY SCHOOLS

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

#### **Actions and Considerations:**

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



### **CONDUCT A PARK AND WALK CAMPAIGN**

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

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

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



### SUPPORT ACTIVE TRANSPORTATION ENCOURAGEMENT ACTIVITIES AT SISKIYOU COUNTY SCHOOLS

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

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

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

### **Active Transportation Policies and Standards**

# ADOPT A COUNTYWIDE COMPLETE STREETS POLICY OR RESOLUTION

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

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

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

### ENACT ACTIVE TRANSPORTATION-FRIENDLY DEVELOPMENT STANDARDS

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

Actions and Considerations: The development standards include:

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

### ADOPT COUNTYWIDE BIKE PARKING REQUIREMENTS

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

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

### **CONDUCT A BIKE SHARE PILOT**

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

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

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

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



# INSTALL ELECTRIC VEHICLE CHARGING IN STRATEGIC LOCATIONS

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

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

### **INCREASE STAFF CAPACITY**

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

### **Actions and Considerations:**

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

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

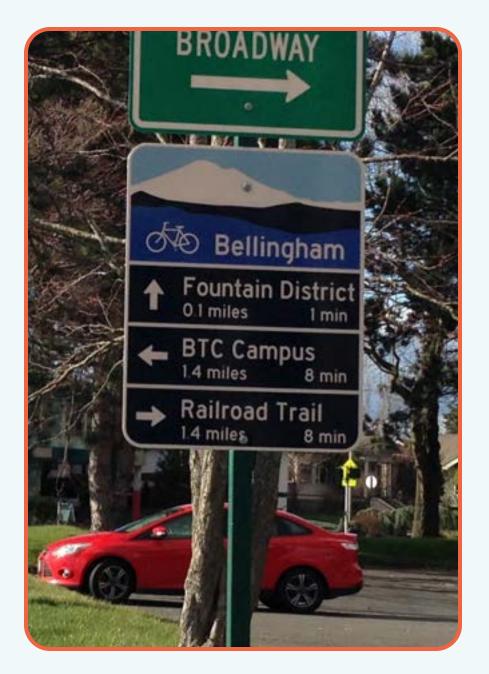
### **IMPROVE DATA COLLECTION**

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

#### **Actions and Considerations:**

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

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



# INSTALL REGIONAL WAYFINDING SIGNS NEAR KEY DESTINATIONS

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

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

#### **Resources:**

- <u>https://www.tamcmonterey.org/wayfinding-plan</u>
- <u>https://altago.com/wp-content/uploads/Brochure\_Wayfinding\_2021-</u> <u>PRINT.pdf</u>

### IMPLEMENT DEMONSTRATION AND QUICK-BUILD PROJECTS

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

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

**Resources:** Minnesota Department of Transportation built a series of quick-build and demonstration projects that can be found <u>here</u>.

• See also: <u>Ouick-Build-Guide-White-Paper-2020-1.pdf</u> and <u>Ouick-Build Bikeway Networks for Safer Streets - CalBike</u>

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

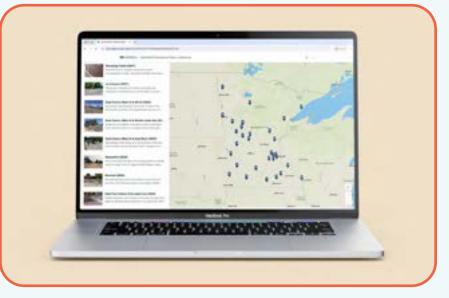
### **CONDUCT TRAFFIC ENFORCEMENT**

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

#### **Actions and Considerations:**

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





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

### **Bike Programs**

### OFFER SMART CYCLING CLASSES IN COMMUNITY CENTERS

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

### **Actions and Considerations:**

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

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

# SUPPORT BICYCLE FRIENDLY BUSINESS AND COMMUNITY DESIGNATIONS

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

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

#### **Resources:**

- <a href="https://bikeleague.org/bfa/community/">https://bikeleague.org/bfa/community/</a>
- <u>https://bikeleague.org/bfa/business/</u>

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

### **INCREASE PARTNERSHIPS WITH BICYCLE ORGANIZATIONS**

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

Actions and Considerations: The County could coordinate with organizations such as Cycle Siskiyou and Jefferson Mountain Bike Association (JMBA).



### **PROMOTE BICYCLE TOURISM**

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

#### **Actions and Considerations:**

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

**Resources:** Significant investment in cycling and promotion of the Northwest Arkansas as a brand to bicycle tourists created a <u>\$137 million</u> <u>dollar impact</u> in the region.

### **Education and Encouragement**

### HOST A WALKABILITY WORKSHOP

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

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

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



### CONDUCT TARGETED EDUCATION/ENFORCEMENT CAMPAIGNS

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

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

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

### CONDUCT A BICYCLE FRIENDLY DRIVER CAMPAIGN

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

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

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

### SUPPORT LOCAL SAFETY CAMPAIGNS

Several communities request localized safety campaigns.

#### **Actions and Considerations:**

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

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

### CONDUCT BIKE MAINTENANCE AND RIDE WORKSHOPS

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

### **Actions and Considerations:**

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

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

### IMPLEMENT BICYCLE ENCOURAGEMENT ACTIVITIES

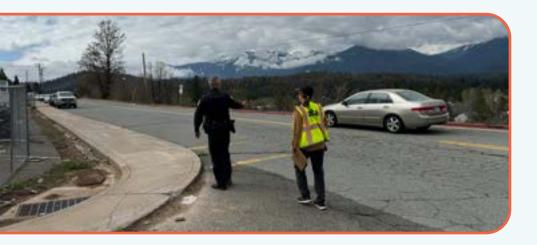
- **Bike Rodeos:** Hold annual "Bike Rodeos" in Somes Bar and Happy Camp. A Bike Rodeo is a bicycle safety clinic featuring instruction in safe bicycling practices, related traffic laws, bike safety inspections, minor repairs, helmet fit test, a safety lecture, drawings, and prizes.
- May National Bike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

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

# Infrastructure Recommendations

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

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



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

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

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

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

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

### **Bicycle and Pedestrian Improvement Toolbox**

### PEDESTRIAN

#### High Visibility Crosswalks

Crosswalks that make pedestrians more visible from further distances.

### **Curb Extensions**

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

### **Curb Ramps**

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

### Rectangular Rapid-Flashing Beacons (RRFBs)

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

#### Sidewalks

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

### Trails

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





↑ High visibility crosswalk



↑ Curb extension





↑ Curb ramps



🕇 Trails

### BIKE

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

#### **Class I Shared-use Paths**

#### **Class II Bike Lanes**

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

#### **Class III Bike Routes**

Signage and pavement markings on streets that bicyclists share with motorists. These facilities often form a network of routes within residential areas and offer alternative routes for people biking so they don't have to bike on busier streets. These routes can be further invested in by communities to form Class IIIB Neighborhood Greenways, which are bicycle routes with additional traffic-calming infrastructure to reduce vehicle speeds and volume. Dedicated lanes for bicycle travel adjacent to the motor vehicle travel lane separated with a painted line. Class IIB Buffered Bike Lanes similarly provide dedicated lanes for bicycle travel adjacent to motor vehicle travel lanes but are separated with a larger painted buffer.

### **Class IV Separated Bikeways**

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

#### **Paved Shoulders**

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





↑ Shared-use path

Buffered bike lane





↑ Bike route

Separated bikeway





# Project Prioritization Methodology

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

The project team prioritized the infrastructure recommendations in three steps:

### **STEP 1: SCORE PROJECTS**

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

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

### **STEP 2: ESTIMATE COSTS**

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

### **STEP 3: DEVELOP KEY PROJECT LISTS**

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

For the full list of projects, their scores and cost estimates, see <u>Appendix E: Project</u> <u>Recommendations and Cost Estimates</u>.

### Build These First: High-Priority Infrastructure Recommendations

### **Unincorporated Siskiyou County**

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

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	то	RESPONSIBLE AGENCY
Bike	B543	Add signage for bicycles along USBR 85 CA Southbound from the northern county limit and southern county limit.	Northern County Limit	Southern County Limit	Siskiyou County
Bike	B131	Gateway Trails Connector. Bike Lane (Class II), two 11' travel lanes and two Class II bikeways (5' bike lanes)	Om Shasta Path	Ski Village Dr	Siskiyou County
Bike	B190	W A Barr Bikeway. Bike Lane (Class II) Bike Recommendation: 5' paved shoulders	Lake Siskiyou Dam Parking	Old Stage Rd	Siskiyou County
Bike	B191	Ream Ave Bikeway. Bike Lane (Class II) Bike Recommendation: 5' paved shoulders (Consider Advisory Shoulder from Old Stage Rd intersection to Mt. Shasta)	W A Barr Rd	City Boundary	Siskiyou County
Bike	B192	Old Stage Rd Bikeway. Bike Lane (Class II) Bike Recommendation: 5' paved shoulders	Southern Mt. Shasta Boundary	Northern Mt. Shasta Boundary	Siskiyou County
Trail	T201, T202, T203, T224	Great Shasta Rail Trail – Mt Shasta Expansion Study	Adams Dr	Jefferson Dr	Siskiyou County
Trail	Т80	Conduct a feasibility study on a rails-to-trail or rails-with-trail project between Montague and Yreka.	Yreka	Montague	Caltrans, Siskiyou County

### Unincorporated Siskiyou County

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Street	S47	Identify solutions for improved winter maintenance of Everett Memorial Highway and Castle Lake Rd. Support local solutions currently underway as of Spring 2025, including: Forest Service Fee development and Winter Road Access Stakeholder group.	-	-	Siskiyou County
Street	S575	Study and construct biking and walking connections between the towns of Weed, Mt. Shasta, Dunsmuir and McCloud in support of the South Siskiyou County Sustainable Recreation Plan. These connections may include facilities on county roadways such as Old Stage Rd and W A Barr Rd among others.	-	-	Siskiyou County
Crossing	C132	Crossing Project. Add crosswalk with high-visibility continental markings.	Mt. Shasta Blvd	Hwy 89	Siskiyou County

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

### Dorris

Table 4         High-Priority Infrastructure Recommendations in Dorris
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CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C20	Add high-visibility continental crosswalk markings on the north leg of the intersection of Hwy 97/Main St and 3rd St. Install an RRFB. Reconstruct the curb ramps for the crossing and extend them to reduce the crossing distance. Construct a pedestrian refuge island at this location. These changes will require reconstruction of curb ramps on all corners.	Hwy 97	3rd St	Caltrans
Crossing	C21	Replace the existing crosswalks on the north and east legs of the intersection of Hwy 97 and Oregon St with high-visibility continental striping. Reconstruct and extend the curbs on the northeast and southeast corners of the intersection to shorten the crossing distance and calm traffic on Hwy 97. Install an RRFB. This will also trigger reconstruction of the ramp on the NW corner due to ADA compliance rules.	Hwy 97	Oregon St	Caltrans
Crossing	C188	Caltrans recommends: Fix Existing Crosswalk (East and West legs)	Hwy 97	2nd St	Caltrans

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN

#### Spot Improvements

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

#### **Corridor Improvements**

- Bike Facility (B)
- Sidewalk (SW)
- Park |
- C School

alta

City Boundary



8.06

## Dunsmuir

 Table 5
 High-Priority Infrastructure Recommendations in Dunsmuir

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

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	то	RESPONSIBLE AGENCY
Bike, Trail	T274, B275, B276, B293	Project #1: Mott Rd and Dunsmuir Ave. Class 1 Bikeway, Class 3 Bikeway, and Class 5 Bikeway	City Boundary	Siskiyou Ave	Dunsmuir
Bike, Trail	T282, B283, B281	Project #2: Dunsmuir Ave. Class 1 Bikeway, Class 3 Bikeway, Class 5 Bikeway	Siskiyou Ave	Florence Loop	Dunsmuir
Trail	Т307	Project # 3: Florence Loop and Dunsmuir Ave. Class 1 Bikeway	Florence Loop	Spring St	Dunsmuir
Trail	T289, B290, B295	Project # 4: Willow Loop. Class 1 Bikeway, Class 5 Bikeway	Dunsmuir Ave	Dunsmuir Ave	Dunsmuir
Trail	T291, T294, T296, T297	Project #5: Dunsmuir Ave Multi-use Path. Class 1 Bikeway	Hill St	Valero Gas Station	Dunsmuir, Siskiyou County

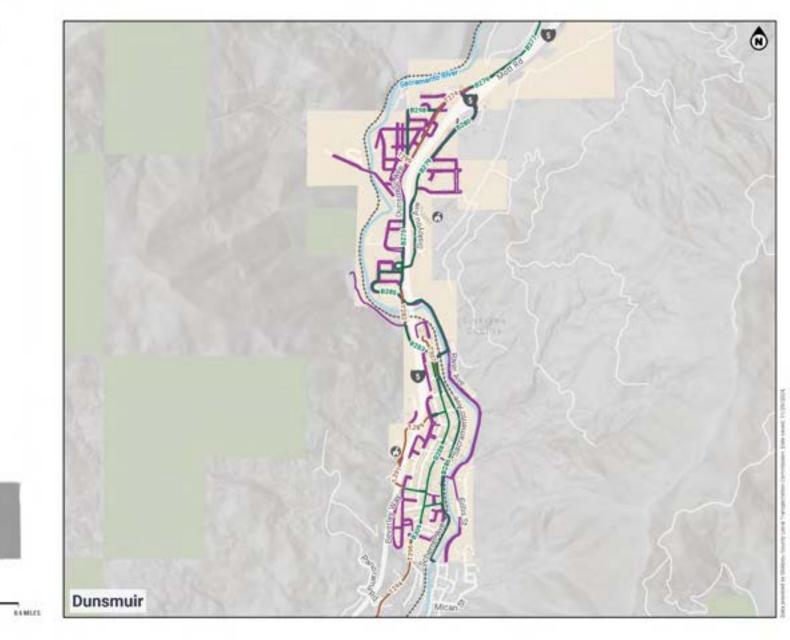
For the full list of project details, their scores and cost estimates, see <u>Appendix E: Project Recommendations and Cost Estimates</u>.

## PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN

#### **Corridor Improvements**

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



8.1

alta

## Etna

#### Table 6 High-Priority Corridor Infrastructure Recommendations in Etna

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

#### Table 7 High-Priority Spot Infrastructure Recommendations in Etna

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

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN

#### Spot Improvements

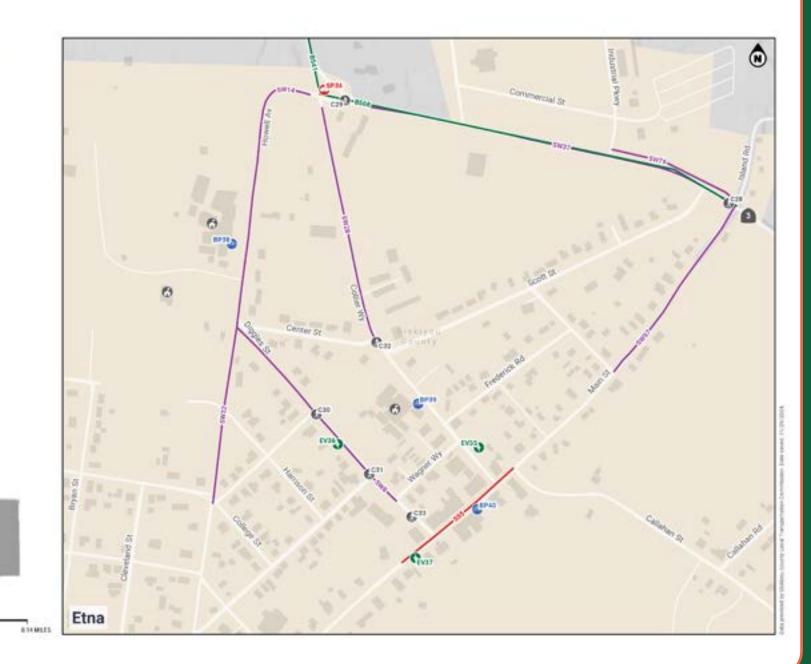
- Bike Parking (BP)
- O Crossing (C)
- O EV Charging (EV)
- Street (S)

#### **Corridor Improvements**

- Bike Facility (B)
- Sidewalk (SW)
- Street (S)
- Park Park
- C School

alta

City Boundary



8.87

# **Fort Jones**

#### Table 8 High-Priority Corridor Infrastructure Recommendations in Fort Jones

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

#### Table 9 High-Priority Spot Infrastructure Recommendations in Fort Jones

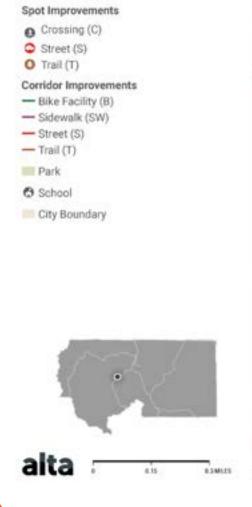
CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C206	Restripe existing crosswalk at the intersection of Hwy 3 and Newton St with high-visibility continental crosswalk markings. Include an RRFB, ADA curb ramps and consider curb extensions.	Hwy 3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

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

## PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

ACTIVE TRANSPORTATION PLAN

SISKIYOU COUNTY





# Happy Camp

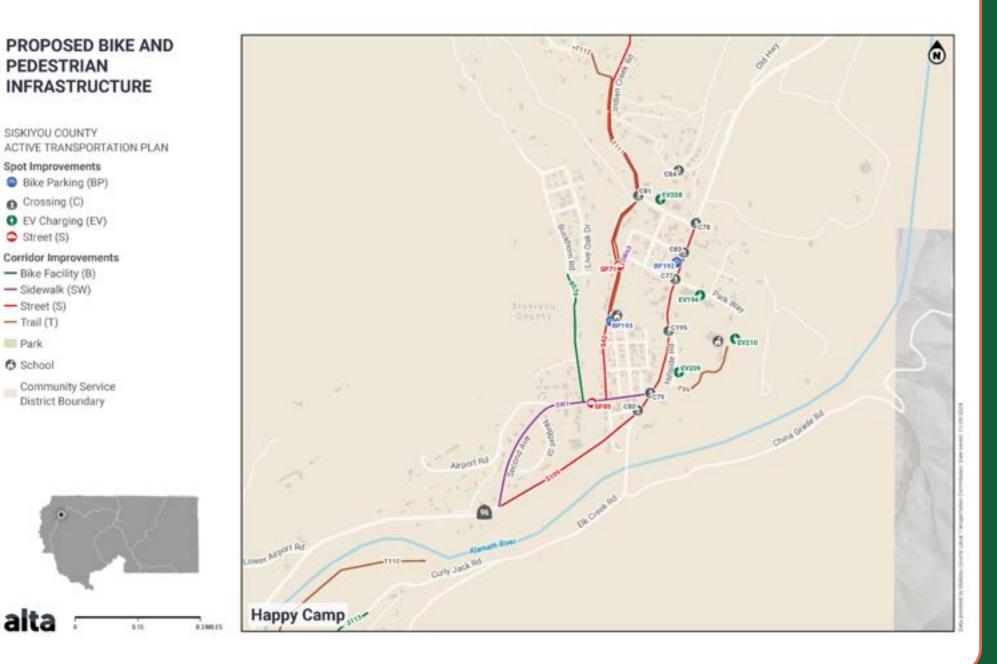
**Table 10** High-Priority Corridor Infrastructure Recommendations in Happy Camp

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

#### **Table 11** High-Priority Spot Infrastructure Recommendations in Happy Camp

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

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



#### Siskiyou Co Active Transportation Plan

Recommendations

# Montague

<b>Table 12</b> High-Priority Corridor Infrastructure Recommendations in Montague
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CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	то	RESPONSIBLE AGENCY
Sidewalk	SW7	Add sidewalks on both sides of Hwy 3 between 4th St and 11th St	4th St	11th St	Caltrans
Table 13 High	-Priority Spot Infr PROJECT ID	astructure Recommendations in Montague	CROSS	CROSS	RESPONSIBLE
CATEGORY	(SEE MAPS)	RECOMMENDATION	STREET A	STREET B	AGENCY
Crossing	C41	Add high-visibility continental crosswalk markings to the north and east legs of the intersection of 9th St and Webb St. Reconstruct the northwest and northeast corners of the intersection by extending the curb to reduce the crossing distance and adding curb ramps. Add an RRFB for the east leg. Restripe the southbound stop bar on 9th St to be behind the crosswalk so that vehicles stop before the crosswalk. This will also trigger reconstruction of all ramps at the intersection due to ADA compliance rules.	Hwy 3	9th St	Caltrans
Crossing	C43	Restripe the crosswalks at the intersection of Hwy 3 and King St with high-visibility continental crosswalk markings and construct a pedestrian refuge island for the Hwy 3 crosswalk. Extend the curbs on the northwest and northeast corners to reduce the crossing distance. This will also trigger reconstruction of all ramps at the intersection due to ADA compliance rules.	Hwy 3	King St	Caltrans
Crossing	C44	Add high-visibility continental crosswalk markings to the west leg of the intersection of Hwy 3 and 7th St and construct extended curb ramps on the northwest and southwest corners. This will also trigger reconstruction of all ramps at the intersection due to ADA compliance rules.	Hwy 3	7th St	Caltrans

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN

#### Spot Improvements

Bike Parking (BP)

O Crossing (C)

Corridor Improvements

- Bike Facility (B)

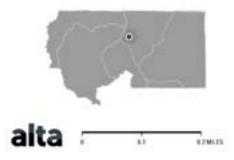
- Sidewalk (SW)

- Trail (T)

Park

C School

City Boundary





## Mt. Shasta

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

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

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

# Mt. Shasta

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

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

## Mt. Shasta

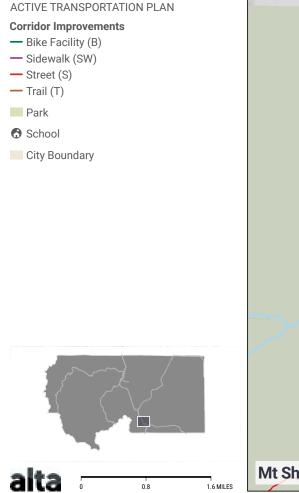
 Table 14
 High-Priority Corridor Infrastructure Recommendations in Mt. Shasta (cont.)

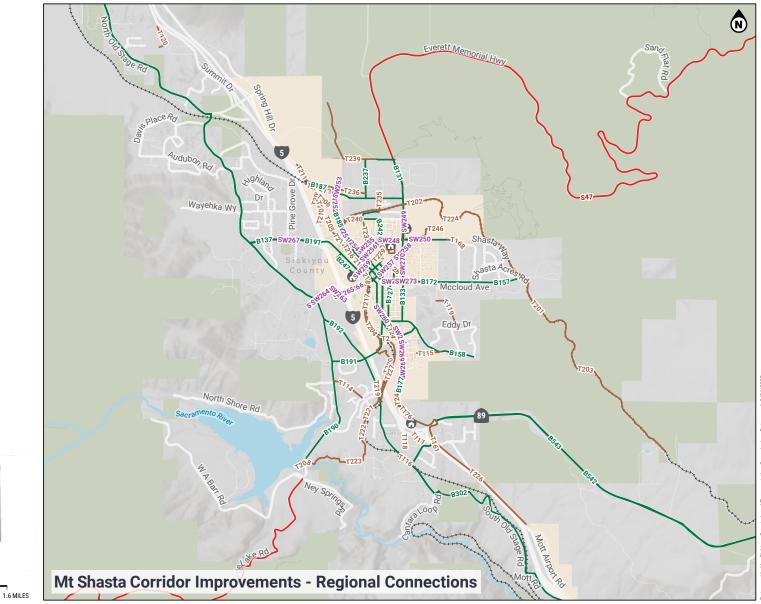
CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	то	RESPONSIBLE AGENCY
Sidewalk	SW251	Sidewalk Project. Sidewalk on Mt. Shasta Blvd from Hinckley St to Reginato Rd.	Hinckley St	Reginato Rd	Mt. Shasta
Sidewalk	SW259	Sidewalk Project. Sidewalk on Alma St from Mt. Shasta Blvd To Existing sidewalk.	Mt.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

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

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

SISKIYOU COUNTY

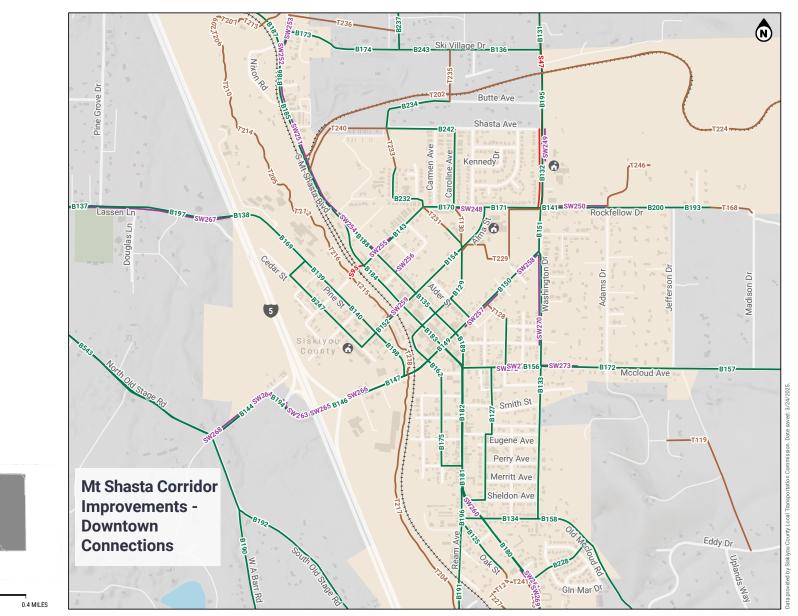




SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN

#### **Corridor Improvements**

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



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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN

Spot Improvements

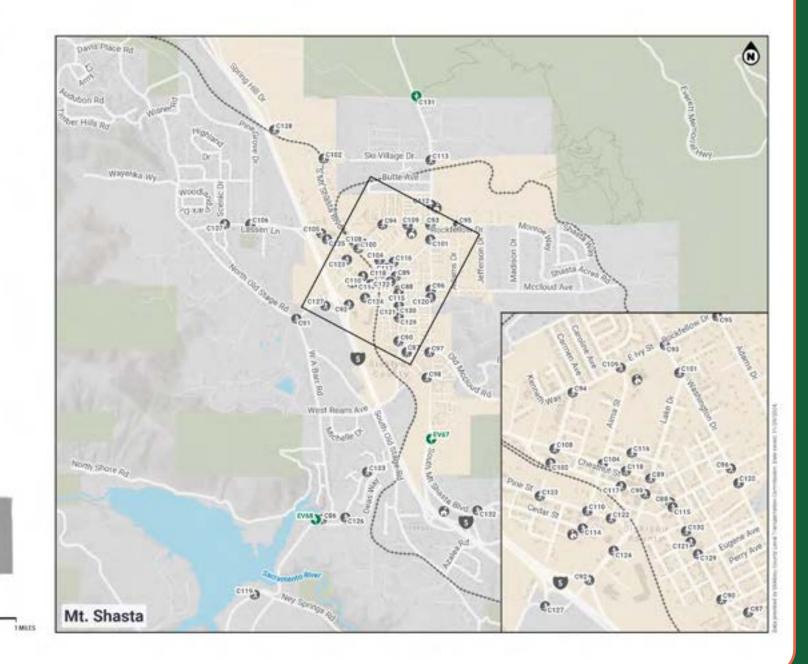
O Crossing (C)

O EV Charging (EV)

Park

C School

City Boundary



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# Tulelake

 Table 16
 High-Priority Corridor Infrastructure Recommendations in Tulelake

distance.

CATEGORY	PROJECT ID (SEE MAPS)	RECOMMENDATION	FROM	то	RESPONSIBLE AGENCY
Sidewalk	SW30	Complete sidewalks on both sides of E St between the railroad tracks and Second St	Railroad	Second St	Tulelake
<b>Fable 17</b> High- <b>CATEGORY</b>	Priority Spot Infra PROJECT ID (SEE MAPS)	structure Recommendations in Tulelake <b>RECOMMENDATION</b>	CROSS STREET A	CROSS STREET B	RESPONSIBLE AGENCY
Crossing	C1	Add high-visibility continental crosswalk markings and curb ramps on the west and north legs of the intersection of E St and Second St. Use curb extensions like those at Main St and E St to narrow the crossing distance.	E St	Second St	Tulelake
Crossing	C3	Add high-visibility crosswalk markings and curb ramps on the north leg of the intersection of C St and Second St. Use curb extensions like those at Main St and E St to narrow the crossing	C St	Second St	Tulelake



## Weed

 Table 18
 High-Priority Corridor Infrastructure Recommendations in Weed

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

#### **Table 19** High-Priority Spot Infrastructure Recommendations in Weed

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

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN

Spot Improvements

O Crossing (C)

**Corridor Improvements** 

- Bike Facility (B)

- Sidewalk (SW)

- Street (S)

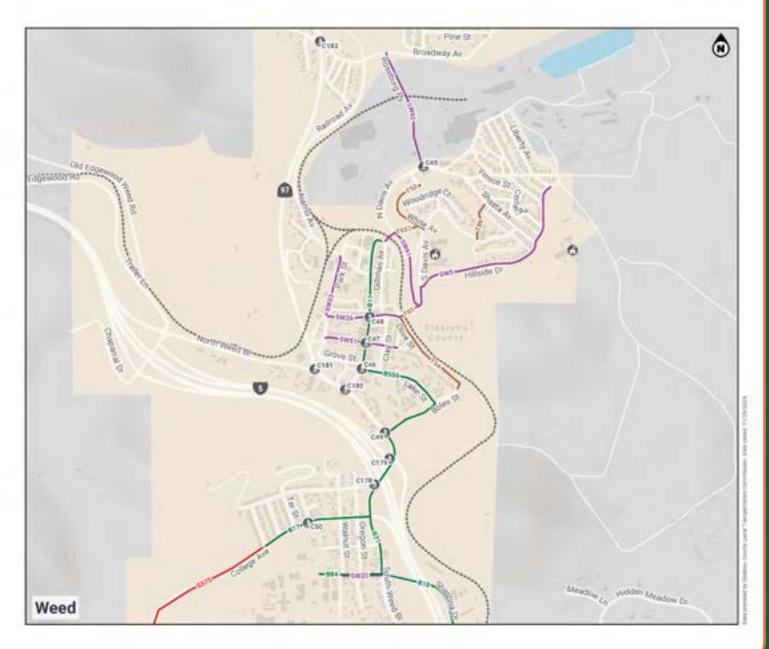
- Trail (T)

Park

C School

City Boundary





# Yreka

 Table 20
 High-Priority Corridor Infrastructure Recommendations in Yreka

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

## **Yreka**

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

#### Table 21 High-Priority Spot Infrastructure Recommendations in Yreka

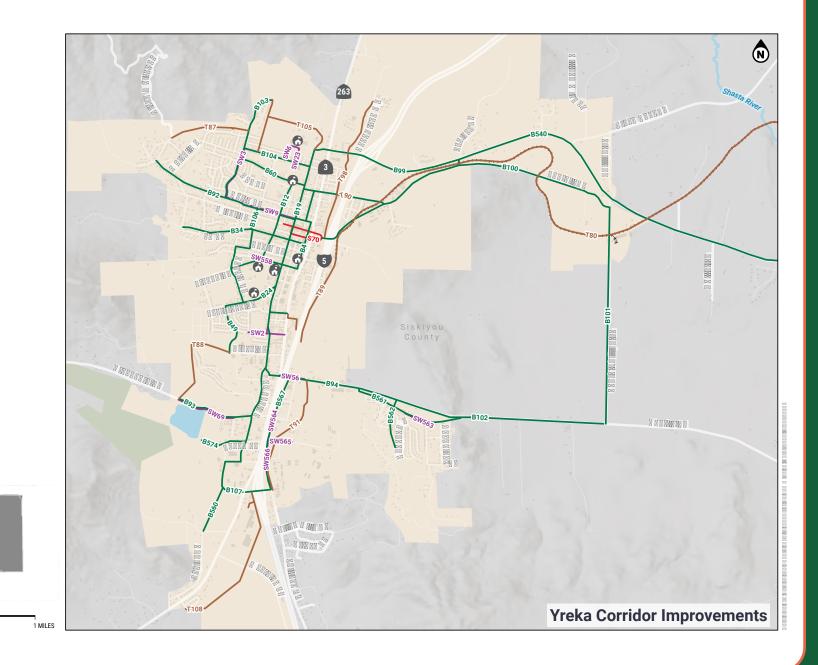
For the full list of project details, their scores and cost estimates, see <u>Appendix E: Project Recommendations and Cost Estimates</u>.

## PROPOSED BIKE AND PEDESTRIAN INFRASTRUCTURE

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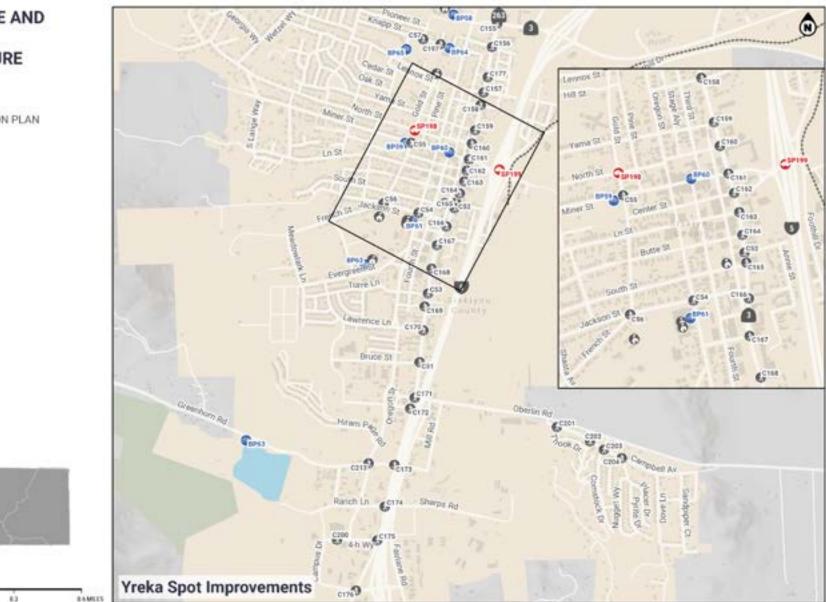
#### **Corridor Improvements**





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SISKIYOU COUNTY

Park

C School

City Boundary

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Chapter 7

What Next: Implementation and Funding

# What Next: Implementation and Funding

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

# Implementation

Table 22	Short-Term	Recommended	Actions and	Next Steps
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CATEGORY	ACTION	RESPONSIBLE PARTY
SHORT-TERM (1	-5 YEARS)	
	Expand Street Repaving to include Active Transportation	
	• Evaluate street repaving/resurfacing projects for opportunities to incorporate recommendations in this plan.	
Funding	<ul> <li>Street resurfacing is an opportune time to add crosswalk markings, bicycle lane striping, and other infrastructure.</li> </ul>	SCLTC
	<ul> <li>Active transportation projects are eligible within the Local Streets and Roads Program funded by the Road Repair and Accountability Act of 2017 (SB 1).</li> </ul>	
	'Banking' and 'Advancing' Transportation Development Act (TDA) Article 3	
Funding	<ul> <li>Stipulate minimum allocation of TDA Article 3 funds for qualified bicycle and pedestrian improvements within the County.</li> </ul>	SCLTC
	<ul> <li>Encourage 'banking' and 'advancing' of TDA Article 3 funds that will allow local jurisdictions to gather sufficient funds for projects.</li> </ul>	

CATEGORY	ACTION	RESPONSIBLE PARTY
SHORT-TERM (1-	5 YEARS)	
Funding	<ul> <li>Build Grant Writing and Managing Capacity</li> <li>State and federal funding opportunities listed in the funding section often involve complex grant writing and competitive application process. Once successful, grants should be managed to meet the requirements. Some communities may not have the time, resources, and workforce to write and manage grants. Be mindful of limited capacity at local non-profits and be respectful of volunteer capacity.</li> <li>Consider working with professional grant writers for larger and multijurisdictional grants.</li> <li>Conduct workforce training to build capacity of staff to write grants.</li> <li>Establish a process for smaller communities to request support for grant writing.</li> </ul>	SCLTC
Funding	<b>Work Across Jurisdictions to Pursue Funding</b> Some recommendations identified in the ATP (e.g. McCloud Railroad Trail Study) require coordination among multiple jurisdictions to fund and implement the project. Packaging similar types of projects across multiple communities could be a competitive strategy for grant applications. Work to continue conversations and support building partnership to pursue funding and implement the projects.	Tribal governments, SCLTC, Siskiyou County, local jurisdictions
Funding & Planning	<b>Work Across Jurisdictions to Pursue Funding</b> Pursue or carve out funding to allow additional non-incorporated communities, such as the McCloud Community Services District, to work with the County to create supplemental, mini Active Transportation Plans.	Caltrans, SCLTC, Siskiyou County, Community Services Districts
Coordination	<ul> <li>Coordinate with Caltrans</li> <li>Share the adopted ATP and work with Caltrans to include the ATP recommended projects located on the state highway system into the eligible projects list in the next State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) updates.</li> <li>Provide the GIS files with the recommended project list for the Caltrans database.</li> <li>Create Interlocal Agreement (ILA) with Caltrans that include maintenance responsibilities to be handled by Caltrans even when streetscape improvements are funded and implemented by the community or grant funding.</li> </ul>	Caltrans, SCLTC

CATEGORY	ACTION	RESPONSIBLE PARTY
SHORT-TERM (1–5 Y	EARS)	
Coordination	<b>Build a Big Tent of Partnerships</b> Build and/or continue partnerships across communities and with school districts, non-profits, police, California Native American Tribes, and National Forest services to implement programs and projects that benefit users of all ages, abilities, and backgrounds.	Tribal governments, Caltrans, SCLTC, Siskiyou County, local jurisdictions
Coordination & Evaluation	<b>Use the Existing SCLTC Technical Advisory Committee to Track ATP Progress</b> Twice a year, devote TAC meetings to identifying opportunities, challenges, needs, and emerging issues in active transportation planning and implementation in Siskiyou County. Evaluate active transportation investments every three years and report findings to this committee.	SCLTC
Maintenance	<b>Local Ordinances on Sidewalk Maintenance</b> Establish local ordinances where the property owners are responsible for sidewalk clearing. Provide educational resources to community members on best practices, particularly during the snowy season.	SCLTC, Siskiyou County, local jurisdictions
Communication	<b>Bi-Annual Newsletter</b> Continuing conversations with community members will be important to sustain the dialog kick started by the ATP and to build community trust and momentum in active transportation planning. Publish a bi-annual newsletter that outlines county wide transportation projects, ATP progress, and celebrate the wins.	SCLTC
Communication	<b>Create an Active Transportation Projects Map</b> Create an Active Transportation Projects Map within the Siskiyou County GIS that provides information on available facilities, and ongoing and planned projects. Project information can include estimated costs, funding sources, anticipated timeframe, and more.	Siskiyou County, SCLTC

#### Table 23 Long-Term Recommended Actions and Next Steps

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

# Funding

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

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

<u>Appendix E: Project Recommendations and Cost Estimates</u> provides an estimate of projected costs for recommended projects to help communities determine their funding needs.

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



## **Traditional Sources**

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

#### ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM (ATIIP)

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

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

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

#### CALIFORNIA ACTIVE TRANSPORTATION PROGRAM (ATP)

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

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

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

#### CALIFORNIA LOCAL STREETS AND ROADS PROGRAM

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

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

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

## CHARGING AND FUELING INFRASTRUCTURE DISCRETIONARY GRANT PROGRAM (CFI PROGRAM)

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

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

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

#### **CALTRANS HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

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

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

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

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

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

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

#### BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT PROGRAM

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

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

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

## NATIONALLY SIGNIFICANT FEDERAL LANDS AND TRIBAL PROJECTS (NSFLTP) PROGRAM

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

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

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

#### **THRIVING COMMUNITIES PROGRAM (TCP)**

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

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

#### TRIBAL TRANSPORTATION PROGRAM SAFETY FUND (TTPSF)

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

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

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

#### **RECREATIONAL TRAILS PROGRAM (RTP)**

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

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

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

# STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

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

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

#### STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

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

# STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART)

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

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

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

## **Non-Traditional Sources**

#### **IN-KIND DONATIONS**

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

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

#### PHILANTHROPY

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

#### PARTNERSHIPS

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

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

# Maintaining Infrastructure for Walking and Biking

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

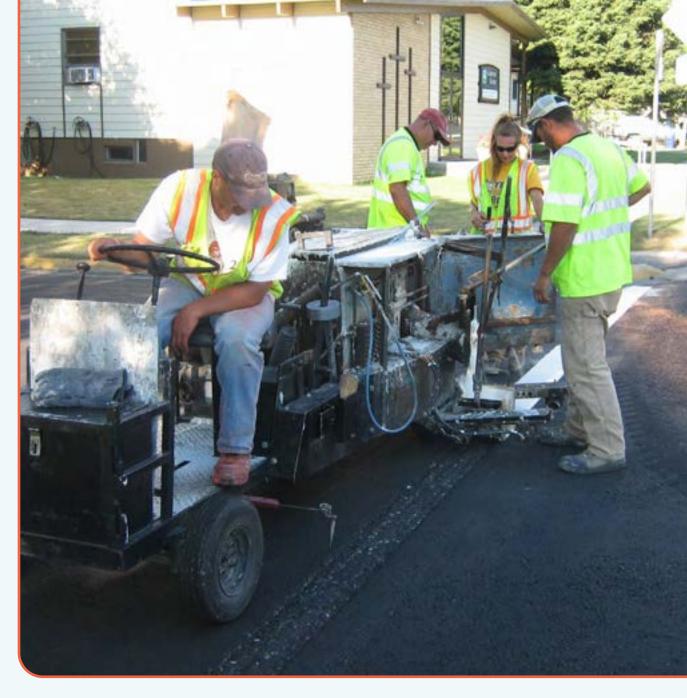
When working with multiple agencies, it is important to establish a shared understanding of community needs and capacity in terms of cost participation policies. For example, when applying for grants with Caltrans, local agencies can establish a context-based need early in the grant application phase so that undue burdens are not placed on communities with limited maintenance budgets.

- When designing new separated or protected biking and walking facilities, jurisdictions should consider the maintenance vehicles they currently own or are willing to purchase to help determine the width of the facilities (for sweeping out debris or snowplowing).
- Local communities can undertake pilot projects to test the feasibility and effectiveness of an improvement. This not only helps identify ongoing maintenance costs, but successful projects can also help present the case for full scale implementation and maintenance through regional, state, or federal funding.
- Local jurisdictions should develop and adopt local ordinances where property owners will be responsible for clearing sidewalks. When funding permits, support should be provided for disadvantaged or burdened communities for sidewalk maintenance.
- Local communities should develop criteria for sidewalk inspection and maintenance so that issues can be identified early on and addressed. This will also help prevent any injuries that may result from poor maintenance of facilities.

Maintenance of active transportation facilities includes inspection, preservation, repair, and restoration of facilities so that they are safe and accessible for users. Inlaid thermoplastic or preformed tape may last significantly longer than standard surface applications (paint). High-visibility thermoplastic crosswalk markings are a great way to increase the durability of crosswalks because newer thermoplastic mixtures contain sand or other coarse materials for reducing slip hazards.

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

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



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

## Appendices

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**Existing Conditions Report** 

Community Engagement Summary

Walk Audit Summary

Prioritization Methodology

Project Recommendations and Cost Estimates





Siskiyou County Active Transportation Plan

Appendix A

**Existing Conditions Report** 



Melissa Cummins, Siskiyou County Local Transportation Commission
Katie Selin and Phil Longenecker, Alta Planning + Design
June 18, 2024
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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### MEMORANDUM

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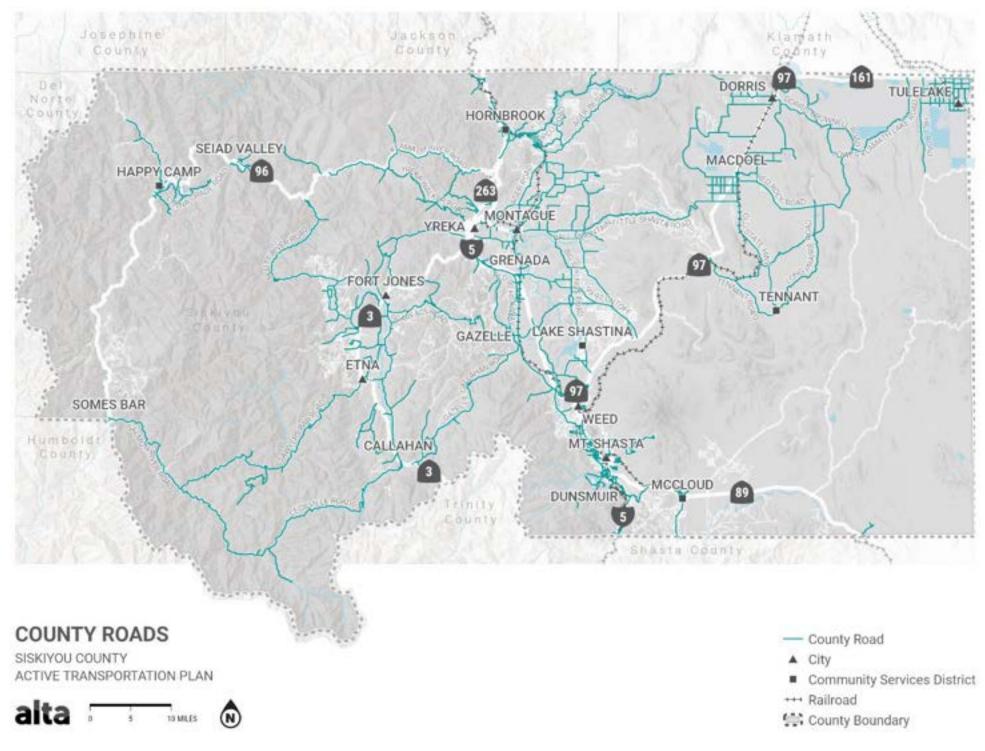


#### **Plan Area**

Siskiyou County is home to a population of approximately 44,000 people<sup>1</sup> 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.

<sup>&</sup>lt;sup>1</sup> American Community Survey 2022 5-year estimates. US Census Bureau.

Figure 1. Siskiyou County Roads





## **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.<sup>2</sup> 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.

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

#### MEMORANDUM



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.

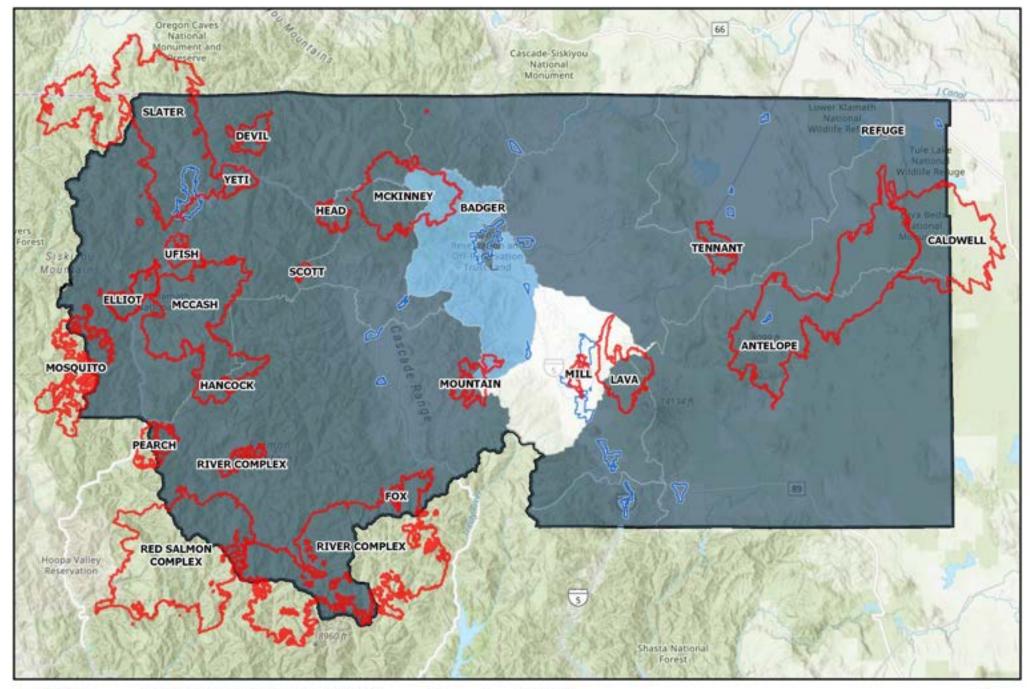
The Community Wildfire Protection Plan for Siskiyou County (2019) was a collaborative effort between the Fire Safe Council of Siskiyou County, residents, local fire departments, and other land management agencies of the region. The purpose of the plan is to provide guidance as to how communities can 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. Sisklyou 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 Sisklyou.

### **County of Siskiyou**

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

#### Disadvantaged Communities Disadvantaged

Partially Disadvantaged

Not Disadvantaged

ities 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.

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## **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)<sup>3</sup>

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 BI (Pedestrian Crossing Improvements)
- 13. Great Shasta Rail Trail Study
- 14. Headwaters to Lake Trail Study

<sup>&</sup>lt;sup>3</sup> 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.



## RECOMMENDED BIKEWAYS

WALK BIKE RIDE MT. SHASTA MOBILITY PLAN

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

#### **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
- S Trailhead
- Library
- C School
- Senior Living Community



**Dunsmuir Proposed Active Transportation Infrastructure on County Roadways** 

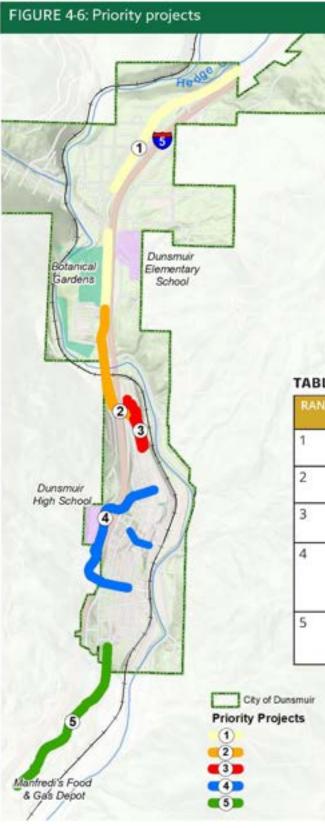
The following infrastructure improvements on county roadways are recommended in Dunsmuir's Active Transportation Plan. shows the highest priority bikeways in the city, note that two intersect with the county. For more maps of recommended improvements in Dunsmuir, see Appendix A.

- 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

Figure 3. Priority Projects in the Dunsmuir Active Transportation Plan. For more maps of recommended improvements, see Appendix A

## 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 idenfied 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**

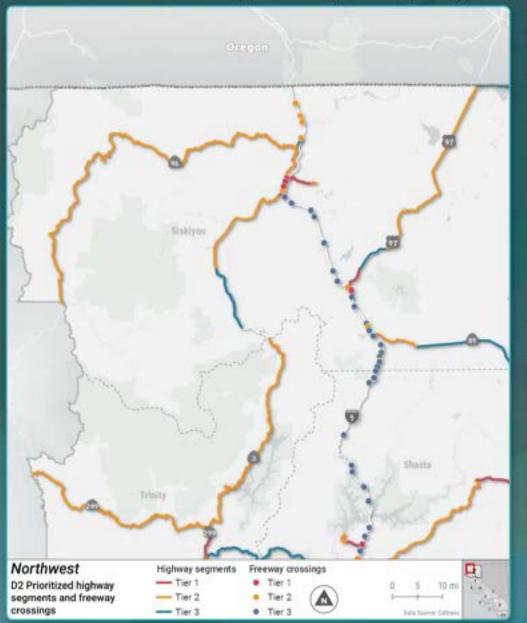
Caltrans evaluated data about the highway system from its own inventories, from local and regional plans, and from extensive public input to determine where gaps and barriers in walking and bicycling infrastructure are present. The agency then prioritized highway segments and freeway crossings across Siskiyou County (Figure 4).<sup>4</sup> 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.

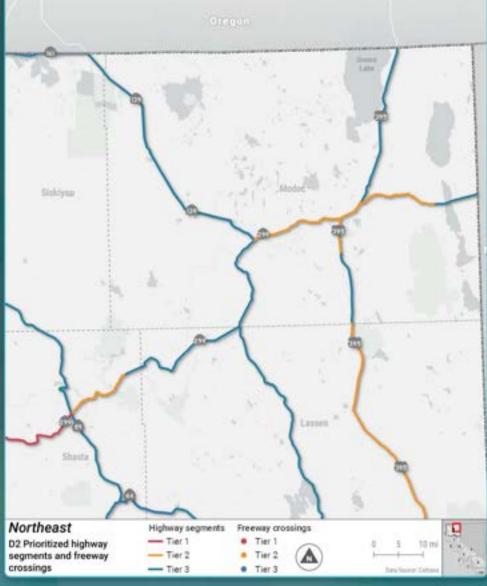
<sup>4</sup> Caltrans District 2 Active Transportation Plan. 2023. <u>https://storymaps.arcgis.com/stories/41bec928d4694924a460895e8ad0698c</u>

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





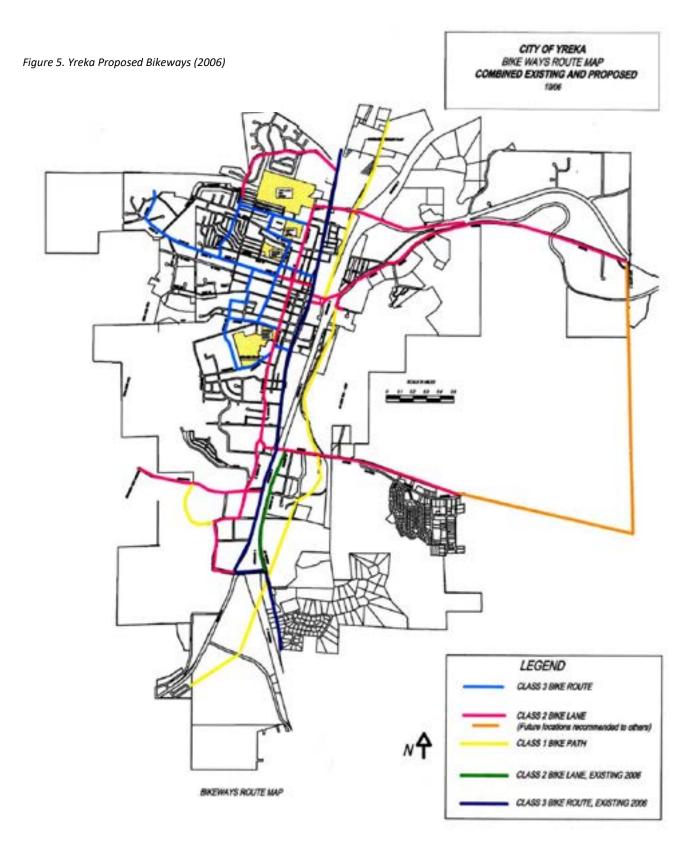




Yreka Bicycle Transportation Plan (2006)

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:







Yreka Long Term Bicycle and Pedestrian Projects<sup>5</sup>

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 Plan<sup>6</sup>

#### 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

<sup>&</sup>lt;sup>5</sup> 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

<sup>&</sup>lt;sup>6</sup> 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.

<sup>&</sup>lt;sup>7</sup> 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

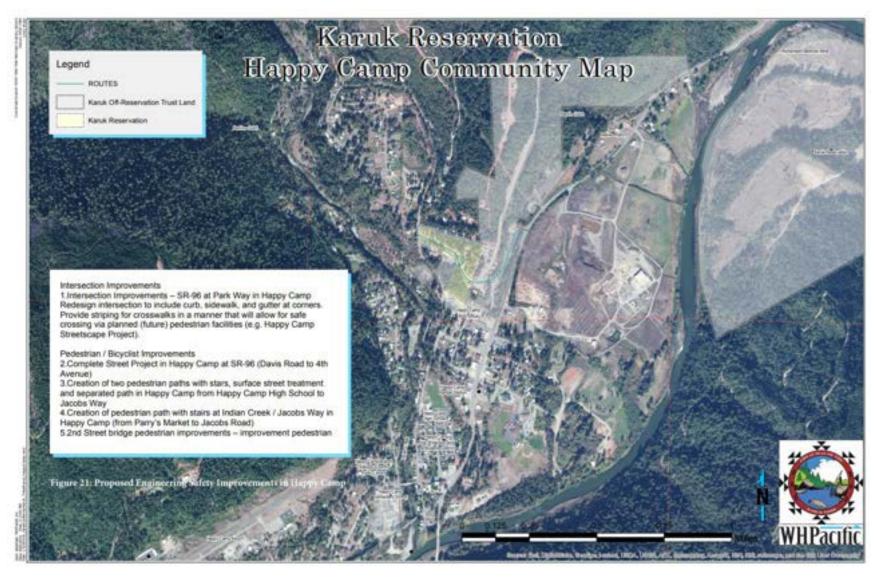
<sup>&</sup>lt;sup>8</sup> Karuk Tribal Transportation Safety Plan. 2014. <u>https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ped-bike/f0018656-j52555-karuk-safety-plan-jun2014.pdf</u>



- 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

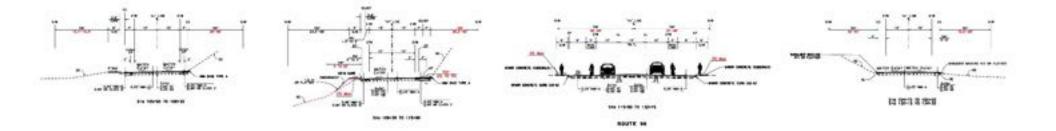


13.



Figure 7. Happy Camp Complete Streets Project





Alta Planning + Design, Inc.



#### **Summary of Program Recommendations in Plans**

Mt. Shasta Program Recommendations<sup>9</sup>

- 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 Recommendations<sup>10</sup>

- 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 Recommendations**<sup>11</sup>

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

<sup>&</sup>lt;sup>9</sup> Walk Bike Ride Mt. Shasta Mobility Plan. 2022.

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

<sup>&</sup>lt;sup>11</sup> City of Dunsmuir Active Transportation Plan. 2023. <u>https://issuu.com/ktua/docs/dunsmuiratpdraft</u> 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 Recommendations<sup>12</sup>

- 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

<sup>&</sup>lt;sup>12</sup> Fort Jones Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report. Berkeley SafeTREC. September 2022. <u>https://safetrec.berkeley.edu/sites/default/files/fy22\_cpbst\_fort\_jones\_report.pdf</u>

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## **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
Нарру Сатр	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.

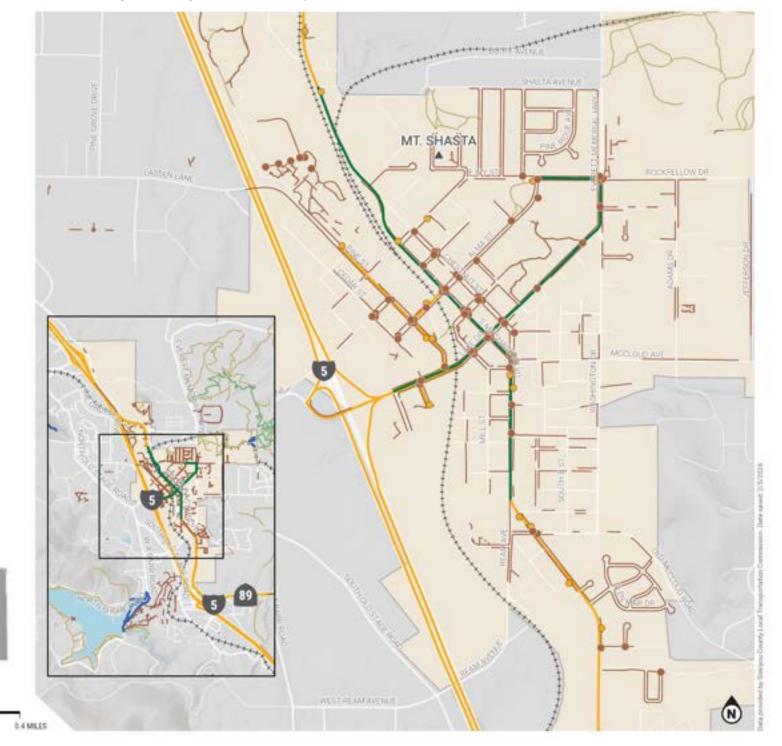
SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN

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

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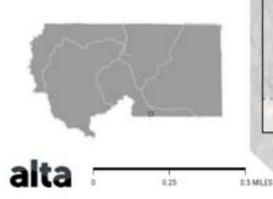
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- City Boundary
- County Boundary



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



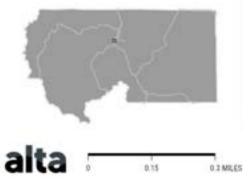


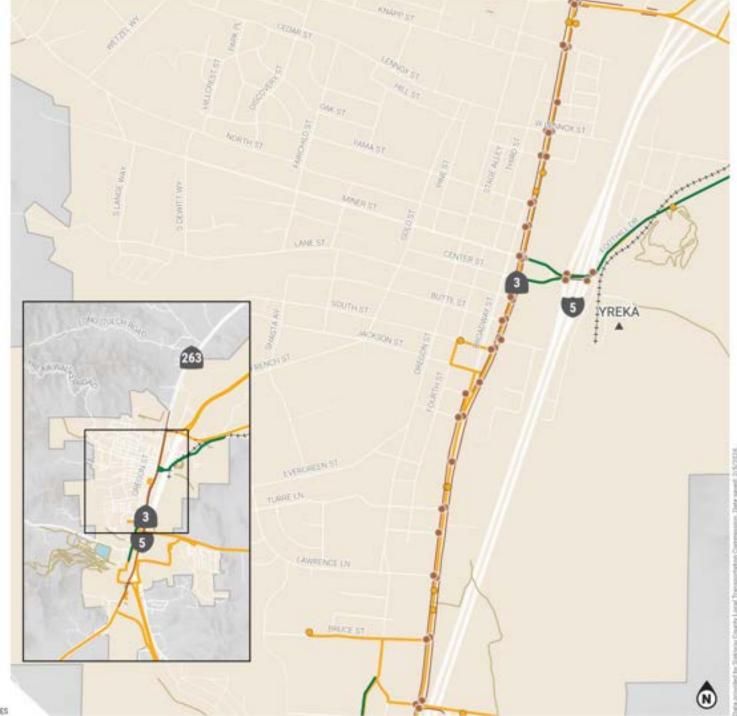
#### Figure 10. Existing Bike and Pedestrian Infrastructure in Yreka

## EXISTING BIKE AND PEDESTRIAN INFRASTRUCTURE

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN

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







## **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).

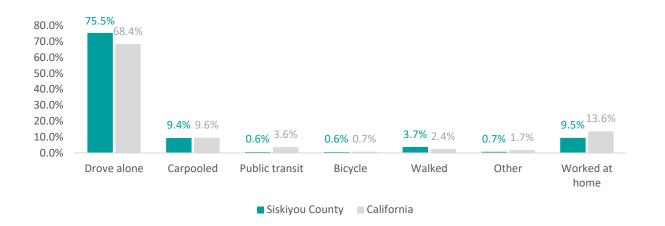
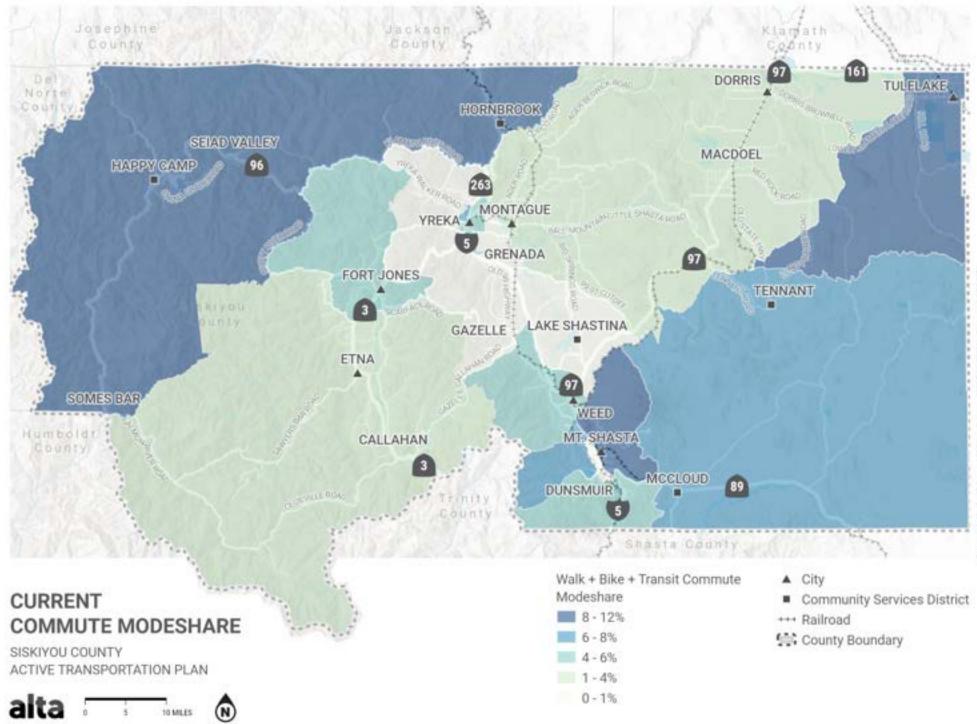


Figure 11. Commute Mode Share 2022 ACS 5-Year Estimates

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





## 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.<sup>13</sup> 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.<sup>14</sup> The data reveals that State Highways were the location for 21 of these crashes, constituting 34.4% of the pedestrian- and bicycle-involved incidents.

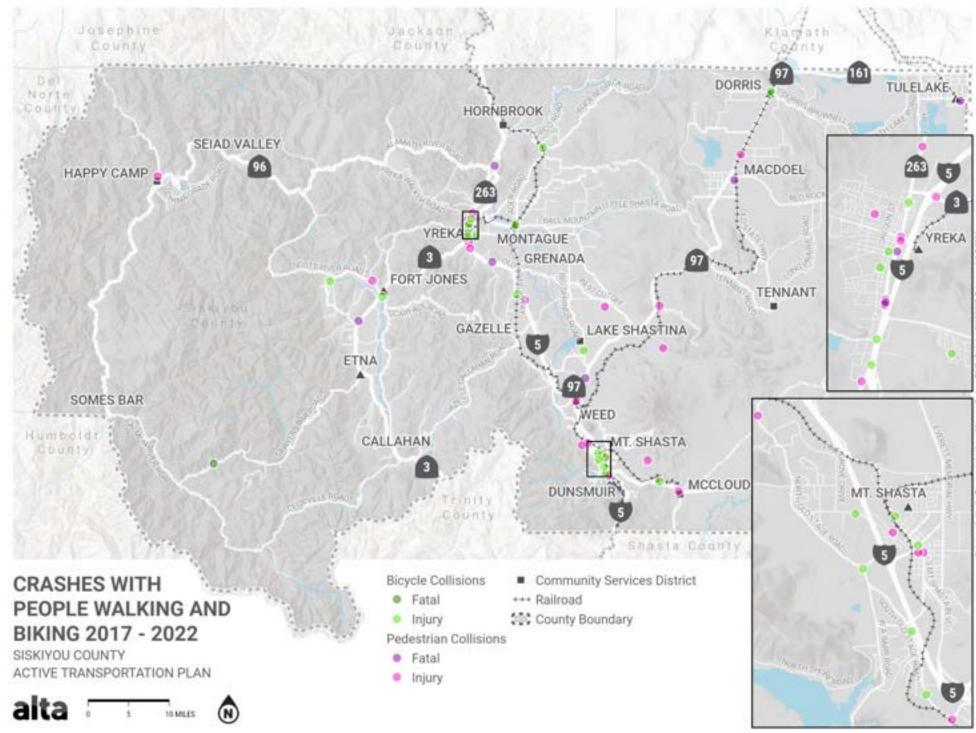
#### **Spatial Distribution of Crashes**

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.

<sup>&</sup>lt;sup>13</sup> Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley.* 2024.

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

#### Figure 13. Crashes with People Walking and Biking





#### **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.

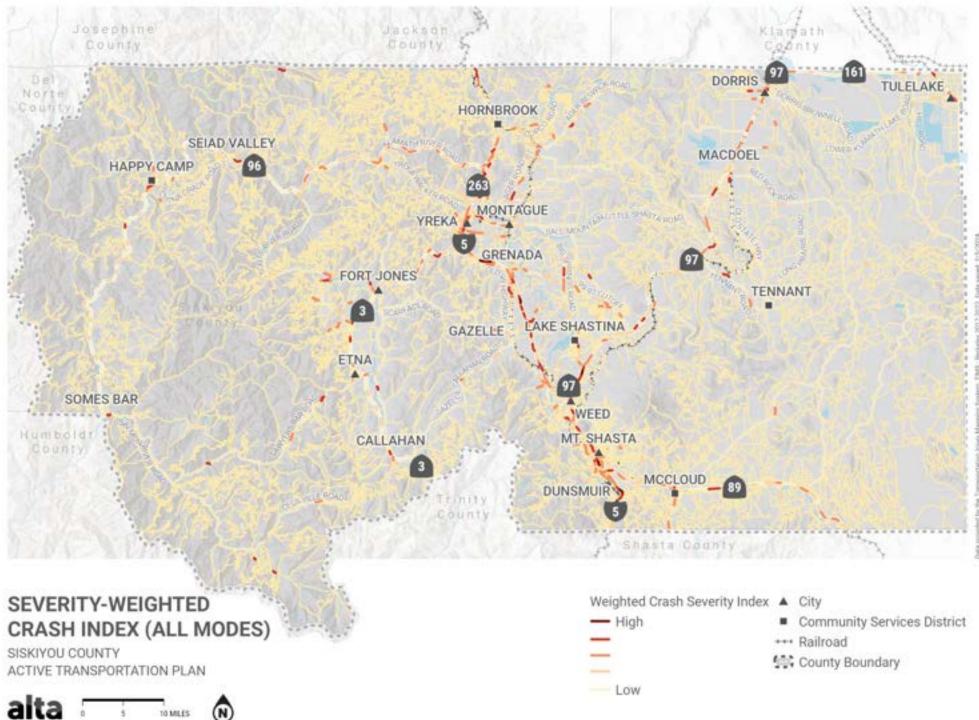
#### Victims

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)





## **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.<sup>15</sup>

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.

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



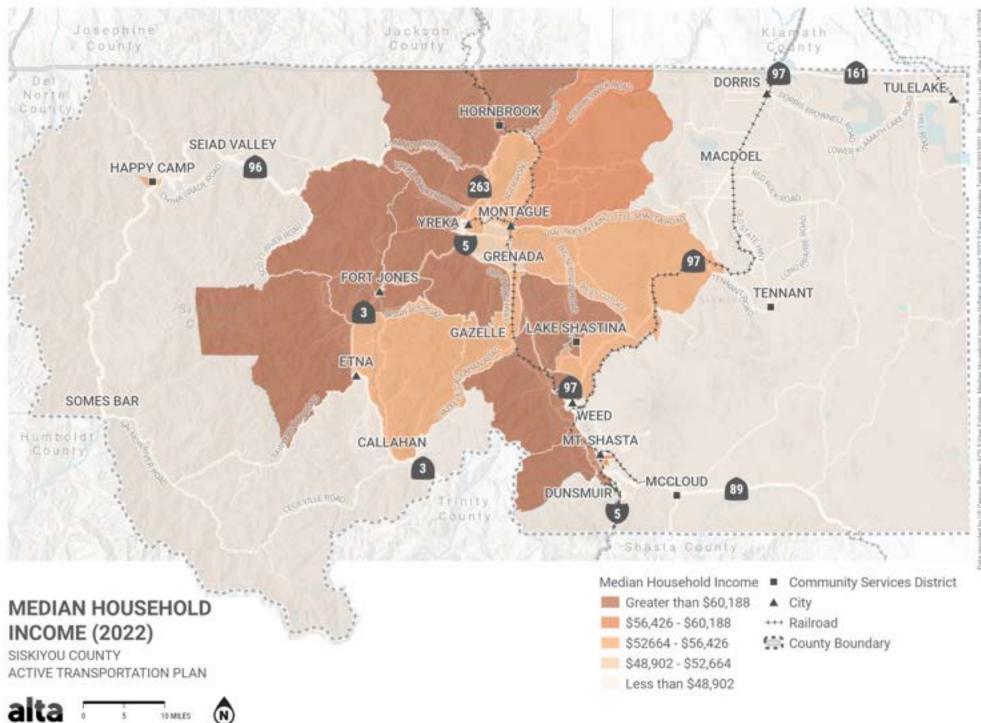


#### **Median Household Income**

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.<sup>16</sup> 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.

<sup>&</sup>lt;sup>16</sup> 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, 20224 the California Transportation Commission will release an updated median household income scoring rubric.

Figure 15. Median Household Income (2022)





#### 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).<sup>17</sup> 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 Tribes<sup>18</sup>

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.<sup>19</sup> 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).

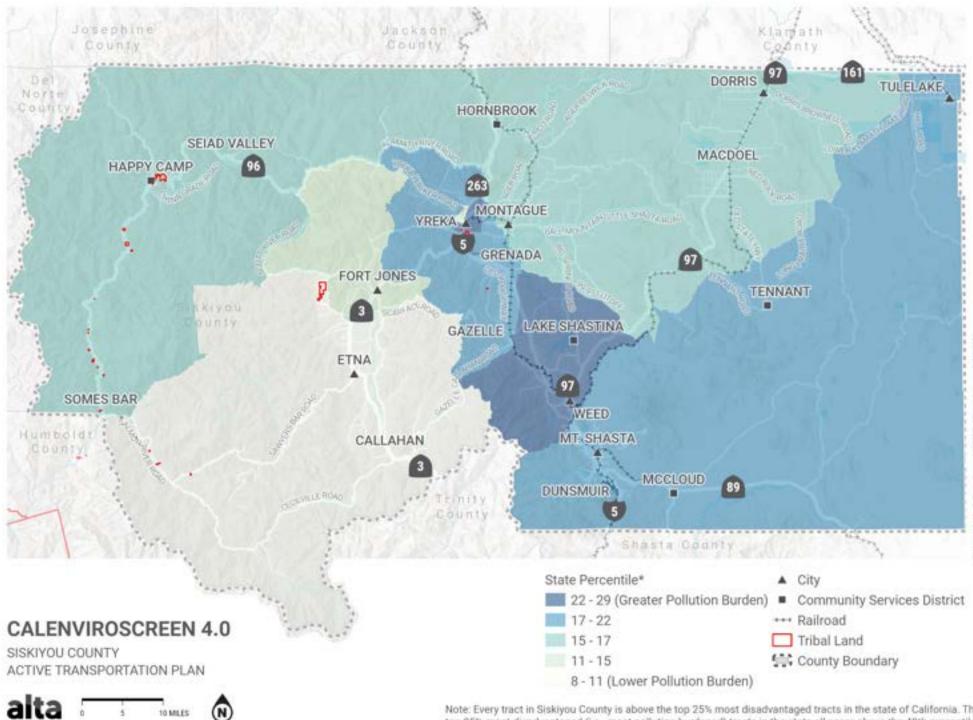
<sup>&</sup>lt;sup>17</sup> Cal EPA Updated Disadvantaged Communities Designation. 2022. https://calepa.ca.gov/envjustice/ghginvest/

<sup>&</sup>lt;sup>18</sup> 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 <u>TribalAffairs@calepa.ca.gov</u>. Source: See above.

<sup>&</sup>lt;sup>19</sup> CalEnviroscreen 4.0. California Office of Environmental Health Hazard Assessment. 2023.

https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

Figure 16. CalEnviroscreen 4.0



10 MLES

(N)

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.

#### MEMORANDUM

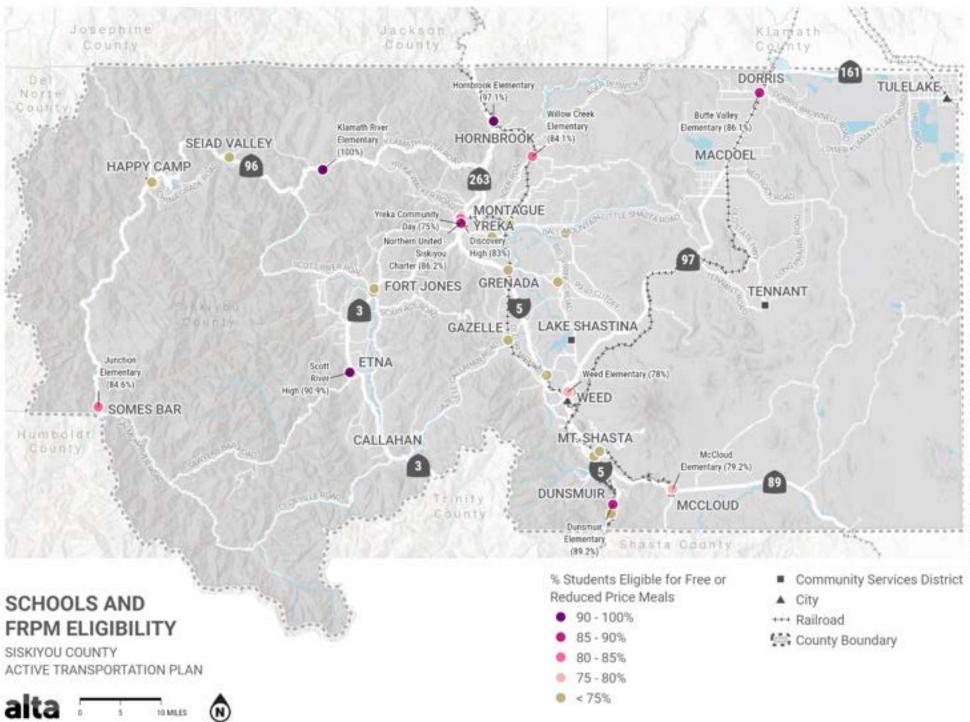


Free or Reduced Price Meal Eligibility

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

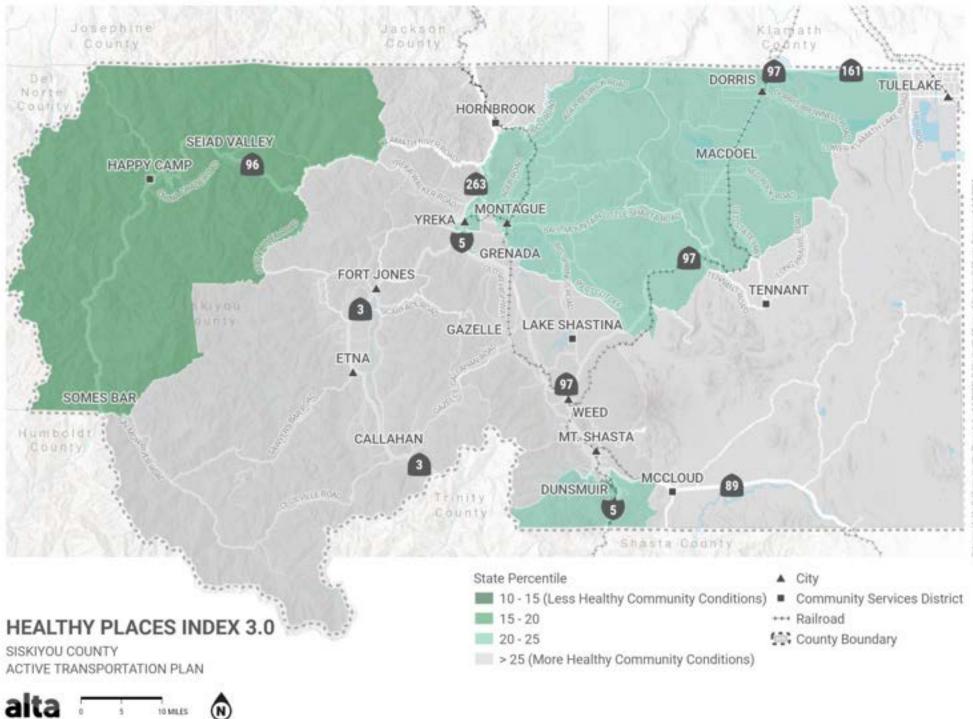




Healthy Places Index 3.0

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



(N)

10 MLES

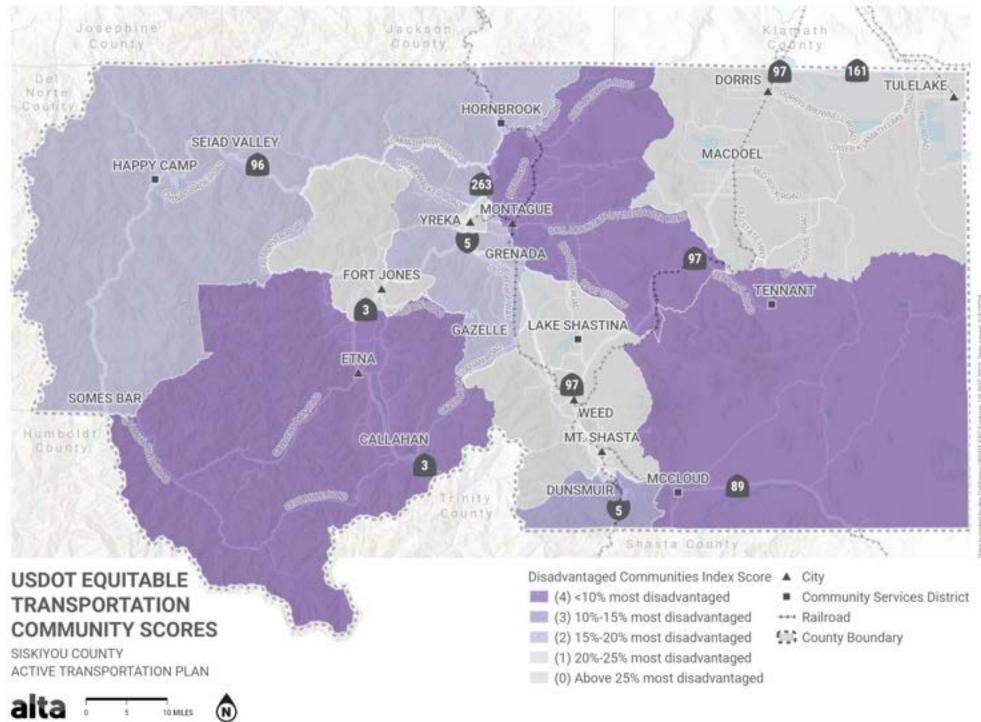




#### **USDOT Equitable Transportation Communities**

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





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.<sup>20</sup> 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.

<sup>&</sup>lt;sup>20</sup> 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

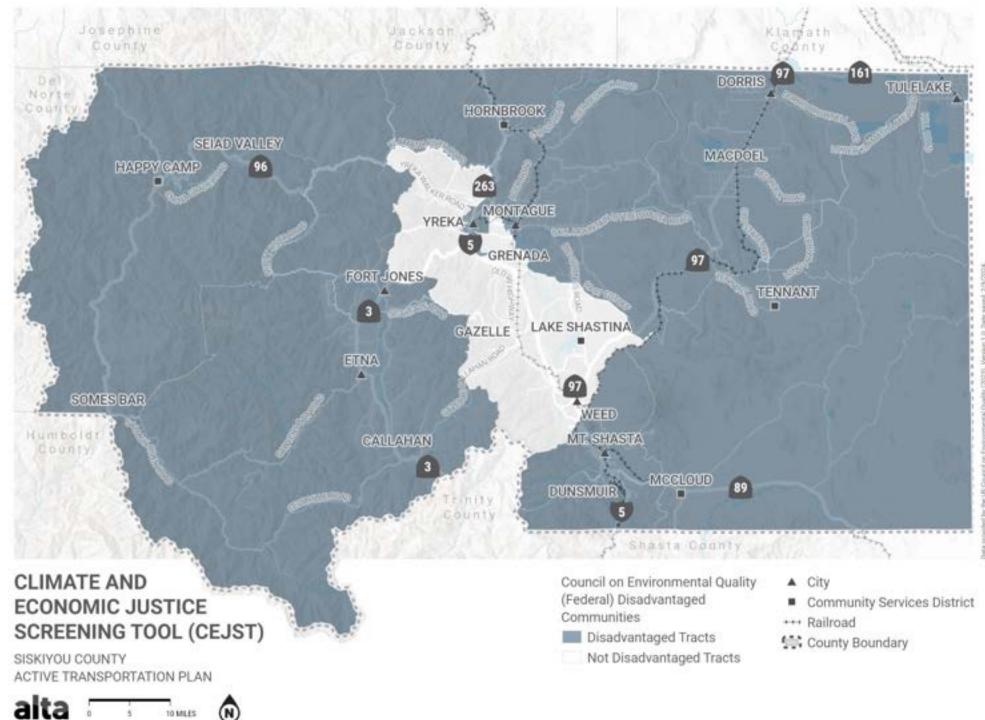
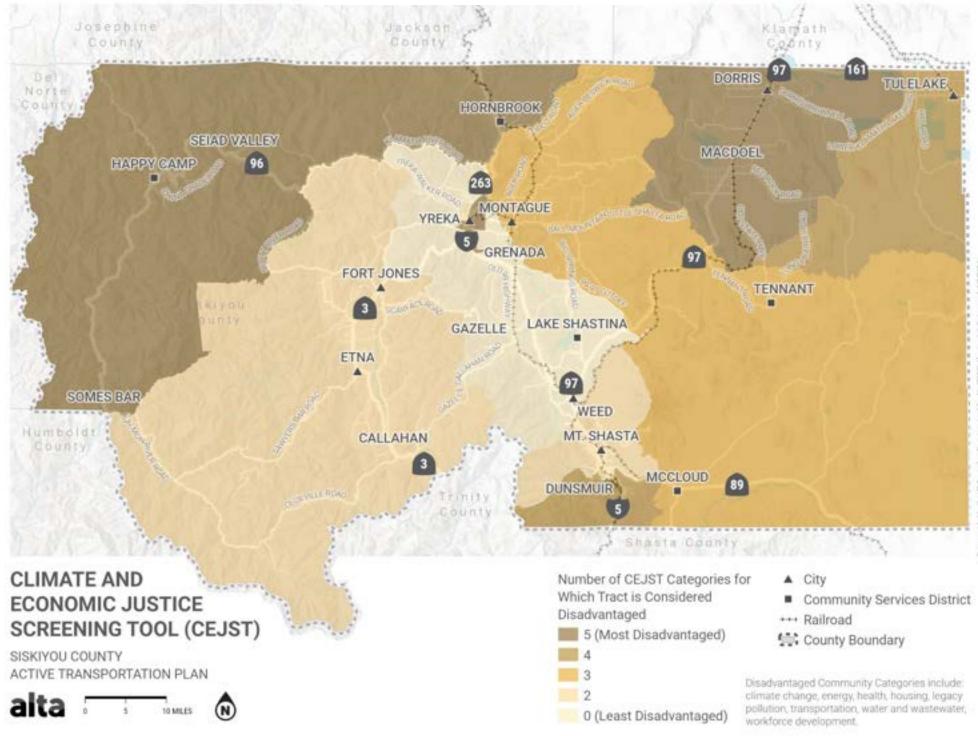


Figure 21. Climate and Economic Justice Screening Tool (CEJST)





## **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.

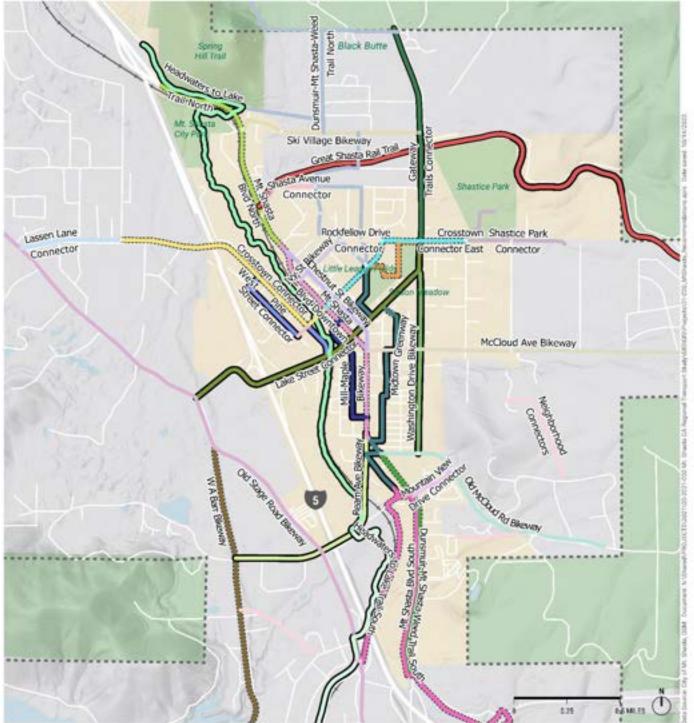
#### **Opportunities**

- 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



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

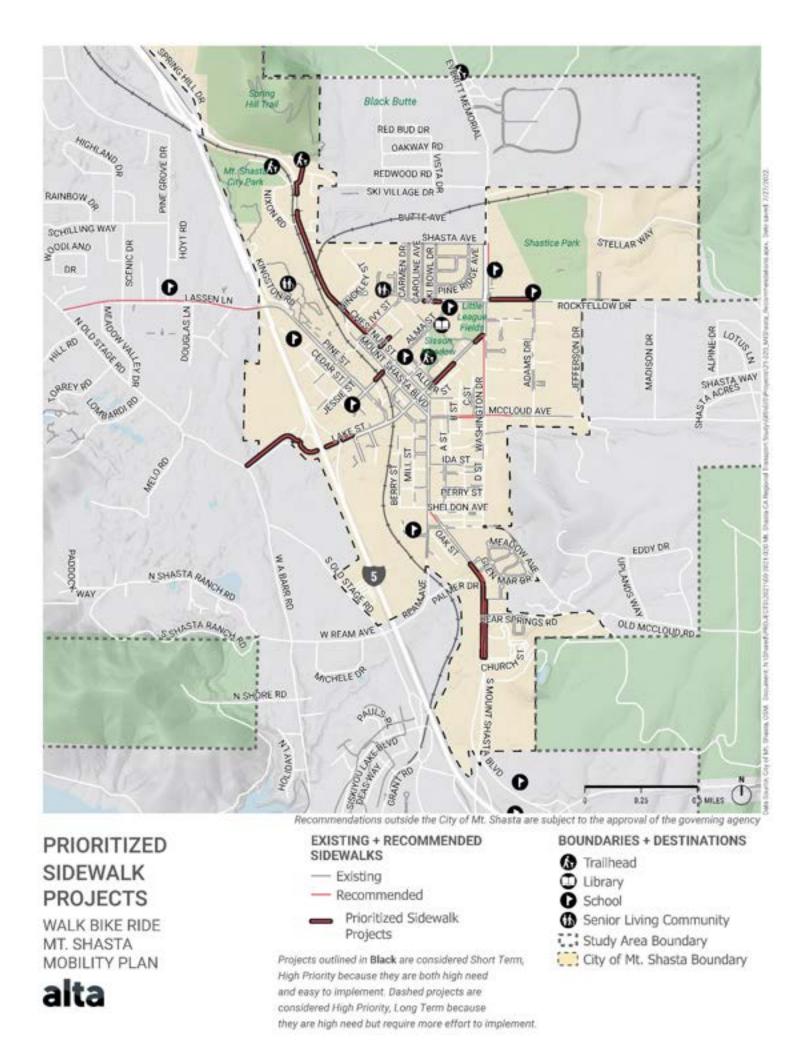
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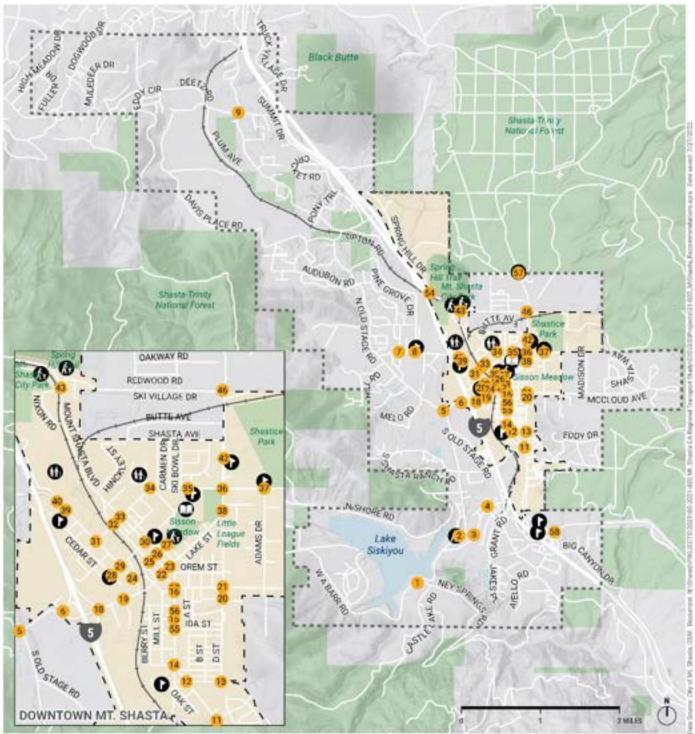
Short Term, High Priority Project
 Long Term, High Priority Project

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.

## BOUNDARIES + DESTINATIONS

City of Mt. Shasta Boundary





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

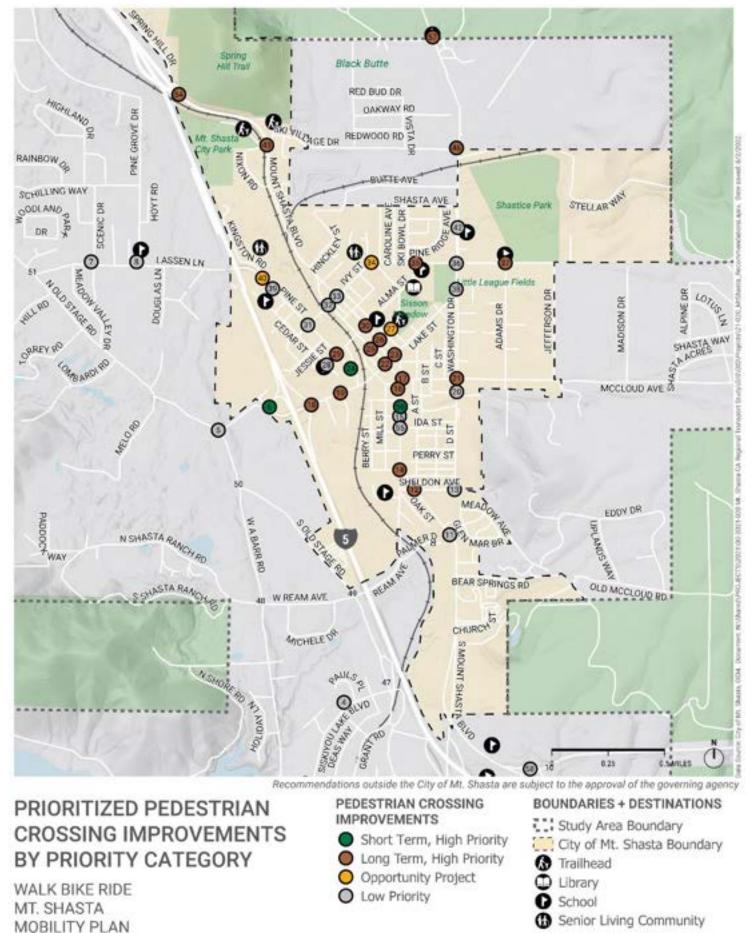
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#### PEDESTRIAN CROSSING IMPROVEMENTS

Pedestrian Crossing Improvements

#### BOUNDARIES + DESTINATIONS

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



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Appendix B: Existing Bike and Pedestrian Infrastructure Map Series

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN DORRIS

- Trail
- ▲ City
- +++ Railroad
- City Boundary
- 😫 County Boundary
- Crosswalk
- Sidewalk

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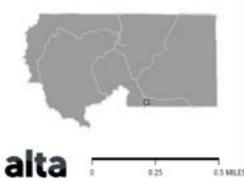
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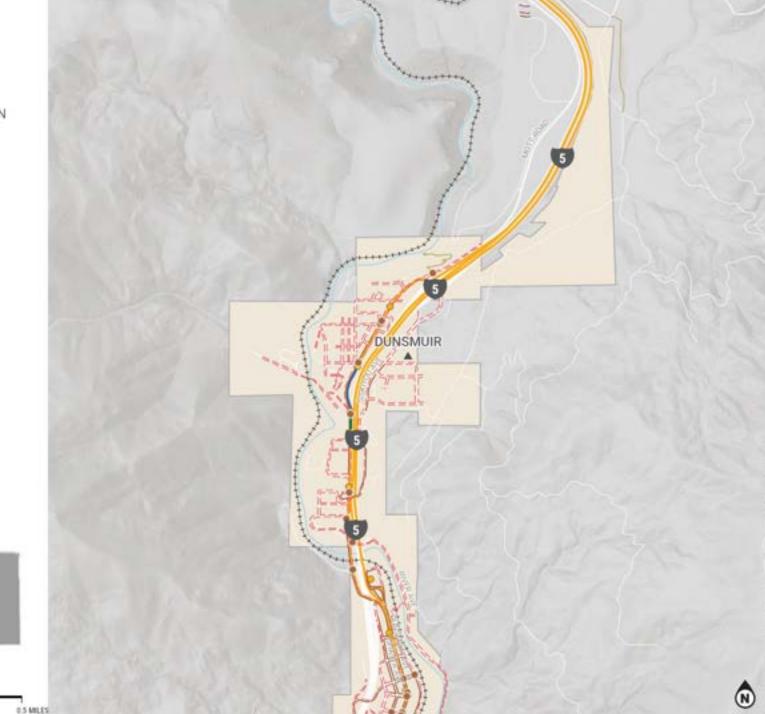


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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN DUNSMUIR

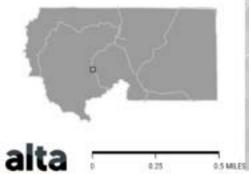
- Bus Stop
- Sidewalk
- Sidewalk
- -- Missing Sidewalk
- Trail
- At Least One Crosswalk
- Shared Use Path
- Bike Lane
- STAGE Bus Route
- ▲ City
- +++ Railroad
- City Boundary
- 😂 County Boundary

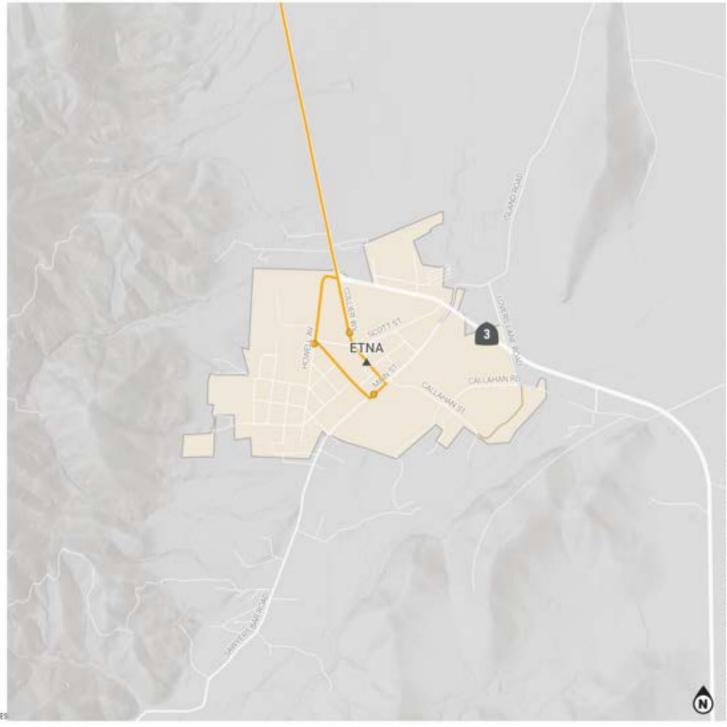




SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN ETNA

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





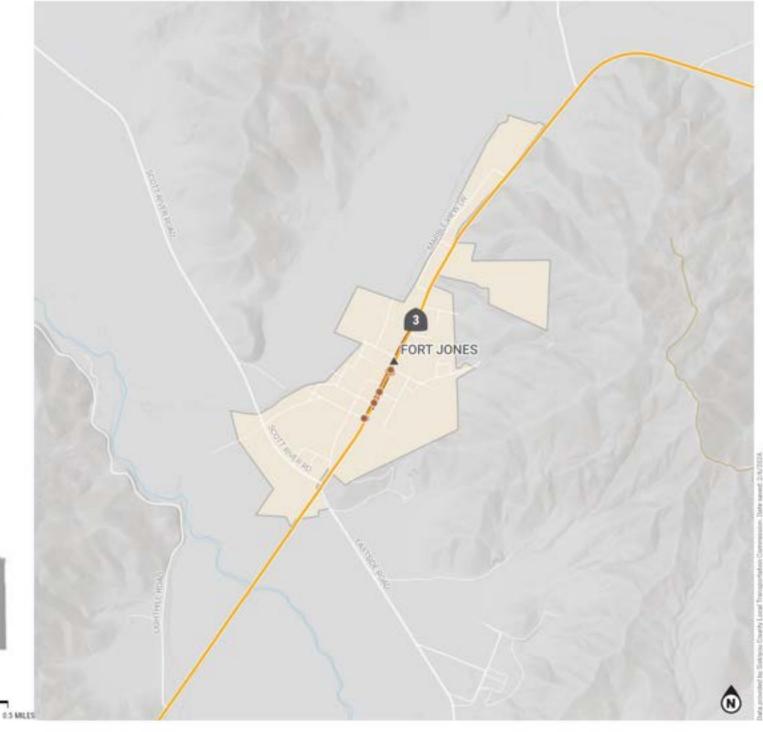
SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN FORT JONES

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

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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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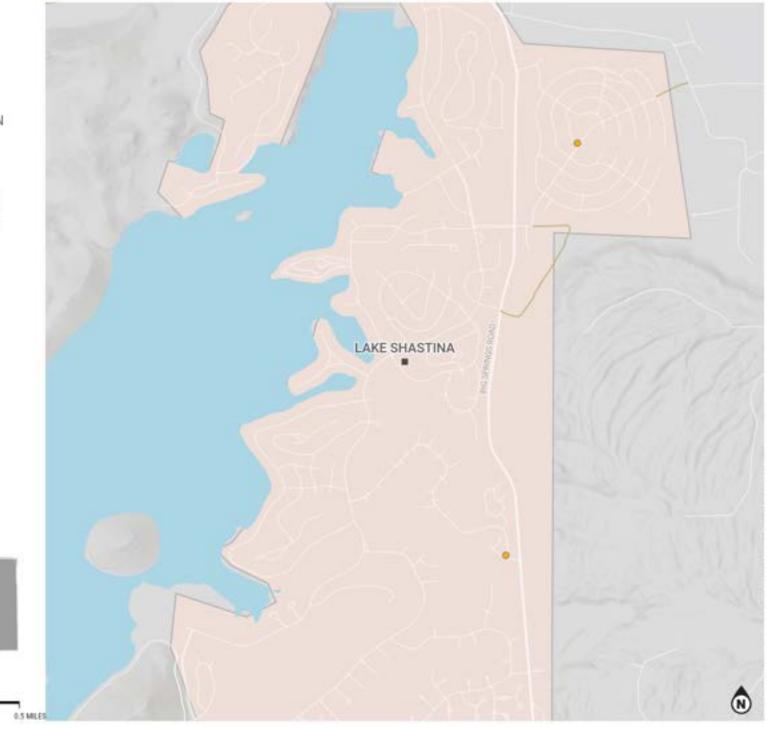


SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN LAKE SHASTINA

- Bus Stop
- Trail

alta

- Community Services District
- Community Services District Boundary
- 🐏 County Boundary



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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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MONTAGUE

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



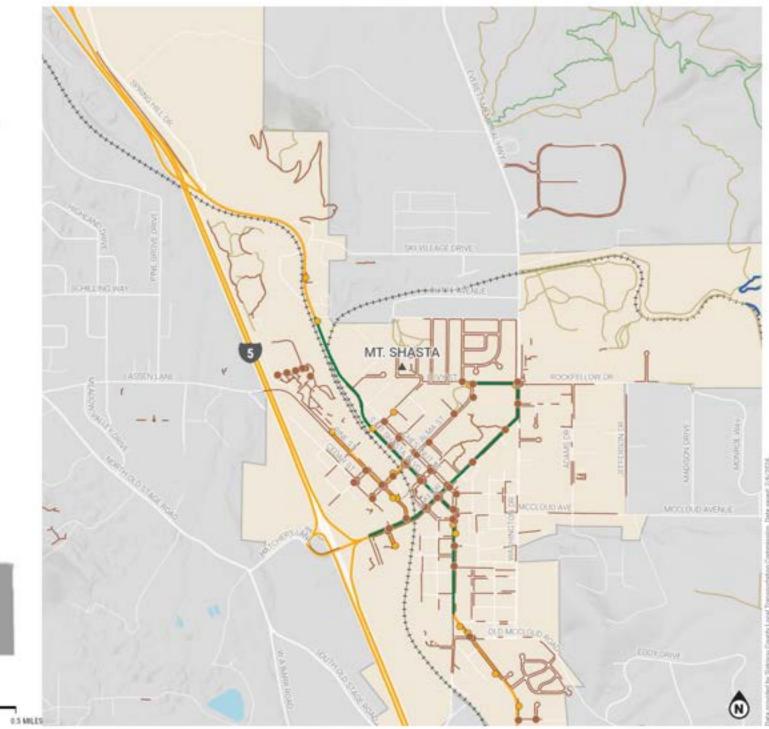


SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MT. SHASTA

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

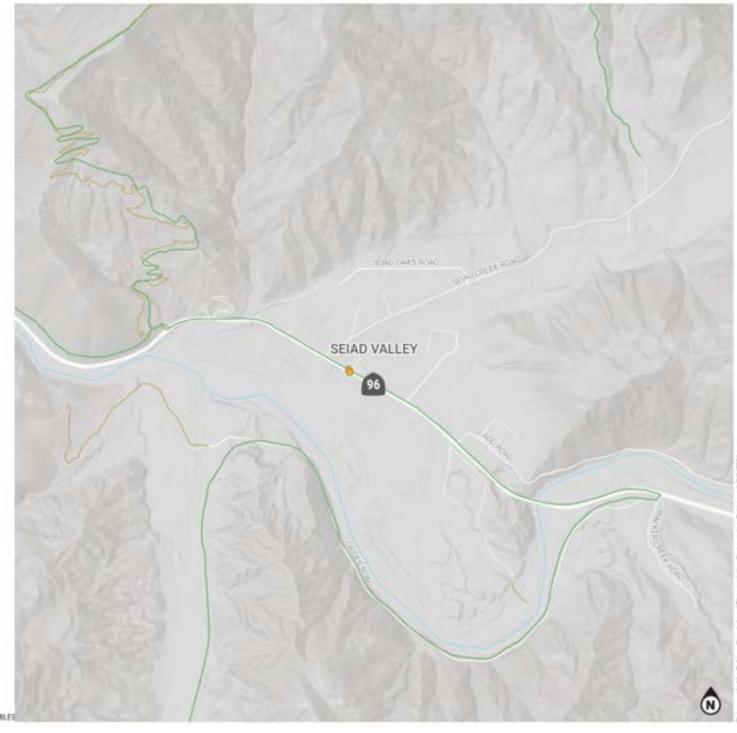
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- City Boundary
- County Boundary



SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN SEIAD VALLEY

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





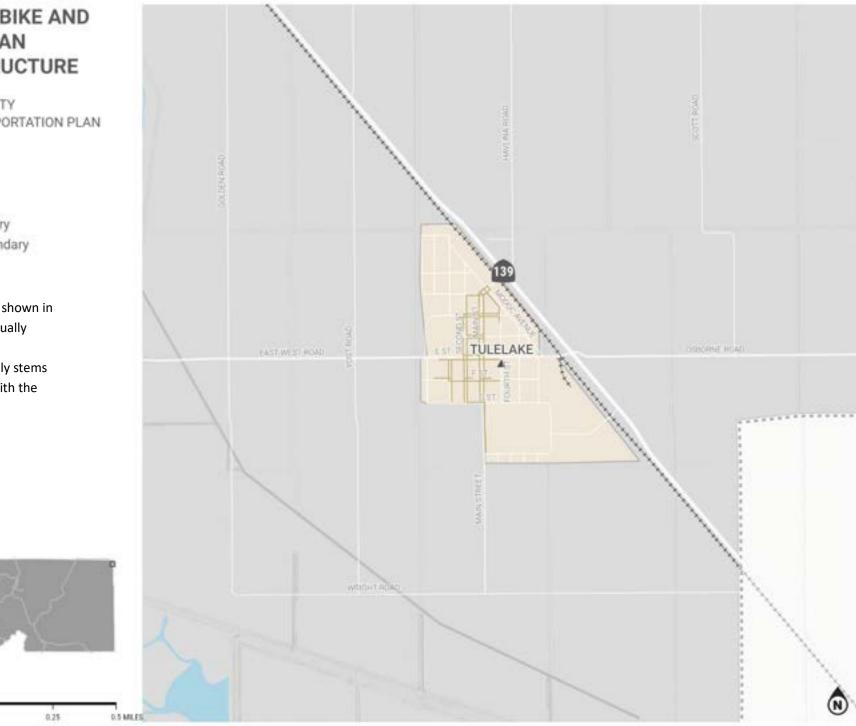
SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN TULELAKE

- Trail A City +++ Railroad City Boundary

alta

😫 County Boundary

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



SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN WEED

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

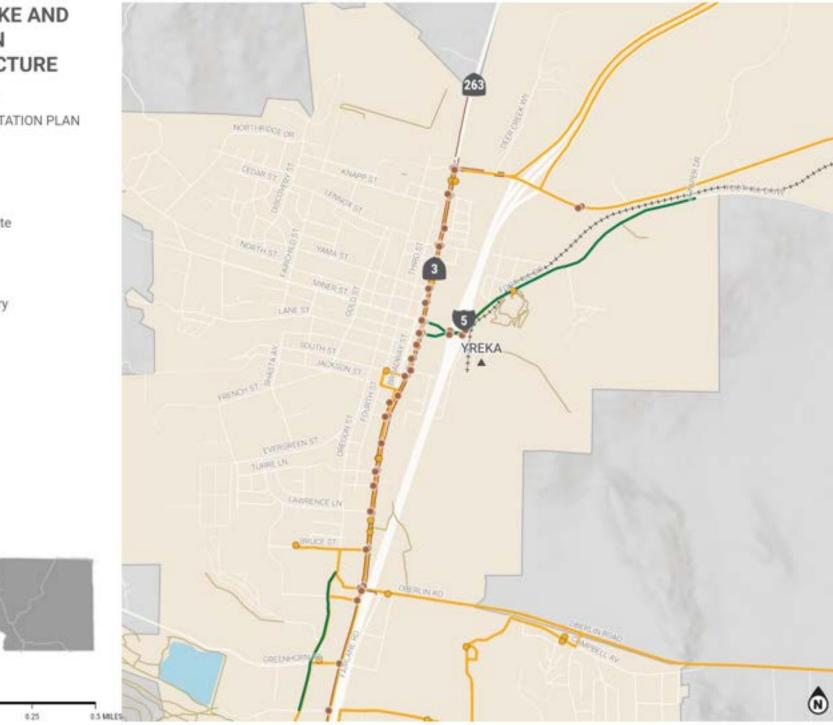
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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN YREKA

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

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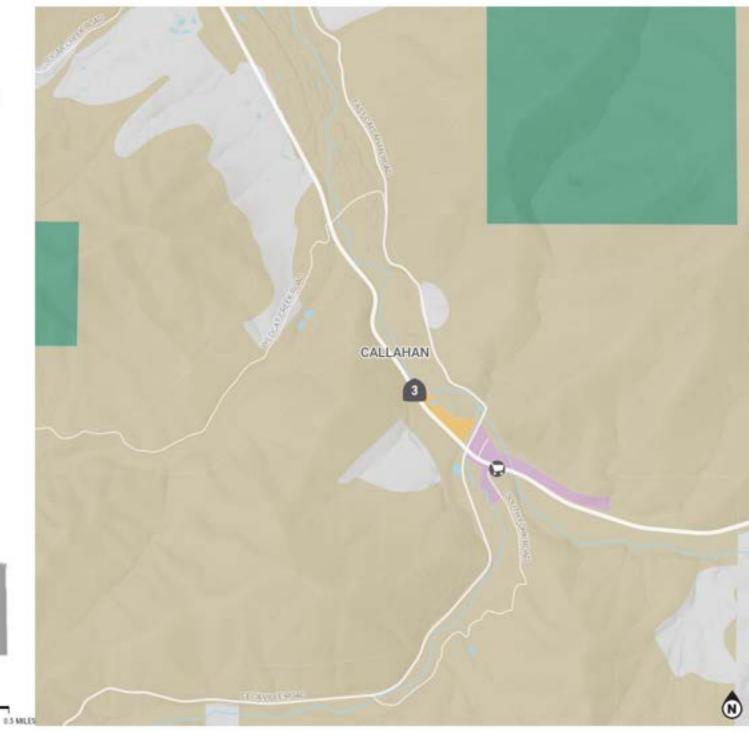
**Appendix C: Land use and Destinations Map Series** 

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN CALLAHAN



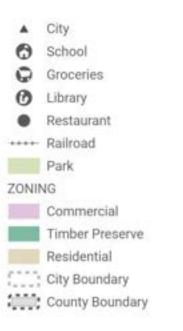
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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN DUNSMUIR



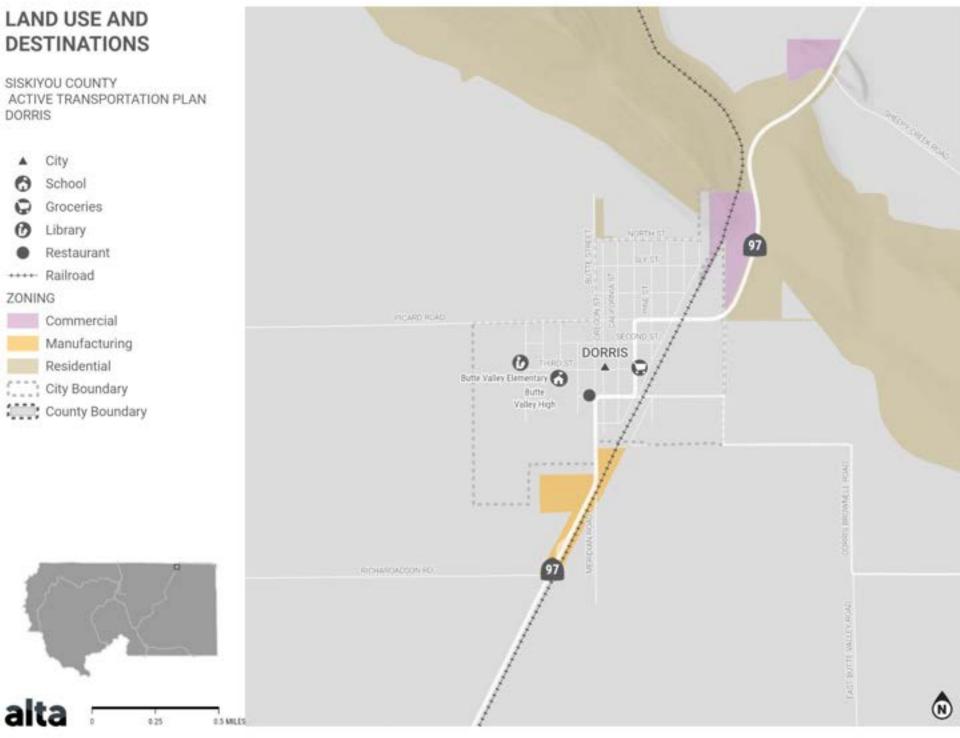




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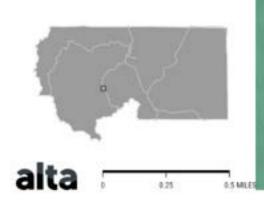
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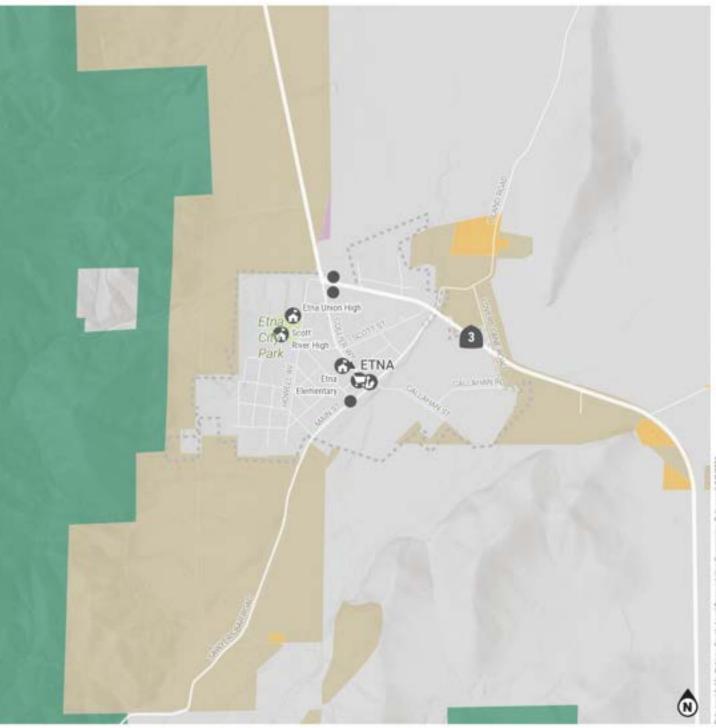




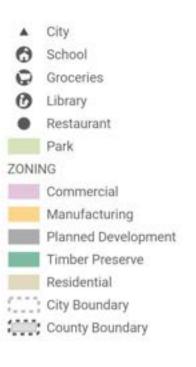
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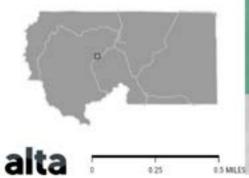


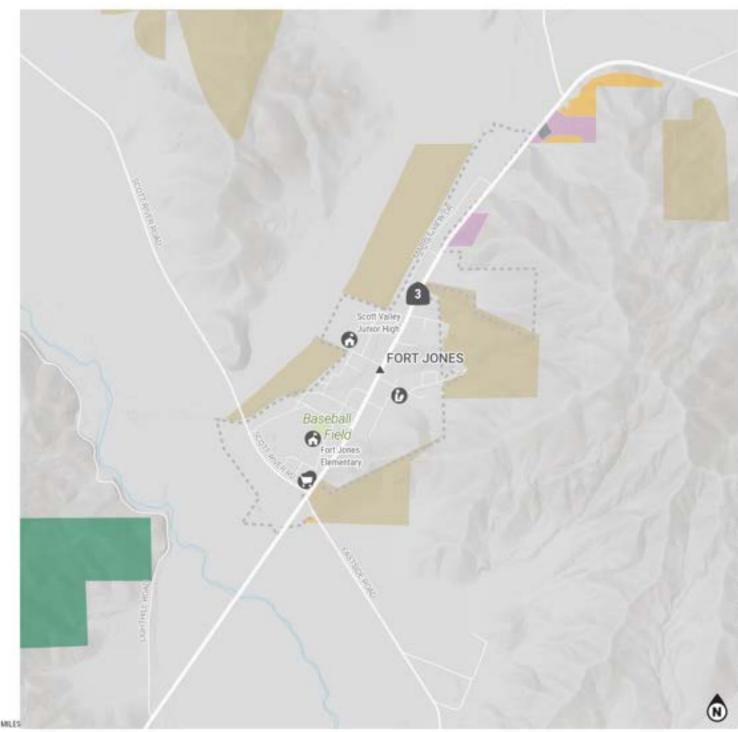




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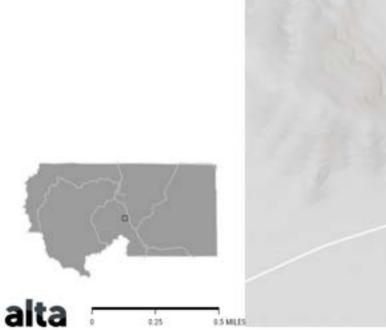


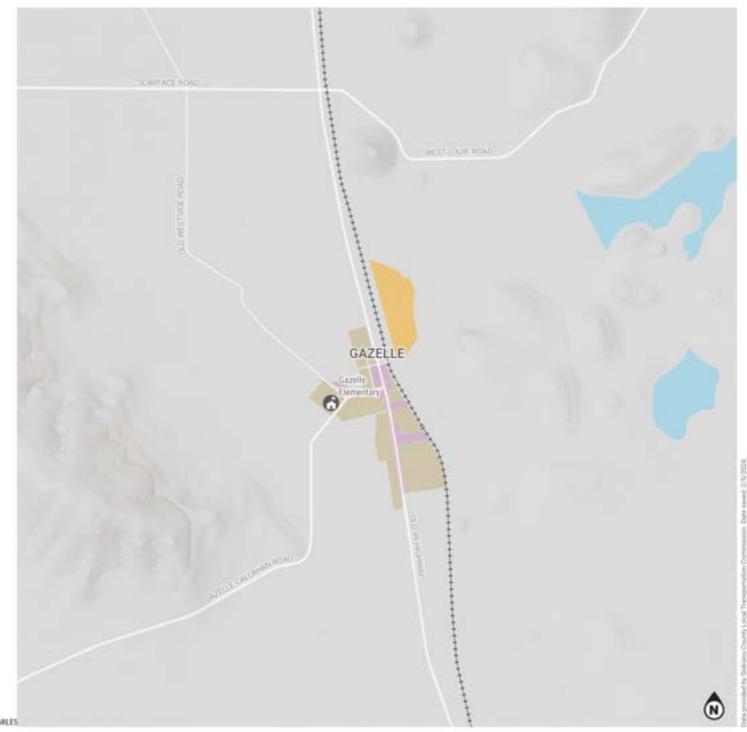




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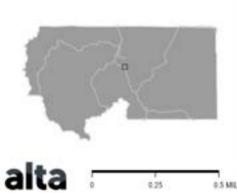
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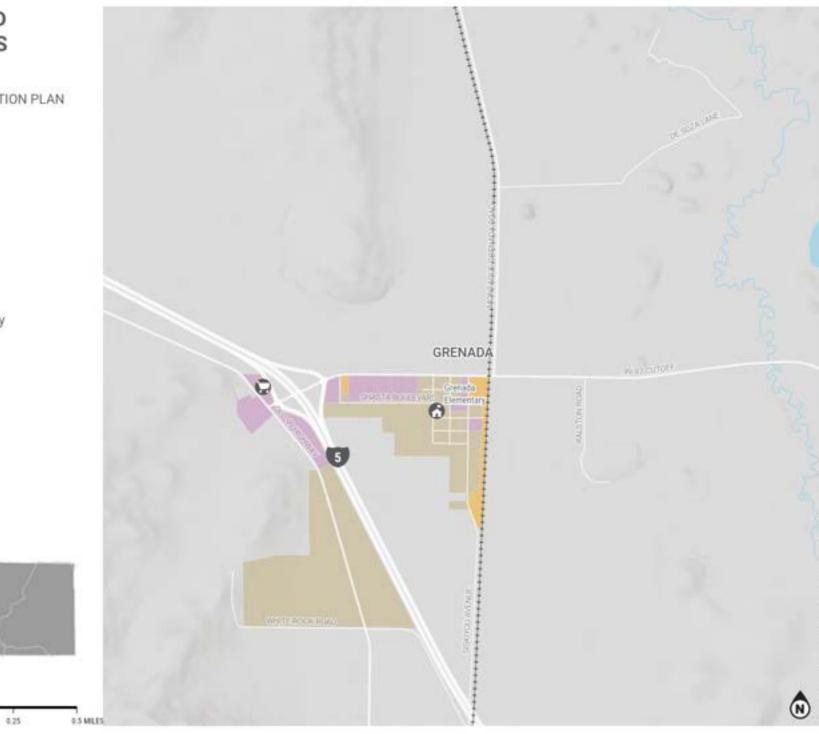




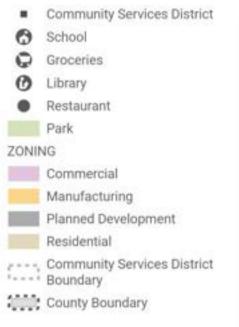
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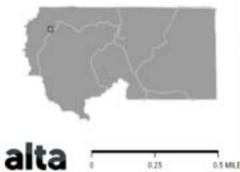


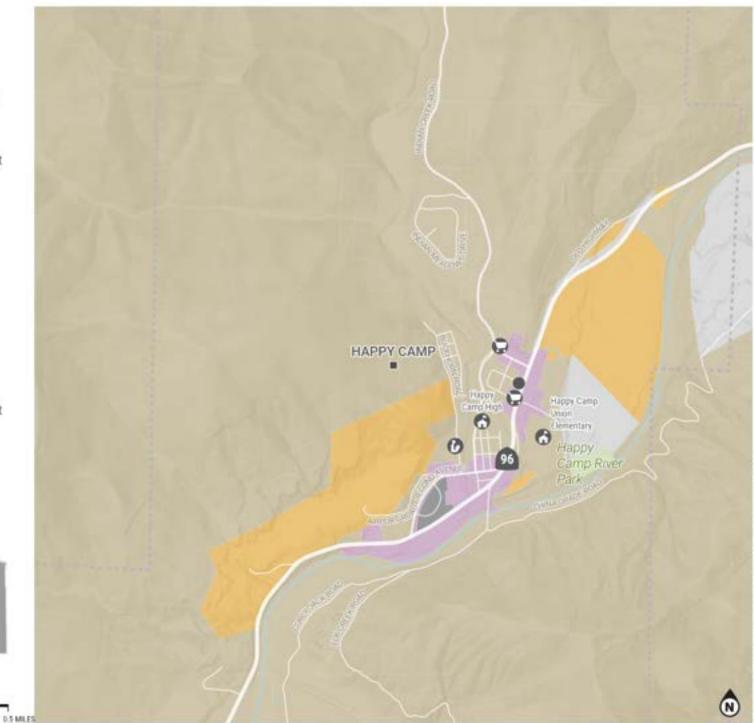




SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN HAPPY CAMP







SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN HORNBROOK

- Community Services District
- School
- Groceries
- ++++ Railroad

#### ZONING

Commercial Manufacturing Planned Development

- Residential
- Community Services District
- County Boundary





SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN LAKE SHASTINA

- Community Services District
- Restaurant
- Park

ZONING

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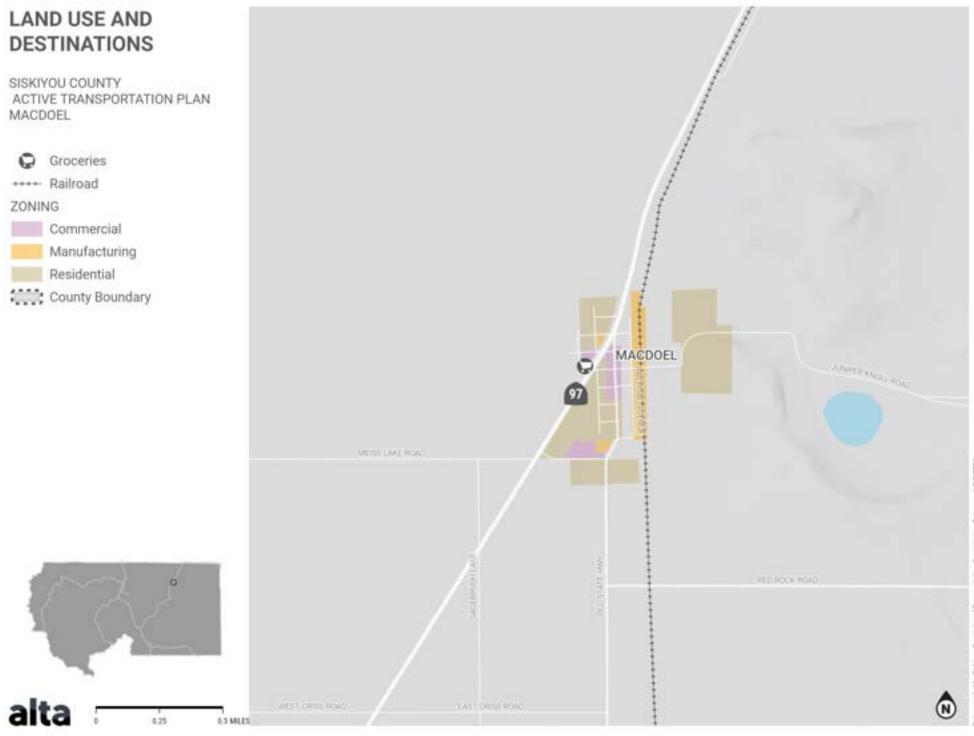
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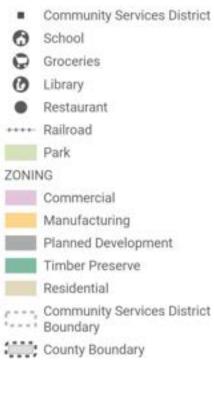
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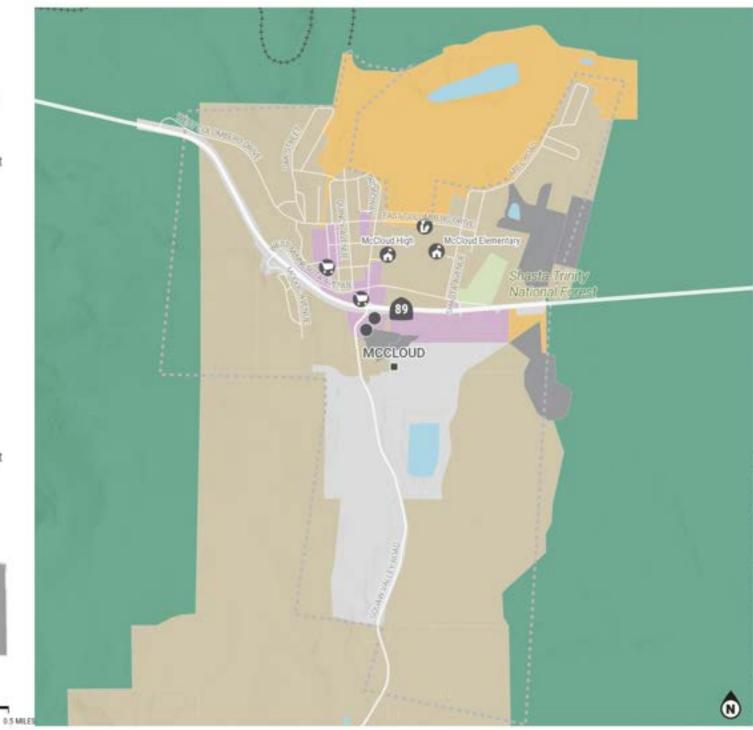




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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MONTAGUE



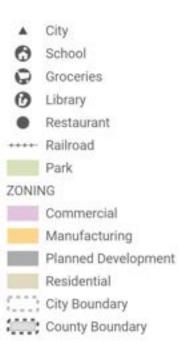
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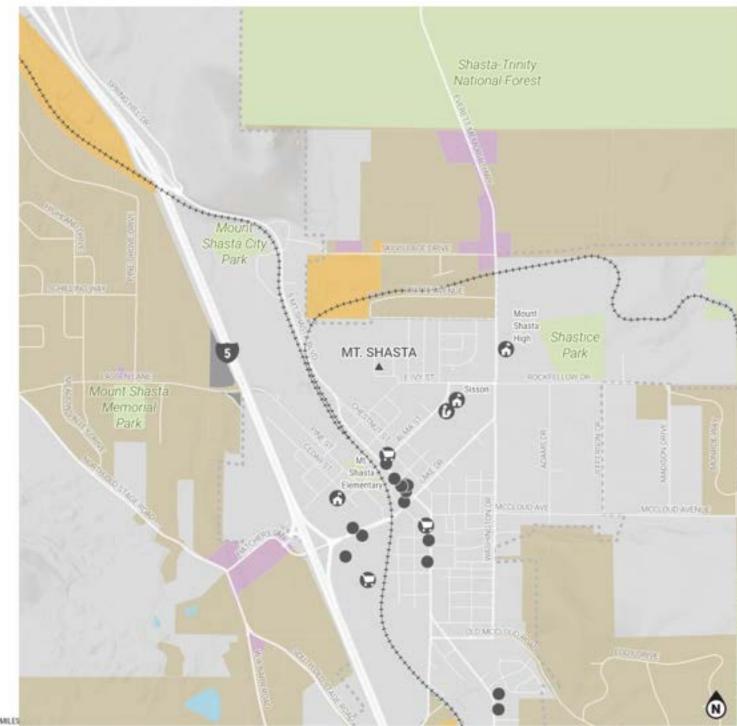


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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN SEIAD VALLEY







SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN SOMES BAR



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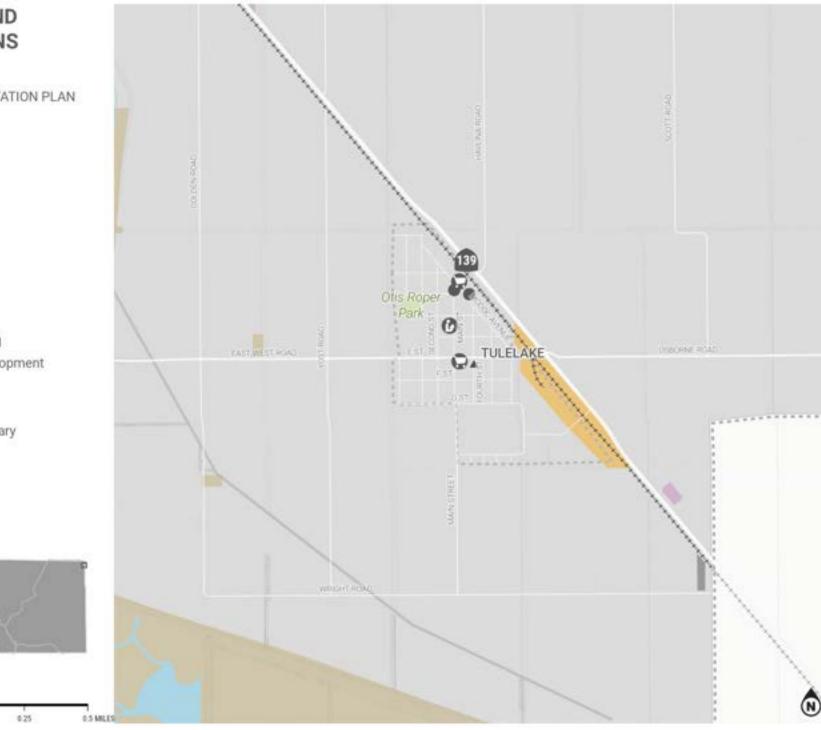




SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN TULELAKE



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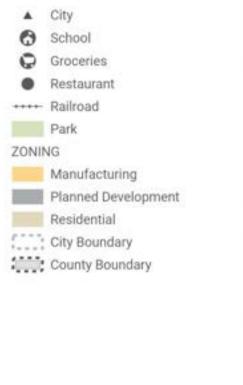
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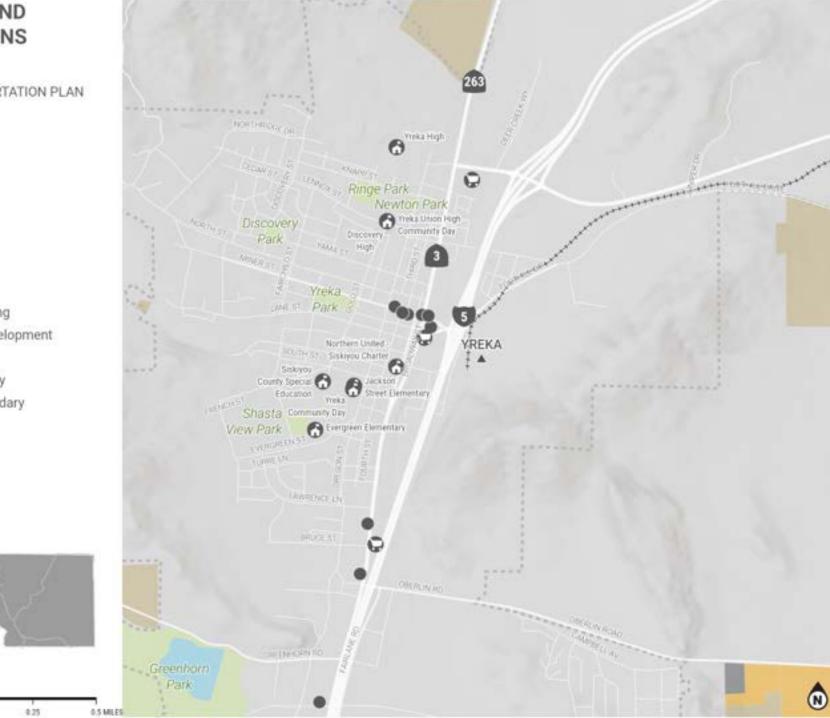
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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN YREKA



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Appendix D: Bicycle and Pedestrian Crashes Map Series

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN DORRIS

**Bicycle Collisions** 

🚳 Injury

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- ▲ City
- +++ Railroad
- 😂 County Boundary



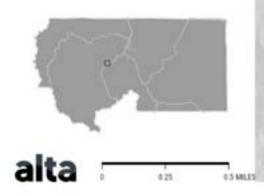
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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN FORT JONES

Bicycle Collisions Bicycle Collisions Injury Pedestrian Collisions Injury

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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN HAPPY CAMP

Pedestrian Collisions

- 🖈 Injury
- Community Services District
- 🚔 County Boundary

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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN LAKE SHASTINA

**Bicycle Collisions** 

🚳 Injury

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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MACDOEL

Pedestrian Collisions

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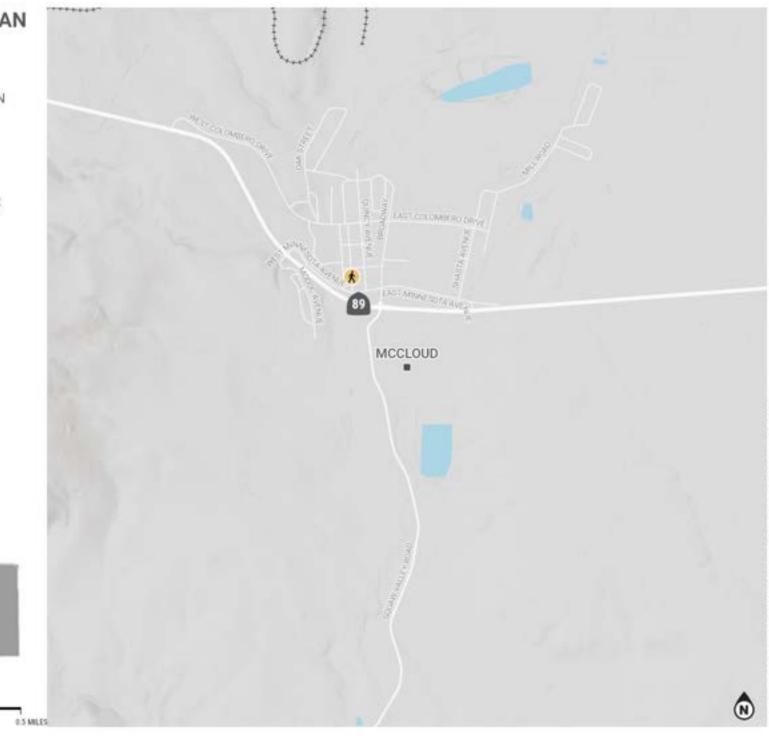
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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MCCLOUD

Pedestrian Collisions

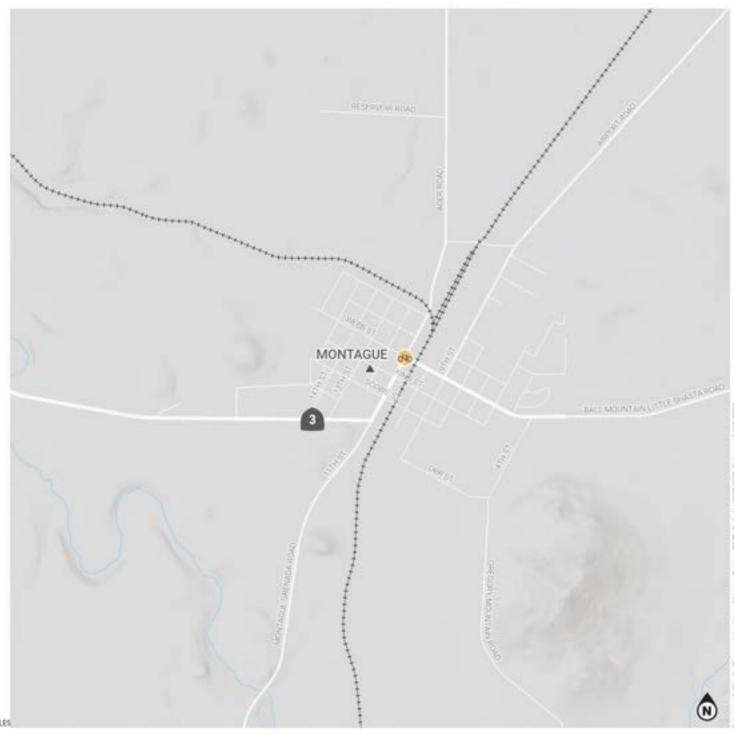
- 🖈 Injury
- Community Services District
- +++ Railroad
- 😂 County Boundary



SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MONTAGUE

**Bicycle Collisions** 

- 😣 Injury
- ▲ City
- +++ Railroad
- 🐏 County Boundary





SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MT. SHASTA

**Bicycle Collisions** 

🚳 Injury

Pedestrian Collisions

- 🕺 Injury
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- +++ Railroad
- 😫 County Boundary



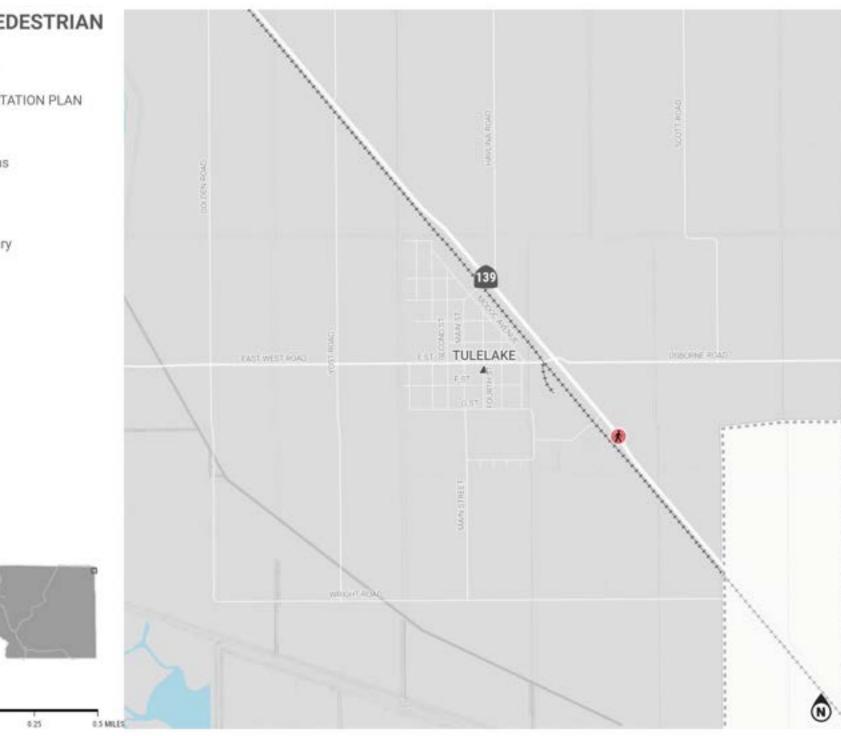
SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN TULELAKE

Pedestrian Collisions

- 🚯 Fatal
- ▲ City

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- +++ Railroad
- 😂 County Boundary



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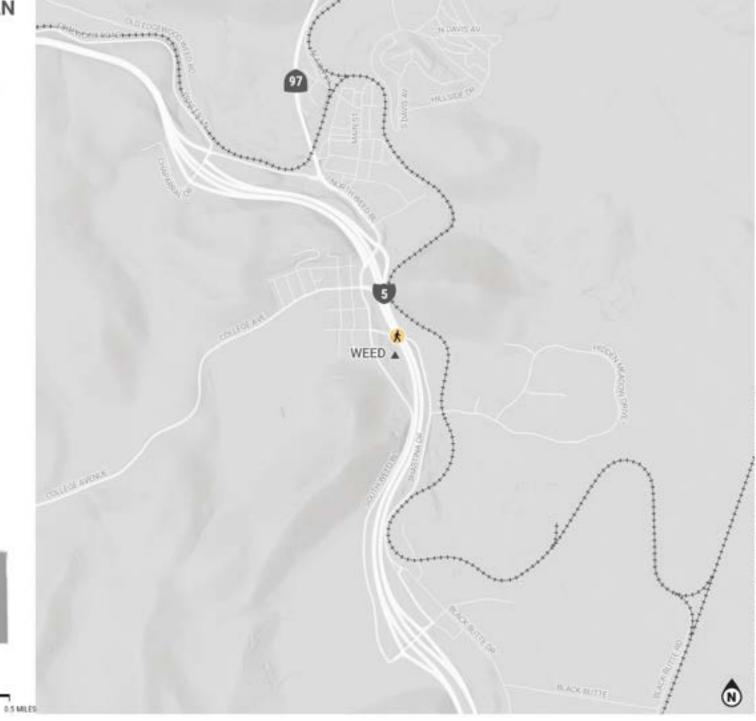
Pedestrian Collisions

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- +++ Railroad
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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN YREKA

**Bicycle Collisions** 

🕫 Injury

Pedestrian Collisions

- 🖈 Fatal
- 🖈 Injury
- A City
- +++ Railroad
- 🔅 County Boundary





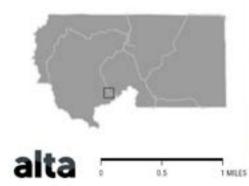
MEMORANDUM



**Appendix E: KSI Index Map Series** 

SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN CALLAHAN

Weighted Crash Severity Index High Low Railroad





SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN DORRIS

Weighted Crash Severity Index High Low City Railroad County Boundary

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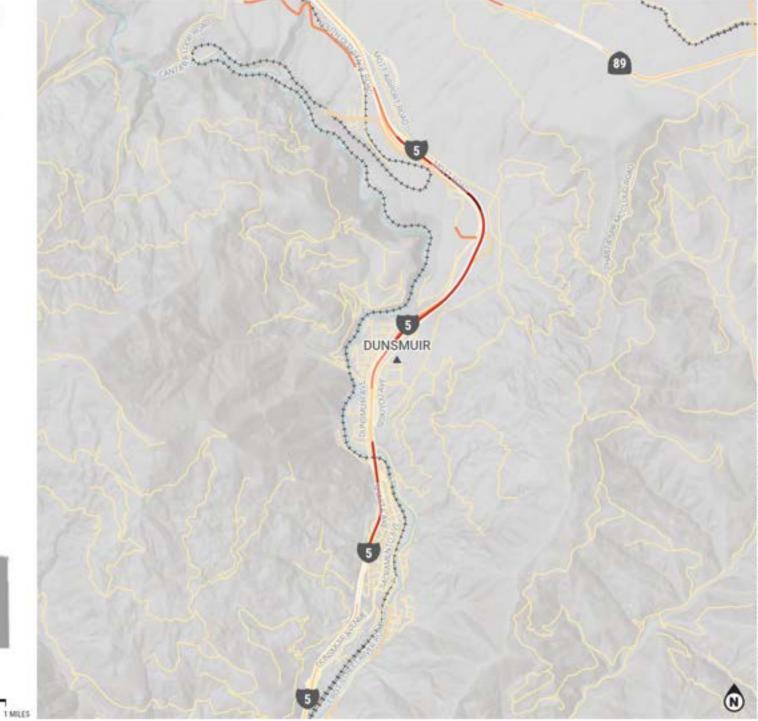
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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN DUNSMUIR

Weighted Crash Severity Index High Low City Railroad County Boundary

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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN ETNA

Weighted Crash Severity Index - High Low A City +++ Railroad 🔅 County Boundary

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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN FORT JONES

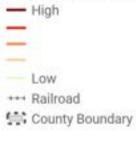
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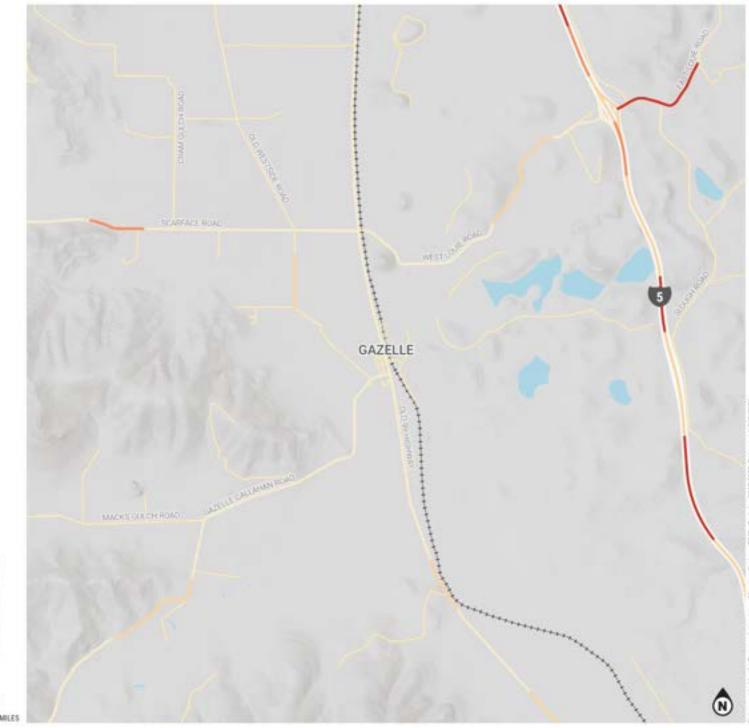


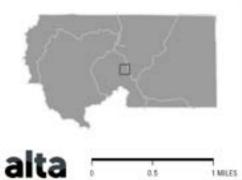


SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN GAZELLE

Weighted Crash Severity Index

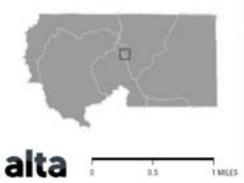


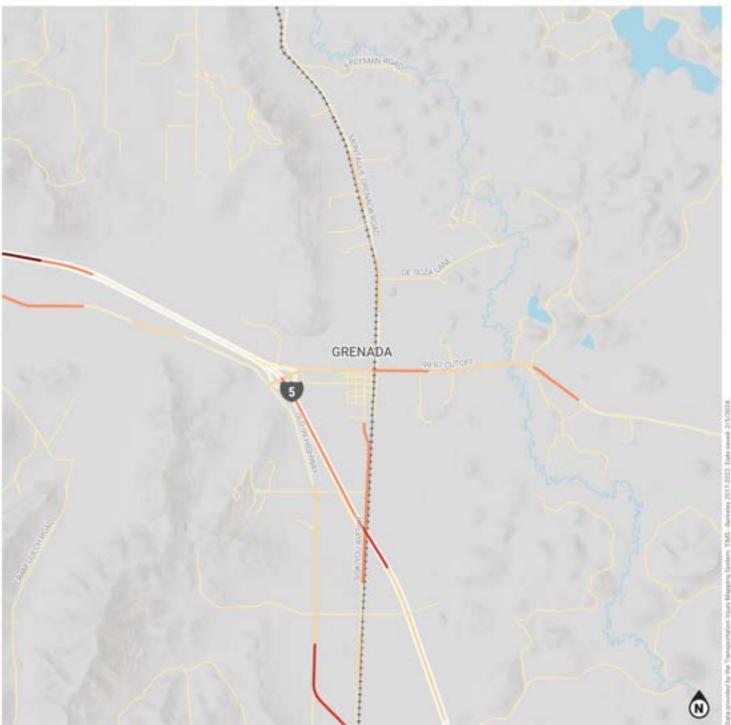




SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN GRENADA

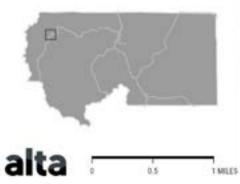
Weighted Crash Severity Index High Low Railroad

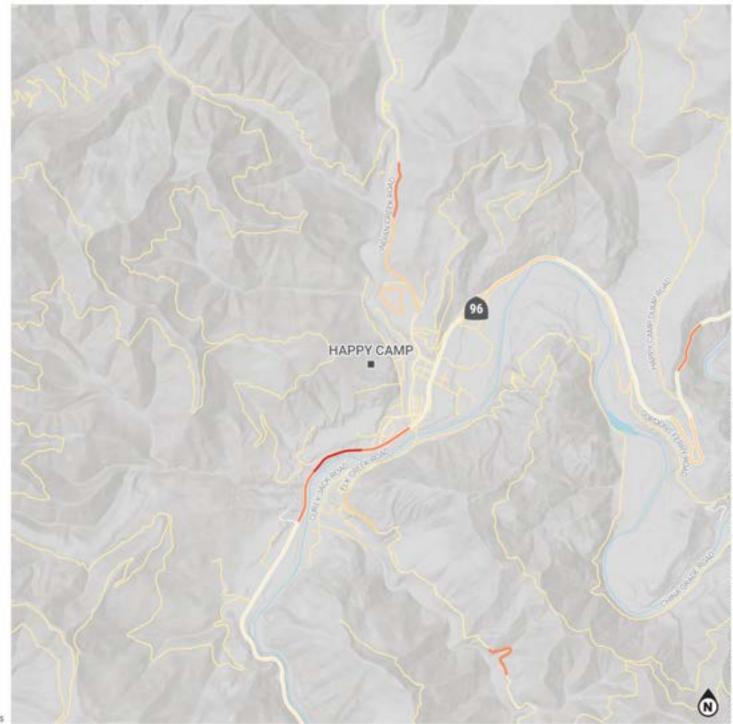




SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN HAPPY CAMP

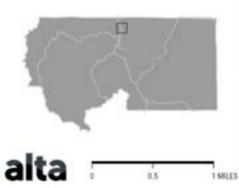
Weighted Crash Severity Index High Low Community Services District Railroad





SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN HORNBROOK

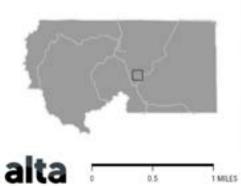
Weighted Crash Severity Index High Low Community Services District Railroad County Boundary





SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN LAKE SHASTINA

Weighted Crash Severity Index High Low Community Services District Railroad County Boundary

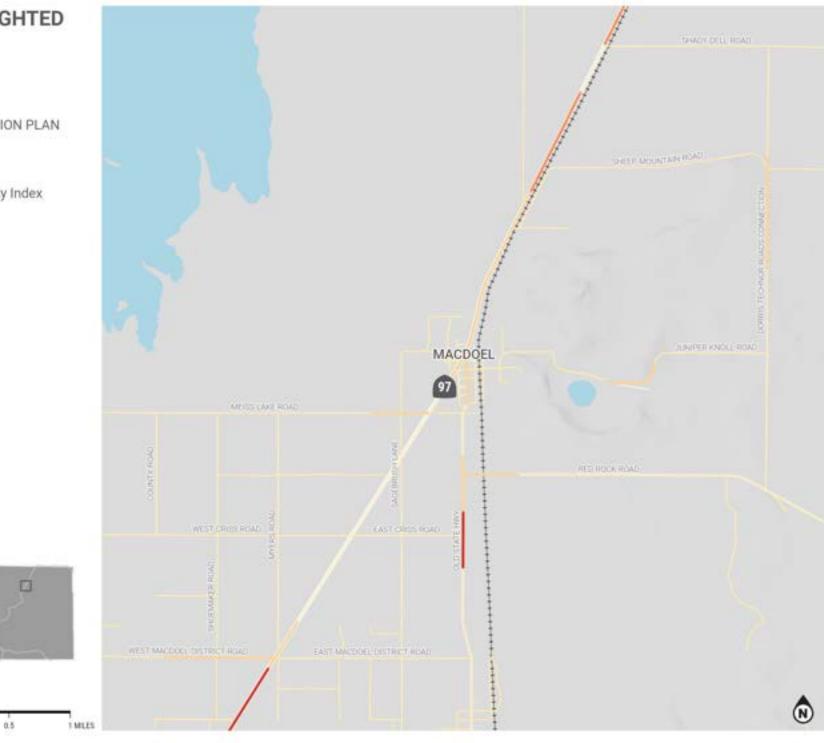




SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MACDOEL

Weighted Crash Severity Index High Low Railroad

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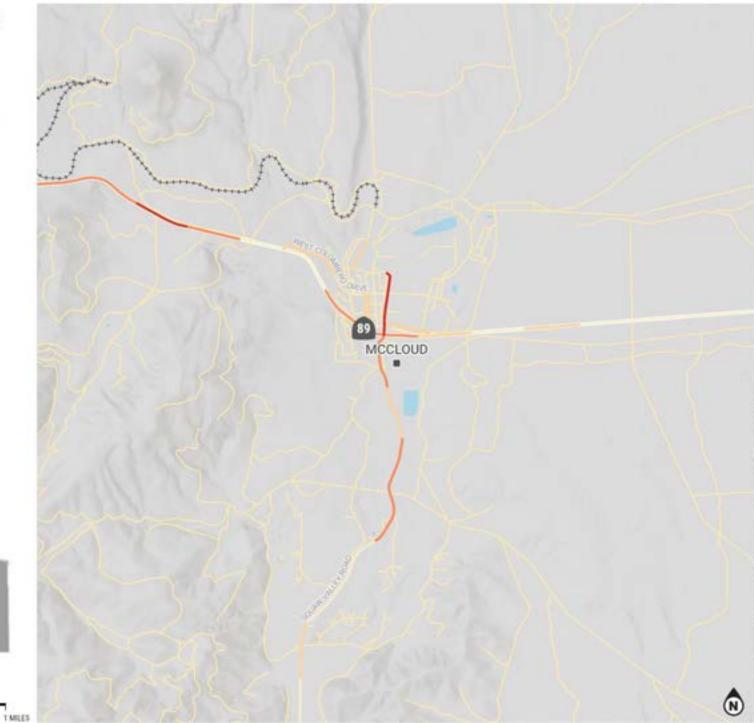
SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MCCLOUD

Weighted Crash Severity Index High Low Community Services District Railroad

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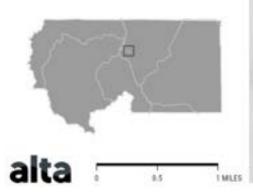
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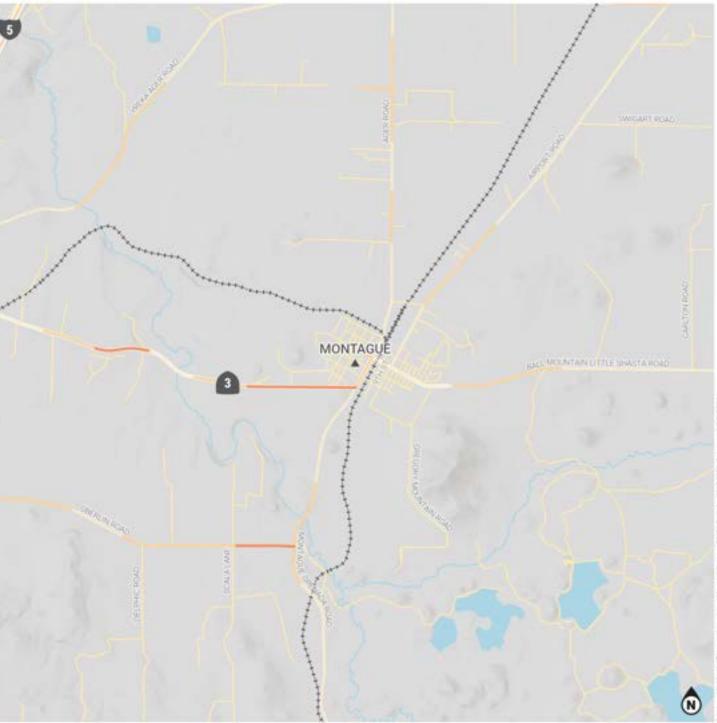


SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MONTAGUE

Weighted Crash Severity Index — High





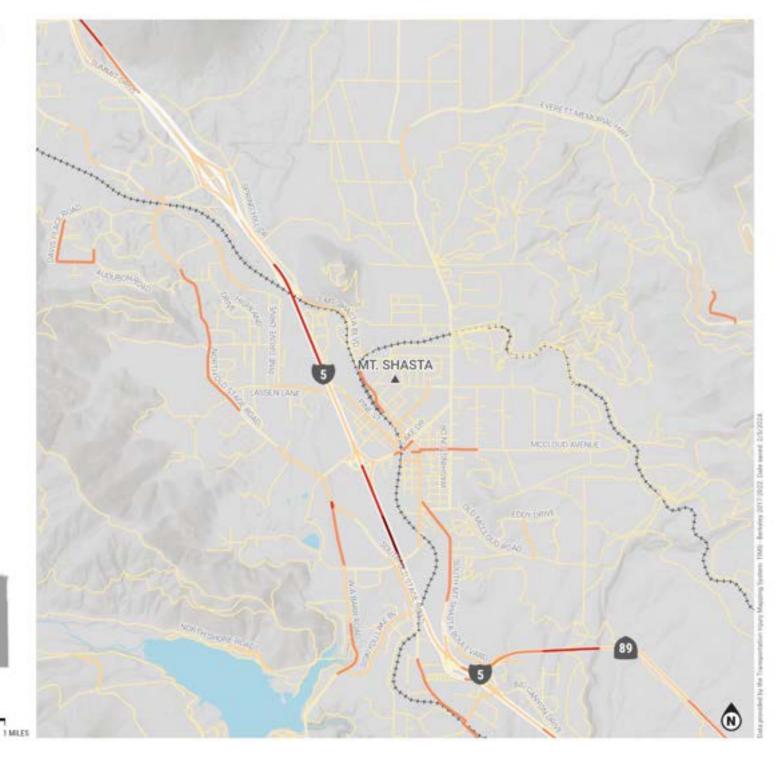


SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN MT. SHASTA

Weighted Crash Severity Index High Low City Railroad

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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN SEIAD VALLEY

Weighted Crash Severity Index High Low Railroad

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SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN SOMES BAR

Weighted Crash Severity Index High Low Railroad

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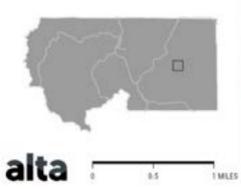
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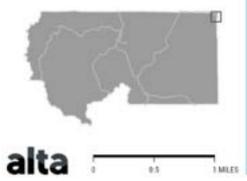
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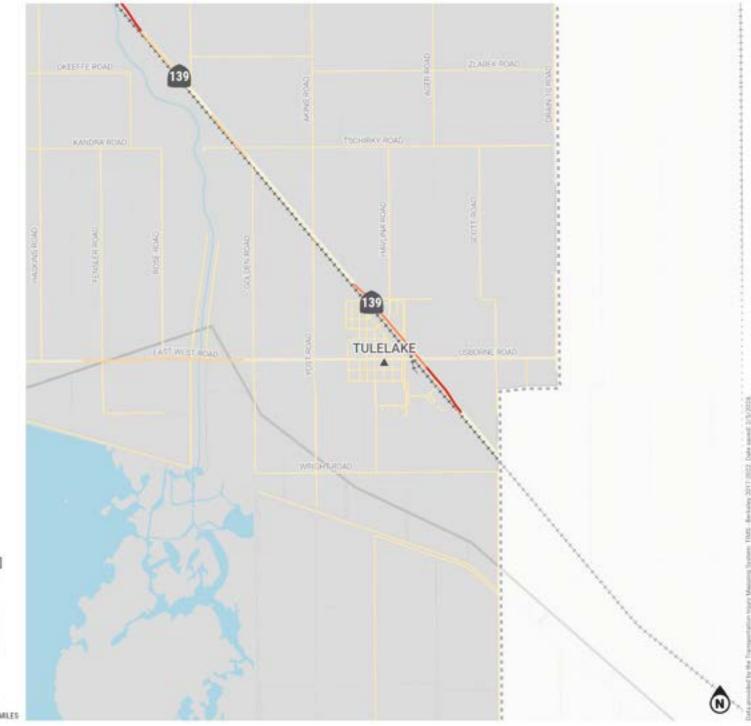




SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN TULELAKE

Weighted Crash Severity Index High Low City Railroad

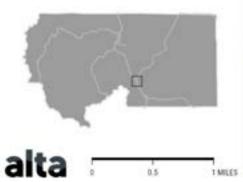


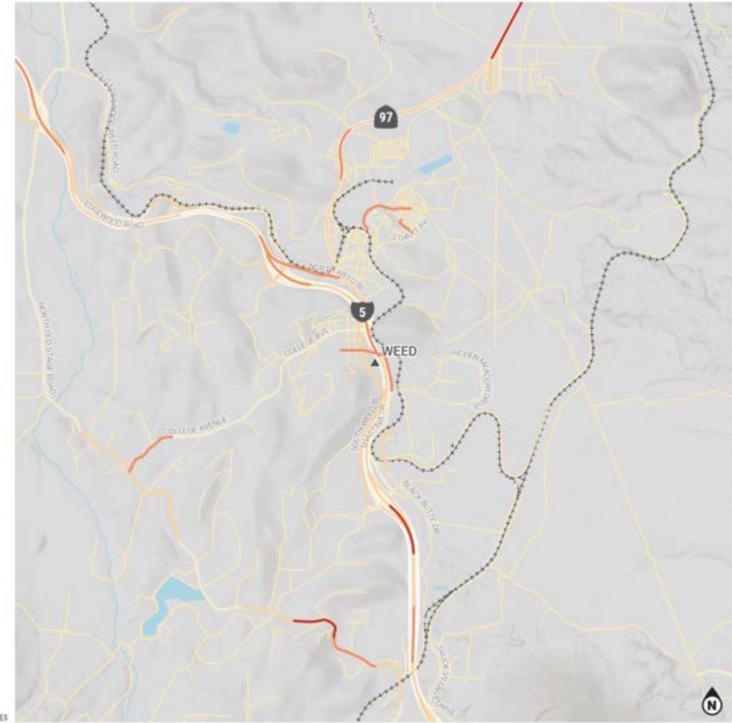


SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN WEED

Weighted Crash Severity Index



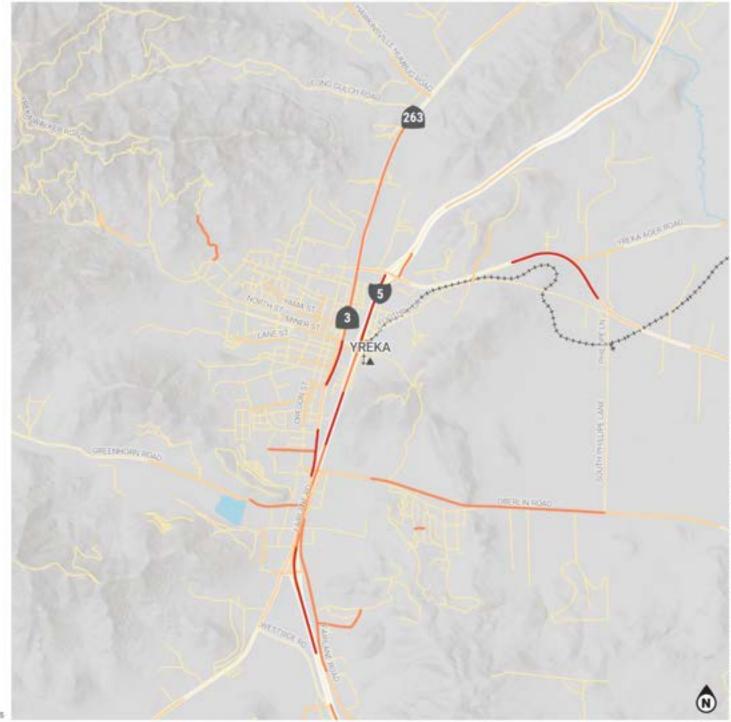




SISKIYOU COUNTY ACTIVE TRANSPORTATION PLAN YREKA

Weighted Crash Severity Index High Low City Railroad







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Siskiyou County Active Transportation Plan

Appendix B

**Community Engagement Summary** 

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

#### **Project Overview**

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

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

#### **Engagement Summary**

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

#### **Goals of Community Engagement**

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

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

#### **Phases of Community Engagement**

This community engagement was conducted in three phases:

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

#### Key Takeaways

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

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

#### **Events and Outreach**

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

Table 1: Community Engagement Events and Activities

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

Rollin' Car & Bike Show	Weed	August 24
		-
Bigfoot Jamboree	Нарру Сатр	August 30-31
Montague Balloon Festival	Montague	September 22
Walk Audits		
The project team conducted 10 walking tours and meetings with local agency staff and interested community members.	<ul> <li>Tulelake</li> <li>Dorris</li> <li>Etna</li> <li>Fort Jones</li> <li>Montague</li> <li>Weed</li> <li>Yreka</li> <li>Happy Camp</li> <li>Mt Shasta</li> <li>Dunsmuir</li> </ul>	April 22-25
Safe Routes to School		
Walk, Ride, Roll to School Event for students and families	Mt Shasta, Weed	October 9
Online Engagement		
Survey	Project webpage	January-October
Interactive Map	Project webpage	January-October

#### **Open Houses**



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



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

#### **In-Person Tabling Events Summary**

#### McCloud Flea Market (McCloud)

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



Figure 3. SORA Tabling at McCloud Flea Market Event

#### Yreka Golden City Days (Yreka)

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



Figure 4. SORA tabling at Yreka Golden City Days

#### Tulelake Bazaar (Tulelake)

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



Figure 5. SORA tabling at Tulelake Bazaar

#### Rollin' Car & Bike Show (Weed)

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

#### **Bigfoot Jamboree (Happy Camp)**

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

#### **Montague Balloon Festival (Montague)**

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



Figure 6. SORA table at Montague Balloon Festival

#### Walk Audits

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

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

#### Safe Routes to School Events

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



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

Siskiyou County Active Transportation Plan Engagement Summary



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

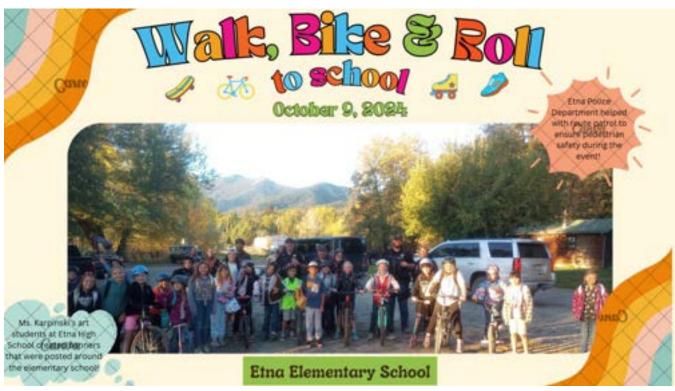


Figure 9. Etna Elementary Walk, Bike, and Roll to School Event 2024

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

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



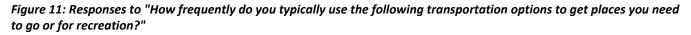
Figure 10. SORA gathered student input at the Mt Shasta Walk, Bike, and Roll to School Event

#### **Survey Feedback**

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

#### **Usage of Transportation Options**

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



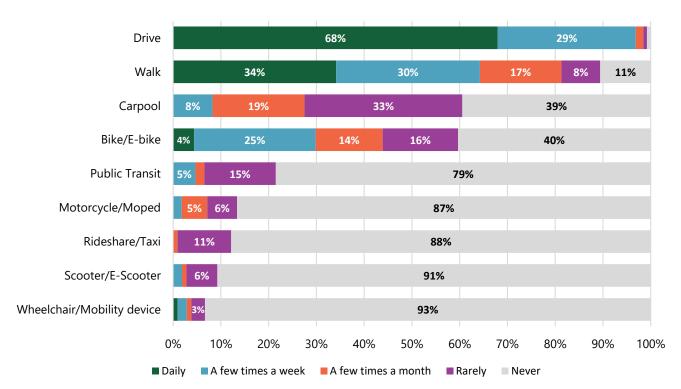
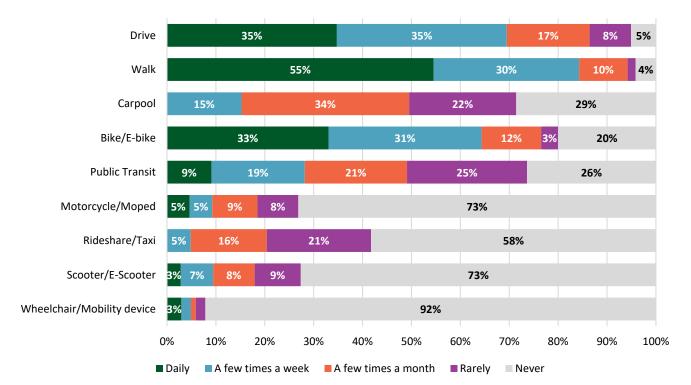
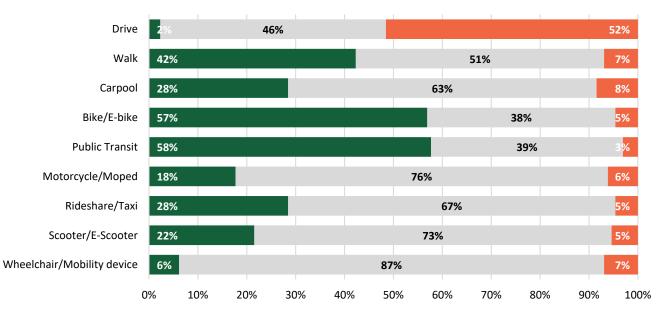


Figure 12: How frequently do you WANT to use the following transportation options to get places you need to go or for recreation?



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



Respondents who would like to INCREASE their use of this transportation option

Respondents who would like to neither increase or decrease their use of this transportation option

Respondents who would like to DECREASE their use of this transportation option

#### **Future Vision**

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

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

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

#### Safety Issue Prioritization

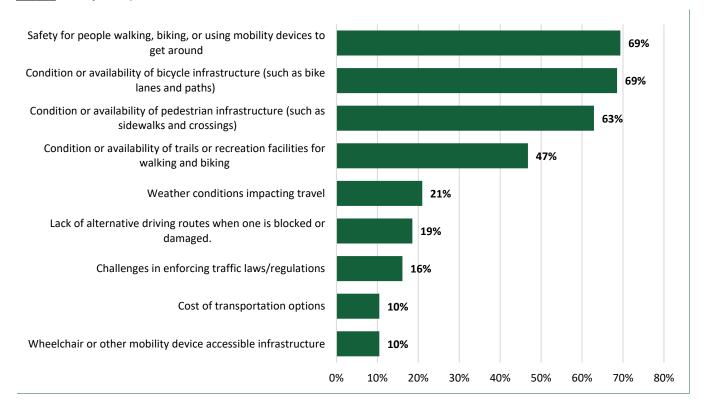
The survey results indicate that the biggest issues among respondents for people walking and biking include safety for people walking, biking, or using mobility devices (ranked as a top four priority by 69% of respondents) and the condition or availability of bicycle infrastructure (69%) and pedestrian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

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

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

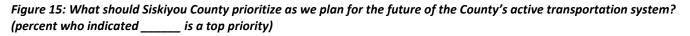
• Desire for better access to outdoor recreation, including open spaces for walking, biking, and fishing.

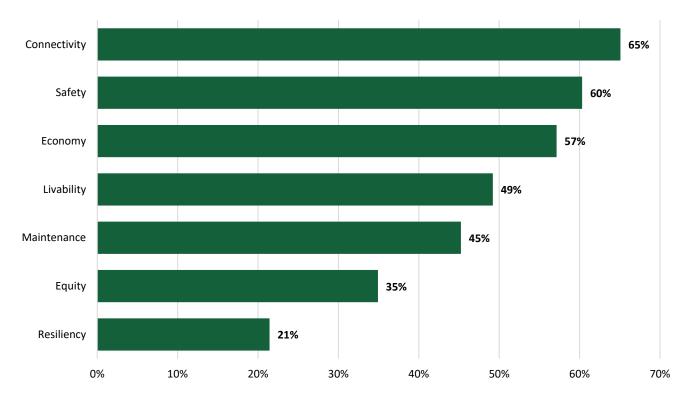
Figure 14: "What are the biggest issues for people walking and biking in your community?" (percent who indicated \_\_\_\_\_\_ is a top issue)



#### **Community Value Prioritization**

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



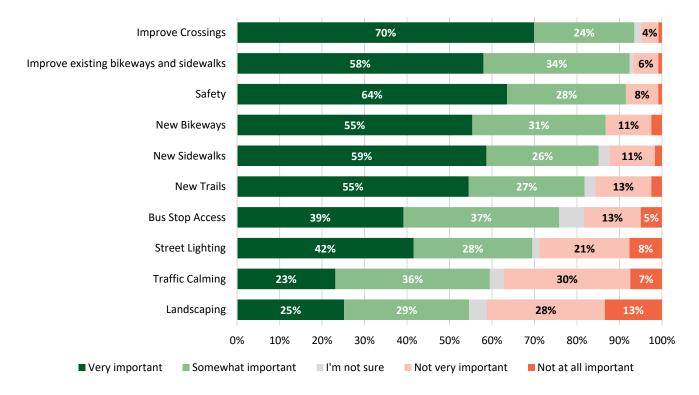


#### **Project Type Prioritization**

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

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

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



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

#### **Dream Transportation System**

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

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

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

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

#### Who took the survey?

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

#### Relationship with Siskiyou County

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

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

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

#### City/Community

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

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

Response	Respondents (%)	Census Data <sup>1</sup>
Dorris	0 (0%)	832 (2%)

<sup>1</sup> U.S. Census Bureau. (2024). 2017-2022 American Community Survey Data available at: <u>https://data.census.gov/table?q=Population&g=050XX00US06093\_160XX00US0619584,0620242,0622972,0625128,0648690,06</u> <u>49852,0680686,0683850,0686944&y=2022</u> Siskiyou County Active Transportation Plan Engagement Summary

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

#### Age

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

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

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

#### **Race and Ethnicity**

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

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

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

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

#### Gender

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

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

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

#### Disability

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

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

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

#### Approximate Household Income

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

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

#### **Interactive Map**

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

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

Comments included the following themes:

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

#### Figure 17: Interactive Map Comments

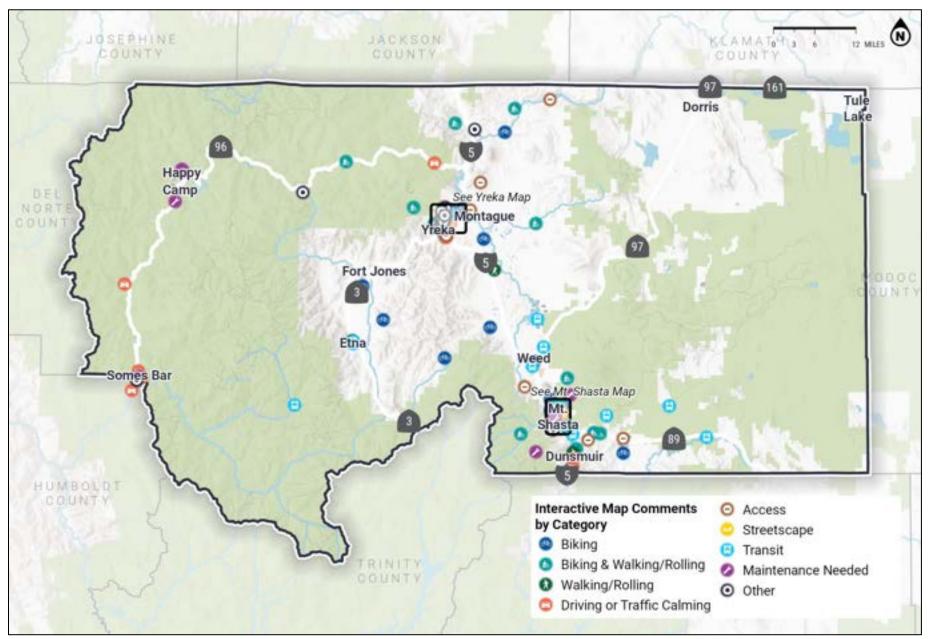
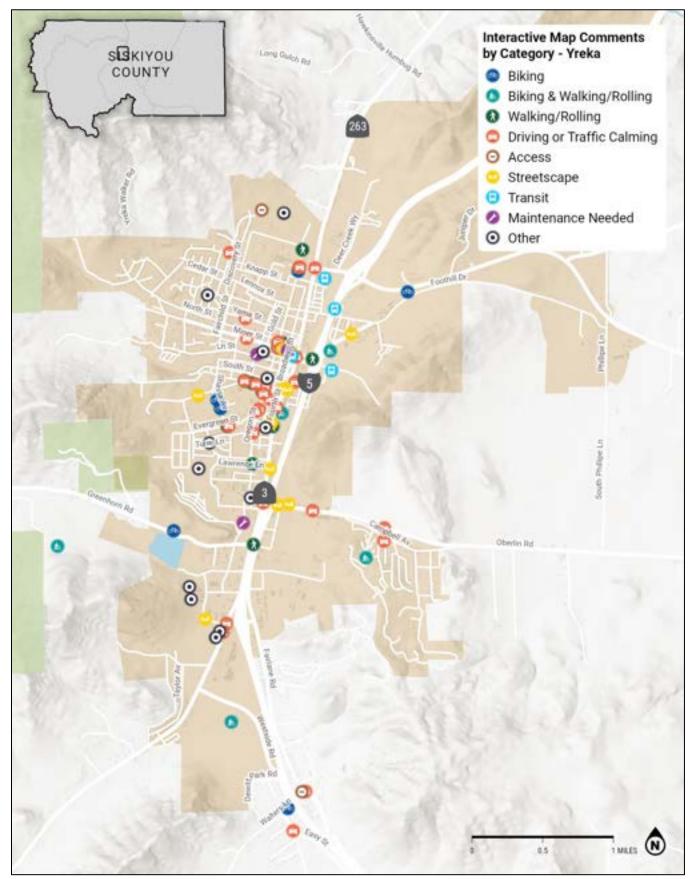
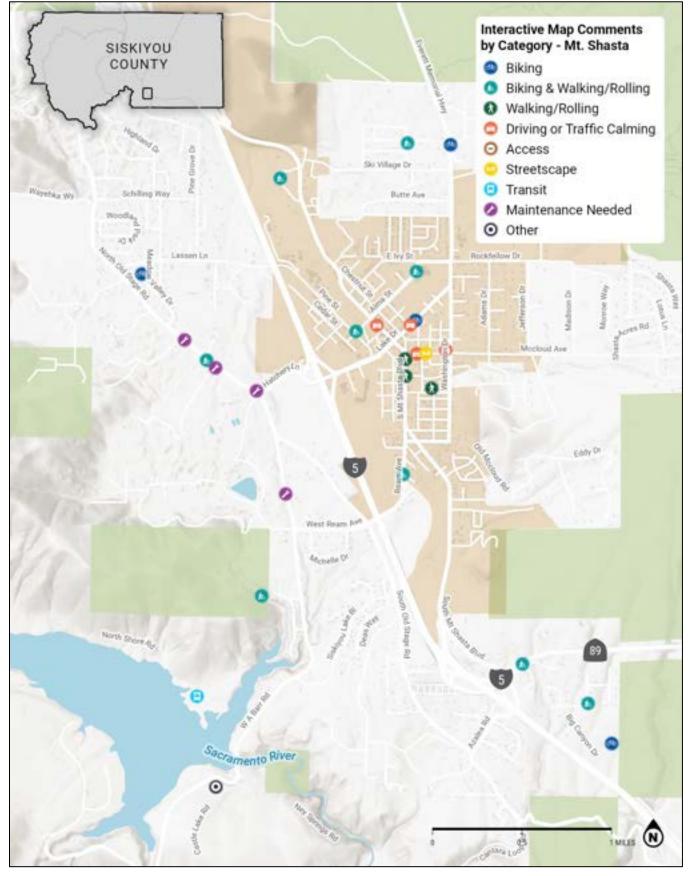


Figure 18: Interactive Map Comments - Yreka



#### Figure 19: Interactive Map Comments – Mt Shasta



Alta Planning + Design, Inc.

#### **Community-Informed Active Transportation Objectives and Recommendations**

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

Community	What We Heard	How We Responded
Siskiyou County	<ul> <li>Better trail and path connection between towns within the county</li> <li>Improved connections to schools within communities</li> <li>The need for winter maintenance for roads with bike lanes and paths for pedestrians and bikes, and roads that access recreation sites</li> </ul>	<ul> <li>Implementing safer crossings, bike lanes and sidewalks around schools</li> <li>Identifying solutions for improved winter maintenance plans along key recreation and connection corridors</li> </ul>
Dunsmuir	<ul> <li>Improved facilities for active transportation on Dunsmuir Ave. and traffic calming measures</li> <li>Sidewalks along Siskiyou Ave</li> </ul>	<ul> <li>Recommending sidewalks, bikeways, and traffic calming measures like speed tables and roundabouts north of Vernie St. Parallel bike trail south of Vernie St. and in some northern sections</li> <li>Recommending sidewalks along Siskiyou Ave and many other streets in town</li> </ul>
Etna	<ul> <li>Traffic safety and pedestrian improvements at CA3 crossings in town</li> <li>Main St sidewalk improvements needed</li> </ul>	<ul> <li>Reconstruct the intersection as a roundabout and include "Welcome to Etna" signage with sidewalk connections on Howell Ave and Collier Way</li> <li>Conduct a comprehensive redesign process for Main St as a Historic Main Street with more pedestrian</li> </ul>
Fort Jones	<ul> <li>Concerns over safe crossings on Main St, widened sidewalks and buffered bike lanes proposed by Caltrans to Highway 3/Main St</li> <li>Concerns about the proposed Moffett Creek Trail and proposed EV charging stations</li> </ul>	<ul> <li>amenities.</li> <li>Included recommendations for Caltrans to focus on enhanced crossings, moving speed limit signs further out to slow inbound vehicles, and pedestrian improvements such as lighting and low/no maintenance dryscaping</li> <li>Removed the majority of the proposed Moffett Creek Trail and removed recommendations for EV charging</li> </ul>
McCloud	<ul> <li>Improved trail and path connections with nearby recreation opportunities like the Ski Park, Lake McCloud</li> <li>Improved connectivity with Dunsmuir</li> </ul>	<ul> <li>Recommendation for a trail study to look at connections between McCloud and recreation destinations and Dunsmuir</li> </ul>

Community	What We Heard	How We Responded
Mt Shasta	<ul> <li>Trail from town to Lake Siskiyou and bike lanes along Barr Rd to Lake Siskiyou</li> <li>Improved crossings for pedestrians and traffic safety on South Mt Shasta Blvd, East Lake St, and McCloud Ave</li> <li>Bike lanes on Barr Rd</li> <li>Improved connectivity with Dunsmuir and Weed</li> </ul>	<ul> <li>Trail study for trails to Lake Siskiyou and bike lanes along Barr Rd and connecting with other bike lanes in town</li> <li>High visibility crossings, bike lanes, and sidewalks</li> <li>Bike lanes between Mt Shasta and Dunsmuir and Mt Shasta and Weed</li> </ul>
Yreka	<ul> <li>Pedestrian Mall or improved pedestrian use on West Miner St between Oregon St and Main St</li> <li>Traffic calming and bike lanes on Evergreen Lane, Oregon St, and East Oberlin Rd.</li> <li>Safer crossings and more pedestrian spaces along Main St</li> <li>Improved biking connections between Yreka and Montague, including possible rail-to-trail</li> <li>Connections to Greenhorn Park</li> </ul>	<ul> <li>Study for the potential of creating more space for pedestrian amenities and reducing traffic lanes in this area.</li> <li>Bike lanes along Evergreen Ln, Oregon St, East Oberlin Rd among others and safer crossings in key areas near neighborhoods, schools and businesses.</li> <li>Feasibility study on rails-to-trail or rails-with-trail project between Montague and Yreka.</li> <li>Bike lanes along Oregon St and Greenhorn Rd and a trail study between Payne Ln and Greenhorn Rd.</li> </ul>
Weed	<ul><li>Connections to Mt Shasta and Yreka</li><li>Connections to school</li></ul>	<ul> <li>Sidewalk recommendations between downtown and Weed Elementary</li> <li>Improved crossing at Hwy 97 and Boles St</li> </ul>

Siskiyou County Active Transportation Plan

Appendix C

Walk Audit Summary

# **Transportation Commission**

## Active Transportation Plan Siskiyou County

Walk Audit Summary & Project Ideas

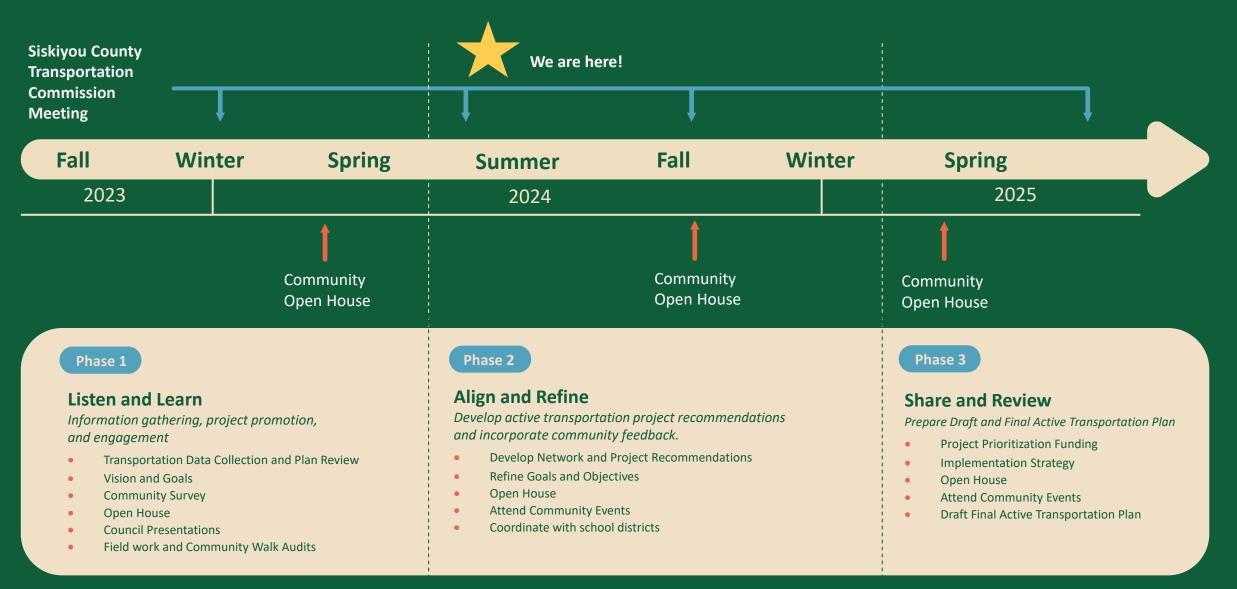
Presentation #2 | August 20, 2024



## Agenda

- Introductions
- Project Timeline
- Active Transportation Plan Vision and Goals
- Walk Audit Summary
- Initial Project Ideas
- Next Steps

## Siskiyou ATP Project Timeline



## Vision and Goals



### **1.** Multimodal Connectivity. In each community, and between

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

### 2. Safety and Comfort. Invest in connected and convenient transportation

infrastructure for all modes, with a focus on improving safety and options for people walking, rolling, and biking.

## 3. Healthy and Just Communities. Better options for walking

and biking encourage active lifestyles and health. Focus active transportation improvements in areas with high numbers of people without access to a vehicle or other equity-priority areas.

### **4. Resilient System.** Increased, varied transportation options can provide safer

evacuation routes during emergencies. All improvements must be designed to function well in the winter with snow on the ground.

## 5. Reduce Greenhouse Gas Emissions. Active

transportation is essential to meet our climate goals.

## 6. Community Development. Investments in

transportation infrastructure are the backbone of an economically thriving community.

### **7. Implementation.** Take practical steps to leverage state and federal

dollars and collaborate with local communities to build projects from this plan.

## Today: Walk Audit Summary + Project Ideas



- Consultant team conducted 10 walking tours and meetings with local agency staff and interested community members in May 2024:
  - Tulelake
  - Dorris
  - Etna
  - Fort Jones
  - Montague
  - Weed
  - Yreka
  - Happy Camp
  - Mt Shasta
  - Dunsmuir
- This presentation includes a summary of the walk audits and resulting project ideas.

## Tulelake

April 22, 2024

## **Description and Summary**

- Site Visit: Monday, April 22, 2024
- **Representatives:** City of Tulelake staff
- Where: Meeting at City Hall, walk audit



## **Key Issues and Themes**

- **Crossings:** wide streets increase crossing distances at many intersections
- Accessibility: ADA compliant ramps at corners
- **Sidewalks:** Some key destinations lack sidewalks, such as Otis Roper Park





## **Key Issues and Themes**

- **Speeding:** High speeds on Main St from traffic coming into town.
- Traffic Operations: Confusing intersection design at G St/Main St/Fair Grounds, particularly during large events.
- **Other:** Collapsing building on D St prevents students from walking on that road.





## **Key Gaps and Proposed Projects**

#### Modoc St Sidewalks

Complete sidewalks on both sides of Modoc St between A St and 5th St.

#### • E Street School Crosswalk

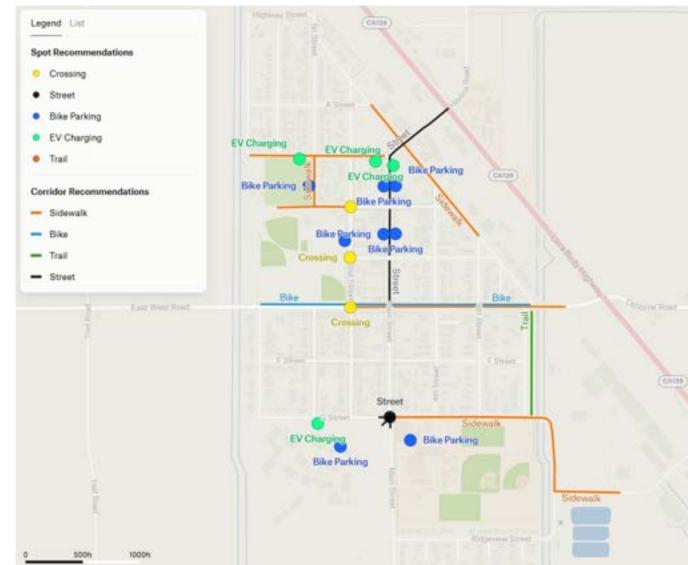
Add high visibility continental crosswalk markings and curb ramps on the west and north legs of the intersection of E St and Second St. Use curb extensions like those at Main St and E St to narrow the crossing distance.

#### • Main St/G St Intersection Redesign

Work with the State Fairgrounds and the County to reconstruct the intersection of G St and Main St to be safer for pedestrians. Consider a roundabout and relocating the fairground driveway further south on Main St on the east side of the Fairground property.

To view all project recommendations for Tulelake, view the online map:

#### **All Project Recommendations**



Active Transportation Plan Siskiyou County

## Dorris

April 22, 2024

## **Description and Summary**

- Site Visit: Monday, April 22, 2024
- Representatives: Dorris Public Works and Planning staff
- Where: Meeting at City Hall, walk audit



## **Key Issues and Themes**

- **Traffic:** Large trucks and high traffic volumes makes Hwy 97/1st St uncomfortable for pedestrians
- Crossings: Only one crosswalk on Hwy 97 between 1st St and 4th St





 Sidewalks: 2nd St connects many destinations, but lacks sidewalks. Some gaps remain on Hwy 97.





#### • 2nd St Sidewalks

Construct a sidewalk on both sides of W 2nd St between Portland St and Main St.

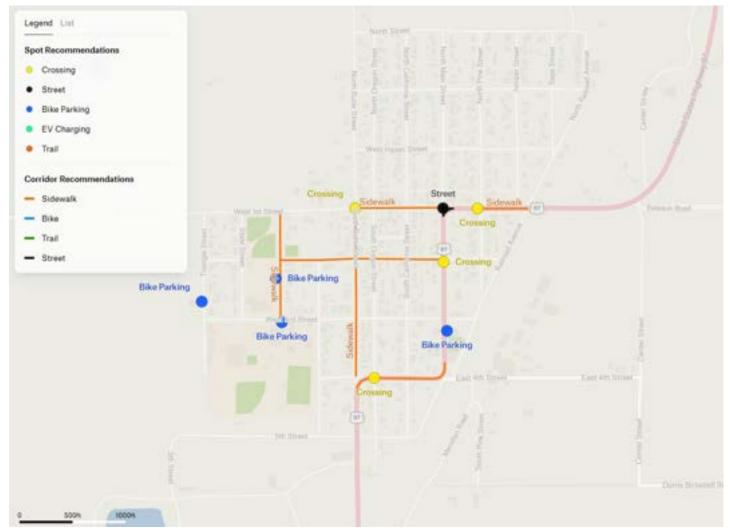
#### • 3rd St Crosswalk

Add high visibility continental crosswalk markings on the south leg of the intersection of Hwy 97/Main St and 3rd St. Install an RRFB. Reconstruct the curb ramps for the crossing and extend them to reduce the crossing distance. Construct a pedestrian refuge island at this location.

#### Pine St Crosswalk

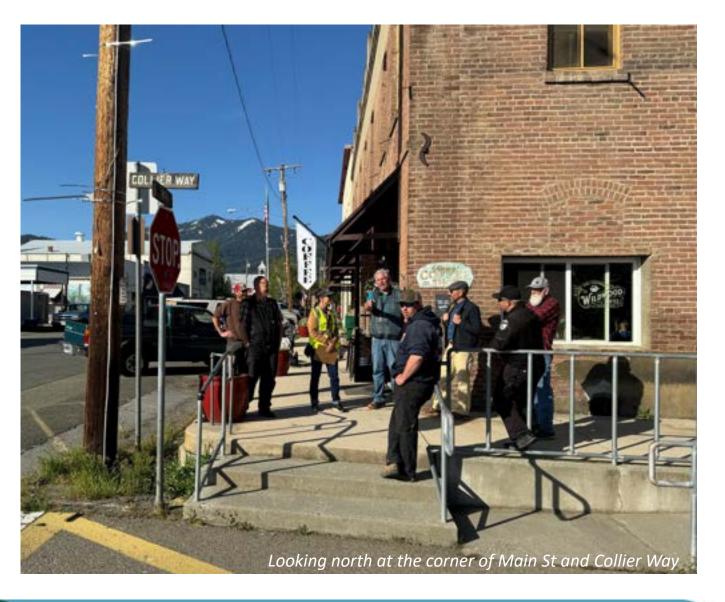
Replace the existing crosswalks at the intersection of Hwy 97/Main St and Pine St with high visibility continental striping. Reconstruct and extend the curbs on the northwest and southwest corners of the intersection to shorten the crossing distance and calm traffic on Hwy 97.

*To view all project recommendations for Dorris, view the online map:* **All Project Recommendations** 





- Site Visit: Tuesday, April 23, 2024
- **Representatives:** Etna City staff, City Council representatives, Police
- Where: Meeting outside Wildwood Coffee, walk audit



- Main St: High curbs create accessibility challenges. Concerns about crosswalk visibility and maintaining parking. Truck traffic via Sawyers Bar Rd passes through.
- Hwy 3 / Collier Way: High-speed traffic mixes with students walking to destinations





- **Diggles St:** Extra-wide road with unhelpful crosswalks (ex: Post Office)
- Howell Ave/Diggles St/Center St: important intersection that connects parks and schools, but lacks delineation



#### • Historic Main Street Redesign

Designate Main St between the museum and Callahan St a historic main street and classify roadway as a shared street, which prioritizes the pedestrian experience over through traffic. We recommend funding a redesign planning and design process for the street to maximize the walkability of the street, placemaking, and minimizes through-traffic speed, OR; rebuild western sidewalk with railing and ramp at Diggles St.

#### • Collier Way School Crossings

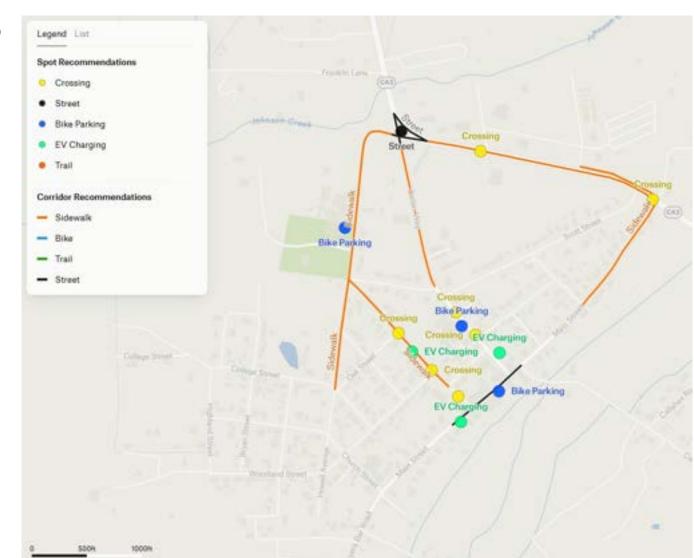
Construct two raised crosswalks on Collier Way between Etna Elementary School on the west side and the parking lot on the east side.

#### • Highway 3 Roundabout

Reconstruct the intersection of Collier Way and Hwy 3 to include a roundabout and decorative "Welcome to Etna"

sign. *To view all project recommendations for Etna, view the online map:* 

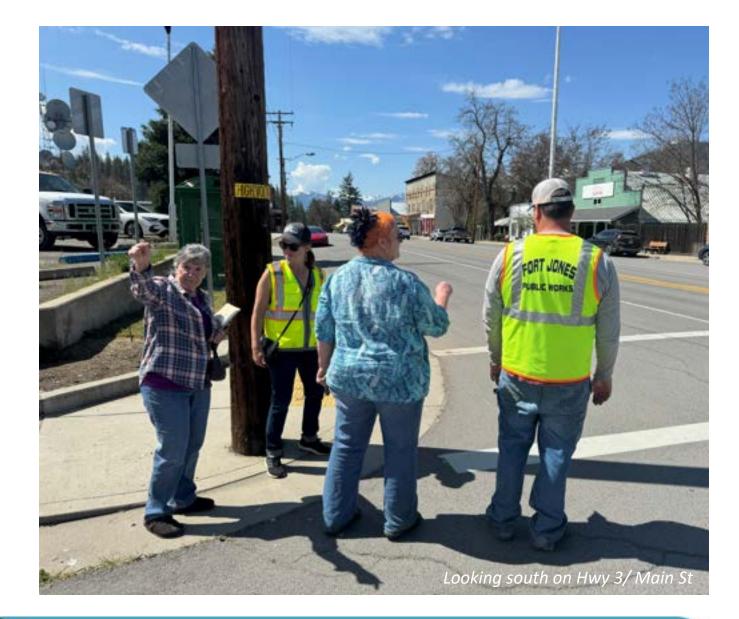
#### **All Project Recommendations**



# **Fort Jones**

April 23, 2024

- Site Visit: Tuesday, April 23, 2024
- **Representatives:** Fort Jones Public Works, Fort Jones City Council, Resident
- Where: Meeting outside City Hall, walk audit
- Additional Context: CalTrans Main St project, Fort Jones Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report

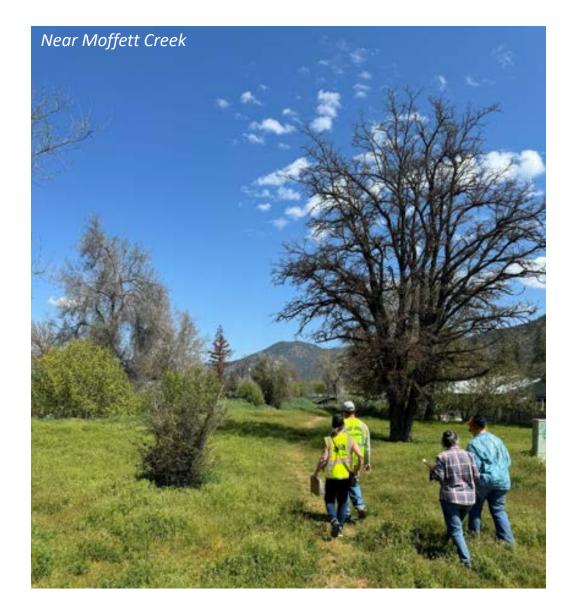


- Highway 3 / Main St: High traffic speeds, long crossing distances, vehicles making uturns. Concerns with delivery vehicle access to businesses.
- Accessibility: lack of ADA-compliant sidewalks and ramps, high curb heights.
   Concerns for maintaining underground utility access on Main St as other street improvements are constructed.





 Moffett Creek: Potential off-street path connection connecting the north and south ends of town as an alternative to walking on Main St.



#### Highway 3 Speed Limit Reduction

Work with Caltrans to reduce the speed limit on Hwy 3 through Fort Jones to 30MPH.

#### • Moffett Creek Trail

Design and construct a paved multiuse path along Moffett Creek. (Extent TBD – More discussion needed)

#### • Highway 3 Sidewalk

Construct a pedestrian facility on the west side of Hwy 3 between Carlock St and Scott River Rd and curb ramps as needed.

To view all project recommendations for Fort Jones, view the online map:

#### **All Project Recommendations**



# Montague

April 23, 2024

- Site Visit: Tuesday, April 23, 2024
- **Representatives:** City of Montague staff
- Where: Meeting at City Hall, walk audit



- **Crossings:** Highway 3 is challenging to cross for students. Lack of biking and walking facilities on Hwy 3 in key areas.
- Sidewalks and Curb Ramps: some streets lack sidewalks on both sides (King St), including several near Montague Elementary School.





- Speeding: Participants noted streets that experience high speeds, including 13<sup>th</sup> St near the park, and 11<sup>th</sup> St (Hwy 3).
- Rail to Trail Opportunity: Railroad spur to Yreka could be an opportunity for a future shared-use path between the two cities.





#### • 9<sup>th</sup> St Crossing

Add high visibility continental crosswalk markings to the north and east legs of the intersection of 9th St and Webb St. Reconstruct the northwest and northeast corners of the intersection by extending the curb to reduce the crossing distance and adding curb ramps. Add an RRFB for the east leg.

#### • King St Sidewalks

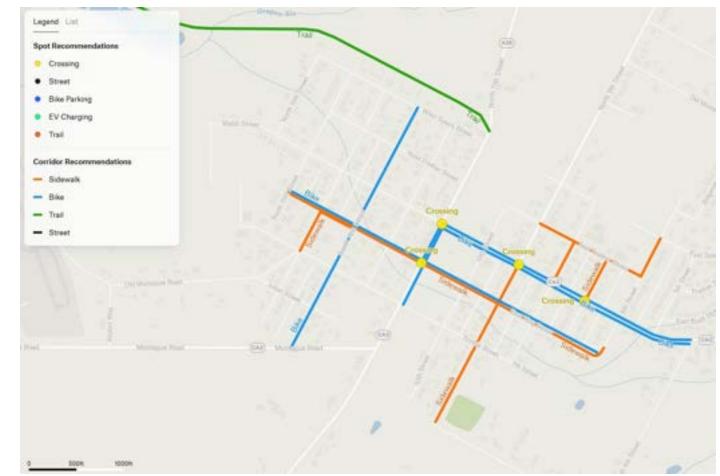
Infill sidewalks for gaps on both sides of King St between 15th St and 6th St.

#### • Montague Rail Trail

Conduct a feasibility study on a rails-to-trail or rails-with-trail project between Montague and Yreka.

To view all project recommendations for Montague, view the online map:

#### **All Project Recommendations**





April 24, 2024

- Site Visit: Wednesday, April 24, 2024
- **Representatives:** City of Weed staff, Police, City Council representatives
- Where: Meeting at City Hall, walk audit



• **Crossings:** Concerns with Main St crosswalks and liability issues. Crosswalk at Boles St is uncomfortable for people walking.





- Sidewalks and Curb Ramps: some streets lack sidewalks on both sides, including several near Montague Elementary School.
- Connectivity: Many students walk on unofficial paths: Division St to Hillside Dr, Davis Ave to Shasta Ave. Students walk through Roseburg Forest Products to reach Broadway Ave. Weed Blvd connects north and south Weed across I-5 and is used by people walking, biking, and driving.





#### Shasta Ave Trail and Staircase

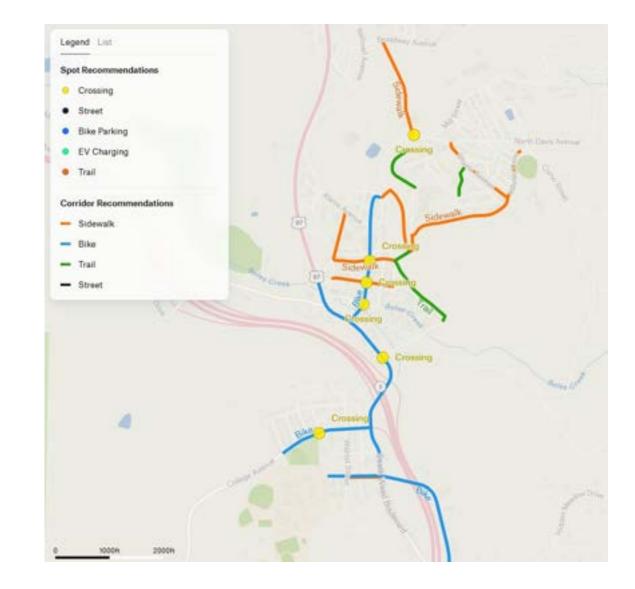
Construct a paved trail between S Davis Ave and Shasta Ave to improve connectivity between the Elementary School and surrounding neighborhoods.

#### Boles St Crosswalk

Add high-visibilty continental crosswalk markings on Hwy 97 at Boles St on the northwest leg of the intersection. Extend the curbs on both sides of the crosswalk to reduce the crossing distance and add a pedestrian refuge island.

#### Inez St Sidewalk

Construct sidewalks on both sides of Inez St between Park St and Butte St.



*To view all project recommendations for Weed, view the online map:* All Project Recommendations



- Site Visit: Wednesday, April 24, 2024
- **Representatives:** City of Yreka staff
- Where: Walk audit, Public Open House
- **Context:** 2006 City Bicycle System Plan



- Crossings: Highway 3 can be challenging to cross and is the street with the most fatal collisions and injuries. Major redesign is currently under construction.
- Safe Routes to Schools: Oregon St is a key route for students walking and biking to Yreka High School and Jackson Street Elementary School.





- Downtown Walkability: Miner St is both a destination and a thoroughfare. Improving traffic operations and placemaking amenities is a balance.
- Access to Greenhorn Park: Greenhorn Park is a major destination for walking and biking, but getting there can be uncomfortable or difficult to navigate.





#### Jackson St Crosswalks

Extend all four curbs at the intersection of Oregon St and Jackson St and add high visibility continental crosswalk markings on all four legs of the intersection.

#### • Greenhorn Rd Sidewalk

Construct a sidewalk on the south side of Greenhorn Rd from Lucas Rd to Greenhorn park entrance.

Highway 3 Pedestrian Hybrid Beacon

Construct a pedestrian refuge island for the crosswalk on the north leg of the intersection of Main St/Hwy 3 and Turre St. Add a pedestrian hybrid beacon at this location.

#### • Safer Oregon St

Add bike lanes (Class IV) on Oregon St between 4H Way and Yreka High School. The design should utilize a through lane width of 11ft in both directions, allowing the bike lanes for as much of the corridor as possible, though the curb-to-curb width will constrain the buffer space for the bike lanes in some areas.



*To view all project recommendations for Yreka, view the online map:* **All Project Recommendations** 

# Mt. Shasta

April 25, 2024

- Site Visit: Thursday, April 25, 2024
- **Representatives:** City of Mt. Shasta staff
- Where: Meeting at City Hall, walk to Ivy St
- Context: Recently completed Walk, Bike, Ride Mobility Plan (2022). Recommendations from the Mobility plan are included here.



- Walk, Bike, Ride Momentum: Need to build on the plan and align on its priorities, especially for projects on County roads and downtown couplet concept.
- **Chestnut St/Mt. Shasta Blvd:** The couplet project remains a high priority for the city.



- Regional Shared-Use Paths: With high proximity to major recreation destinations, there is a need for shared-use paths or on street facilities to access them.
- Old Stage Rd/W A Barr: Popular bike routes on county roadways – the mobility plan calls for Class II bike lanes.





#### Downtown Couplet Design Phase

Design and implement the Chestnut St/Mt. Shasta Blvd couplet per the Walk Bike Ride Mt. Shasta Plan.

#### Ivy St Access Bridge

Study the potential for an Ivy St or Field St bike and pedestrian bridge over the railroad that could also function as an emergency vehicle accessway.

#### Headwaters to Lake Trail Study

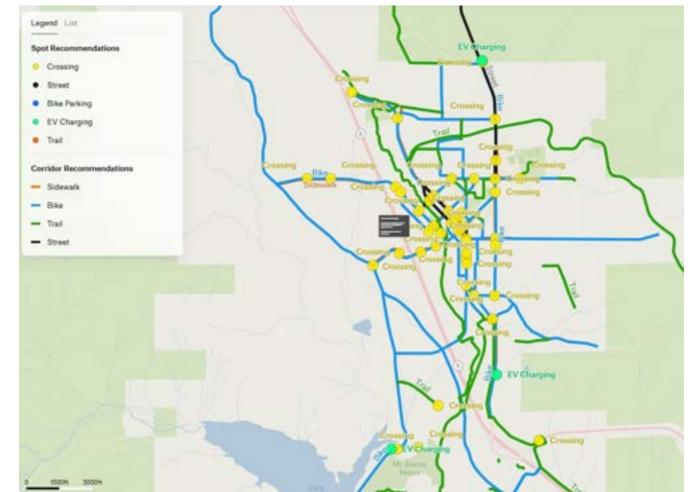
Design a trail that connects City Park to Lake Siskiyou.

• McCloud Railroad Trail Study

Design a trail that connects Mt. Shasta and McCloud.

#### • Winter Maintenance Program

Identify solutions for improved winter maintenance of Everett Memorial Highway and Castle Lake Road.



To view all project recommendations for Mt. Shasta, view the online map:

All Project Recommendations (includes recommendations from Walk Bike Ride Mt Shasta Mobility Plan 2022)

# Dunsmuir

April 25, 2024

- Site Visit: Thursday, April 25, 2024
- Representatives: City of Dunsmuir
   Staff
- Where: Meeting at City Hall
- **Context:** Recently completed the Dunsmuir Active Transportation Plan (2023). Recommendations from the City ATP plan are included here.



- Active Transportation Plan Momentum: Need to build on the plan and align on its priorities, especially for projects on County roads (ex: Mott Rd).
- Assistance with grant administration: City staff highlighted the need for the SCLTC's role in pursuing and administrating grants.
- Proximity to recreation: Dunsmuir is close to many recreational resources and wants to build on those attractions as well as promote new ones, such as mountain biking.



#### • Dunsmuir ATP Priority Projects 1-5

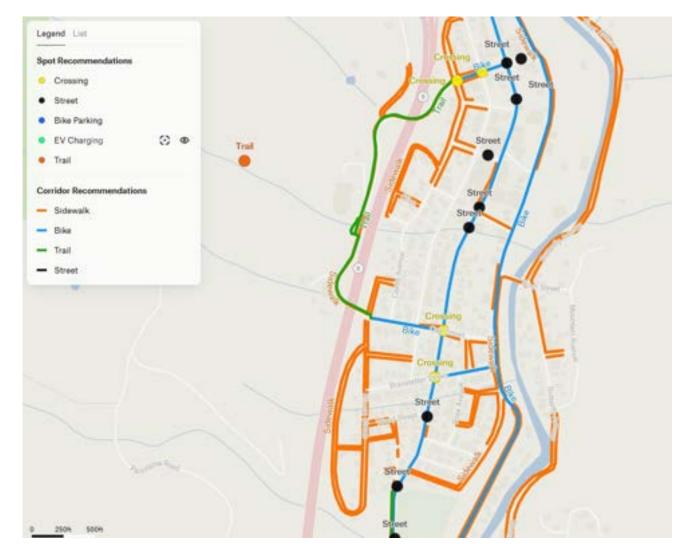
Priority Project #1: Mott Rd and Dunsmuir Ave Class I Path. This project closes a gap between the existing Class 1 multiuse path on Dunsmuir Avenue and extends the multi-use path to Siskiyou Avenue.

#### • EV Charging at Hedge Creek Falls

Study the potential for electric vehicle charging at the Hedge Creek Falls trailhead.

• Mt. Bradley MTB Trails

Study the potential for mountain bike trails on Mt. Bradley.



To view all project recommendations for Dunsmuir, view the online map:

<u>All Project Recommendations</u> (includes Dunsmuir ATP recommendations)

# Happy Camp

May 10, 2024

## **Description and Summary**

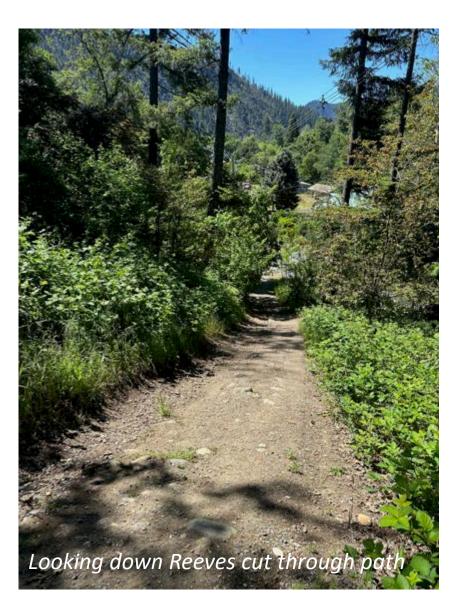
- Site Visit: Friday, May 10, 2024
- Representatives: Karuk Tribe
   leaders, CalTrans District 2 Native
   American Liaison staff, Happy
   Camp Strong leader
- **Context:** CalTrans SR 96 Happy Camp Streetscape Project



## **Key Issues and Themes**

- Connections to High School: Install bike and pedestrian facilities for north-south travel Indian Creek Rd to Jacobs Way, Reeves St.
  - Improve cut-through path between Reeves St and Indian Creek Rd.





Active Transportation Plan Siskiyou County

## **Key Issues and Themes**

- 2<sup>nd</sup> Ave Bridge: 2<sup>nd</sup> Ave is a main route through town and alternative to SR-96 for crossing Indian Creek. Connects tribal headquarters, local businesses, many new residences.
- Trails: Happy Camp Elementary school could be better connected with a shared-use path.
   Potential path along Klamath River at Curly Jack Campground.



## **Key Gaps and Proposed Projects**

### Reeves St Staircase

Install permanent staircase connecting Indian Creek Rd to Reeves St.

• Indian Creek Rd Bike/Ped Facilities High School to Jacobs Way Ped. Corridor Two pedestrian paths with stairs, surface street treatment and separated path Happy Camp From high school to Jacobs Way (ped paths)

### • 2<sup>nd</sup> St Bridge Improvements

Improve pedestrian access on south side of bridge. 2nd Street bridge pedestrian improvements on south side of bridge 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.



*To view all project recommendations for Happy Camp, view the online map:* All Project Recommendations

Active Transportation Plan Siskiyou County

## **Countywide Recommendations**

## **Key Issues and Themes**

- **Connections between towns:** Some longdistance biking occurs between towns and to recreation destinations
- Crossing larger roadways in town: Most issues center around large roadways and crossings. However, there is lots of potential to widen shoulders and build multi-use paths across the county.



## **Key Gaps and Proposed Projects**

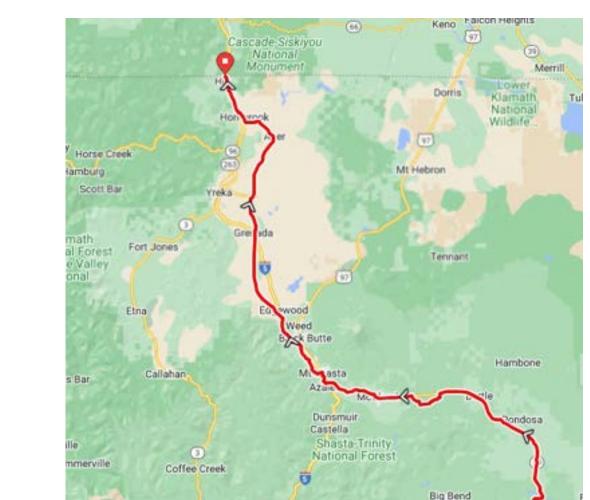
### • Signage for US Bike Route 85

Add signage for bicycles along USBR 85 CA Southbound from the northern county limit and southern county limit.

- Widen shoulders between Fort Jones and Etna
- Widen shoulders between McCloud and Mt. Shasta
- Montague Rail Trail, McCloud/Dunsmuir/Mt. Shasta/Weed Trails

Construct paved multi-use paths connecting towns to increase connectivity and access to recreation destinations.

*To view all project recommendations for the county, view the online map:* **All Project Recommendations** 



### US Bicycle Route 85

# Next Steps



- Tabling at local events: McCloud Flea Market, Dunsmuir Railroad Days, Yreka City Golden Days
- Project team will make updates to the proposed project list based on your feedback
- Ongoing coordination with School Districts and Caltrans
- Develop programmatic recommendations
- Prepare draft plan



Questions? Contact: Katie Selin katieselin@altago.com Siskiyou County Active Transportation Plan

Appendix D

**Prioritization Methodology** 



То:	Melissa Cummins, SCLTC
From:	Alta Planning + Design
Date:	October 9, 2024
Re:	Siskiyou County Active Transportation Plan: Project Prioritization

### **Project Prioritization**

This memo outlines the methods that the project team will use to prioritize projects included in the Siskiyou County Active Transportation Plan. In all transportation plans, prioritizing projects is a critical step before implementation because it allows roadway authorities to determine the order in which improvements should be made, as funding is available. Outlining the prioritization process before the project list is finalized allows for greater transparency and alignment with community priorities.

### **Project Vision and Goals**

The metrics that will be used for prioritizing projects stem directly from the vision and goals of the Siskiyou County Active Transportation Plan:

### Vision:

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

### Goals:

- 1. **Multimodal Connectivity.** In each community, and between communities where feasible, identify and develop a well-connected network of on- and off-street walkways, trails, and bikeways that meets the needs of residents, commuters, and recreational users of all ages, abilities, and skill levels.
- 2. **Safety and Comfort.** Invest in connected and convenient transportation infrastructure for all modes, with a focus on improving safety and options for people walking, rolling, and biking.
- 3. **Healthy and Just Communities.** Better options for walking and biking encourage active lifestyles and health. Focus active transportation improvements in areas with high numbers of people without access to a vehicle or other equity-priority areas.

- 4. **Resilient System.** Increased, varied transportation options can provide safer evacuation routes during emergencies. All improvements must be designed to function well in the winter with snow on the ground.
- 5. **Community Development.** Investments in transportation infrastructure are the backbone of an economically thriving community.
- 6. **Implementation.** Take practical steps to leverage state and federal dollars and collaborate with local communities to build projects from this plan.

### **Prioritization Methodology**

The proposed methodology for prioritizing projects is intended to be a repeatable, objective, and transparent process to assess the proposed improvements in the Siskiyou County Active Transportation Plan. The prioritization process will result in lists of highest scoring to lowest scoring projects for both incorporated cities and countywide.

### Step 1: Score projects

Score each project using the metrics in Table 1 below.

#### Table 1. Scoring Criteria

Criteria Description	Metric	Score
<b>Connectivity</b> Projects that work to overcome barriers for	Project is located on a Caltrans roadway.	1
people walking and biking along or across major roadways.	Project is not located on a Caltrans roadway.	0
<b>Safety</b> Projects in areas with higher-than-average crash rates into people walking and biking.	Project is located on a street segment with higher-than- average crashes into people biking and walking (index threshold above 0.31)	1
	Project is located on a street segment with lower-than- average crashes into people biking and walking (index threshold below 0.31)	0
<b>Disadvantaged Area</b> Projects in areas with lower median household incomes.	Project is located in a tract whose median household income is in the lowest 20 <sup>th</sup> percentile for the County.	1
	Project is not located in a tract whose median household income is in the lowest 20 <sup>th</sup> percentile for the County.	0
<b>Community Development</b> Projects that are close to schools, downtown	The project is located within 500ft of any of these places.	1
business districts, and recreation sites (includes parks)	Project is not located within 500ft of any of these locations.	0

Criteria	Description	Metric	Score
,	cribed as community priorities c outreach (site visits and online	Project was identified as a priority during the site visit or in the survey.	1
		Project was not identified as a priority during the site visit or in a survey.	0

Next, assign an overall score to each project based on the sum of the scores for each metric. Then rank projects based on their overall score from highest to lowest.

### Step 2: Estimate Costs

Cost estimates will be assigned to each project based on the per-unit costs (\$/ft., \$/unit) of the proposed improvements. For example, the latest estimates for the per-foot cost of sidewalk constructed in California will be multiplied by the length of the proposed sidewalk.

### Step 3: Develop Project Lists

The prioritization process will allow projects to be grouped in multiple ways because each project will be assigned an overall score and also contain information on location and cost. Priority short-term projects include high-scoring projects that are lower in cost, while priority long-term projects include high-scoring projects that are higher in cost.

Disclaimers

- This process prioritizes projects, not locations.
- The type of project does not affect its score (pedestrian vs. bike).

Siskiyou County Active Transportation Plan

Appendix E

**Project Recommendations and Cost Estimates** 

Place	Category	ID	Recommendation	Street Name	From	То	Intersecting Street	Source	Agency	Notes	Cost Estimate High	Cost Estimate Low	Cost Estimate (Average)
			Add buffered bike lanes (Class IIB) on Hwy 97/ Main St between					Siskiyou County Active					
Dorris	Bike	B555	Railroad Ave and 5th St.	Hwy 97/Main St	Railroad Ave	5th St	-	Transportation Plan	CalTrans		\$ 427,201.10	\$ 82,684.09	\$ 254,942.59
Damia	Dika Darkina		Add bike parking to the following locations: Park, City Hall, Library,	N1 / A				Siskiyou County Active	Destria		ć 500.00	ć	ć
Dorris	Bike Parking	BP24	Dorris Elementary School.	N/A				Transportation Plan	Dorris		\$ 500.00	\$ 250.00	\$ 375.00
Dorris	Bike Parking	BP25	Add bike parking to the following locations: Park, City Hall, Library, Dorris Elementary School.	N/A				Siskiyou County Active Transportation Plan	CalTrans		\$ 500.00	\$ 250.00	\$ 375.00
		DIES									,	7	,
Dorris	Bike Parking	BP26	Add bike parking to the following locations: Park, City Hall, Library, Dorris Elementary School.	N/A				Siskiyou County Active Transportation Plan	Dorris		\$ 500.00	\$ 250.00	\$ 375.00
			Add bike parking to the following locations: Park, City Hall, Library,					Siskiyou County Active					
Dorris	Bike Parking	BP27	Dorris Elementary School.	N/A				Transportation Plan	Dorris		\$ 500.00	\$ 250.00	\$ 375.00
			Replace the existing crosswalks at the intersection of Hwy 97/Main St										
			and Pine St with high visibility continental striping. Reconstruct and extend the curbs on the northwest and southwest corners of the										
			intersection to shorten the crossing distance and calm traffic on Hwy										
Dente	C		97. This will also trigger reconstruction of the ramp on the NE corner					Siskiyou County Active	C. IT		¢	¢ 00.500.00	ć 442 750 00
Dorris	Crossing	C19	due to ADA compliance rules. Add high visibility continental crosswalk markings on the north leg of	Hwy 97/Main St			Pine St	Transportation Plan	CalTrans		\$ 205,000.00	\$ 82,500.00	\$ 143,750.00
			the intersection of Hwy 97/Main St and 3rd St. Install an RRFB.										
			Reconstruct the curb ramps for the crossing and extend them to										
			reduce the crossing distance. Construct a pedestrian refuge island at this location. These changes will require reconstruction of curb ramps					Siskiyou County Active		RRFB, Ped Refuge			
Dorris	Crossing	C20	on all corners.	Hwy 97/Main St			3rd St	Transportation Plan	CalTrans	Island	\$ 461,000.00	\$ 143,500.00	\$ 302,250.00
			Replace the existing crosswalks on the north and east legs of the										
			intersection of Hwy 97 and Oregon St with high visibility continental striping. Reconstruct and extend the curbs on the northeast and										
			southeast corners of the intersection to shorten the crossing distance										
			and calm traffic on Hwy 97. Install an RRFB. This will also trigger										
Dorric	Crossing	C21	reconstruction of the ramp on the NW corner due to ADA compliance rules.	Hwy 97/Main St			Orogon St	Siskiyou County Active Transportation Plan	CalTrans	RRFB	\$ 208,000.00	\$ 84,000.00	\$ 146,000.00
Dorris	Crossing	C21	Add high visibility continental crosswalk markings on all four corners	nwy 977 Walli St			Oregon St		Carrians		\$ 208,000.00	\$ 84,000.00	\$ 140,000.00
			of the intersection of W 1st St and Butte St. Extend the curbs on all					Siskiyou County Active					
Dorris	Crossing	C22	four corners to reduce the crossing distance.	W 1st St			Butte St	Transportation Plan	Siskiyou County		\$ 388,000.00	\$ 154,000.00	\$ 271,000.00
Dorric	Craccing	64.07	Coltrans recommander Fire Existing Grosswalls (North and South Jose)					ColTrans	ColTrong		ć 48.000.00	ć 24.000.00	ć
Dorris	Crossing	C187	Caltrans recommends: Fix Existing Crosswalk (North and South legs)					CalTrans	CalTrans		\$ 48,000.00	\$ 24,000.00	\$ 36,000.00
Dorris	Crossing	C188	Caltrans recommends: Fix Existing Crosswalk (East and West legs)					CalTrans	CalTrans		\$ 48,000.00	\$ 24,000.00	\$ 36,000.00
Dorris	Crossing	C189	Caltrans recommends: Fix Existing Crosswalk (North and West legs).					CalTrans	CalTrans		\$ 48,000.00	\$ 24,000.00	\$ 36,000.00
Dorris	Crossing	C190	Caltrans recommends: Fix Existing Crosswalk					CalTrans	CalTrans		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
Dorris	Crossing	C191	Caltrans recommends: Fix Existing Crosswalk					CalTrans	CalTrans		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
			Construct a sidewalk on the east side of Butte St between W 1st St					Siskiyou County Active					
Dorris	Sidewalk	SW16	and Hwy 97/Main St.	Butte St	W 1st St	Hwy 97/Main St		Transportation Plan	Dorris		\$ 387,482.40	\$ 253,654.93	\$ 320,568.67
			Construct a sidewalk on the north side of W 1st St between Main St					Siskiyou County Active					
Dorris	Sidewalk	SW21	and Butte St.	W 1st St	Main St	Butte St		Transportation Plan	CalTrans		\$ 215,995.00	\$ 139,330.02	\$ 177,662.51
			Construct a sidewalk on both sides of Portland St between Picard Rd					Siskiyou County Active					
Dorris	Sidewalk	SW33	and 3rd St	Portland St	Picard Rd	3rd St		Transportation Plan	Dorris	both sides	\$ 510,545.50	\$ 331,030.30	\$ 420,787.90
			Construct a sidewalk on the south side of Hwy 97 between Railroad					Siskiyou County Active					
Dorris	Sidewalk	SW38	Ave and Pine St.	Hwy 97/Main St	Railroad Ave	Pine St		Transportation Plan	CalTrans	<b> </b>	\$ 126,236.30	\$ 79,490.87	\$ 102,863.58
			Construct a sidewalk on both sides of W 2nd St between Portland St					Siskiyou County Active					
Dorris	Sidewalk	SW65	and Main St.	W 2nd St	Portland St	Hwy 97/Main St		Transportation Plan	Dorris	both sides	\$ 737,818.20	\$ 482,545.45	\$ 610,181.83

										Connect to existing			,
Dorris	Sidewalk	SW67	Infill sidewalk gaps on the east/south side of Hwy 97/Main St between Butte St and Railroad Ave (west of Oregon St and North of 4th St).	Hwy 97/Main St	Butte St	Railroad Ave		Siskiyou County Active Transportation Plan	CalTrans	sidewalks; extents are approximate	\$ 257,999.90	\$ 167,333.27	\$ 212,666.59
Donns	Sidewalk	3007		11wy 37/1viain 3c	Dutte St	Kalil Gad Ave			Carrians	approximate	\$ 257,555.50	Ş 107,333.27	\$ 212,000.35
Dorric	Street Spot Improvement	SP23	Study the potential for a roundabout at the intersection of 1 St and Main St, or other traffic calming solution to reduce turning conflicts.	W 1st St			Hwy 97/Main St	Siskiyou County Active Transportation Plan	CalTrans		\$ 20,000.00	\$ 3,000.00	\$ 11,500.00
Dorris	Improvement	SP23	Main St, or other tranic canning solution to reduce turning connicts.	W 15t 5t			Hwy 97/Main St	Dunsmuir Active	Carrans		\$ 20,000.00	\$ 5,000.00	\$ 11,500.00
Dunsmuir	Bike	B275	Project #1: Mott Road and Dunsmuir Avenue. Class 3 Bikeway					Transportation Plan	Dunsmuir		\$ 166,184.70	\$ 76,700.61	\$ 121,442.66
Dunsmuir	Bike	B276	Project #1: Mott Road and Dunsmuir Avenue. Class 3 Bikeway					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 149,357.00	\$ 68,933.98	\$ 109,145.49
D								Dunsmuir Active				¢ 500.000 70	¢ 007.400.44
Dunsmuir	Bike	B277	Class 3 Bikeway					Transportation Plan Dunsmuir Active	Dunsmuir		\$ 1,145,509.50	\$ 528,696.72	\$ 837,103.11
Dunsmuir	Bike	B278	Class 3 Bikeway					Transportation Plan	Dunsmuir		\$ 82,187.60	\$ 37,932.72	\$ 60,060.16
Dunsmuir	Bike	B279	Class 3 Bikeway					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 472,787.30	\$ 218,209.51	\$ 345,498.41
								Dunsmuir Active					
Dunsmuir	Bike	B280	Class 2B Bikeway					Transportation Plan Dunsmuir Active	Dunsmuir		\$ 184,422.00	\$ 35,694.57	\$ 110,058.29
Dunsmuir	Bike	B281	Project #2: Dunsmuir Avenue. Class 5 Bikeway					Transportation Plan	Dunsmuir		\$ 156,251.10	\$ 34,416.54	\$ 95,333.82
Dunsmuir	Bike	B283	Project #2: Dunsmuir Avenue. Class 3 Bikeway					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 135,841.00	\$ 62,695.85	\$ 99,268.42
D dilottidii								Dunsmuir Active	2 dillollidii				
Dunsmuir	Bike	B284	Class 4B Bikeway			_		Transportation Plan Dunsmuir Active	Dunsmuir	_	\$ 140,061.90	\$ 30,850.63	\$ 85,456.27
Dunsmuir	Bike	B285	Class 3 Bikeway					Transportation Plan	Dunsmuir		\$ 613,805.00	\$ 283,294.61	\$ 448,549.80
Dunsmuir	Bike	B286	Class 3 Bikeway					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 653,093.60	\$ 301,427.80	\$ 477,260.70
Dunsmun	DIKE	8280						Dunsmuir Active	Durismun		\$ 035,095.00	\$ 501,427.80	\$ 477,200.70
Dunsmuir	Bike	B287	Class 5 Bikeway					Transportation Plan	Dunsmuir		\$ 96,483.40	\$ 21,251.84	\$ 58,867.62
Dunsmuir	Bike	B288	Class 3 Bikeway					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 279,873.00	\$ 129,172.17	\$ 204,522.58
	21							Dunsmuir Active	- ·		4 04 700 60	A	
Dunsmuir	Bike	B290	Project #4: Willow Loop. Class 5 Bikeway					Transportation Plan Dunsmuir Active	Dunsmuir		\$ 94,723.60	\$ 20,864.23	\$ 57,793.91
Dunsmuir	Bike	B292	Class 3 Bikeway					Transportation Plan	Dunsmuir		\$ 61,765.70	\$ 28,507.27	\$ 45,136.48
Dunsmuir	Bike	B293	Project #1: Mott Road and Dunsmuir Avenue. Class 5 Bikeway					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 64,282.00	\$ 14,159.04	\$ 39,220.52
								Dunsmuir Active					
Dunsmuir	Bike	B295	Project #4: Willow Loop. Class 5 Bikeway					Transportation Plan Dunsmuir Active	Dunsmuir		\$ 125,305.10	\$ 27,600.23	\$ 76,452.67
Dunsmuir	Bike	B298	Class 3 Bikeway					Transportation Plan	Dunsmuir		\$ 254,890.50	\$ 117,641.78	\$ 186,266.14
Dunsmuir	Bike	B300	Class 3 Bikeway					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 233,923.80	\$ 107,964.84	\$ 170,944.32
Dunishiun	Direc	5500						Dunsmuir Active	Dulishui		<i> </i>	Ş 107,504.04	<i>y</i> 170,544.52
Dunsmuir	Bike	B301	Class 3 Bikeway					Transportation Plan Dunsmuir Active	Dunsmuir		\$ 30,943.60	\$ 14,281.64	\$ 22,612.62
Dunsmuir	Bike	B302	Class 3 Bikeway					Transportation Plan	Dunsmuir		\$ 1,544,550.70	\$ 712,869.55	\$ 1,128,710.13
Dunsmuir	Bike	B303	Class 2 Bikeway					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 153,984.20	\$ 29,803.39	\$ 91,893.79
Dunsmuir	DIKE	B303	Class 2 Bineway					Dunsmuir Active	Durismun		\$ 135,564.20	\$ 25,603.55	\$ 51,655.75
Dunsmuir	Bike	B304	Class 3 Bikeway					Transportation Plan	Dunsmuir		\$ 202,492.60	\$ 93,458.12	\$ 147,975.36
Dunsmuir	Bike	B305	Class 3 Bikeway					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 106,461.20	\$ 49,135.93	\$ 77,798.56
								Dunsmuir Active					
Dunsmuir	Bike	B308	Class 3 Bikeway					Transportation Plan Dunsmuir Active	Dunsmuir		\$ 53,841.10	\$ 24,849.73	\$ 39,345.42
Dunsmuir	Bike	B309	Class 3 Bikeway					Transportation Plan	Dunsmuir		\$ 207,935.00	\$ 95,970.00	\$ 151,952.50
Dunsmuir	Crossing	C148	High-vis crosswalks					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 80,000.00	\$ 40,000.00	\$ 60,000.00
						1		Dunsmuir Active					
Dunsmuir	Crossing	C149	High-vis crosswalks			+		Transportation Plan Dunsmuir Active	Dunsmuir		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
Dunsmuir	Crossing	C150	High-vis crosswalks					Transportation Plan	Dunsmuir		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
Dunsmuir	Crossing	C151	High-vis crosswalks					Dunsmuir Active Transportation Plan	Dunsmuir		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
o anoman	51 03511 B	C131				1	1		2 dilotturi		\$ 3,000.00	÷ 1,500.00	÷ 2,230.00
Dunsmuir	EV Charging	EV/70	Consider adding electric vehicle charging at the Hedgecreek Falls trailhead.	N/A				Siskiyou County Active Transportation Plan	Dunsmuir		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
Dunsmuir		EV70	rumeau.	N/A					Dunismun		÷ 100,000.00	۲۰۰,۰۰۰.00	÷ 100,000.00

Dunsmuir	Sidewalk	SW58	Construct a sidewalk on the Little League Ball Park Road from Dunsmuir Ave to the ball field.	Little League Ball Park Road	Dunsmuir Ave	Ball Park	Siskiyou County Active Transportation Plan	Dunsmuir	\$	538,542.10	\$ 354,361.39	\$ 446,451.74
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW310	Sidewalk				Transportation Plan	Siskiyou County	\$	887,444.30	\$ 591,629.52	\$ 739,536.91
Dunemuir	Cidowalk	01/244	Gidoualle				Dunsmuir Active	Dunemuir	¢	16 400 40	ć 10.030.63	\$ 13,674.51
Dunsmuir	Sidewalk	SW311	Sidewalk				Transportation Plan	Dunsmuir	Ş	16,409.40	\$ 10,939.62	\$ 13,074.51
Dunsmuir	Sidewalk	SW312	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir	\$	16,874.10	\$ 11,249.37	\$ 14,061.73
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW313	Sidewalk				Transportation Plan	Dunsmuir	\$	41,100.80	\$ 27,400.56	\$ 34,250.68
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW314	Sidewalk				Transportation Plan	Dunsmuir	\$	11,888.70	\$ 7,925.79	\$ 9,907.25
Duncmuir	Sidewalk	01/215	Sidewalk				Dunsmuir Active Transportation Plan	Dunemuir	ć	23,195.20	\$ 15,463.48	\$ 19,329.34
Dunsmuir	Sidewalk	SW315	Sidewark					Dunsmuir	Ş	23,193.20	\$ 15,405.48	\$ 15,525.54
Dunsmuir	Sidewalk	SW316	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir	\$	48,314.50	\$ 32,209.65	\$ 40,262.08
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW317	Sidewalk				Transportation Plan	Dunsmuir	\$	535,345.70	\$ 356,897.12	\$ 446,121.41
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW318	Sidewalk				Transportation Plan	Dunsmuir	\$	248,004.00	\$ 165,335.98	\$ 206,669.99
Dunemuir	Cidowalk	01/240	Gidoualle				Dunsmuir Active	Dunemuir	¢	100 272 40	ć 126.014.02	\$ 158,643.66
Dunsmuir	Sidewalk	SW319	Sidewalk				Transportation Plan	Dunsmuir	Ş	190,372.40	\$ 126,914.92	\$ 158,043.00
Dunsmuir	Sidewalk	SW320	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir	\$	48,053.30	\$ 32,035.52	\$ 40,044.41
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW321	Sidewalk				Transportation Plan	Dunsmuir	\$	47,942.90	\$ 31,961.93	\$ 39,952.41
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW322	Sidewalk				Transportation Plan	Dunsmuir	\$	90,671.50	\$ 60,447.67	\$ 75,559.58
Duncmuir	Sidowalk	04/222	Sidowalk				Dunsmuir Active Transportation Plan	Dunemuir	ć	88,602.20	\$ 59,068.16	\$ 73,835.18
Dunsmuir	Sidewalk	SW323	Sidewalk					Dunsmuir	Ş	88,002.20	\$ 59,008.10	\$ 73,033.10
Dunsmuir	Sidewalk	SW324	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir	\$	25,093.60	\$ 16,729.04	\$ 20,911.32
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW325	Sidewalk				Transportation Plan	Dunsmuir	\$	190,951.20	\$ 127,300.77	\$ 159,125.99
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW326	Sidewalk				Transportation Plan	Dunsmuir	\$	17,366.30	\$ 11,577.52	\$ 14,471.91
Dunsmuir	Sidewalk	01/227	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir	ć	85,249.40	\$ 56,832.95	\$ 71,041.17
Dunsmun	Sidewalk	SW327	Sidewark					Dunsmun	Ş	83,249.40	\$ 50,832.55	\$ 71,041.17
Dunsmuir	Sidewalk	SW328	Sidewalk	1			Dunsmuir Active Transportation Plan	Dunsmuir	\$	76,902.80	\$ 51,268.55	\$ 64,085.68
	1	1			Ī		Dunsmuir Active					
Dunsmuir	Sidewalk	SW329	Sidewalk				Transportation Plan	Dunsmuir	\$	38,354.60	\$ 25,569.76	\$ 31,962.18
		1		1			Dunsmuir Active					
Dunsmuir	Sidewalk	SW330	Sidewalk				Transportation Plan	Dunsmuir	\$	44,145.00	\$ 29,430.01	\$ 36,787.50
Dunemuis	Cidowall	014/201	Cidourally	1			Dunsmuir Active	Dunemuir		F2 244 20	¢	ć
Dunsmuir	Sidewalk	SW331	Sidewalk				Transportation Plan	Dunsmuir	\$	53,214.30	\$ 35,476.19	\$ 44,345.25

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Image											
Norme     Sected     Sected <td>Dunsmuir</td> <td>Sidewalk</td> <td>SW332</td> <td>Sidewalk</td> <td></td> <td></td> <td>Transportation Plan</td> <td>Dunsmuir</td> <td>\$ 55,944.80</td> <td>\$ 37,296.51</td> <td>\$ 46,620.65</td>	Dunsmuir	Sidewalk	SW332	Sidewalk			Transportation Plan	Dunsmuir	\$ 55,944.80	\$ 37,296.51	\$ 46,620.65
Image     Sum     Sum<											
form	Dunsmuir	Sidewalk	SW333	Sidewalk			Transportation Plan	Dunsmuir	\$ 22,896.80	\$ 15,264.56	\$ 19,080.68
num       n											
boombo	Dunsmuir	Sidewalk	SW334	Sidewalk			Transportation Plan	Dunsmuir	\$ 178,535.90	\$ 119,023.96	\$ 148,779.93
And     And <td></td>											
band	Dunsmuir	Sidewalk	SW335	Sidewalk			Transportation Plan	Dunsmuir	\$ 41,206.60	\$ 27,471.08	\$ 34,338.84
Normal     Normal <td></td>											
Image     Stand	Dunsmuir	Sidewalk	SW336	Sidewalk			Transportation Plan	Dunsmuir	\$ 55,417.80	\$ 36,945.23	\$ 46,181.52
Base     MM     Sease     MM     Sease     MM     Sease     Sease<											
bann     bins	Dunsmuir	Sidewalk	SW337	Sidewalk			Transportation Plan	Dunsmuir	\$ 79,739.20	\$ 53,159.47	\$ 66,449.33
North         Synth         Synth <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>											
Image	Dunsmuir	Sidewalk	SW338	Sidewalk			Transportation Plan	Dunsmuir	\$ 78,469.30	\$ 52,312.86	\$ 65,391.08
Annual       Stand       Stand <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>_ ·</td><td>A</td><td>A</td><td>A</td></t<>								_ ·	A	A	A
ScoreSecond	Dunsmuir	SIGEWAIK	SW339	Sidewaik			 Transportation Plan	Dunsmuir	ə 34,492.90	ə 22,995.25	> 28,/44.07
$\alpha_{0,0,1}$		Cida all		este all					ć 00.505.50	é 50.056.07	ć 70.004.04
John       Mode	Dunsmuir	Sidewalk	SW340	Sidewalk			Transportation Plan	Dunsmuir	\$ 88,585.50	\$ 59,056.97	\$ 73,821.24
Jacobi     Subscription     Image: Subscription     Subscription <ths< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>_ ·</td><td>4 400 507 40</td><td>A 67.404.70</td><td>A</td></ths<>								_ ·	4 400 507 40	A 67.404.70	A
band       by 20       Beenk	Dunsmuir	Sidewalk	SW341	sidewaik			Transportation Plan	Dunsmuir	\$ 100,687.10	\$ 67,124.72	\$ 83,905.91
Instrume       Signed		Cida all		ente - 11					ć	Å	ć
DaranteSystemSyst	Dunsmuir	Sidewalk	SW342	Sidewaik			Transportation Plan	Dunsmuir	\$ 24,191.40	\$ 16,127.58	\$ 20,159.49
Lummin       Stevalk	Dunemuir	Cidowalk	014/24/2	Cidouall				Duncmuir	¢ 20,128,00	¢ 20.002.62	ć <u>)</u> 5 11 5 7 6
UntantiSidewik <t< td=""><td>Dunsmun</td><td>SILLEWAIK</td><td>SW343</td><td>Sidewalk</td><td></td><td></td><td>Transportation Plan</td><td>Dunsmun</td><td>\$ 30,138.90</td><td>\$ 20,092.03</td><td>\$ 25,115.76</td></t<>	Dunsmun	SILLEWAIK	SW343	Sidewalk			Transportation Plan	Dunsmun	\$ 30,138.90	\$ 20,092.03	\$ 25,115.76
Durwini       Siewalk	Dunsmuir	Sidowalk	SW/244	Sidowalk				Dupsmuir	\$ <u>40 105 20</u>	¢ 22.726.82	¢ 40.921.01
Damment       Stewal	Dunsmun	Sidewalk	300344	Sidewalk			Tansportation Fian	Dunsmun	\$ 45,105.20	<i>Ş 32,73</i> 0.82	\$ 40,321.01
Dursmur       Seval       <	Dunsmuir	Sidewalk	\$\\/245	Sidewalk				Dunsmuir	\$ 45 906 90	\$ 30.604.60	\$ 38 255 75
barner       ideal       yase         yas <td>Dunishiun</td> <td>Sidewank</td> <td>500345</td> <td></td> <td></td> <td></td> <td></td> <td>Dansman</td> <td>÷ -3,500.50</td> <td>÷ 30,004.00</td> <td><i>ç</i> 30,233.73</td>	Dunishiun	Sidewank	500345					Dansman	÷ -3,500.50	÷ 30,004.00	<i>ç</i> 30,233.73
Dursmur       Sidewalk       Swap       Swappen Sidewalk	Dunsmuir	Sidewalk	SW346	Sidewalk				Dunsmuir	\$ 32 269 30	\$ 21 512 90	\$ 26.891.10
DansmirSidewil <t< td=""><td></td><td></td><td>511540</td><td></td><td></td><td></td><td></td><td></td><td>+</td><td>·</td><td></td></t<>			511540						+	·	
Dunsmuir       Sidewalk       Swaak       Sidewalk       Swaak       Sidewalk       Swaak       Sidewalk       Swaak       Sidewalk       Swaak       Sidewalk       Swaak       Swaak <th< td=""><td>Dunsmuir</td><td>Sidewalk</td><td>SW347</td><td>Sidewalk</td><td></td><td></td><td></td><td>Dunsmuir</td><td>\$ 33.353.90</td><td>\$ 22.235.92</td><td>\$ 27.794.91</td></th<>	Dunsmuir	Sidewalk	SW347	Sidewalk				Dunsmuir	\$ 33.353.90	\$ 22.235.92	\$ 27.794.91
SidewarkSigewarkSidewar									,	,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Dunsmuir       Sidewalk       Swade       Sidewalk       Si	Dunsmuir	Sidewalk	SW348	Sidewalk				Dunsmuir	\$ 22,870.90	\$ 15,247.30	\$ 19,059.10
Sidewild       Sidewild <th< td=""><td></td><td></td><td>011010</td><td></td><td></td><td></td><td></td><td></td><td>, , , , , , , , , , , , , , , , , , , ,</td><td>1 2, 22</td><td></td></th<>			011010						, , , , , , , , , , , , , , , , , , , ,	1 2, 22	
Dunsmuir       Sidewalk       Sw350       Sw350       Sw350       Sw350       Sw350       Sw350       Sw350       Sw350 <th< td=""><td>Dunsmuir</td><td>Sidewalk</td><td>SW349</td><td>Sidewalk</td><td></td><td></td><td></td><td>Dunsmuir</td><td>\$ 63,345.10</td><td>\$ 42,230.06</td><td>\$ 52,787.58</td></th<>	Dunsmuir	Sidewalk	SW349	Sidewalk				Dunsmuir	\$ 63,345.10	\$ 42,230.06	\$ 52,787.58
SidewalkSidewal											
Dunsmuir       Sidewalk       Sw31       Sidewalk       Sw32       Sw32       Sidewalk       Sw32	Dunsmuir	Sidewalk	SW350	Sidewalk				Dunsmuir	\$ 95,387.50	\$ 63,591.69	\$ 79,489.60
Image: Signer		1									
Dunsmuir       Sidewalk       Swass       Sidewalk       Swass       Sidewalk       Sidew	Dunsmuir	Sidewalk	SW351	Sidewalk				Dunsmuir	\$ 321,587.40	\$ 214,391.61	\$ 267,989.50
Image: Note Name       State N		1									
Dunsmuir       Sidewalk       Sw353       Sidewalk       Sw353       Sidewalk       Sidewalk       Summir       Summi	Dunsmuir	Sidewalk	SW352	Sidewalk				Dunsmuir	\$ 309,806.80	\$ 206,537.85	\$ 258,172.33
Dunsmuir       Sidewalk       SW353       Sidewalk       Sidewalk       Transportation Plan       Dunsmuir Active       \$											
	Dunsmuir	Sidewalk	SW353	Sidewalk				Dunsmuir	\$ 214,233.40	\$ 142,822.26	\$ 178,527.83
							Dunsmuir Active				
	Dunsmuir	Sidewalk	SW354	Sidewalk			Transportation Plan	Dunsmuir	\$ 79,272.70	\$ 52,848.49	\$ 66,060.59

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						Dunsmuir Active				
Dunsmuir	Sidewalk	SW355	Sidewalk			Transportation Plan	Dunsmuir	\$ 31,370.20	\$ 20,913.47	\$ 26,141.83
Dunsmuir	Sidewalk	SW356	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 29,188.20	\$ 19,458.80	\$ 24,323.50
						Dunsmuir Active		· · ·		
Dunsmuir	Sidewalk	SW357	Sidewalk			Transportation Plan	Dunsmuir	\$ 123,152.60	\$ 82,101.76	\$ 102,627.18
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW358	Sidewalk			Transportation Plan	Dunsmuir	\$ 293,809.80	\$ 195,873.17	\$ 244,841.48
Dunemuir	Cidowalk	011/250	Cidouralle			Dunsmuir Active	Dunemuir	¢ 202.400.90	ć 104.002.88	\$ 243,742.34
Dunsmuir	Sidewalk	SW359	Sidewalk			Transportation Plan	Dunsmuir	\$ 292,490.80	\$ 194,993.88	\$ 243,742.34
Dunsmuir	Sidewalk	SW360	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 45,580.40	\$ 30,386.94	\$ 37,983.67
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW361	Sidewalk			Transportation Plan	Dunsmuir	\$ 42,138.20	\$ 28,092.11	\$ 35,115.16
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW362	Sidewalk			Transportation Plan	Dunsmuir	 \$ 32,246.20	\$ 21,497.44	\$ 26,871.82
						Dunsmuir Active		A		A
Dunsmuir	Sidewalk	SW363	Sidewalk			Transportation Plan	Dunsmuir	\$ 27,144.40	\$ 18,096.30	\$ 22,620.35
Dunsmuir	Sidewalk	SW364	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 144,792.00	\$ 96,528.02	\$ 120,660.01
		511504						+ ,	+	
Dunsmuir	Sidewalk	SW365	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 202,184.70	\$ 134,789.80	\$ 168,487.25
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW366	Sidewalk			Transportation Plan	Dunsmuir	\$ 77,162.70	\$ 51,441.81	\$ 64,302.26
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW367	Sidewalk			Transportation Plan	Dunsmuir	 \$ 84,808.00	\$ 56,538.64	\$ 70,673.32
Dunsmuir	Sidewalk	SW368	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 61,331.50	\$ 40,887.68	\$ 51,109.59
		511500						,	+,	+
Dunsmuir	Sidewalk	SW369	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 50,054.40	\$ 33,369.61	\$ 41,712.00
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW370	Sidewalk			Transportation Plan	Dunsmuir	\$ 182,109.90	\$ 121,406.61	\$ 151,758.26
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW371	Sidewalk			Transportation Plan	Dunsmuir	 \$ 159,034.10	\$ 106,022.74	\$ 132,528.42
Dunsmuir	Sidewalk	SW372	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 110,551.30	\$ 73,700.86	\$ 92,126.08
Durismun	Sidewalk	500572					Dunishiun	\$ 110,551.50	\$ 73,700.80	\$ 92,120.08
Dunsmuir	Sidewalk	SW373	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 113,096.40	\$ 75,397.61	\$ 94,247.00
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW374	Sidewalk			Transportation Plan	Dunsmuir	\$ 64,521.70	\$ 43,014.47	\$ 53,768.09
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW375	Sidewalk			Transportation Plan	Dunsmuir	\$ 36,678.50	\$ 24,452.34	\$ 30,565.42
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW376	Sidewalk			Transportation Plan	Dunsmuir	\$ 36,663.00	\$ 24,442.01	\$ 30,552.51
Dunsmuir	Sidewalk	SW377	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 35,378.90	\$ 23,585.93	\$ 29,482.41
Bunanun	SIGCWAIK	3003//	SILCHUIK				Bananali	- 33,378.90	× 23,303.93	✓ 25,402.41

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						Dunsmuir Active				
Dunsmuir	Sidewalk	SW378	Sidewalk			Transportation Plan	Dunsmuir	\$ 36,063.30	\$ 24,042.23	\$ 30,052.77
Dunsmuir	Sidewalk	SW379	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 31,272.00	\$ 20,848.01	\$ 26,060.00
		5115/5				· · · ·		+	+	
Dunsmuir	Sidewalk	SW380	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 12,705.80	\$ 8,470.53	\$ 10,588.16
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW381	Sidewalk			Transportation Plan	Dunsmuir	 \$ 33,399.70	\$ 22,266.49	\$ 27,833.10
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW382	Sidewalk			Transportation Plan	Dunsmuir	 \$ 124,004.90	\$ 82,669.96	\$ 103,337.43
Dunsmuir	Sidewalk	SW383	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 136,617.50	\$ 91,078.31	\$ 113,847.91
Durismun	Sidewalk	311303				· · · ·	Durismun	÷ 150,017.50	<i>y</i> 51,070.01	<i>y</i> 110,047.51
Dunsmuir	Sidewalk	SW384	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 432,486.00	\$ 288,323.98	\$ 360,404.99
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW385	Sidewalk			Transportation Plan	Dunsmuir	\$ 150,677.50	\$ 100,451.69	\$ 125,564.60
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW386	Sidewalk			Transportation Plan	Dunsmuir	 \$ 89,215.20	\$ 59,476.79	\$ 74,345.99
Dunantuin	Cidaurally	0.0007	Ciel sure lle			Dunsmuir Active	Durannuin	¢ 102,425,70	ć 100 202 77	ć 125 254 72
Dunsmuir	Sidewalk	SW387	Sidewalk			Transportation Plan	Dunsmuir	 \$ 162,425.70	\$ 108,283.77	\$ 135,354.73
Dunsmuir	Sidewalk	SW388	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 149,927.50	\$ 99,951.69	\$ 124,939.60
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW389	Sidewalk			Transportation Plan	Dunsmuir	\$ 149,504.50	\$ 99,669.67	\$ 124,587.08
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW390	Sidewalk			Transportation Plan	Dunsmuir	 \$ 184,674.50	\$ 123,116.35	\$ 153,895.42
	Cida all		Color all			Dunsmuir Active		¢ 240.405.20	A 440 400 70	A 475 462 40
Dunsmuir	Sidewalk	SW391	Sidewalk			Transportation Plan	Dunsmuir	 \$ 210,196.20	\$ 140,130.79	\$ 175,163.49
Dunsmuir	Sidewalk	SW392	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 232,048.60	\$ 154,699.07	\$ 193,373.84
						·				
Dunsmuir	Sidewalk	SW393	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 91,931.00	\$ 61,287.30	\$ 76,609.15
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW394	Sidewalk			Transportation Plan	Dunsmuir	 \$ 335,480.30	\$ 223,653.52	\$ 279,566.91
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW395	Sidewalk			Transportation Plan	Dunsmuir	 \$ 409,114.10	\$ 272,742.76	\$ 340,928.43
Dunsmuir	Sidewalk	SW396	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 24,640.80	\$ 16,427.17	\$ 20,533.99
Durismun	Sidewalk	300330				· · · ·	Durismun	2-,0-0.00	<i>y</i> 10,427.17	÷ 20,555.55
Dunsmuir	Sidewalk	SW397	Sidewalk	 	 	Dunsmuir Active Transportation Plan	Dunsmuir	 \$ 26,636.70	\$ 17,757.78	\$ 22,197.24
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW398	Sidewalk			Transportation Plan	Dunsmuir	\$ 263,800.00	\$ 175,866.69	\$ 219,833.35
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW399	Sidewalk			Transportation Plan	Dunsmuir	\$ 872,959.40	\$ 581,972.95	\$ 727,466.18
Duncmuir	Sidowalk	S14/400	Sidowalk			Dunsmuir Active	Duncmuir	ć E40 702 00	¢	ć 457 202 02
Dunsmuir	Sidewalk	SW400	Sidewalk			Transportation Plan	Dunsmuir	\$ 548,763.60	\$ 365,842.43	\$ 457,303.02

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						Dunsmuir Active				
Dunsmuir	Sidewalk	SW401	Sidewalk			Transportation Plan	Dunsmuir	\$ 103,567.10	\$ 69,044.71	\$ 86,305.91
Dunsmuir	Sidewalk	SW402	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 368,311.60	\$ 245,541.08	\$ 306,926.34
		011102							· · · · · ·	
Dunsmuir	Sidewalk	SW403	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 301,913.60	\$ 201,275.74	\$ 251,594.67
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW404	Sidewalk			Transportation Plan	Dunsmuir	\$ 59,900.70	\$ 39,933.79	\$ 49,917.24
Dunemuir	Sidowalk	C14/4/05	Sidowalk			Dunsmuir Active	Dunemuir	\$ 123,831.00	\$ 82,553.98	\$ 103,192.49
Dunsmuir	Sidewalk	SW405	Sidewalk			Transportation Plan	Dunsmuir	\$ 125,651.00	ې ۵۲,555.56	\$ 103,192.49
Dunsmuir	Sidewalk	SW406	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 49,351.10	\$ 32,900.76	\$ 41,125.93
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW407	Sidewalk			Transportation Plan	Dunsmuir	\$ 129,467.00	\$ 86,311.31	\$ 107,889.15
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW408	Sidewalk			Transportation Plan	Dunsmuir	\$ 77,371.10	\$ 51,580.77	\$ 64,475.93
Dunsmuir	Sidewalk	SW409	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 42,384.00	\$ 28,255.97	\$ 35,319.99
						Dunsmuir Active		· · ·		· · · · ·
Dunsmuir	Sidewalk	SW410	Sidewalk			Transportation Plan	Dunsmuir	\$ 259,825.00	\$ 173,216.67	\$ 216,520.84
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW411	Sidewalk			Transportation Plan	Dunsmuir	\$ 170,138.10	\$ 113,425.41	\$ 141,781.76
Dunsmuir	Sidewalk	SW412	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 43,805.20	\$ 29,203.45	\$ 36,504.32
Dunishiun	Sidewalk	300412					Dunishiun	÷ +3,005.20	25,205.45	Ş 30,30 <del>4</del> .32
Dunsmuir	Sidewalk	SW413	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 158,501.40	\$ 105,667.61	\$ 132,084.50
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW414	Sidewalk			Transportation Plan	Dunsmuir	\$ 197,201.60	\$ 131,467.76	\$ 164,334.68
	Cida all		City of			Dunsmuir Active	D	ć	Å	¢ 424 227 40
Dunsmuir	Sidewalk	SW415	Sidewalk			Transportation Plan	Dunsmuir	\$ 517,593.00	\$ 345,061.99	\$ 431,327.49
Dunsmuir	Sidewalk	SW416	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 16,793.70	\$ 11,195.81	\$ 13,994.76
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW417	Sidewalk			Transportation Plan	Dunsmuir	\$ 197,208.00	\$ 131,472.03	\$ 164,340.01
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW418	Sidewalk			Transportation Plan	Dunsmuir	\$ 347,645.40	\$ 231,763.58	\$ 289,704.49
Dunsmuir	Sidewalk	SW419	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 578,174.00	\$ 385,449.33	\$ 481,811.67
		511715								
Dunsmuir	Sidewalk	SW420	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 110,829.60	\$ 73,886.37	\$ 92,357.99
				T		Dunsmuir Active				
Dunsmuir	Sidewalk	SW421	Sidewalk			Transportation Plan	Dunsmuir	\$ 228,902.20	\$ 152,601.43	\$ 190,751.82
Dungerssie	Sidourally	C14/205	Cidourally			Dunsmuir Active	Dunemuin	¢	é	ć
Dunsmuir	Sidewalk	SW422	Sidewalk			Transportation Plan	Dunsmuir	\$ 264,255.80	\$ 176,170.52	\$ 220,213.16
Dunsmuir	Sidewalk	SW423	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 138,339.90	\$ 92,226.58	\$ 115,283.24
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North         North <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>											
sind       Sind     sind <t< td=""><td>Dunsmuir</td><td>Sidewalk</td><td>SW424</td><td>Sidewalk</td><td></td><td></td><td>Transportation Plan</td><td>Dunsmuir</td><td>\$ 130,322.20</td><td>\$ 86,881.44</td><td>\$ 108,601.82</td></t<>	Dunsmuir	Sidewalk	SW424	Sidewalk			Transportation Plan	Dunsmuir	\$ 130,322.20	\$ 86,881.44	\$ 108,601.82
NumberNume	Dunsmuir	Sidewalk	SWADE	Sidowalk				Dunsmuir	\$ 23.488.80	\$ 15 659 19	\$ 19 573 99
Norme         Norme <th< td=""><td>Dunsmun</td><td>Sidewalk</td><td>510425</td><td></td><td></td><td></td><td>· · · ·</td><td>Durismun</td><td>23,488.80</td><td>\$ 15,059.19</td><td>\$ 19,573.99</td></th<>	Dunsmun	Sidewalk	510425				· · · ·	Durismun	23,488.80	\$ 15,059.19	\$ 19,573.99
band     South     <	Dunsmuir	Sidewalk	SW426	Sidewalk				Dunsmuir	\$ 79,827.50	\$ 53,218.33	\$ 66,522.91
band     South     <							Dunsmuir Active				
manual     Manual <td>Dunsmuir</td> <td>Sidewalk</td> <td>SW427</td> <td>Sidewalk</td> <td></td> <td></td> <td></td> <td>Dunsmuir</td> <td>\$ 442,276.90</td> <td>\$ 294,851.25</td> <td>\$ 368,564.08</td>	Dunsmuir	Sidewalk	SW427	Sidewalk				Dunsmuir	\$ 442,276.90	\$ 294,851.25	\$ 368,564.08
Serverwereserver							Dunsmuir Active				
Name	Dunsmuir	Sidewalk	SW428	Sidewalk			Transportation Plan	Dunsmuir	\$ 355,039.30	\$ 236,692.85	\$ 295,866.07
Normet     Servert											
Depender Depender     Resolution     Resolution     Security	Dunsmuir	Sidewalk	SW429	Sidewalk			Transportation Plan	Dunsmuir	\$ 225,754.00	\$ 150,502.65	\$ 188,128.32
$0_{100000000000000000000000000000000000$	Dunsmuir	Sidewalk	SW/430	Sidewalk				Dunsmuir	\$ 245 786 70	\$ 163,857,78	\$ 204 822 24
based         odd         based		orderrain	577450			 	· · · ·		¢	<i> </i>	¥
Data     Base     State     State <t< td=""><td>Dunsmuir</td><td>Sidewalk</td><td>SW431</td><td>Sidewalk</td><td></td><td></td><td></td><td>Dunsmuir</td><td>\$ 59,255.90</td><td>\$ 39,503.93</td><td>\$ 49,379.91</td></t<>	Dunsmuir	Sidewalk	SW431	Sidewalk				Dunsmuir	\$ 59,255.90	\$ 39,503.93	\$ 49,379.91
Data     Base     State     State <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>Dunsmuir Active</td><td></td><td></td><td></td><td></td></t<>							Dunsmuir Active				
banner     banner     banner     sommer     sommer <td>Dunsmuir</td> <td>Sidewalk</td> <td>SW432</td> <td>Sidewalk</td> <td></td> <td></td> <td></td> <td>Dunsmuir</td> <td>\$ 54,746.70</td> <td>\$ 36,497.78</td> <td>\$ 45,622.24</td>	Dunsmuir	Sidewalk	SW432	Sidewalk				Dunsmuir	\$ 54,746.70	\$ 36,497.78	\$ 45,622.24
Darsmin       Stevalt							Dunsmuir Active				
Daruné     Stewait     Ward     Stewait     Ward     Stewait     Stewait <th< td=""><td>Dunsmuir</td><td>Sidewalk</td><td>SW433</td><td>Sidewalk</td><td></td><td></td><td>Transportation Plan</td><td>Dunsmuir</td><td>\$ 181,964.50</td><td>\$ 121,309.68</td><td>\$ 151,637.09</td></th<>	Dunsmuir	Sidewalk	SW433	Sidewalk			Transportation Plan	Dunsmuir	\$ 181,964.50	\$ 121,309.68	\$ 151,637.09
DursmainSidewilkSw13Sw13Sw									4 455 007 70	A	4 400 000 75
Data     Media     <	Dunsmuir	Sidewalk	SW434	Sidewalk			Transportation Plan	Dunsmuir	\$ 155,207.70	\$ 103,471.80	\$ 129,339.75
Dursmuri     Sidewalk     Swedge     dewalk     Swedge     dewalk     Swedge     Swedg	Dunsmuir	Sidewalk	SW/435	Sidewalk				Dunsmuir	\$ 54 209 90	\$ 36 139 92	\$ 45 174 91
Dinmuri     Sidewalk     Swapp     Selewalk     Swapp     Selewalk     Swapp     Swap			511455				· · · ·		+	+	+
Danmari       Sidewalk       Syntage       Sidewalk	Dunsmuir	Sidewalk	SW436	Sidewalk				Dunsmuir	\$ 105,426.70	\$ 70,284.48	\$ 87,855.59
Dansmir       Sidewalk       System       Sidewalk							Dunsmuir Active				
Instruction       Sidewalk	Dunsmuir	Sidewalk	SW437	Sidewalk				Dunsmuir	\$ 115,345.50	\$ 76,896.99	\$ 96,121.24
Dunsmuir       Sidewalk       Sy449       Sidewalk       Sy449       Sidewalk       Sy449       Sidewalk       Sy440       Sidewalk       Sy440       Sidewalk       Sidewalk       Sidewalk       Sy440       Sidewalk							Dunsmuir Active				
Jummur       Sidewalk       Swads	Dunsmuir	Sidewalk	SW438	Sidewalk			Transportation Plan	Dunsmuir	\$ 43,012.00	\$ 28,674.67	\$ 35,843.33
Dunsmuir       Sidewalk       SW40       Sidewalk       Sid	D	Cida all		Color all				D	ć 40.005.00	A 40.057.07	Á 45.074.50
DensmuirSidewalkSymmaSidewalk </td <td>Dunsmuir</td> <td>Sidewalk</td> <td>SW439</td> <td>Sidewalk</td> <td></td> <td></td> <td>Transportation Plan</td> <td>Dunsmuir</td> <td>\$ 18,085.90</td> <td>\$ 12,057.27</td> <td>\$ 15,071.59</td>	Dunsmuir	Sidewalk	SW439	Sidewalk			Transportation Plan	Dunsmuir	\$ 18,085.90	\$ 12,057.27	\$ 15,071.59
Dunsmuir       Sidewalk       Sw441       Sidewalk       Si	Dunsmuir	Sidewalk	SW/440	Sidewalk				Dunsmuir	\$ 21.676.60	\$ 14.451.08	\$ 18.063.84
DensmutSidewalk		orderrain	500440			 			÷,o, o, oo	<i>↓</i> 1.02.00	÷ 10,000.01
NoteSidewalk <td>Dunsmuir</td> <td>Sidewalk</td> <td>SW441</td> <td>Sidewalk</td> <td></td> <td></td> <td></td> <td>Dunsmuir</td> <td>\$ 70,183.50</td> <td>\$ 46,788.97</td> <td>\$ 58,486.24</td>	Dunsmuir	Sidewalk	SW441	Sidewalk				Dunsmuir	\$ 70,183.50	\$ 46,788.97	\$ 58,486.24
NameSidewalk <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Dunsmuir Active</td> <td></td> <td></td> <td></td> <td></td>							Dunsmuir Active				
SidewalkSidewal	Dunsmuir	Sidewalk	SW442	Sidewalk				Dunsmuir	\$ 70,091.40	\$ 46,727.59	\$ 58,409.50
Dunsmuir       Sw44							Dunsmuir Active				
Image: Sidewalk s	Dunsmuir	Sidewalk	SW443	Sidewalk			Transportation Plan	Dunsmuir	\$ 69,975.30	\$ 46,650.22	\$ 58,312.76
Dunsmuir       Sidewalk       Sw445       Sidewalk       Si		Cide II		City of					A		·
Dunsmuir       Sidewalk       Sw445       Sidewalk       Si	Dunsmuir	Sidewalk	SW444	Sidewalk			Iransportation Plan	Dunsmuir	\$ 68,651.50	\$	\$ 57,209.57
Dunsmuir Active	Dunsmuir	Sidewalk	SW/44E	Sidewalk				Dunsmuir	\$ 60 634 10	\$ 16 122 71	<u>ና 58 በንደ /1</u>
	2 di Jildi	SIGCWUIK	510445				· · · ·	s anomali	÷ 05,034.10	+ +0,422.71	- 50,020.41
	Dunsmuir	Sidewalk	SW446	Sidewalk				Dunsmuir	\$ 67,252.20	\$ 44,834.83	\$ 56,043.52

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							Dunsmuir Active					
Dunsmuir	Sidewalk	SW447	Sidewalk				Transportation Plan	Dunsmuir		\$ 68,711.40	\$ 45,807.63	\$ 57,259.52
							Dunsmuir Active	_ ·			A	4 47 000 00
Dunsmuir	Sidewalk	SW448	Sidewalk				Transportation Plan	Dunsmuir		\$ 21,480.40	\$ 14,320.25	\$ 17,900.33
Dunantuin	Cidemally		Cideurull				Dunsmuir Active	Duranania		¢ 22.450.00	ć 14.7C7.00	ć 10.450.00
Dunsmuir	Sidewalk	SW449	Sidewalk				Transportation Plan	Dunsmuir		\$ 22,150.90	\$ 14,767.28	\$ 18,459.09
Duncmuir	Sidewalk	01/450	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 20,605.10	\$ 13,736.70	\$ 17,170.90
Dunsmuir	Sidewalk	SW450	Sidewalk					Dunsmun		\$ 20,003.10	\$ 15,750.70	\$ 17,170.50
Dunsmuir	Sidewalk	SW451	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 26,829.10	\$ 17,886.04	\$ 22,357.57
Banoman		511451								÷	<i>v 1/)000101</i>	÷
Dunsmuir	Sidewalk	SW452	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 24,779.00	\$ 16,519.34	\$ 20,649.17
										· · ·		
Dunsmuir	Sidewalk	SW453	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 97,330.30	\$ 64,886.89	\$ 81,108.60
Dunsmuir	Sidewalk	SW454	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 95,409.20	\$ 63,606.12	\$ 79,507.66
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW455	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 93,416.00	\$ 62,277.31	\$ 77,846.65
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW456	Sidewalk				Transportation Plan	Dunsmuir		\$ 93,650.80	\$ 62,433.84	\$ 78,042.32
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW457	Sidewalk				Transportation Plan	Dunsmuir		\$ 93,979.30	\$ 62,652.84	\$ 78,316.07
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW458	Sidewalk				Transportation Plan	Dunsmuir		\$ 20,013.50	\$ 13,342.32	\$ 16,677.91
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW459	Sidewalk				Transportation Plan	Dunsmuir		\$ 108,839.20	\$ 72,559.46	\$ 90,699.33
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW460	Sidewalk				Transportation Plan	Dunsmuir		\$ 211,796.80	\$ 141,197.89	\$ 176,497.34
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW461	Sidewalk				Transportation Plan	Dunsmuir		\$ 93,096.40	\$ 62,064.24	\$ 77,580.32
							Dunsmuir Active					
Dunsmuir	Sidewalk	SW462	Sidewalk				Transportation Plan	Dunsmuir		\$ 157,799.50	\$ 105,199.68	\$ 131,499.59
							Dunsmuir Active	_ ·		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	A	
Dunsmuir	Sidewalk	SW463	Sidewalk				Transportation Plan	Dunsmuir		\$ 163,574.70	\$ 109,049.78	\$ 136,312.24
Dunomuir	Sidowalk	Church .	Cidouall				Dunsmuir Active	Dunemuir		\$ 103,648.30	\$ 69,098.88	¢ 96.272.50
Dunsmuir	Sidewalk	SW464	Sidewalk				Transportation Plan	Dunsmuir		\$ 105,048.30	\$ 69,098.88	\$ 86,373.59
Dunsmuir	Sidewalk	SW465	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 27,933.00	\$ 18,622.03	\$ 23,277.51
Dunishiun	Sidewalk	300405	Sidewalk					Dunsmun		\$ 27,555.00	Ş 18,022.03	\$ 23,277.31
Dunsmuir	Sidewalk	SW466	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 26,803.90	\$ 17,869.27	\$ 22,336.58
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Dunsmuir	Sidewalk	SW467	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 46,408.80	\$ 30,939.18	\$ 38,673.99
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Dunsmuir	Sidewalk	SW468	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 58,484.40	\$ 38,989.58	\$ 48,736.99
										,	,	
Dunsmuir	Sidewalk	SW469	Sidewalk				Dunsmuir Active Transportation Plan	Dunsmuir		\$ 127,855.10	\$ 85,236.71	\$ 106,545.90
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Dunemuir	Cidowalk	011/470	Cidourally			Dunsmuir Active	Dunemuir		\$ 184,865.10	ć 122.242.27	\$ 154,054.23
Dunsmuir	Sidewalk	SW470	Sidewalk			Transportation Plan	Dunsmuir		\$ 184,803.10	\$ 123,243.37	\$ 154,054.25
Dunsmuir	Sidewalk	SW471	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir		\$ 31,521.30	\$ 21,014.18	\$ 26,267.74
						Dunsmuir Active					
Dunsmuir	Sidewalk	SW472	Sidewalk			Transportation Plan	Dunsmuir		\$ 30,796.60	\$ 20,531.06	\$ 25,663.83
						Dunsmuir Active	- ·		A	4 45 996 99	4 40.407.00
Dunsmuir	Sidewalk	SW473	Sidewalk		 	Transportation Plan	Dunsmuir		\$ 22,929.40	\$ 15,286.23	\$ 19,107.82
Dunsmuir	Sidewalk	SW474	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir		\$ 20,779.70	\$ 13,853.12	\$ 17,316.41
						Dunsmuir Active					
Dunsmuir	Sidewalk	SW475	Sidewalk			Transportation Plan	Dunsmuir		\$ 64,284.80	\$ 42,856.53	\$ 53,570.67
						Dunsmuir Active	- ·		A		A
Dunsmuir	Sidewalk	SW476	Sidewalk			Transportation Plan	Dunsmuir		\$ 25,396.40	\$ 16,930.96	\$ 21,163.68
Dunsmuir	Sidewalk	SW477	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir		\$ 100,165.70	\$ 66,777.11	\$ 83,471.40
						Dunsmuir Active					
Dunsmuir	Sidewalk	SW478	Sidewalk			Transportation Plan	Dunsmuir		\$ 47,919.70	\$ 31,946.47	\$ 39,933.08
			Color - II			Dunsmuir Active	D		¢	¢ 06 201 42	A 400.054.40
Dunsmuir	Sidewalk	SW479	Sidewalk			Transportation Plan	Dunsmuir		\$ 144,421.70	\$ 96,281.13	\$ 120,351.42
Dunsmuir	Sidewalk	SW480	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir		\$ 147,418.90	\$ 98,279.25	\$ 122,849.08
						Dunsmuir Active					
Dunsmuir	Sidewalk	SW481	Sidewalk	 		Transportation Plan	Dunsmuir		\$ 192,759.90	\$ 128,506.60	\$ 160,633.25
Dunsmuir	Sidewalk	SW482	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir		\$ 208,536.40	\$ 139,024.26	\$ 173,780.33
2 dilottal		511402							÷	÷ 100,01	÷ 1.5,/ coloc
Dunsmuir	Sidewalk	SW483	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir		\$ 106,288.40	\$ 70,858.96	\$ 88,573.68
						Dunsmuir Active					
Dunsmuir	Sidewalk	SW484	Sidewalk			Transportation Plan	Dunsmuir		\$ 70,243.60	\$ 46,829.09	\$ 58,536.34
Dunsmuir	Sidewalk	SW485	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir		\$ 67,169.40	\$ 44,779.59	\$ 55,974.49
						Dunsmuir Active					
Dunsmuir	Sidewalk	SW486	Sidewalk			Transportation Plan	Dunsmuir		\$ 126,373.70	\$ 84,249.16	\$ 105,311.43
						Dunsmuir Active			A	A 00.070 70	4
Dunsmuir	Sidewalk	SW487	Sidewalk			Transportation Plan	Dunsmuir		\$ 149,960.60	\$ 99,973.72	\$ 124,967.16
Dunsmuir	Sidewalk	SW488	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir		\$ 78,866.50	\$ 52,577.68	\$ 65,722.09
						Dunsmuir Active					
Dunsmuir	Sidewalk	SW489	Sidewalk			Transportation Plan	Dunsmuir		\$ 21,866.20	\$ 14,577.48	\$ 18,221.84
Dunemuin	Sidowalli	C14/400	Cidourally.			Dunsmuir Active	Dunemuir		ć	ć 44.700.47	ć 10.400.00
Dunsmuir	Sidewalk	SW490	Sidewalk			Transportation Plan	Dunsmuir		\$ 22,107.70	\$ 14,738.47	\$ 18,423.08
Dunsmuir	Sidewalk	SW491	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir		\$ 101,246.30	\$ 67,497.54	\$ 84,371.92
						Dunsmuir Active					
Dunsmuir	Sidewalk	SW492	Sidewalk			Transportation Plan	Dunsmuir		\$ 68,552.20	\$ 45,701.45	\$ 57,126.82

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						Dunsmuir Active		A	A	A
Dunsmuir	Sidewalk	SW493	Sidewalk			Transportation Plan	Dunsmuir	\$ 27,668.80	\$ 18,445.85	\$ 23,057.33
Dunsmuir	Sidewalk	SW494	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 43,675.80	\$ 29,117.21	\$ 36,396.50
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW495	Sidewalk			Transportation Plan	Dunsmuir	\$ 71,746.80	\$ 47,831.20	\$ 59,789.00
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW496	Sidewalk			Transportation Plan	Dunsmuir	 \$ 66,467.80	\$ 44,311.89	\$ 55,389.85
Dunsmuir	Sidewalk	SW497	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 33,868.60	\$ 22,579.05	\$ 28,223.82
Dunishiun	Sidewalk	300437					Durismun	÷ 55,666.66	<i> </i>	<i>y</i> 20,223.02
Dunsmuir	Sidewalk	SW498	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 31,687.90	\$ 21,125.25	\$ 26,406.57
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW499	Sidewalk			Transportation Plan	Dunsmuir	 \$ 128,277.60	\$ 85,518.39	\$ 106,898.00
						Dunsmuir Active		A	4 00 000 07	A
Dunsmuir	Sidewalk	SW500	Sidewalk			Transportation Plan	Dunsmuir	\$ 139,036.30	\$ 92,690.87	\$ 115,863.59
Dunsmuir	Sidewalk	SW501	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 10,443.70	\$ 6,962.45	\$ 8,703.07
						Dunsmuir Active		· · · · ·		
Dunsmuir	Sidewalk	SW502	Sidewalk			Transportation Plan	Dunsmuir	\$ 102,502.30	\$ 68,334.85	\$ 85,418.57
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW503	Sidewalk			Transportation Plan	Dunsmuir	\$ 100,298.60	\$ 66,865.74	\$ 83,582.17
Dunemuir	Sidewalk	CIME O A	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 39,872.50	\$ 26,581.64	\$ 33,227.07
Dunsmuir	Sidewalk	SW504					Dunsmun	 \$ 57,672.30	\$ 20,381.04	\$ 33,227.07
Dunsmuir	Sidewalk	SW505	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 42,822.30	\$ 28,548.18	\$ 35,685.24
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW506	Sidewalk			Transportation Plan	Dunsmuir	\$ 318,284.80	\$ 212,189.85	\$ 265,237.33
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW507	Sidewalk			Transportation Plan	Dunsmuir	 \$ 307,244.80	\$ 204,829.85	\$ 256,037.33
Dunsmuir	Sidewalk	SW508	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 49,411.80	\$ 32,941.22	\$ 41,176.51
		511500						+	· · · · · · · · · · · · · · · · · · ·	+,
Dunsmuir	Sidewalk	SW509	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 48,554.50	\$ 32,369.65	\$ 40,462.08
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW510	Sidewalk			Transportation Plan	Dunsmuir	 \$ 33,605.90	\$ 22,403.92	\$ 28,004.91
Dunemuin	Sidowall	C14/5 1 1	Cidourally.			Dunsmuir Active	Dunemuir	ć 400 000 50	ć 444 200 20	ć 100.000.44
Dunsmuir	Sidewalk	SW511	Sidewalk			Transportation Plan	Dunsmuir	\$ 166,800.50	\$ 111,200.33	\$ 139,000.41
Dunsmuir	Sidewalk	SW512	Sidewalk			Dunsmuir Active Transportation Plan	Dunsmuir	\$ 59,153.10	\$ 39,435.43	\$ 49,294.26
	1					Dunsmuir Active				
Dunsmuir	Sidewalk	SW513	Sidewalk			Transportation Plan	Dunsmuir	\$ 326,152.00	\$ 217,434.68	\$ 271,793.34
						Dunsmuir Active				
Dunsmuir	Sidewalk	SW514	Sidewalk			Transportation Plan	Dunsmuir	\$ 203,682.80	\$ 135,788.52	\$ 169,735.66
Dunsmuir	Sidowalk		Sidowalk			Dunsmuir Active	Dunsmuir	ڈ 107 225 00	¢ 121 400 07	\$ 164 262 40
Dunsmuir	Sidewalk	SW515	Sidewalk			Transportation Plan	Dunsmuir	\$ 197,235.00	\$ 131,489.97	\$ 164,362.49

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	Dungerssie	Sidourally	614/54 F	Cidourally				Dunemuir	ć 400.001.00	ė	ć 450.076.10
hanne     skok	Dunsmuir	SIGEWAIK	SW516	Digewaik			Transportation Plan	Dunsmuir	۶ 183,931.80 ۲	> 122,621.18	۶ 153,276.49
harmorBande <t< td=""><td>Dunsmuir</td><td>Sidewalk</td><td>SW517</td><td>Sidewalk</td><td></td><td></td><td></td><td>Dunsmuir</td><td>\$ 20,856.20</td><td>\$ 13,904.11</td><td>\$ 17,380.15</td></t<>	Dunsmuir	Sidewalk	SW517	Sidewalk				Dunsmuir	\$ 20,856.20	\$ 13,904.11	\$ 17,380.15
Imme     Norme     <							•		 		
bach transbach shapebach transbach transbach transbach transbach 	Dunsmuir	Sidewalk	SW518	Sidewalk				Dunsmuir	\$ 21,102.50	\$ 14,068.36	\$ 17,585.43
NameS							Dunsmuir Active				
NameSeadeS	Dunsmuir	Sidewalk	SW519	Sidewalk			 Transportation Plan	Dunsmuir	 \$ 123,230.40	\$ 82,153.61	\$ 102,692.01
Norm         Second         And         Second									4 50.005.00	A	A
Name         Stand         Stand <ths< td=""><td>Dunsmuir</td><td>Sidewalk</td><td>SW520</td><td>Sidewalk</td><td></td><td></td><td>Transportation Plan</td><td>Dunsmuir</td><td> \$ 50,205.00</td><td>\$ 33,469.97</td><td>\$ 41,837.48</td></ths<>	Dunsmuir	Sidewalk	SW520	Sidewalk			Transportation Plan	Dunsmuir	 \$ 50,205.00	\$ 33,469.97	\$ 41,837.48
Hanner     Hannek     Hannek <td>Dunsmuir</td> <td>Sidewalk</td> <td>SW521</td> <td>Sidewalk</td> <td></td> <td></td> <td></td> <td>Dunsmuir</td> <td>\$ 52,165.50</td> <td>\$ 34,776.99</td> <td>\$ 43,471.24</td>	Dunsmuir	Sidewalk	SW521	Sidewalk				Dunsmuir	\$ 52,165.50	\$ 34,776.99	\$ 43,471.24
barder     Book     barder     Book     barder     Book     barder     Book     Book<									 		
$\Delta_{rander}$ $\omega_{rander}$	Dunsmuir	Sidewalk	SW522	Sidewalk				Dunsmuir	\$ 56,815.50	\$ 37,877.02	\$ 47,346.26
$x_{book}$ $y_{F14}$ issuesh $y_{F14}$ issuesh $y_{F14}$ issuesh $y_{F14}$ $y$							Dunsmuir Active				
Damin     Secole     Marged     Secole     Marged     Marged <td>Dunsmuir</td> <td>Sidewalk</td> <td>SW523</td> <td>Sidewalk</td> <td></td> <td></td> <td> Transportation Plan</td> <td>Dunsmuir</td> <td> \$ 116,506.60</td> <td>\$ 77,671.06</td> <td>\$ 97,088.83</td>	Dunsmuir	Sidewalk	SW523	Sidewalk			 Transportation Plan	Dunsmuir	 \$ 116,506.60	\$ 77,671.06	\$ 97,088.83
harmun											
barnersizesevent<	Dunsmuir	Sidewalk	SW524	Sidewalk			Transportation Plan	Dunsmuir	\$ 114,408.30	\$ 76,272.17	\$ 95,340.23
Druntini     Stewnik     wards     Stewnik     wards     Stewnik     wards     Stewnik     wards     Stewnik     Stewnik <th< td=""><td>Dunsmuir</td><td>Sidewalk</td><td>SW/525</td><td>Sidewalk</td><td></td><td></td><td></td><td>Dunsmuir</td><td>\$ 23.084.70</td><td>\$ 15.389.78</td><td>\$ 19.237.24</td></th<>	Dunsmuir	Sidewalk	SW/525	Sidewalk				Dunsmuir	\$ 23.084.70	\$ 15.389.78	\$ 19.237.24
based       based <th< td=""><td></td><td></td><td>511525</td><td></td><td></td><td></td><td></td><td></td><td>+</td><td>+</td><td>+</td></th<>			511525						+	+	+
Data     March     March     March     Mark	Dunsmuir	Sidewalk	SW526	Sidewalk				Siskiyou County	\$ 219,244.20	\$ 146,162.83	\$ 182,703.51
Data     March     March     March     Mark							Dunsmuir Active				
Distribution     Selection     Se	Dunsmuir	Sidewalk	SW527	Sidewalk				Dunsmuir	 \$ 115,101.20	\$ 76,734.14	\$ 95,917.67
blackning       Sidewilk       Sidewilk <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>											
Johnward Markel Mark	Dunsmuir	Sidewalk	SW528	Sidewalk			Transportation Plan	Dunsmuir	\$ 82,122.20	\$ 54,748.15	\$ 68,435.17
Dantmuir       Sidewalk       Sw30       Sw30       Sw30       Sw30	Dunsmuir	Sidewalk	SW529	Sidewalk				Dunsmuir	\$ 83.292.70	\$ 55,528,49	\$ 69.410.59
Datamir       Sidewilk       System       Selewilk       Sele							•		 		
NummirSidewalkSWS31SidewalkSWS32SidewalkSidewalkSidewalkSWS32SidewalkSidewalkSidewalkSidewalkSidewalkSidewalkSidewalkSidewalkSidewalkSidewalkSidewalkSidewalkSidewalk </td <td>Dunsmuir</td> <td>Sidewalk</td> <td>SW530</td> <td>Sidewalk</td> <td></td> <td></td> <td></td> <td>Dunsmuir</td> <td>\$ 28,330.90</td> <td>\$ 18,887.24</td> <td>\$ 23,609.07</td>	Dunsmuir	Sidewalk	SW530	Sidewalk				Dunsmuir	\$ 28,330.90	\$ 18,887.24	\$ 23,609.07
Dunsmuir       Sidewalk       SW32       Sidewalk       SW32       Sidewalk       SW32       Sidewalk       SW32       Sidewalk       SW33       Sidewalk <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Dunsmuir Active</td> <td></td> <td></td> <td></td> <td></td>							Dunsmuir Active				
NameSidewalkSys32Sidewalk<	Dunsmuir	Sidewalk	SW531	Sidewalk			 Transportation Plan	Dunsmuir	 \$ 28,096.60	\$ 18,731.03	\$ 23,413.82
Dunsmuir       Sidewalk       Sw533       Sidewalk       Sw533       Sidewalk       Sw533       Sidewalk											
SidewalkSidewal	Dunsmuir	Sidewalk	SW532	Sidewalk			Transportation Plan	Dunsmuir	\$ 262,549.90	\$ 175,033.26	\$
Junsmuir       Sidewalk       SW534       Sidewalk       SW534       Sidewalk       SW534       Sidewalk	Dunsmuir	Sidewalk	SW/533	Sidewalk				Dunsmuir	\$ 144.859.90	\$ 96.573.26	\$ 120,716,58
NormalianSidewalkSW34SidewalkSW34SidewalkSW34SidewalkSW34SidewalkSW34SidewalkSW34SidewalkSW34SidewalkSidewalkSW34SidewalkSide	2 dilottidii		511555				•	5 dilonidii	 ÷ ,000100	¢ 50,570.20	¥ 120,720.00
SidewalkSW355SidewalkSW356SidewalkSW356SidewalkSW356SidewalkSW356SidewalkSW356SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357Sidewalk </td <td>Dunsmuir</td> <td>Sidewalk</td> <td>SW534</td> <td>Sidewalk</td> <td></td> <td></td> <td></td> <td>Dunsmuir</td> <td>\$ 9,511.30</td> <td>\$ 6,340.88</td> <td>\$ 7,926.09</td>	Dunsmuir	Sidewalk	SW534	Sidewalk				Dunsmuir	\$ 9,511.30	\$ 6,340.88	\$ 7,926.09
SidewalkSW355SidewalkSW356SidewalkSW356SidewalkSW356SidewalkSW356SidewalkSW356SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357SidewalkSW357Sidewalk </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Dunsmuir Active</td> <td></td> <td></td> <td></td> <td></td>							Dunsmuir Active				
Image: Sidewalk       Sw36       Sidewalk       Sw36       Sidewalk       Sw36       Sidewalk       Sw37       Sidewalk	Dunsmuir	Sidewalk	SW535	Sidewalk				Dunsmuir	 \$ 26,291.90	\$ 17,527.96	\$ 21,909.93
Dunsmuir       Sidewalk       Swy 537       Sidewalk       Swy 537       Sidewalk       Sidewalk       Dunsmuir Active Transportation Plan       Dunsmuir Active Dunsmuir Active       Dunsmuir Active Dunsmuir Active       Sugestion											
Dunsmuir       Sidewalk       Sw537       Sw537 <th< td=""><td>Dunsmuir</td><td>Sidewalk</td><td>SW536</td><td>Sidewalk</td><td></td><td></td><td>Transportation Plan</td><td>Dunsmuir</td><td>\$ 98,752.40</td><td>\$ 65,834.96</td><td>\$ 82,293.68</td></th<>	Dunsmuir	Sidewalk	SW536	Sidewalk			Transportation Plan	Dunsmuir	\$ 98,752.40	\$ 65,834.96	\$ 82,293.68
Image: Constraint of the second sec	Dunsmuir	Sidewalk	S14/E 27	Sidewalk				Dunsmuir	ς 183 840 60	ς 100 εευ ε1	\$ 152 200 66
	Dunismuli	JILEWAIK	30033/					Bansman	γ 105,040.80	÷ 122,300.31	γ ±35,200.00
	Dunsmuir	Sidewalk	SW538	Sidewalk				Dunsmuir	\$ 298,569.20	\$ 199,046.13	\$ 248,807.67

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							Du	unsmuir Active				
Dunsmuir	Sidewalk	SW539	Sidewalk					ansportation Plan	Dunsmuir	\$ 602,833.30	\$ 401,888.89	\$ 502,361.09
	Street Spot		Modified intersection. Roundabout recommended. Placemaking				Du	unsmuir Active				
Dunsmuir	Improvement	SP133	opportunity.					ansportation Plan	Dunsmuir	\$ 12,000,000.00	\$ 4,000,000.00	\$ 8,000,000.00
D	Street Spot		Modified intersection. Roundabout recommended. Placemaking					unsmuir Active		¢ 42,000,000,00	ć	¢
Dunsmuir	Improvement Street Spot	SP134	opportunity.					ansportation Plan	Dunsmuir	\$ 12,000,000.00	\$ 4,000,000.00	\$ 8,000,000.00
Dunsmuir	-	SP135	Speed feedback sign					unsmuir Active ansportation Plan	Dunsmuir	\$ 15,000.00	\$ 3,000.00	\$ 9,000.00
2 41151141	Street Spot	51 155	Modified intersection. Roundabout recommended. Placemaking					unsmuir Active	5 anomai	÷	¢ 0,000,000	φ 5,000.00
Dunsmuir		SP136	opportunity.					ansportation Plan	Dunsmuir	\$ 12,000,000.00	\$ 4,000,000.00	\$ 8,000,000.00
	Street Spot		Modified intersection. Roundabout recommended. Placemaking				Du	unsmuir Active				
Dunsmuir		SP137	opportunity.					ansportation Plan	Dunsmuir	\$ 12,000,000.00	\$ 4,000,000.00	\$ 8,000,000.00
D	Street Spot		Constant Constitution					unsmuir Active		ć 45 000 00	ć	¢ 0.000.00
Dunsmuir	Improvement Street Spot	SP138	Speed feedback sign					ansportation Plan	Dunsmuir	\$ 15,000.00	\$ 3,000.00	\$ 9,000.00
Dunsmuir	-	SP139	Speed table w/RRFB					ansportation Plan	Dunsmuir	\$ 250,000.00	\$ 65,000.00	\$ 157,500.00
	Street Spot	51 155						unsmuir Active		+	+,	
Dunsmuir	-	SP140	Speed table w/RRFB					ansportation Plan	Dunsmuir	\$ 250,000.00	\$ 65,000.00	\$ 157,500.00
	Street Spot						Du	unsmuir Active				
Dunsmuir		SP141	Speed table w/RRFB				Tr	ansportation Plan	Dunsmuir	\$ 250,000.00	\$ 65,000.00	\$ 157,500.00
B	Street Spot		Construction (DDSD					unsmuir Active	D	¢	ć	ć 457 500 00
Dunsmuir		SP142	Speed table w/RRFB					ansportation Plan	Dunsmuir	\$ 250,000.00	\$ 65,000.00	\$ 157,500.00
Dunsmuir	Street Spot Improvement	SP143	Speed table w/RRFB					unsmuir Active ansportation Plan	Dunsmuir	\$ 250,000.00	\$ 65,000.00	\$ 157,500.00
Dunishiun	Street Spot	51 145						unsmuir Active	Dansman	\$ 250,000.00	<i>y</i> 03,000.00	<i>y</i> 137,300.00
Dunsmuir	-	SP144	Speed table w/RRFB					ansportation Plan	Dunsmuir	\$ 250,000.00	\$ 65,000.00	\$ 157,500.00
	Street Spot						Du	unsmuir Active				
Dunsmuir	-	SP145	Speed table w/RRFB					ansportation Plan	Dunsmuir	\$ 250,000.00	\$ 65,000.00	\$ 157,500.00
- ·	Street Spot							unsmuir Active	- ·	4	A	A
Dunsmuir	Improvement Street Spot	SP146	Speed table w/RRFB					ansportation Plan	Dunsmuir	\$ 250,000.00	\$ 65,000.00	\$ 157,500.00
Dunsmuir	-	SP147	Speed table w/RRFB					ansportation Plan	Dunsmuir	\$ 250,000.00	\$ 65,000.00	\$ 157,500.00
Dunishiun	Street Spot	31 147						unsmuir Active	Dansman	\$ 250,000.00	<i>y</i> 03,000.00	<i>y</i> 137,300.00
Dunsmuir		SP152	Pedestrian priority / placemaking opportunity					ansportation Plan	Dunsmuir	\$ 20,000.00	\$ 3,000.00	\$ 11,500.00
	Street Spot						Du	unsmuir Active				
Dunsmuir	Improvement	SP153	Pedestrian priority / placemaking opportunity				Tr	ansportation Plan	Dunsmuir	\$ 20,000.00	\$ 3,000.00	\$ 11,500.00
							c:	chivou County Activo				
Dunsmuir	Trail	т69	Study the potential for mountain bike trails on Mt. Bradley					skiyou County Active ansportation Plan	Dunsmuir	\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
Bansman		103	study the potential for mountain bike trails of the bradiey					unsmuir Active	Ballonian	\$ 00,000.00	<i>ç</i> 50,000.00	÷ 05,000.00
Dunsmuir	Trail	T274	Project #1: Mott Road and Dunsmuir Avenue. Class 1 Bikeway					ansportation Plan	Dunsmuir	\$ 717,309.50	\$ 512,363.96	\$ 614,836.73
							Du	unsmuir Active				
Dunsmuir	Trail	T282	Project #2: Dunsmuir Avenue. Class 1 Bikeway				Tr	ansportation Plan	Dunsmuir	\$ 220,289.10	\$ 157,349.36	\$ 188,819.23
D	T 11							unsmuir Active		¢ 400.005.40	ć 040.000.55	¢ 440.007.47
Dunsmuir	Trail	T289	Project # 4: Willow Loop. Class 1 Bikeway					ansportation Plan	Dunsmuir	\$ 489,985.40	\$ 349,989.55	\$ 419,987.47
Dunsmuir	Trail	T291	Project #5: Dunsmuir Avenue Multi-use Path. Class 1 Bikeway					ansportation Plan	Siskiyou County	\$ 233,242.40	\$ 166,601.71	\$ 199,922.05
2 dilloritali		1231						unsmuir Active	oloimyou obuilty	÷	φ 100,001/11	÷
Dunsmuir	Trail	T294	Project #5: Dunsmuir Avenue Multi-use Path. Class 1 Bikeway					ansportation Plan	Siskiyou County	\$ 776,285.60	\$ 554,489.68	\$ 665,387.64
							Du	unsmuir Active				
Dunsmuir	Trail	T296	Project #5: Dunsmuir Avenue Multi-use Path. Class 1 Bikeway					ansportation Plan	Dunsmuir	\$ 97,113.30	\$ 69,366.66	\$ 83,239.98
Dunnanti	Tasil							unsmuir Active	Duranti	 	¢	
Dunsmuir	Trail	T297	Project #5: Dunsmuir Avenue Multi-use Path. Class 1 Bikeway					ansportation Plan	Dunsmuir	\$ 138,503.40	\$ 98,931.02	\$ 118,717.21
Dunsmuir	Trail	T299	Class 1 Bikeway					unsmuir Active ansportation Plan	Dunsmuir	\$ 21,548.60	\$ 15,391.83	\$ 18,470.21
Dunishiun	i i an	1299						unsmuir Active	Dunishun	21,340.00	Ş 13,351.03	÷ 10,470.21
Dunsmuir	Trail	Т306	Class 1 Bikeway					ansportation Plan	CalTrans	\$ 1,493,686.60	\$ 1,066,918.97	\$ 1,280,302.78
							Du	unsmuir Active				
Dunsmuir	Trail	T307	Project # 3: Florence Loop and Dunsmuir Avenue. Class 1 Bikeway				Tr	ansportation Plan	Dunsmuir	\$ 308,260.90	\$ 220,186.36	\$ 264,223.63
Etna	Biko		Add buffered bike lanes (Class II) to Hwy 3 between Howell Ave and Main St	Hun/ 2	Howell Ave	Main St		skiyou County Active	CalTrans	¢	¢ == 710.00	¢ 171 707 22
Etna	Bike	B568	Main St.	Hwy 3	Howell Ave	IVIAIII SL	Ir	ansportation Plan	Cdiffalls	\$ 287,876.60	\$ 55,718.06	\$ 171,797.33
			Add bike parking to the following locations: Elementary and High				Sis	skiyou County Active				
Etna	Bike Parking		School, Library, Main St between Diggles St and Collier Way.	N/A				ansportation Plan	Etna	\$ 500.00	\$ 250.00	\$ 375.00
						1						
			Add bike parking to the following locations: Elementary and High					skiyou County Active				
Etna	Bike Parking	BP39	School, Library, Main St between Diggles St and Collier Way.	N/A			Tr	ansportation Plan	Etna	\$ 500.00	\$ 250.00	\$ 375.00

	1	1				1				1	1		
			Add bike parking to the following locations: Elementary and High					Siskiyou County Active					
Etna	Bike Parking	BP40	School, Library, Main St between Diggles St and Collier Way.	N/A				Transportation Plan	Etna		\$ 500.00	\$ 250.00	\$ 375.00
		1	Add high-visibility continental crosswalk markings and a PHB or RRFB										
			on the west leg of the intersection of Hwy 3 and Main St. This will					Siskiyou County Active					
Etna	Crossing	C28	require construction of two curb ramps.	Hwy 3			Main St	Transportation Plan	CalTrans	RRFB	\$ 281,000.00	\$ 80,500.00	\$ 180,750.00
Chur -	Creative		Add high-visibility continental crosswalk markings and a RRFB on the	11				Siskiyou County Active	CalTrana		ć	ć 00.500.00	ć 100 750 00
Etna	Crossing	C29	west leg of the intersection of Hwy 3 and Collier Way. Construct curb ramps and curb extensions for the school crossing on	Hwy 3			Telco Way	Transportation Plan	CalTrans	RRFB	\$ 281,000.00	\$ 80,500.00	\$ 180,750.00
			Diggles St at Oak St, and add high-visibility continental crosswalk					Siskiyou County Active					
Etna	Crossing	C30	markings.	Diggles St			Oak St	Transportation Plan	Etna		\$ 191,000.00	\$ 75,500.00	\$ 133,250.00
	0		Construct curb ramps and curb extensions for the school crossing on	00								, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
			Diggles St at Wagner Way, and add high-visibility continental					Siskiyou County Active					
Etna	Crossing	C31	crosswalk markings.	Diggles St			Wagner Way	Transportation Plan	Etna		\$ 191,000.00	\$ 75,500.00	\$ 133,250.00
			Restripe the existing crosswalk at Collier Way and Scott St to include										
			high visibility continental markings. Construct ADA accessible curb										
			ramps on the Northeast and Southeast corners of the intersection.										
			Consider adding a pedestrian island to the crosswalk across Collier					Siskiyou County Active					
Etna	Crossing	C32	Way at this location to calm inbound traffic speeds.	Collier Way			Scott St	Transportation Plan	Etna	2 raised crosswalks	\$ 82,000.00	\$ 34,000.00	\$ 58,000.00
								Cialdinary Carrot Anti					
Etna	Crossing	<b>C</b> 22	Pomovo the crosswalk on Diggles Stat the next office	Digglos St			Post Office	Siskiyou County Active	Etno	Romoval	¢ 4.000.00	ć <u> </u>	ć <u> </u>
Etna	Crossing	C33	Remove the crosswalk on Diggles St at the post office.	Diggles St			Post Office	Transportation Plan	Etna	Removal	\$ 4,000.00	\$ 2,000.00	\$ 3,000.00
			Consider prioritizing future EV Charging at the following locations:					Sickiyou County Active					
Etna	EV Charging	EV35	Museum, Diggles St angled parking, Library.	N/A				Siskiyou County Active Transportation Plan	Etna		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
Luia	LV Charging	EV33	Museum, Diggles St angleu parking, Library.	N/A					Luia		3 100,000.00	\$ 100,000.00	\$ 100,000.00
			Consider prioritizing future EV Charging at the following locations:					Siskiyou County Active					
Etna	EV Charging	EV36	Museum, Diggles St angled parking, Library.	N/A				Transportation Plan	Etna		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
2010	21 01018118	2030		,,,					2010		÷ 100,000.00	¢ 100,000,00	÷ 100,000.00
			Consider prioritizing future EV Charging at the following locations:					Siskiyou County Active					
Etna	EV Charging	EV37	Museum, Diggles St angled parking, Library.	N/A				Transportation Plan	Etna		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
				-								· · ·	· · · · · · · · · · · · · · · · · · ·
			Construct a sidewalk on the west side of Diggles St between Howell					Siskiyou County Active					
Etna	Sidewalk	SW8	Ave and Wagner Way.	Diggles St	Howell Ave	Wagner Way		Transportation Plan	Etna		\$ 330,891.60	\$ 215,927.74	\$ 273,409.67
			Construct a sidewalk on the east side of Howell Ave between Center St					Siskiyou County Active					
Etna	Sidewalk	SW14	and Hwy 3.	Howell Ave	Center St	Hwy 3		Transportation Plan	Etna		\$ 384,870.40	\$ 251,913.61	\$ 318,392.00
			Construct a sidewalk on both sides of Collier Way between Howell Ave					Siskiyou County Active					
Etna	Sidewalk	SW28	and Center St.	Collier Way	Howell Ave	Center St		Transportation Plan	Etna	both sides	\$ 419,636.40	\$ 270,424.24	\$ 345,030.32
Et a a	Cidemally		Construct a sidewalk on the west side of Howell Ave betweeen Center		Combox Ch			Siskiyou County Active	Chur -		\$ 256,131.60	ć 100 007 74	\$ 211,109.67
Etna	Sidewalk	SW32	St and College St	Howell Ave	Center St	College St		Transportation Plan	Etna		\$ 250,151.00	\$ 166,087.74	\$ 211,109.67
			Construct a sidewalk on the south side of Hwy 3 between Collier Way					Siskiyou County Active					
Etna	Sidewalk	SW37	and Sawyers Bar Rd.	Hwy 3	Collier Way	Sawyers Bar Rd		Transportation Plan	CalTrans		\$ 523,879.00	\$ 344,586.01	\$ 434,232.50
	- action and			, c							- 323,373.00	- 377,300.01	
			Construct a sidewalk on the west side of Sawyers Bar Rd between					Siskiyou County Active					
Etna	Sidewalk	SW57	Charles St and Hwy 3.	Main St	Charles St	Hwy 3		Transportation Plan	Etna		\$ 290,971.20	\$ 189,314.12	\$ 240,142.66
	1	İ					1			1			
			Construct a sidewalk on the north side of Hwy 3 between Industrial					Siskiyou County Active					
Etna	Sidewalk	SW79	Pkwy and Island Rd.	Hwy 3	Industrial Pkwy	Island Rd		Transportation Plan	CalTrans		\$ 192,974.90	\$ 123,983.26	\$ 158,479.08
			Designate Main St between the museum and Callahan St a historic										
			main street and classify the roadway as a shared street, which										
			prioritizes the pedestrian experience over through traffic. Seek										
			funding for a community main street study that reimagines the										
Chara -	Chara a l		corridor to maximize the walkability of the street and minimize	Main C'		Callaha : Ci		Siskiyou County Active	[had		¢	¢	¢
Etna	Street	S55	through traffic speed.	Main St	Museum	Callahan St		Transportation Plan	Etna		\$ 50,000.00	\$ 30,000.00	\$ 40,000.00
	Street Carl		Work with Coltrong District 2 to any dust a traffic surface of the					Cicline Count Ant					
Etna	Street Spot	6024	Work with Caltrans District 2 to conduct a traffic safety study and needs analysis for the intersection of Collier Way and Hwy 3.	Huny 2			Collier Wow	Siskiyou County Active Transportation Plan	CalTrans		\$ 50,000.00	\$ 30,000.00	\$ 40,000.00
Etna	Improvement	SP34	neeus analysis for the intersection of conner way and Hwy 3.	Hwy 3			Collier Way	mansportation Plan	Carrialis		÷ 50,000.00	30,000.00 ب	ې 40,000.00
			Construct paved sidepath (Class I Bicycle Facility) on the west side of					Siskiyou County Active					
Fort Jones	Bike	B544	Hwy 3 connecting the baseball field to Marble View Drive.	Hwy 3	Marbleview Dr	Baseball Field		Transportation Plan	CalTrans		\$ 225,676.60	\$ 161,197.57	\$ 193,437.09
		· ·		,			1		1				

r	-	-	1					1	1	1			
Fort Jones	Bike	в573	Construct a Class II Buffered Bikeway on both sides of Hwy 3/Main St between the south of town to Marbleview Drive, consistent with existing Caltrans' plans for Hwy 3/Main St. Note that the facility includes a brief segment of paved path (Class I) on the east side of the roadway between Garlock St and Mathews St.					CalTrans	Caltrans		\$ 895,027.	70 \$ 173,231.17	\$ 534,129.44
Toresones	DIKE	D373	Toduway between Gallock St and Mathews St.					Carrians	Califans		Ş 055,027.	0 \$ 173,231.17	Ş 554,125.44
<b>F</b>	C		Install a painted crosswalk at the Butte Street/Main Street (SR-3)				5 H. G.	Fort Jones Community Pedestrian & Bicycle Safety Training Summary and Recommendations			<b>A</b>		1 D
Fort Jones	Crossing	C73	intersection. (West leg)	Hwy 3/Main St			Butte St	Report	CalTrans		\$ 31,000.0	00 \$ 15,500.00	\$ 23,250.00
Fort Jones	Crossing	C183	Caltrans recommends: Fix Existing Crosswalk across Main St @ Sterling, may include bulbouts. County ATP recommends considering another RRFB at this location.					CalTrans	CalTrans		\$ 441,000.	00 \$ 140,500.00	\$ 290,750.00
Fort Jones	Crossing	C184	Caltrans recommends: Fix Existing Midblock Crosswalk, may inlcude bulbouts					CalTrans	CalTrans		\$ 191,000.0	)0 \$ 75,500.00	\$ 133,250.00
Fort Jones	Crossing	C185	Caltrans recommends: Fix Existing Crosswalk crossing Carlock @ SR3 (North and West legs)					CalTrans	CalTrans		\$ 48,000.	00 \$ 24,000.00	\$ 36,000.00
Fort Jones	Crossing	C186	Caltrans recommends: Build New Crosswalk (Northwest leg)					CalTrans	CalTrans		\$ 31,000.	00 \$ 15,500.00	\$ 23,250.00
Fort Jones	Crossing	C206	Restripe existing crosswalk at the intersection of Hwy 3 and Newton St with high-visibility continental crosswalk markings. Include an RRFB, ADA curb ramps and consider curb extensions.	Hwy 3			Newton St	Siskiyou County Active Transportation Plan	CalTrans		\$ 458,000.	00 \$ 149,000.00	\$ 303,500.00
Fort Jones	Sidewalk	SW41	Construct a sidewalk on the west side of Newton St between Hwy 3 and Diggles St and curb ramps as needed.	Newton St	Main St/Hwy 3	Diggles St		Siskiyou County Active Transportation Plan	Fort Jones		\$ 215,671.5	90 \$ 139,114.60	\$ 177,393.25
Fort Jones	Sidewalk	SW45	Construct a sidewalk on the north side of Diggles St between Butte St and Newton St and curb ramps as needed.	Diggles St	Butte St	Newton St		Siskiyou County Active Transportation Plan	Fort Jones		\$ 301,854.3	.0 \$ 196,569.37	\$ 249,211.73
Fort Jones	Sidewalk	SW75	Construct a sidewalk on the west side of Hwy 3 between the Fire Station and the baseball field and curb ramps as needed.	Main St/Hwy 3	Fire Station	Baseball Field		Siskiyou County Active Transportation Plan	CalTrans		\$ 832,890.	550,593.67	\$ 691,742.08
Fort Jones	Sidewalk	SW76	Construct a pedestrian facility on the west side of Hwy 3 between Carlock St and Scott River Rd. Include reflective paddles on the northern corner of the intersection of Mathews St and Hwy 3 to improve visibility. Note: Existing Caltrans planning calls for sidewalks along this extent, and a Class I Bike Facility (paved path) between ingress at the dirt path and Mathews St.	Main St/Hwy 3	Carlock St	Mathews St		Siskiyou County Active Transportation Plan	CalTrans		\$ 382,348.1	30 \$ 250,232.52	\$ 316,290.66
			Construct a sidewalk on the west side of Mathews St between Fort		Fort Jones Union			Siskiyou County Active					
Fort Jones	Sidewalk	SW77	Jones Union Elementary School and Hwy 3 and curb ramps as needed.	Mathews St		Main St/Hwy 3		Transportation Plan	Fort Jones		\$ 121,044.0	50 \$ 76,029.74	\$ 98,537.17
Fort Jones	Sidewalk	SW97	Install sidewalk on the east side of Hwy 3 to Newton Street (starting approximately 400ft south of the Main Street/Carlock Street intersection) to provide a safe place for pedestrians to walk.	Hwy 3/Main St	Newton St	400ft south of Carlock St		Fort Jones Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report	y CalTrans		\$ 173,930.	10 \$ 111,286.93	\$ 142,608.67
			Caltrans recommends: Build New Sidewalk from Butte St to existing										
Fort Jones	Sidewalk	SW545	sidewalk in Downtown					CalTrans	CalTrans		\$ 95,177.8	\$ 58,785.20	\$ 76,981.50

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Fort Jones	Sidewalk		Caltrans recommends: Fix Existing Sidewalk (from Newton to Sterling), sidewalk curb height and width will be changed					CalTrans	CalTrans		\$ 195,905.00	\$ 125,936.69	\$ 160,920.85
Toresones	Sidewalk	300340						carrais	Carrians		÷ 155,565.60	· · · ·	Ş 100,920.05
			Caltrans recommends: Fix Exsiting Sidewalk from Butte St to Fire										
Fort Jones	Sidewalk		Station					CalTrans	CalTrans		\$ 218,285.20	\$ 140,856.77	\$ 179,570.98
			Caltrans recommends: Fix Existing Sidewalk from Sterling to USPS										
Fort Jones	Sidewalk	SW548	Frontage					CalTrans	CalTrans		\$ 50,166.60	\$ 28,777.76	\$ 39,472.18
Fort Jones	Sidewalk	SW549	Caltrans recommends: Build New Sidewalk from USPS frontage to existing sidewalk in FJ Main Street					CalTrans	CalTrans		\$ 46,464.50	\$ 26,309.65	\$ 36,387.08
		011010										,	
			Caltrans recommends: Fix Existing Sidewalk (from Newton to New										
Fort Jones	Sidewalk	SW550	USPS Sidewalk), sidewalk curb height and width will be changed					CalTrans	CalTrans		\$ 168,671.40	\$ 107,780.92	\$ 138,226.16
			Caltrans recommends: Build New Sidewalk from Newton to front of										
Fort Jones	Sidewalk	SW551	Church					CalTrans	CalTrans		\$ 49,095.20	\$ 28,063.46	\$ 38,579.33
Fort Jones	Sidewalk	SW552	Caltrans recommends: Build New Sidewalk from Carlock to Newton					CalTrans	CalTrans		\$ 97,107.80	\$ 60,071.84	\$ 78,589.82
		011002										, ,	
					Scott River			Siskiyou County Active					
Fort Jones	Sidewalk			Hwy 3	Road	Napa Auto Parts		Transportation Plan	CalTrans		\$ 211,599.60	\$ 136,399.76	\$ 173,999.68
			Work with Caltrans to reduce the speed limit on Hwy 3 through Fort Jones to 30MPH and expand the distance vehicles have to slow down										
			as they enter town. To do this, move the existing 30 MPH speed limit										
			signs to where the 40MPH signs are, and move the 40MPH signs to										
Fort Jones	Street	S68	where the 50MPH signs are, and move the 50MPH signs further away from City limits.	Main St/Hwy 3	Baseball Field	Scott River Road		Siskiyou County Active Transportation Plan	CalTrans	signage	\$ 9,000.00	\$ 3,000.00	\$ 6,000.00
	Street	308		inani sejiniy s	Dusebuiltielu			nunsportation nun	carrians	Signage	Ş 3,000.00	<i>,000.00</i>	<i>ç</i> 0,000.00
			Support the Complete Street improvements proposed by Caltrans on										
			Hwy 3 in Fort Jones such that: a.風II four existing crosswalks are retained										
			b.The crosswalks at N Sterling St, S Sterling St, Newton St across Hwy										
			3 are enhanced.										
			c.In addition, Siskiyou County Active Transportation Plan recommends widening the sidewalks in downtown Fort Jones on Hwy										
			3 between Butte St and Carlock St to accommodate outdoor seating, a					CalTrans Fort Jones		Adjust to match	Refer to the CalTrans Fort Jones	Refer to the CalTrans Fort	
Fort Jones	Street	S74	walkway, dryscaping elements, and pedestrian scale lighting.	Main St/Hwy 3	Butte St	Carlock St		Project	CalTrans	Caltrans recs	Project	Jones Project	\$-
								Fort Jones Community					
								Pedestrian & Bicycle Safety Training Summary	,				
			Install a yield for school zone flashing sign at the Butte Street / Diggles					and Recommendations					
Fort Jones	Street		Street intersection;	Butte St			Diggles St	Report	Fort Jones	signage	\$ 10,000.00	\$ 5,000.00	\$ 7,500.00
	Street Spot		Conduct a safety study for the intersections of Scott River Road and Eastside Rd with Hwy 3 for improved pedestrian safety and					Siskiyou County Active					
Fort Jones	Improvement	SP17		Main St/Hwy 3			Scott River Road	Transportation Plan	CalTrans		\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
		1	· ·		1	1							

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								Fort lance Community					
								Fort Jones Community Pedestrian & Bicycle					
			Install rumble strips or other traffic calming improvements to slow					Safety Training Summary					
	Street Spot		drivers as they travel north on Main Street (SR-3) and into the					and Recommendations					
Fort Jones	Improvement	SP72	downtown area	Hwy 3/Main St			Matthews	Report	CalTrans	rumble strips	\$ 8,000	.00 \$ 5,000.00	\$ 6,500.00
								Fort Jones Community					
								Pedestrian & Bicycle					
								Safety Training Summary					
	Street Spot		Install flashing speed radar feedback sign on Main Street (SR-3) and					and Recommendations					
Fort Jones	Improvement	SP75	speed bumps at the Sterling Street / High Street intersection.	Hwy 3/Main St				Report	CalTrans	radar	\$ 15,000	0.00 \$ 10,000.00	\$ 12,500.00
								Fort Jones Community					
								Pedestrian & Bicycle					
			Extend the existing school zone on Hwy 3/Main St by 1000 feet in each					Safety Training Summary	y l				
	Street Spot		direction to provide a safer environment for students walking to and					and Recommendations					
Fort Jones	Improvement	SP76		Hwy 3/Main St				Report	CalTrans	signage	\$ 9,000	9.00 \$ 3,000.00	\$ 6,000.00
	Street Spot		Design and construct a gateway treatment on Highway 3 on the north side of town to slow inbound traffic and alert travelers they are					Siskiyou County Active					
Fort Jones		SP205		N/A				Transportation Plan	CalTrans	gateway treatment	\$ 250,00	0.00 \$ 100,000.00	\$ 175,000.00
		51 205	Design and construct a gateway treatment on Highway 3 on the south	,						8	+		
	Street Spot		side of town to slow inbound traffic and alert travelers they are					Siskiyou County Active					
Fort Jones	Improvement	SP207	-	N/A				Transportation Plan	CalTrans	gateway treatment	\$ 250,00	0.00 \$ 100,000.00	\$ 175,000.00
			Connect with Siskiyou Outdoor Recreation Alliance to explore private										
			land owner outreach options and trail creation best practices. Study options for trailhead located at the western terminus of either High St,					Siskiyou County Active					
Fort Jones	Trail	T18	· · · · · · · · · · · · · · · · · · ·	N/A				Transportation Plan	Fort Jones		Ś 80.00	0.00 \$ 50,000.00	\$ 65,000.00
		-	Design and construct a multiuse path along Moffett Creek in Fort								, ,	, ,	
			Jones. Some ROW acquisition will be required and fencing between		Scott River			Siskiyou County Active					
Fort Jones	Trail	T78	the path and private property.	Moffett Creek	Road Bridge	Baseball Field		Transportation Plan	Fort Jones		\$ 346,69	3.70 \$ 247,641.89	\$ 297,170.30
			DD12: Curly lack Dood Dike /Ded Enhancements Class II Hanny Comp		Curly look			Middle Klamath River					
Нарру Сатр	Bike	B113	BP12: Curly Jack Road Bike/Ped Enhancements Class II Happy Camp From Curly Jack Bridge to campground	Curly Jack Road	Curly Jack Bridge	Campground		Community Transportation Plan	Siskiyou County		\$ 226,27	9.70 \$ 43,796.07	\$ 135,037.88
		5115	Widen (min 4', 8' preferred) and pave shoulders (consider contrasting	,							+	····· +	+
			pavement color) and include edge line rumble strips on Buckhorn Rd					Siskiyou County Active					
Happy Camp	Bike	B570	between Attebery St and Second Ave.	Buckhorn Rd	Attebery St	Second Ave		Transportation Plan	Siskiyou County		\$ 192,303	3.90 \$ 37,220.11	\$ 114,762.01
								Siskiyou County Active					
Happy Camp	Bike Parking	BP192	Consider adding bike parking on SR 96 near shops and businesses.	N/A				Transportation Plan	Happy Camp		Ś 50	0.00 \$ 250.00	\$ 375.00
		51 152		,							Ţ		+
								Siskiyou County Active					
Нарру Сатр	Bike Parking	BP193		N/A				Transportation Plan	Нарру Сатр		\$ 50	0.00 \$ 250.00	\$ 375.00
			INTR 3: SR 96 @ Park Way Happy Camp Pedestrian facilities crosswalk					Middle Klamath River					
			enhancements. Recommendation: build new crosswalks on all four legs of the intersection of Reeves St and SR 96, and add an RRFB for					Community					
Happy Camp	Crossing	C77	•	Hwy 96			Park Way	Transportation Plan	CalTrans		\$ 318,00	0.00 \$ 99,000.00	\$ 208,500.00
			INTR 4: SR 96 @ Davis Rd Happy Camp Pedestrian facilities crosswalk		1			Middle Klamath River					
			enhancements. Recommendation: Build new crosswalk across Davis					Community					
Нарру Сатр	Crossing	C78		Hwy 96		ļ	Davis Rd	Transportation Plan	CalTrans	<b></b>	\$ 31,000	0.00 \$ 15,500.00	\$ 23,250.00
			INTR 5: SR 96 @ 2nd Ave Happy Camp Pedestrian facilities crosswalk enhancements. Recommendation: build new crosswalk across Second					Middle Klamath River Community					
Happy Camp	Crossing	C79		Hwy 96			2nd Ave	Transportation Plan	CalTrans		Ś 31.00	0.00 \$ 15,500.00	\$ 23,250.00
						t		Middle Klamath River	-	1			
			INTR 6: SR 96 @ 1st Ave Happy Camp Pedestrian facilities xwalk					Community					
Happy Camp	Crossing	C80	enhancements	Hwy 96	ļ		1st Ave	Transportation Plan	CalTrans		\$ 31,000	0.00 \$ 15,500.00	\$ 23,250.00
			INTE 7. Indian Crook Boad @ Davis Boad Safety, Bike /Dad Eastitition					Middle Klamath River Community					
Нарру Сатр	Crossing	C81	INTR 7: Indian Creek Road @ Davis Road Safety, Bike/Ped Facilities, Indian Creek Road near store	Indian Creek Rd			Davis Rd	Transportation Plan	Siskiyou County		\$ 31.000	0.00 \$ 15,500.00	\$ 23,250.00
Auros ( 114			INTR 9: SR 96 @ Doolittle Rd Pedestrian facilities crosswalk		1	1		Middle Klamath River		1	, 51,000		,
			enhancements. Recommendation: Build new crosswalk across					Community					
Нарру Сатр	Crossing	C83	Doolittle and across SR 96.	Hwy 96			Doolittle Rd	Transportation Plan	CalTrans		\$ 31,000	0.00 \$ 15,500.00	\$ 23,250.00
			INTE 10. Jacobs Mov Crosswell, Dedestries & studies and					Middle Klamath River					
Нарру Сатр	Crossing	C84	INTR 10: Jacobs Way Crosswalk Pedestrian facilities xwalk enhancements Jacobs Way East of School	Jacobs Way				Community Transportation Plan	Нарру Сатр		ς 31.00	0.00 \$ 15,500.00	\$ 23,250.00
	51033116	04		saccos way		<del> </del>			. appy camp	+	- 51,000	····· · · · · · · · · · · · · · · · ·	÷ 23,230.00
								Siskiyou County Active					
Нарру Сатр	Crossing	C195	Construct a crosswalk with RRFB at Hillside Road across SR 96.	SR96			Hillside Road	Transportation Plan	CalTrans		\$ 45,000	0.00 \$ 22,500.00	\$ 33,750.00

					1	1	1			1			
			Consider prioritizing electric vehicle charging stations at or near the										
			following locations: the Post Office, Park Way, Hillside Rd, and Happy										
			Camp Elementary School for travelers and residents to park, charge,					Siskiyou County Active					
Нарру Сатр	EV Charging	EV194		N/A				Transportation Plan	Happy Camp		\$ 100,000.	\$ 100,000.00	\$ 100,000.00
			Consider prioritizing electric vehicle charging stations at or near the										
			following locations: the Post Office, Park Way, Hillside Rd, and Happy										
			Camp Elementary School for travelers and residents to park, charge,					Siskiyou County Active					
Нарру Сатр	EV Charging	EV208	and walk to area businesses and amenities.	N/A				Transportation Plan	Нарру Сатр		\$ 100,000.	00 \$ 100,000.00	\$ 100,000.00
			Consider prioritizing electric vehicle charging stations at or near the										
			following locations: the Post Office, Park Way, Hillside Rd, and Happy										
			Camp Elementary School for travelers and residents to park, charge,					Siskiyou County Active					
Happy Camp	EV Charging	EV209		N/A				Transportation Plan	Happy Camp		\$ 100,000.	100,000.00	\$ 100,000.00
				-									
			Consider prioritizing electric vehicle charging stations at or near the										
			following locations: the Post Office, Park Way, Hillside Rd, and Happy										
			Camp Elementary School for travelers and residents to park, charge,					Siskiyou County Active					
Нарру Сатр	EV Charging	EV210		N/A				Transportation Plan	Нарру Сатр		\$ 100,000.	00 \$ 100,000.00	\$ 100,000.00
			Construct a sidewalk on the south side of Second Ave along its full					Cieline County Active		Priority street according to public			
Happy Camp	Sidewalk	SW1	extent. Include ADA compliant ramps are on the east side of the bridge.	Second Ave	Hwy 96	Hwy 96		Siskiyou County Active Transportation Plan	Siskiyou County	outreach event	\$ 653,474.	70 \$ 430,983.15	\$ 542,228.92
happy camp	SIGCWOIK	2001	ындро.					ransportation rian			- 000,474.	450,505.15	
			Install permanent stair case connecting Indian Creek Rd/Grayback Rd				1	Middle Klamath River					
			to Reeves St. See also: BP5: Indian Creek / Jacobs Way ** Pedestrian					Community					
Нарру Сатр	Sidewalk	SW63	Path with Stairs Happy Camp From Parry's Market to Jacobs Rd	N/A	Indian Creek Rd	Reeves St		Transportation Plan	Happy Camp	staircase	\$ 35,695.	23,797.10	\$ 29,746.40
			BP7: Indian Creek Road Bike/Ped Enhancements Class II Bike Lanes										
			and pedestrian facility on Indian Creek Road. Include new signage to										
			slow vehicle speeds. If widening is not possible, implement a Class III		Hanny Camp			Middle Klamath River Community					
Happy Camp	Street	S42	bikeway and construct speed cushions at multiple locations along roadway extent to slow vehicle speeds.	Second Ave	Happy Camp High Schol			Transportation Plan	Siskiyou County		\$ 721,153.	70 \$ 139,578.13	\$ 430,365.91
	50000	342	ioudway extent to slow vehicle specus.					Transportation Fian	Siskiyou county		<i>y</i> 721,133.	135,576.13	÷ +30,505.51
			CS2: SR 96 Happy Camp Streetscape Project. Reconstruct SR 96										
			between 1st Avenue and Davis Road according to a "rural complete										
			streets" model with defined pedestrian facilities and bike lanes. For										
			bike lanes, build new buffered bikeway class II on SR 96 between Davis										
			Rd and the south side of Second Ave. (Note that this is more than previously proposed by Caltrans' plans which suggested a 4ft buffer on										
			SR 96 between Hillside Road and Elk Creek Road, and expands on the										
			Middle Klamath River Plan which suggested a bikeway class II facility										
			(not buffered) on SR 96 south of Elk Creek Road.) For sidewalks, build										
			new sidewalks on both sides of SR 96 from north of Davis Rd to										
			Hillside Dr, then just on the north side of SR 96 from Hillside Dr to										
			Second Ave. On the Indian Creek Bridge, where sidewalks may not be										
			feasible, consider striping advisory shoulders or another pedestrian					Middle Klamath River					
Users Come	Church		facility to help delineate space for people walking. include bulb outs	14	1	Devie Del		Community	CalTrana		ć	0 ć 107 427 00	¢ 224.264.05
Нарру Сатр	Street	S109	(curb extensions) at Reeves,Davis, and Doolittle. Install a temporary vehicle blockade of the dirt path connecting Indian	Hwy 96	1st Ave	Davis Rd		Transportation Plan	CalTrans		\$ 555,091.	10 \$ 107,437.00	\$ 331,264.05
	Street Spot		Creek Rd/Grayback Rd to Reeves St until the proposed staircase at this					Siskiyou County Active					
Нарру Сатр	-	SP71		Indian Creek Rd			Reeves St		Siskiyou County	temporary blockade	\$ 12,000.	2,000.00	\$ 7,000.00
117 F			Reconstruct bridge to improve ADA accessibility. (From previous plans:		1	1			,,	, ,	,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,
			B2: 2nd St. Bridge Pedestrian Improvements Improve pedestrian										
			access on South side of bridge. 2nd Street bridge pedestrian				1						
			improvements on south side of bridge in Happy Camp (2nd Street										
			from Indian Creek to Buckhorn), including: 1) construction of ADA				1	National distant					
	Stroot Saat		compliant access ramps at both sides of bridge; and, 2) improved				1	Middle Klamath River					
Hanny Camp	Street Spot	CDOF	pedestrian facilities at adjacent intersections to allow safe crossing to south side.)	2nd Ave				Community Transportation Plan	Siskiyou County		\$ 59,000.	0 \$ 29,500.00	\$ 44,250.00
Іарру Сатр	Improvement	5103			<del> </del>	<del> </del>		in an aportation Fian	cionyou county		÷ 55,000.		÷ ++,230.00
			Construct a shared-use path between Hillside Rd and Happy Camp				1	Siskiyou County Active					
		Т96		N/A				Transportation Plan	Нарру Сатр		\$ 255,611.	182,579.26	\$ 219,095.13
Happy Camp	Trail			-			+	Middle Klamath River	1177 T				
Іарру Сатр	Trail	130						what are manual more					
Чарру Сатр	Trail	190	BP1: Riverfront Multi-use Path Class I multi use From community park					Community					
	Trail Trail	T110							Нарру Сатр		\$ 879,823.	30 \$ 628,445.19	\$ 754,134.25
			BP1: Riverfront Multi-use Path Class I multi use From community park to Curly Jack Bridge BP2: High School to Jacobs Way Ped. Corridor Two pedestrian paths					Community	Нарру Сатр		\$ 879,823.	30 \$ 628,445.19	\$ 754,134.25
Happy Camp Happy Camp Happy Camp	Trail		BP1: Riverfront Multi-use Path Class I multi use From community park to Curly Jack Bridge					Community Transportation Plan	Happy Camp Siskiyou County		\$ 879,823. \$ 719,925.		

	1				1						-	1	
			BP3: Indian Creek Meadows Off-Road Path Ped facilities/OHV use path					Middle Klamath River					
Нарру Сатр	Trail	T112	with access to Indian Meadows Neighborhood From Indian Meadows Rd. south to trailer park					Community Transportation Plan	Happy Camp		\$ 291,707.00	\$ 208,362.12	\$ 250,034.56
парру сапір	ITali	T112	Designate 13th St between Hwy 3 and Spiers St as a low traffic						парру саттр		\$ 291,707.00	\$ 208,302.12	\$ 230,034.30
			neighborhood street (Class III Facility) and add traffic calming					Siskiyou County Active					
Montague	Bike	B44	treatments to slow traffic. Consider adding speed cushions.	13th St	Hwy 3	Spiers St		Transportation Plan	Montague		\$ 353,267.10	\$ 163,046.36	\$ 258,156.73
Wontague	DIRC	D44		15(1)5(	ilwy 5	Spicisse			Wontague		<i>y 333,207.10</i>	Ş 105,040.50	230,130.73
			Add buffered bike lanes (Class II Facility)on Hwy 3 between 4th St and					Siskiyou County Active					
Montague	Bike	B82	Scobie St.	Hwy 3	4th St	Scobie St		Transportation Plan	CalTrans		\$ 447,671.20	\$ 86,646.04	\$ 267,158.62
		502	Designate King St between 15th St an 6th St as a low traffic	, 2							+,	+	+
			neighborhood street (Class III Facility) and add traffic calming					Siskiyou County Active					
Montague	Bike	B83	treatments to slow traffic. Consider adding speed cushions.	King St	15th St	6th St		Transportation Plan	Montague		\$ 453,624.90	\$ 209,365.33	\$ 331,495.12
	-	200	<b>U</b>	0									
			Add bike parking to the following locations: Montague Elementary					Siskiyou County Active					
Montague	Bike Parking	BP211		N/A				Transportation Plan	Montague		\$ 500.00	\$ 250.00	\$ 375.00
-													
			Add bike parking to the following locations: Montague Elementary					Siskiyou County Active					
Montague	Bike Parking	BP212	School, Montague City Swimming Pool	N/A				Transportation Plan	Montague		\$ 500.00	\$ 250.00	\$ 375.00
			Add high visibility continental crosswalk markings to the north and										
			east legs of the intersection of 9th St and Webb St. Reconstruct the										
			northwest and northeast corners of the intersection by extending the										
			curb to reduce the crossing distance and adding curb ramps. Add an										
			RRFB for the east leg. Restripe the southbound stop bar on 9th St to										
			be behind the crosswalk so that vehicles stop before the crosswalk.										
			This will also trigger reconstruction of all ramps at the intersection due	:				Siskiyou County Active					
Montague	Crossing	C41	to ADA compliance rules.	Hwy 3			9th St	Transportation Plan	CalTrans	RRFB	\$ 458,000.00	\$ 149,000.00	\$ 303,500.00
			Restripe the crosswalks at the intersection of Hwy 3 and 11th St with										
			high visibility continental crosswalk markings and construct a										
			pedestrian refuge island. Extend the curbs on the southwest and										
			southeast corners to reduce the crossing distance. This will also										
			trigger reconstruction of all ramps at the intersection due to ADA					Siskiyou County Active					
Montague	Crossing	C42	compliance rules.	Hwy 3			11th St	Transportation Plan	CalTrans	RRFB	\$ 444,000.00	\$ 142,000.00	\$ 293,000.00
			Restripe the crosswalks at the intersection of Hwy 3 and King St with										
			high visibility continental crosswalk markings and construct a										
			pedestrian refuge island for the Hwy 3 crosswalk. Extend the curbs on										
			the northwest and northeast corners to reduce the crossing distance.					Cielines County Active					
Montoguo	Crossing	642	This will also trigger reconstruction of all ramps at the intersection due				King St	Siskiyou County Active	CalTranc	RRFB	¢ 444.000.00	ć 143.000.00	ć 202.000.00
Montague	Crossing	C43	to ADA compliance rules.	Hwy 3			King St	Transportation Plan	CalTrans	KKFD	\$ 444,000.00	\$ 142,000.00	\$ 293,000.00
			Add high visibility continental crosswalk markings to the west leg of the intersection of Hwy 3 and 7th St, and construct extended curb										
			ramps on the northwest and southwest corners. This will also trigger										
			reconstruction of all ramps at the intersection due to ADA compliance					Siskiyou County Active					
Montague	Crossing	C44	rules.	Hwy 3			7th St	Transportation Plan	CalTrans		\$ 191,000.00	\$ 75,500.00	\$ 133,250.00
Montague	crossing	C44		nwy 5			7 (11 5)		carrians		\$ 191,000.00	<i>y</i> 73,300.00	\$ 155,250.00
Montague	Crossing	C154	Caltrans recommends: Fix Existing, Crosswalk					CalTrans	CalTrans		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
		0134									+ -,	+	+
								Siskiyou County Active					
Montague	Sidewalk	SW7	Add sidewalks on both sides of Hwy 3 between 4th St and 11th St	Hwy 3	4th St	11th St		Transportation Plan	CalTrans	both sides	\$ 1,419,636.40	\$ 937,090.91	\$ 1,178,363.65
0			,	,									
			Construct a sidewalk on the east side of 14th St between Scobie St and					Siskiyou County Active					
Montague	Sidewalk	SW15	King St.	14th St	Scobie St	King St		Transportation Plan	Montague		\$ 137,619.60	\$ 87,079.70	\$ 112,349.65
0			5			Ũ			Ũ				· · · ·
			Construct a sidewalk on both sides of 7th St between Prather St and					Siskiyou County Active					
	Sidewalk	SW25	Webb St.	7th St	Prather St	Webb St		Transportation Plan	Montague	both sides	\$ 283,272.70	\$ 179,515.15	\$ 231,393.93
Montague									-				
Montague								Siskiyou County Active					
Montague			Construct a sidewalk on both sides of 8th St between Prather St and										
Montague Montague	Sidewalk	SW29	Construct a sidewalk on both sides of 8th St between Prather St and Webb St.	8th St	Prather St	Webb St		Transportation Plan	Montague	both sides	\$ 260,545.50	\$ 164,363.64	\$ 212,454.57
		SW29		8th St	Prather St	Webb St		Transportation Plan	Montague	both sides	\$ 260,545.50	\$ 164,363.64	\$ 212,454.57
		SW29			Prather St	Webb St		Transportation Plan Siskiyou County Active	Montague	both sides	\$ 260,545.50	\$ 164,363.64	ş 212,454.57
Montague		SW29 SW39	Webb St.		Prather St 14th St	Webb St 13th St			Montague Montague	both sides	\$ 260,545.50 \$ 117,640.20		
	Sidewalk		Webb St. Construct a sidewalk on the south side of King St between 14th St and					Siskiyou County Active		both sides			
Montague	Sidewalk		Webb St. Construct a sidewalk on the south side of King St between 14th St and					Siskiyou County Active		both sides			\$ 95,700.16
Montague	Sidewalk		Webb St. Construct a sidewalk on the south side of King St between 14th St and 13th St					Siskiyou County Active Transportation Plan		both sides		\$ 73,760.11	\$ 95,700.16
Montague Montague	Sidewalk Sidewalk	SW39	Webb St. Construct a sidewalk on the south side of King St between 14th St and 13th St Construct a sidewalk on the west side of 6th St between Prather St	King St	14th St	13th St		Siskiyou County Active Transportation Plan Siskiyou County Active	Montague	both sides	\$ 117,640.20	\$ 73,760.11	\$ 95,700.16
Montague Montague	Sidewalk Sidewalk	SW39	Webb St. Construct a sidewalk on the south side of King St between 14th St and 13th St Construct a sidewalk on the west side of 6th St between Prather St	King St	14th St	13th St		Siskiyou County Active Transportation Plan Siskiyou County Active	Montague	both sides	\$ 117,640.20	\$ 73,760.11	\$ 95,700.16

Montague	Sidewalk	SW64	Construct sidewalks on both sides of 9th St between Webb St and Orr St	9th St	Webb St	Orr St	Siskiyou County Active Transportation Plan	Montague	both sides \$	874,181.80	\$ 573,454.55	\$ 723,818.17
		5004									+,	· · · · · · · · · · · · · · · · · · ·
Montague	Sidewalk	SW81	Infill sidewalks for gaps on both sides of King St between 15th St and 6th St	King St	15th St	6th St	Siskiyou County Active Transportation Plan	Montague	both sides \$	1,783,272.70	\$ 1,179,515.15	\$ 1,481,393.93
		01101		0.11						,, -		, , , , , , , , , , , , , , , , , , , ,
									Recommendations outside the City of			
									Mt. Shasta are subject			
	<b>e</b>				Southern end		Walk Bike Ride Mt.		to the approval of the			A 400 000 70
Mt. Shasta	Bike	B125	Midtown Greenway. Bike Route (Class III)	Greenway	of Oak St	Mt Shasta Blvd	Shasta Mobility Plan	Mt. Shasta	governing agency \$	182,463.50	\$ 84,213.94	\$ 133,338.72
									Recommendations			
									outside the City of Mt. Shasta are subject			
			Midtown Greenway. Separated Bikeway (Class IV)Two 12' travel lanes,	Midtown	Old McCloud		Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B126	two Class IV bikeways (5' bike lanes), two 3' protected buffers			Sheldon Ave	Shasta Mobility Plan	Mt. Shasta	governing agency \$	84,897.10	\$ 18,699.80	\$ 51,798.45
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Mt. Shasta	Bike	B127	Midtown Greenway. Bike Route (Class III)	Midtown Greenway	Mt Shasta Blud	Northern end of B St	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	to the approval of the governing agency \$	460,407.00	\$ 212,495.52	\$ 336,451.26
	DIRE	B127	Matown Greenway. Bike Route (Class in)	Greenway				IVIL. SHASLA	governing agency 5	400,407.00	Ş 212,433.32	5 330,431.20
									Would need to widen			
				Midtown			Walk Bike Ride Mt.		bridge to continue Class II facility across			
Mt. Shasta	Bike	B129	Midtown Greenway. Bike Route (Class III)		Alder St	Spruce St	Shasta Mobility Plan	Mt. Shasta	overpass \$	182,956.20	\$ 84,441.30	\$ 133,698.75
									Description			
Mt. Shasta	Bike	B132	Gateway Trails Connector. Separated Bikeway (Class IV)	Gateway Trails Connector	Shasta Ave	Rockfellow Dr	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	Recommend engineer review \$	289,468.30	\$ 63,759.53	\$ 176,613.91
							·				· · ·	
									Would need to widen bridge to continue			
				Washington Drive			Walk Bike Ride Mt.		Class II facility across			
Mt. Shasta	Bike	B133	Bike Lane (Class II)	Bikeway	Lake St	Old McCloud Rd	Shasta Mobility Plan	Mt. Shasta	overpass \$	536,599.00	\$ 103,857.87	\$ 320,228.43
				Old McCloud Rd			Walk Bike Ride Mt.		Recommend engineer			
Mt. Shasta	Bike	B134	Bike Route (Class III)		Washington Dr	Mt Shasta Blvd	Shasta Mobility Plan	Mt. Shasta	review \$	115,230.80	\$ 53,183.43	\$ 84,207.12
							Walk Bike Ride Mt.					
Mt. Shasta	Bike	B135	Bike Route (Class III)		Lake St	Ivy St	Shasta Mobility Plan	Mt. Shasta	Class 3B (from KMZ) \$	236,233.00	\$ 109,030.62	\$ 172,631.81
									Would need to widen bridge to continue			
				Crosstown			Walk Bike Ride Mt.		Class II facility across			
Mt. Shasta	Bike	B138	Separated Bikeway (Class IV)	Connector West	City Boundary	Kingston Rd	Shasta Mobility Plan	Mt. Shasta	overpass \$	178,384.80	\$ 39,291.80	\$ 108,838.30
									Would need to widen			
									bridge to continue			
Mt Chasta	Diko	5420	Separated Bikeway (Class IV)	Crosstown	Hernital	hav Ct	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	Class II facility across	191,648.30	\$ 42,213.29	\$ 116,930.80
Mt. Shasta	Bike	B139	Separated Dikeway (Class IV)	Connector West	Hospital	lvy St		IVIL. SHASLA	overpass \$	191,048.30	\$ 42,215.29	\$ 110,930.80
									Would need to widen			
				Crosstown			Walk Bike Ride Mt.		bridge to continue Class II facility across			
Mt. Shasta	Bike	B140	Separated Bikeway (Class IV)		lvy St	Alma St	Shasta Mobility Plan	Mt. Shasta	overpass \$	206,191.30	\$ 45,416.59	\$ 125,803.94
					Everitt				_			
Mt. Shasta	Bike	B141	Separated Bikeway (Class IV)	Crosstown Connector East	Memorial Highway	Adams Dr	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	Recommend engineer review \$	245,159.60	\$ 53,999.91	\$ 149,579.75
		DIAT								2.0,200.00	, 30,000,00	
									Would need to widen			
							Walk Bike Ride Mt.		bridge to continue Class II facility across			
Mt. Shasta	Bike	B142	Bike Lane (Class II)		Mt Shasta Blvd	Chestnut St	Shasta Mobility Plan	Mt. Shasta	overpass \$	33,773.70	\$ 6,536.85	\$ 20,155.27
									Could remove both sides of parking in			
							Walk Bike Ride Mt.		favor of Class II bike			
Mt. Shasta	Bike	B143	Bike Route (Class III)		Chestnut St	Rockfellow Dr	Shasta Mobility Plan	Mt. Shasta	lanes \$	138,385.10	\$ 63,870.03	\$ 101,127.57

											-	
									Would need to widen			
									bridge to continue			
				Lake Street			Walk Bike Ride Mt.		Class II facility across			
Mt. Shasta	Bike	B145	Bike Lane (Class II)	Connector	I-5	I-5	Shasta Mobility Plan	Mt. Shasta	overpass	\$ 36,411.60	\$ 7,047.41	\$ 21,729.51
									Would need to widen bridge to continue			
				Lake Street			Walk Bike Ride Mt.		Class II facility across			
Mt. Shasta	Bike	B146	Bike Lane (Class II)	Connector	I-5	Morgan Way	Shasta Mobility Plan	Mt. Shasta	overpass	\$ 78,964.60	\$ 15,283.47	\$ 47,124.04
									Would need to widen			
				Lake Street			Walk Bike Ride Mt.		bridge to continue Class II facility across			
Mt. Shasta	Bike	B147	Bike Lane (Class II)		Morgan Way	Pine St	Shasta Mobility Plan	Mt. Shasta	overpass	\$ 94,650.40	\$ 18,319.43	\$ 56,484.92
		5147								+	+	+
									Recommendations			
									outside the City of			
				Lalva Chreat					Mt. Shasta are subject			
Mt. Shasta	Bike	B148	Bike Lane (Class II)	Lake Street Connector	Pine St	Maple St	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	to the approval of the governing agency	\$ 58,147.70	\$ 11,254.39	\$ 34,701.04
With Shustu	Dike	D140		connector	The St	inapic st	Shasta Wobinty Han	Witt Shusta	Boverning agency	<i>y</i> 30,147.70	ý 11,234.33	ç 34,701.04
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Mt. Shasta	Bike	B149	Bike Lane (Class II)	Lake Street Connector	Maple St	Chestnut St	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	to the approval of the governing agency	\$ 77,853.40	\$ 15,068.40	\$ 46,460.90
	BIKE	B149	Dive Latte (Class II)	connector	Iviaple 3t	chestilut st			governing agency	\$ 77,635.40	Ş 15,008.40	\$ 40,400.50
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Mt. Shasta	Bike	<b>D450</b>	Bike Lane (Class II)	Lake Street Connector	Chestnut St	Washington Dr	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	to the approval of the	\$ 232,971.00	\$ 45,091.16	\$ 139,031.08
IVIL. SIIdSLd	ыке	B150	Dike Laffe (Class II)	Connector	chestnut st		Shasta Woblitty Plan	IVIL. SIIdSLd	governing agency Could remove both	\$ 232,971.00	\$ 45,091.10	\$ 159,051.08
									sides of parking in			
				Lake Street			Walk Bike Ride Mt.		favor of Class II bike			
Mt. Shasta	Bike	B151	Bike Lane (Class II)	Connector	Lake St	Rockfellow Dr	Shasta Mobility Plan	Mt. Shasta	lanes	\$ 86,512.50	\$ 16,744.36	\$ 51,628.43
									Would need to widen			
									bridge to continue			
				Crosstown			Walk Bike Ride Mt.		Class II facility across			
Mt. Shasta	Bike	B152	Separated Bikeway (Class IV)	Connector West	Pine St	Mt Shasta Blvd	Shasta Mobility Plan	Mt. Shasta	overpass	\$ 141,488.40	\$ 31,164.85	\$ 86,326.62
									Would need to widen bridge to continue			
				Crosstown			Walk Bike Ride Mt.		Class II facility across			
Mt. Shasta	Bike	B153	Separated Bikeway (Class IV)		Mt Shasta Blvd	Chestnut St	Shasta Mobility Plan	Mt. Shasta	overpass	\$ 65,078.40	\$ 14,334.46	\$ 39,706.43
									Recommendations			
									outside the City of			
				Crosstown			Walk Bike Ride Mt.		Mt. Shasta are subject to the approval of the			
Mt. Shasta	Bike	B154	Separated Bikeway (Class IV)		Chestnut St	Rockfellow Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 414,256.40	\$ 91,245.90	\$ 252,751.15
		5101							8	+	+	+
									Could change to Class			
									II facility if we remove			
									street parking in favor			
		1							of two 12' travel lanes, two 5' bike			
		1		McCloud Ave		N A St / Midtown	Walk Bike Ride Mt.		lanes, and two 1'			
Mt. Shasta	Bike	B155	Bike Route (Class III)		Mt Shasta Blvd		Shasta Mobility Plan	Mt. Shasta	buffers	\$ 59,296.50	\$ 27,367.60	\$ 43,332.05
									Could change to Class			
									II facility if we remove street parking in favor			
					S A St /				street parking in favor			
					S A St / Midtown		Walk Bike Ride Mt.					

		-										
									Would need to widen			
									bridge to continue			
							Malle Dille Dide Mt					
	Diles			Mill-Maple		Laba Ch	Walk Bike Ride Mt.	Mt. Chaste	Class II facility across	122 000 50 6	C1 204 20 ¢	00.000.04
Mt. Shasta	Bike	B162	Bike Lane (Class II)	Bikeway	High St	Lake St	Shasta Mobility Plan	Mt. Shasta	overpass \$	132,609.50 \$	61,204.38 \$	96,906.94
1									Recommendations			
1									outside the City of			
									Mt. Shasta are subject			
				Mill-Maple		Castle St / end of	Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B163	Bike Lane (Class II)	Bikeway	Lake St	angled parking	Shasta Mobility Plan	Mt. Shasta	governing agency \$	37,973.00 \$	7,349.62 \$	22,661.31
									Recommendations			
					Maple St / end				outside the City of Mt. Shasta are subject			
				Mill-Maple		Beginning of angled	Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B164	Bike Lane (Class II)		parking	parking	Shasta Mobility Plan	Mt. Shasta	governing agency \$	24,740.60 \$	4,788.50 \$	14,764.55
	DIKE	8164		ылежау	рагкінд	рагкінд			governing agency 5	24,740.00 \$	4,788.50 Ş	14,704.33
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Mill-Maple	Beginning of		Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B165	Bike Lane (Class II)	Bikeway	angled parking	Mt Shasta Blvd	Shasta Mobility Plan	Mt. Shasta	governing agency \$	25,618.20 \$	4,958.36 \$	15,288.28
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Mill-Maple			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B166	Bike Lane (Class II)	Bikeway	Mt Shasta Blvd	Chestnut St	Shasta Mobility Plan	Mt. Shasta	governing agency \$	36,720.70 \$	7,107.23 \$	21,913.97
				Mill-Maple			Walk Bike Ride Mt.					
Mt. Shasta	Bike	B167	Bike Route (Class III)		Chestnut St	Alder St	Shasta Mobility Plan	Mt. Shasta	Class 3B (from KMZ) \$	42,494.50 \$	8,224.73 \$	25,359.62
	-	5107		/						, 1	-, - ,	-,
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Crosstown			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B169	Separated Bikeway (Class IV)	Connector West	Kingston Rd	Hospital	Shasta Mobility Plan	Mt. Shasta	governing agency \$	138,448.10 \$	30,495.17 \$	84,471.63
									Could remove both			
									sides of parking in			
	21						Walk Bike Ride Mt.		favor of Class II bike			70,400,00
Mt. Shasta	Bike	B170	Bike Lane (Class II)		lvy St	Alma St	Shasta Mobility Plan	Mt. Shasta	lanes \$	123,139.70 \$	23,833.50 \$	73,486.60
									Could remove both sides of parking in			
				Crosstown		Everitt Memorial	Walk Bike Ride Mt.		favor of Class II bike			
Mt. Shasta	Bike	D 1 7 1	Separated Bikeway (Class IV)	Crosstown Connector East		Highway	Shasta Mobility Plan	Mt. Shasta	lanes \$	206,186.80 \$	45,415.60 \$	125,801.20
	DIKE	B171		Connector Last	Aina St	Ingilway		IVIL. SHASLA		200,180.80 \$	43,413.00 \$	125,001.20
									Could change to Class			
									II facility if we remove			
									street parking in favor			
									of two 12' travel			
									lanes, two 5' bike			
				McCloud Ave			Walk Bike Ride Mt.		lanes, and two 2'			
Mt. Shasta	Bike	B172	Bike Route (Class II)	Bikeway	Washington Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	buffers \$	266,827.40 \$	51,644.01 \$	159,235.70
									Could change to Class II facility if we remove			
									street parking in favor			
									of two 12' travel lanes, two 5' bike			
							Walk Bike Ride Mt.		lanes, and two 2'			
Mt. Shasta	Bike	B173	Bike Lane (Class II)	Ski Village Bikeway	Mt Shasta Blvd	City Boundary	Shasta Mobility Plan	Mt. Shasta	buffers \$	142,760.00 \$	27,630.97 \$	85,195.49
		51,5				,,			¥	,, co.co y		00,200.40
		1							Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Mill-Maple			Walk Bike Ride Mt.		to the approval of the		,	
Mt. Shasta	Bike	B175	Bike Route (Class III)	Bikeway	Sisson Ave	High St	Shasta Mobility Plan	Mt. Shasta	governing agency \$	100,390.00 \$	46,333.86 \$	73,361.93

	-	-			•							
									Deserves detions			
									Recommendations outside the City of			
									Mt. Shasta are subject			
				Mt Shasta Blvd			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B177	Separated Bikeway (Class IV)	South	Mt Shasta Blvd	Church St	Shasta Mobility Plan	Mt. Shasta	governing agency \$	535,568.50 \$	117,966.63 \$	326,767.57
	biile	51/7		ooutii					Borerung agener,	φ	11,,500,000 \$	020,707107
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Mt Shasta Blvd			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B178	Separated Bikeway (Class IV)	South	Church St	Loveta Ln	Shasta Mobility Plan	Mt. Shasta	governing agency \$	293,205.20 \$	64,582.65 \$	178,893.93
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Mt Shasta Blvd			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B179	Separated Bikeway (Class IV)	South	Loveta Ln	Mountain View Dr	Shasta Mobility Plan	Mt. Shasta	governing agency \$	147,757.20 \$	32,545.64 \$	90,151.42
		-								· · ·		
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
	21			Mt Shasta Blvd	Mountain View		Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B180	Separated Bikeway (Class IV)	South	Dr	Old McCloud Rd	Shasta Mobility Plan	Mt. Shasta	governing agency \$	290,893.20 \$	64,073.38 \$	177,483.29
									Recommendations			
									outside the City of			
			Mt Shasta Blvd Downtown. Separated Bikeway (Class IV)Two 12' travel						Mt. Shasta are subject			
			lanes, two Class IV bikeways (5' bike lanes), two 5' protected buffers;	Mt Shasta Blvd			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B181	upgrade existing Class II to Class IV	Downtown	Sheldon Ave	Sisson Ave	Shasta Mobility Plan	Mt. Shasta	governing agency \$	132,663.30 \$	29,220.99 \$	80,942.15
									Recommendations			
			Mt Shasta Blvd Downtown. Mt Shasta Blvd Downtown Separated						outside the City of			
			Bikeway (Class IV). Two 13' travel lanes, two Class IV bikeways (5' bike						Mt. Shasta are subject			
	2.1		lanes), two 5' protected buffers, and two 8' parking areas; upgrade	Mt Shasta Blvd	a		Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B182	existing Class II to Class IV	Downtown	Sisson Ave	McCloud Ave	Shasta Mobility Plan	Mt. Shasta	governing agency \$	359,431.00 \$	79,169.82 \$	219,300.41
									Would need to widen			
			Mt Shasta Blvd Downtown. Separated Bikeway (Class IV)Two 11' travel						bridge to continue			
			lanes, two Class IV bikeways (5' bike lanes), two 3' protected buffers,	Mt Shasta Blvd			Walk Bike Ride Mt.		Class II facility across			
Mt. Shasta	Bike	B183	and two 8' parking areas; upgrade existing Class II to Class IV	Downtown	McCloud Ave	Alma St	Shasta Mobility Plan	Mt. Shasta	overpass \$	314,255.90 \$	69,219.37 \$	191,737.63
									Recommendations			
									outside the City of			
			Mt Shasta Blvd Downtown. Separated Bikeway (Class IV)Two 11' travel						Mt. Shasta are subject			
	D'1 -		lanes, two Class IV bikeways (5' bike lanes), two 3' protected buffers,		A.L		Walk Bike Ride Mt.		to the approval of the	420 204 70 ¢	04 220 57 6	264 220 64
Mt. Shasta	Bike	B184	and one 8' parking area; upgrade existing Class II to Class IV	Downtown	Alma St	Hinckley St	Shasta Mobility Plan	Mt. Shasta	governing agency \$	428,301.70 \$	94,339.57 \$	261,320.64
									Recommendations			
									outside the City of			
			Mt Shasta Blvd North. Separated Bikeway (Class IV)Two 11' travel						Mt. Shasta are subject			
			lanes, two Class IV bikeways (5' bike lanes), two 3' protected buffers;	Mt Shasta Blvd			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B185	upgrade existing Class II to Class IV	North	Hinckley St	Nixon Rd	Shasta Mobility Plan	Mt. Shasta	governing agency \$	457,887.20 \$	100,856.21 \$	279,371.70
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Mt. Shasta	Bike	D10C	Mt Shasta Blvd North. Separated Bikeway (Class IV)Two 12' travel lanes, two Class IV bikeways (5' bike lanes), two 4'-5' protected buffers	Mt Shasta Blvd	Nixon Rd	Ski Village Dr	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	to the approval of the	208,418.30 \$	45,907.11 \$	127,162.70
IVIL. SIIdStd	DIKE	B186	ialies, two class to bikeways (5 bike lalles), two 4 -5 protected bullers	NOLUI				IVIL. SIIdSLd	governing agency \$	208,418.50 \$	43,507.11 \$	127,102.70
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
			Mt Shasta Blvd North. Separated Bikeway (Class IV)Two 11' travel	Mt Shasta Blvd			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B187	lanes, two Class IV bikeways (5' bike lanes), two 3' protected buffers	North	Ski Village Dr	Spring Hill Dr	Shasta Mobility Plan	Mt. Shasta	governing agency \$	522,107.70 \$	115,001.69 \$	318,554.69
			Bike Route (Class III)		Mt Shasta Blvd	Mt Shacta Blud	Walk Bike Ride Mt. Shasta Mobility Plan	Mt Shasta	Class 3B (from KMZ) \$	91,590.60 \$	42,272.58 \$	66,931.59
Mt Shaata	Bike				INVIL SMASTA BIVO	IVIL SIIdSLA DIVÜ	INDASTA MODILITY PLAN	Mt. Shasta	CIASS 3D (IFOTTI KIVIZ) 5	at'2a0'p0 2	42,272.58	06,931.59
Mt. Shasta	Bike	B188								· · · ·	, , ,	,
Vlt. Shasta	Bike	B188					Walk Bike Ride Mt.					·

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										Recommendations			
										outside the City of			
					Everitt					Mt. Shasta are subject			
Mt. Shasta	Bike	B193	Bike Route (Class III)		Memorial Highway	Class I Connector		Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	to the approval of the governing agency	\$ 76,812.70	\$ 35,451.99	\$ 56,132.35
	BIKE	B193			півнімаў	Class I Connector				governing agency	\$ 70,812.70	\$ 55,451.55	\$ 50,152.55
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
				Lake Street				Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B194	Bike Lane (Class II)	Connector	City Boundary	I-5		Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 96,537.00	\$ 18,684.58	\$ 57,610.79
										D			
										Recommendations outside the City of			
										Mt. Shasta are subject			
			Gateway Trails Connector. Bike Lane (Class II)Two 11' travel lanes and	Gateway Trails				Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B195	two Class II bikeways (5' bike lanes)		Ski Village Dr	Shasta Ave		Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 158,641.50	\$ 30,704.80	\$ 94,673.15
										Recommendations			
										outside the City of			
			Ream Ave Bikeway. Bike Lane (Class II)Bike Recommendation: 5' paved							Mt. Shasta are subject			
Mt. Shasta	Bike	<b>B</b> 400	shoulders (Consider Advisory Shoulder from Old Stage Rd intersection to Mt Shasta)	Ream Ave Bikeway		Mt Chasta Dlud		Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	to the approval of the	\$ 170,993.50	\$ 33,095.52	\$ 102,044.51
	BIKE	B196		Realli Ave bikeway		IVIL SIIASLA BIVU				governing agency	\$ 170,553.50	\$ 55,095.52	\$ 102,044.51
										Recommendations			
										outside the City of			
										, Mt. Shasta are subject			
								Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B198	Bike Lane (Class II)		Alma St	Lake St		Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 108,616.10	\$ 21,022.48	\$ 64,819.29
										Recommendations			
										outside the City of Mt. Shasta are subject			
								Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B199	Bike Lane (Class II)		Cedar St	Pine St		Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 40,298.70	\$ 7,799.74	\$ 24,049.22
	-	5100								0.0.0.0		,	
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
								Walk Bike Ride Mt.		to the approval of the	A	A	A
Mt. Shasta	Bike	B200	Bike Route (Class III)		Adams Dr	Jefferson Dr		Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 140,299.50	\$ 64,753.60	\$ 102,526.55
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
				Mill-Maple				Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Bike	B225	Bike Route (Class III)	Bikeway	Mill St	Mt Shasta Blvd		Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 43,056.30	\$ 19,872.13	\$ 31,464.21
										Recommendations			
										outside the City of			
					Mountain View			Walk Bike Ride Mt.		Mt. Shasta are subject to the approval of the			
Mt. Shasta	Bike	B228	Bicycle Boulevard (Class III)		Dr	Old McCloud Rd		Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 148,317.30	\$ 68,454.15	\$ 108,385.72
		5220	-,	Dunsmuir-Mt			1			Ser en un a genier	, 1-0,017.50	, 00,404.10	, 100,000.72
		1		Shasta-Weed Trail				Walk Bike Ride Mt.					
Mt. Shasta	Bike	B230	Bicycle Boulevard (Class III)	North				Shasta Mobility Plan	Mt. Shasta		\$ 43,745.00	\$ 20,190.01	\$ 31,967.50
[	1			Dunsmuir-Mt									
				Shasta-Weed Trail				Walk Bike Ride Mt.					
Mt. Shasta	Bike	B232	Bicycle Boulevard (Class III)	North	ļ		1	Shasta Mobility Plan	Mt. Shasta		\$ 140,935.10	\$ 65,046.99	\$ 102,991.05
		1		Dunsmuir-Mt									
Mt. Shasta	Biko	D242	Bicycle Boulevard (Class III)	Shasta-Weed Trail North				Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta		\$ 306,898.80	\$ 141,645.59	\$ 224,272.19
IVIL SIIdSLÄ	Bike	B242	Dicycle Doulevalu (Class III)	NOLUI				Silasta MUDIIILY Plan	IVIL. JIIdSLd		ې <u>۲</u> ۵۷۵,۵۷۵,۵۷	۲41,045.59 ب	ې 224,272.19
								Walk Bike Ride Mt.			1		
Mt. Shasta	Bike	B247	Bicycle Boulevard (Class III)		Alma St	Pine St		Shasta Mobility Plan	Mt. Shasta		\$ 257,593.20	\$ 118,889.17	\$ 188,241.19
	1	1			1		1					, · · · ·	,
			4 curb extensions and 4 high visibility crosswalks across all legs; 2					Walk Bike Ride Mt.			1		
Mt. Shasta	Crossing	C87	RRFBs across Mt. Shasta Blvd on the north side of the intersection	S Mt Shasta Blvd			Old McCloud Rd	Shasta Mobility Plan	Mt. Shasta	Needs enginer review	\$ 832,000.00	\$ 256,000.00	\$ 544,000.00
									-	-			

	1	1		r				-	1	1	
			3 ADA curb ramps, 1 RRFB across Mt. Shasta Blvd, 2 high visibility								
			crosswalks including advance yield markings and signage. Additional		McCloud Ave /	Walk Bike Ride Mt.		Needs engineer			
Mt. Shasta	Crossing	C88	study may be required to convert intersection to roundabout.	Mt Shasta Blvd	Chestnut St	Shasta Mobility Plan	Mt. Shasta	review	\$ 295,000.00	\$ 87,500.00	\$ 191,250.00
Wit. Shasta	crossing	600			chestilit st		IVIT. SHASta	T CVICW	255,000.00	\$ 87,500.00	\$ 151,250.00
			2 curb extensions, 1 high visibility crosswalk, 1 pedestrian refuge			Walk Bike Ride Mt.		Needs engineer			
Mt. Shasta	Crossing	C89	island, 2 RRFBs	Lake St	Chestnut St	Shasta Mobility Plan	Mt. Shasta	review	\$ 433,000.00	\$ 129,500.00	\$ 281,250.00
	0	005				, .				, .,	
						Walk Bike Ride Mt.		Needs engineer			
Mt. Shasta	Crossing	C90	1 curb extension, 1 high visibility crosswalk, 2 RRFBs	Mt Shasta Blvd	Ream Ave	Shasta Mobility Plan	Mt. Shasta	review	\$ 583,000.00	\$ 161,500.00	\$ 372,250.00
	-					,		1 crossing for each			1
			2 high visibility crosswalks, 1 pedestrian refuge island, 1 RRFB across I-			Walk Bike Ride Mt.		entrance ramp (2			
Mt. Shasta	Crossing	C92	5 ramp	Lake St	I-5 Ramp	Shasta Mobility Plan	Mt. Shasta	total)	\$ 526,000.00	\$ 136,000.00	\$ 331,000.00
			2 high visibility crosswalks, 1 pedestrian refuge island across Everitt								
			Memorial Highway on north side of intersection, protected		Everitt Memorial	Walk Bike Ride Mt.		Existing flashing red			
Mt. Shasta	Crossing	C93	intersection to facilitate bike crossing	Rockfellow Dr	Highway	Shasta Mobility Plan	Mt. Shasta	light all direction	\$ 26,000.00	\$ 6,000.00	\$ 16,000.00
						Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C94	1 standard crosswalk across Kenneth Way	Rockfellow Dr	Ivy St / Kenneth Way	Shasta Mobility Plan	Mt. Shasta		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
			1 high visibility crosswalk and 1 RRFB across Rockfellow Dr on west								
			side of intersection, 1 standard crosswalk across Adams Dr on south								
			side of intersection, 2 curb ramps. Additional study: 4-way stop			Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C95	analysis	Rockfellow Dr	N Adams Dr	Shasta Mobility Plan	Mt. Shasta		\$ 284,000.00	\$ 82,000.00	\$ 183,000.00
			4 high visibility crosswalks and 4 curb ramps across all legs of			Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C96	intersection	Washington Dr	McCloud Ave	Shasta Mobility Plan	Mt. Shasta		\$ 68,000.00	\$ 34,000.00	\$ 51,000.00
			2 high visibility crosswalks across Washington Dr and Old McCloud Rd								
			on the west side of the intersection; 3 curb ramps: 1 on the south side								
			of Old McCloud Rd and two on the northwest corner of the			Walk Bike Ride Mt.		Cannot see south side			
Mt. Shasta	Crossing	C97	intersection	Washington Dr	Old McCloud Rd	Shasta Mobility Plan	Mt. Shasta	in street view	\$ 48,000.00	\$ 24,000.00	\$ 36,000.00
			1 high visibility crosswalk and 1 curb ramp across Mountain View Dr			Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C98	with advance pedestrian yield markings and signage.	Mt Shasta Blvd	Mountain View Dr	Shasta Mobility Plan	Mt. Shasta		\$ 17,000.00	\$ 8,500.00	\$ 12,750.00
			Crossing Project. 3 curb extensions, 4 high visibility crosswalks across								
			all intersection legs, 1 pedestrian refuge island, for all intersection legs								
	<b>C</b>		include a leading pedestrian interval. Add bike detection at both	Mu Charata Di si		Walk Bike Ride Mt.	M. Charles	LPI for all crossings at	ć	ć	405 500 00
Mt. Shasta	Crossing	C99	signals.	Mt Shasta Blvd	Lake St	Shasta Mobility Plan	Mt. Shasta	intersection	\$ 272,000.00	\$ 99,000.00	\$ 185,500.00
						Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C100	1 curb extension and 1 high visibility crosswalk across Ivy St	Mt Shasta Blvd	lvy St	Shasta Mobility Plan	Mt. Shasta		\$ 83,000.00	\$ 31,500.00	\$ 57,250.00
	Crossing	0010			Washington Dr /	Shasta MODILITY Flat	IVIL. SHASLA	Midblock crossing	\$ 83,000.00	\$ 31,300.00	\$ 57,230.00
			1 high visibility crosswalk, 1 pedestrian refuge island and 1 RRFB		Everitt Memorial	Walk Bike Ride Mt.		north of the			
Mt. Shasta	Crossing	C101	across Lake St north of intersection with Washington Dr	Lake St	Highway	Shasta Mobility Plan	Mt. Shasta	intersection	\$ 273,000.00	\$ 69,500.00	\$ 171,250.00
Witt. Shustu	crossing	0101			ingitway		int. Shustu	Intersection	<i>ç 2,3,000.00</i>	÷ 05,500.00	<i> </i>
								Potential pedestrian			
								recommendation			
						Walk Bike Ride Mt.		needed depending on			
Mt. Shasta	Crossing	C102	Additional study required for a Signal or Beacon	Mt Shasta Blvd	Ski Village Dr	Shasta Mobility Plan	Mt. Shasta	new sidewalk location	\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
		1	3 curb extensions located on all legs with the exception of the east								1
			Alma St leg of the intersection and 2 high visibility crosswalks across					Imrprovement area			
			Alma St on both sides of the intersection, with leading pedestrian			Walk Bike Ride Mt.		based on public input			
Mt. Shasta	Crossing	C104	intervals	Chestnut St	Alma St	Shasta Mobility Plan	Mt. Shasta	survey	\$ 246,000.00	\$ 93,000.00	\$ 169,500.00
								Assumes new			
								sidewalk on north			
						Walk Bike Ride Mt.		side of Lassen Ln /			
Mt. Shasta	Crossing	C105	1 standard crosswalk across Kingston Rd	Pine St	Kingston Rd	Shasta Mobility Plan	Mt. Shasta	Pine St	\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
		1									1
			1 curb extension across Chestnut St on south side of intersection; 1			Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C108	high visibility crosswalk across Ivy St on west side of intersection	Chestnut St	Ivy St	Shasta Mobility Plan	Mt. Shasta		\$ 83,000.00	\$ 31,500.00	\$ 57,250.00
	а ·					Walk Bike Ride Mt.			A		
Mt. Shasta	Crossing	C109	1 curb extension across Rockfellow Dr on east side of intersection	Rockfellow Dr	Alma St	Shasta Mobility Plan	Mt. Shasta		\$ 80,000.00	\$ 30,000.00	\$ 55,000.00
IVIC. SHUSLU	Î										
			A such astronomic and A bight sighting as a structure of the second								
	Crossing	C140	4 curb extensions and 4 high visibility crosswalks at all legs of intersection	Dino St	Alma Ch	Walk Bike Ride Mt.	Mt Shaata		ć	ć 100.000.00	¢
Mt. Shasta	Crossing	C110	4 curb extensions and 4 high visibility crosswalks at all legs of intersection	Pine St	Alma St	Shasta Mobility Plan	Mt. Shasta		\$ 332,000.00	\$ 126,000.00	\$ 229,000.00
	Crossing	C110				Shasta Mobility Plan	Mt. Shasta	Noods opginger	\$ 332,000.00	\$ 126,000.00	\$ 229,000.00
	Crossing Crossing	C110 C112	intersection	Pine St Everitt Memorial Highway	Alma St Mt Shasta High School		Mt. Shasta Mt. Shasta	Needs engineer review	\$ 332,000.00 \$ 163,000.00		

	1	r			1	I						1	
								Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C114	2 high visibility crosswalks, 2 yield symbols, 1 curb ramp	Alma St			Cedar St	Shasta Mobility Plan	Mt. Shasta		\$ 20,000.00	\$ 10,000.00	\$ 15,000.00
										Pedestrian collision at			
			Crossing Project. 1 high visibility crosswalk, 2 RRFBs, 3 curb extensions,					Walk Bike Ride Mt.		location; Needs			
Mt. Shasta	Crossing	C115	advance yield markings and signage	Mt Shasta Blvd			Alpine St	Shasta Mobility Plan	Mt. Shasta	engineer review	\$ 743,000.00	\$ 221,500.00	\$ 482,250.00
			1 standard crosswalk across Castle St on west side of intersection; 1					Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C116	standard crosswalk across Alder St on north side of intersection	Castle St			Alder St	Shasta Mobility Plan	Mt. Shasta		\$ 6,000.00	\$ 3,000.00	\$ 4,500.00
								Walk Bike Ride Mt.		Desire for area to be			
Mt. Shasta	Crossing	C117	2 curb extensions and 2 high visibility crosswalks across Mt Shasta Blvd	Mt Shasta Blvd			Castle St	Shasta Mobility Plan	Mt. Shasta	pedestrian zone	\$ 166,000.00	\$ 63,000.00	\$ 114,500.00
								Walk Bike Ride Mt.		Desire for area to be			
Mt. Shasta	Crossing	C118	2 curb extensions on north and south legs of Chestnut Street	Chestnut St			Castle St	Shasta Mobility Plan	Mt. Shasta	pedestrian zone	\$ 320,000.00	\$ 120,000.00	\$ 220,000.00
			1 bish visibility and a such some second Weakington Dr. 1					Malle Dile Dide Mt		Imrprovement area			
Mt. Shasta	Crossing	C120	1 high visibility crosswalk and 2 curb ramps across Washington Dr; 1 standard crosswalk across Ackley Ave	Washington Dr			Ackley Ave	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	based on public input survey	\$ 34,000.00	\$ 17,000.00	\$ 25,500.00
										Imrprovement area based on public input			
			1 high visbility crosswalk, 1 pedestrian hybrid beacon, and 1 curb ramp					Walk Bike Ride Mt.		survey; Pedestrian			
Mt. Shasta	Crossing	C121	across Mt Shasta Blvd; 1 standard crosswalk across High St	Mt Shasta Blvd			High St	Shasta Mobility Plan	Mt. Shasta	collision at location	\$ 820,000.00	\$ 610,000.00	\$ 715,000.00
								Walk Bike Ride Mt.		Pedestrian collision at			
Mt. Shasta	Crossing	C122	1 standard crosswalk across Castle St	Pine St			Castle St	Shasta Mobility Plan	Mt. Shasta	location	\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
			4 curb extensions across all legs of intersection; 2 high visibility					Walk Bike Ride Mt.		Pedestrian collision at			
Mt. Shasta	Crossing	C123	crosswalks across Pine St; 2 standard crosswalks across Ivy St	Pine St			lvy St	Shasta Mobility Plan	Mt. Shasta	location	\$ 332,000.00	\$ 126,000.00	\$ 229,000.00
			1 curb extension across Commercial Ave; 1 high visibility crosswalk					Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C124	and 1 pedestrian refuge island across Lake St; 2 leading pedestrian intervals (at each crosswalk)	Lake St			Commercial Ave	Shasta Mobility Plan	Mt. Shasta		\$ 103,000.00	\$ 34,500.00	\$ 68,750.00
Mt. Shasta	Crossing	C125	1 curb extensions, 1 high visibility crosswalk, 2 yield symbols across Pine St	Pine St			Medical Center	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta		\$ 83,000.00	\$ 31,500.00	\$ 57,250.00
		0125									+	+	+
Mt. Shasta	Crossing	C127	1 high visibility crosswalk across LE ramp	Hatchery Ln			I-5 Ramp	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
	Crossing	C127	1 high visibility crosswalk across I-5 ramp								\$ 5,000.00	\$ 1,500.00	Ş 2,230.00
								Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C128	Additional study required for potential roundabout	Mt Shasta Blvd			Spring Hill Dr	Shasta Mobility Plan	Mt. Shasta		\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
			Upgrade crosswalk to high visibility crosswalk with advance pedestrian					Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C129	yield markings and signage.	Mt Shasta Blvd			lda St	Shasta Mobility Plan	Mt. Shasta		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
			Crossing Project. Upgrade crosswalk to high visibility crosswalk with					Walk Bike Ride Mt.					
Mt. Shasta	Crossing	C130	advance pedestrian yield markings and signage.	Mt Shasta Blvd			Smith St	Shasta Mobility Plan	Mt. Shasta		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
			Consider adding electric vehicle charging at the following locations:					Siskiyou County Active					
Mt. Shasta	EV Charging			N/A				Transportation Plan	Mt. Shasta		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
			Consider adding electric vehicle charging at the following locations:					Siskiyou County Active					
Mt. Shasta	EV Charging			N/A				Transportation Plan	Mt. Shasta		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
Mt. Shasta	EV Charging	EV68	Consider adding electric vehicle charging at the following locations: Gateway Trailhead, Lake Siskiyou Trailhead, Pioneer Trailhead.	N/A				Siskiyou County Active Transportation Plan	Mt. Shasta		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
		2100									,,	,	,
										Recommendations outside the City of			
										Mt. Shasta are subject			
Mt Shasta	Sidowalk	S14/2.45	Sidowalk	Packfollow Dr	Existing	Alma St		Walk Bike Ride Mt.	Mt Sharta	to the approval of the	ć 00.464.60	ć FA 074 40	ć <u>(0.740.00</u>
Mt. Shasta	Sidewalk	SW248	Sidewalk	Rockfellow Dr	sidewalk	Alma St	<u> </u>	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 82,461.60	\$ 54,974.40	\$ 68,718.00
										Recommendations			
					Existing					outside the City of Mt. Shasta are subject			
				Everitt Memorial	sidewalk in			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Sidewalk	SW249	Sidewalk	Hwy	front of school	Shasta Ave		Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 122,609.60	\$ 81,739.75	\$ 102,174.67

					Everitt Memorial Hwy	Adams Dr	Walk Bike Ride Mt.		Recommendations outside the City of Mt. Shasta are subject to the approval of the			
Mt. Shasta Side	lewalk						Shasta Mobility Plan	Mt. Shasta	governing agency \$	222,584.00 \$	148,389.32	\$ 185,486.66
Mt. Shasta Side	lewalk	SW251	Sidewalk Project. Sidewalk on Mt Shasta Blvd from Hinckley St to	1			Walk Bike Ride Mt.		Recommendations outside the City of Mt. Shasta are subject to the approval of the			
			Reginato Rd.	Mt Shasta Blvd	Hinckley St	Reginato Rd	Shasta Mobility Plan	Mt. Shasta	governing agency \$	540,389.50 \$	360,259.67	\$ 450,324.58
Mt. Shasta Side	lewalk	SW252	Sidewalk	Mt Shasta Blvd	Existing sidewalk	Ski Village Dr	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency \$	58,533.90 \$	39,022.61	\$ 48,778.26
Mt. Shasta Side	lewalk	SW253	Sidewalk	Ski Village Dr	Mt Shasta Blvd	Soring Hill Trail	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency \$	131,410.00 \$	87,606.66	\$ 109,508.33
							Walk Bike Ride Mt.		Recommendations outside the City of Mt. Shasta are subject to the approval of the			
Mt. Shasta Side	lewalk	SW254	Sidewalk	Chestnut St	lvy St	Hinckley St	Shasta Mobility Plan	Mt. Shasta	governing agency \$	204,947.70 \$	136,631.83	\$ 170,789.77
Mt. Shasta Side	lewalk	SW255	Sidewalk	lvy St	Chestnut St	lvy St	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency \$	76,944.00 \$	51,295.97	\$ 64,119.99
Mt. Shasta Side	lewalk	SW256	Sidewalk	Jessie St	Chestnut St	Alder St	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency \$	69,492.60 \$	46,328.38	\$ 57,910.49
					Chestnut St and	Existing sidewalk (between Birch St and	Walk Bike Ride Mt.		Recommendations outside the City of Mt. Shasta are subject to the approval of the			
Mt. Shasta Side	lewalk	SW257	Sidewalk		Alder St) Existing sidewalk at mid	Spruce St)	Shasta Mobility Plan Walk Bike Ride Mt.	Mt. Shasta	governing agency \$ Recommendations outside the City of Mt. Shasta are subject to the approval of the	176,761.70 \$	117,841.15 :	5 147,301.42
Mt. Shasta Side	lewalk	SW258	Sidewalk		block crossing	Washington Dr	Shasta Mobility Plan	Mt. Shasta	governing agency \$	53,215.40 \$	35,476.95	\$ 44,346.18
Mt. Shasta Side	lewalk		Sidewalk Project. Sidewalk on Alma St from Mt Shasta Blvd To Existing sidewalk.		Mt Shasta Blvd	Existing Sidewalk	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency \$	56,174.90 \$	37,449.95	\$ 46,812.42
Mt. Shasta Side	lewalk	5W260	Sidewalk	Mt Shasta Blvd	Ream Ave	Existing sidewalk north of Old McCloud Rd	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency \$	75,588.80 \$	50,392.52	62,990.66

		1										
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
					Existing		Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Sidewalk	SW261	Sidewalk	Mt Shasta Blvd	sidewalk	Mountain View Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 52,584.20	\$ 35,056.15	\$ 43,820.18
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
							Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Sidewalk	SW262	Sidewalk	Mt Shasta Blvd	Church St	Loveta Ln		Mt. Shasta	governing agency	\$ 301,192.00	\$ 200,794.67	\$ 250,993.34
									Recommendations			
									outside the City of			
					Existing				Mt. Shasta are subject			
Mt. Shasta	Sidewalk	SW263	Sidewalk	Hatchery Ln	sidewalk at I-5 overpass	I-5 ramp	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	to the approval of the governing agency	\$ 120,846.90	\$ 80,564.59	\$ 100,705.75
	Sidewalk	300203	Sidewalk		overpass				governing agency	\$ 120,840.90	\$ 80,304.33	\$ 100,705.75
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
							Walk Bike Ride Mt.		to the approval of the		<b>I</b> .	
Mt. Shasta	Sidewalk	SW264	Sidewalk	Hatchery Ln	I-5 ramp	City Boundary	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 260,113.40	\$ 173,408.91	\$ 216,761.15
									Recommendations			
									outside the City of			
					Existing				Mt. Shasta are subject			
					sidewalk at I-5		Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Sidewalk	SW265	Sidewalk	Hatchery Ln	overpass	I-5 ramp		Mt. Shasta	governing agency	\$ 61,725.90	\$ 41,150.59	\$ 51,438.24
		511205							8	+	+	· · · · · · · · · · · · · · · · · · ·
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
							Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Sidewalk	SW266	Sidewalk	Lake St	I-5 ramp	Morgan Way	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 57,310.70	\$ 38,207.14	\$ 47,758.92
							Walk Bike Ride Mt.					
Mt. Shasta	Sidewalk	SW269	Sidewalk	Mt Shasta Blvd	Roelofs Ct	Church St		Mt. Shasta		\$ 515,901.10	\$ 343,934.09	\$ 429,917.59
							Walk Bike Ride Mt.					
Mt. Shasta	Sidewalk	SW270	sidewalk	Washington Dr	Lake St	Orem St	Shasta Mobility Plan	Mt. Shasta		\$ 347,403.80	\$ 231,602.54	\$ 289,503.17
			Study the potential for an Ivy St or Field St bike and pedestrian bridge				Siskiyou County Active					
Mt. Shasta	Street	S95	thatcould also function as an emergency vehicle accessway.	N/A			Transportation Plan	Siskiyou County		\$ 92,120.70	\$ 65,800.53	\$ 78,960.61
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
							Walk Bike Ride Mt.		to the approval of the	A	A	A
Mt. Shasta	Trail	T115	Neighborhood Connector		Bear Springs Rd	Old McCloud Rd		Mt. Shasta	to the approval of the governing agency	\$ 407,131.00	\$ 290,807.86	\$ 348,969.43
Mt. Shasta	Trail	T115	Neighborhood Connector		Bear Springs Rd	Old McCloud Rd		Mt. Shasta	governing agency	\$ 407,131.00	\$ 290,807.86	\$ 348,969.43
Mt. Shasta	Trail	T115	Neighborhood Connector		Bear Springs Rd	Old McCloud Rd		Mt. Shasta	governing agency Recommendations	\$ 407,131.00	\$ 290,807.86	\$ 348,969.43
Mt. Shasta	Trail	T115	Neighborhood Connector	Dunsmuir-Mt	Bear Springs Rd	Old McCloud Rd		Mt. Shasta	governing agency	\$ 407,131.00	\$ 290,807.86	\$ 348,969.43
Mt. Shasta	Trail	T115	Neighborhood Connector			Old McCloud Rd		Mt. Shasta	governing agency Recommendations outside the City of	\$ 407,131.00	\$ 290,807.86	\$ 348,969.43
Mt. Shasta Mt. Shasta	Trail Trail	T115 T124	Neighborhood Connector Shared Use Path (Class I)	Dunsmuir-Mt		Old McCloud Rd	Shasta Mobility Plan Walk Bike Ride Mt.	Mt. Shasta Mt. Shasta	governing agency Recommendations outside the City of Mt. Shasta are subject	\$ 407,131.00 \$ 187,395.40		
				Dunsmuir-Mt Shasta-Weed Trail			Shasta Mobility Plan Walk Bike Ride Mt.		governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency			
				Dunsmuir-Mt Shasta-Weed Trail			Shasta Mobility Plan Walk Bike Ride Mt.		governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency Recommendations			
				Dunsmuir-Mt Shasta-Weed Trail			Shasta Mobility Plan Walk Bike Ride Mt.		governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency Recommendations outside the City of	\$ 187,395.40		
				Dunsmuir-Mt Shasta-Weed Trail South			Shasta Mobility Plan Walk Bike Ride Mt. Shasta Mobility Plan		governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency Recommendations outside the City of Mt. Shasta are subject	\$ 187,395.40		
Mt. Shasta	Trail	т124	Shared Use Path (Class I)	Dunsmuir-Mt Shasta-Weed Trail South Midtown	Field	Oak St	Shasta Mobility Plan Walk Bike Ride Mt. Shasta Mobility Plan Walk Bike Ride Mt.	Mt. Shasta	governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the	\$ 187,395.40	\$ 133,853.88	\$ 160,624.64
Mt. Shasta		т124		Dunsmuir-Mt Shasta-Weed Trail South			Shasta Mobility Plan Walk Bike Ride Mt. Shasta Mobility Plan Walk Bike Ride Mt.		governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 187,395.40	\$ 133,853.88	\$ 160,624.64
	Trail	т124	Shared Use Path (Class I)	Dunsmuir-Mt Shasta-Weed Trail South Midtown Greenway	Field	Oak St	Shasta Mobility Plan Walk Bike Ride Mt. Shasta Mobility Plan Walk Bike Ride Mt.	Mt. Shasta	governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency Could remove both	\$ 187,395.40	\$ 133,853.88	\$ 160,624.64
Mt. Shasta	Trail	т124	Shared Use Path (Class I)	Dunsmuir-Mt Shasta-Weed Trail South Midtown	Field B St	Oak St	Shasta Mobility Plan Walk Bike Ride Mt. Shasta Mobility Plan Walk Bike Ride Mt.	Mt. Shasta	governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 187,395.40	\$ 133,853.88	\$ 160,624.64

·	T							-				
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Headwaters to			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	T204	Trail Study	Lake Trail North	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
Wit. Shasta	man	1204	Than Study		Additis Di		Shasta Wobility Hall	IVIT. SHASTA	governing agency	\$ 3,700.00	\$ 3,300.00	
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Headwaters to			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	T205	Trail Study		Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
	-	1200							0 · · · · · · · · · · · · · · · · · · ·	-,	, .,	,
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Headwaters to			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	T206	Trail Study	Lake Trail North	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
									Recommendations			
		1		1				1	outside the City of			
		1		1.				1	Mt. Shasta are subject			
				Headwaters to			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	T207	Trail Study	Lake Trail North	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
									Decementaries			
									Recommendations outside the City of			
									Mt. Shasta are subject			
				Headwaters to			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	Т209	Trail Study		Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
	Iran	1209	Than Study	Lake ITali Nortin	Additis Di	Jenerson Di			governing agency	\$ 3,700.00	\$ 5,500.00	\$ 4,000.00
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Headwaters to			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	T210	Trail Study		Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Headwaters to			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	T211	Trail Study	Lake Trail North	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Mr. Charles	<b>T</b> 11			Headwaters to	1. J	L. ((	Walk Bike Ride Mt.	MIL Charles	to the approval of the	ć	ć <u> </u>	¢
Mt. Shasta	Trail	T212	Trail Study	Lake Trail North	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
		1		1	1			1	Recommendations			
					1				outside the City of			
		1		1	1			1	Mt. Shasta are subject			
		1		Headwaters to	1		Walk Bike Ride Mt.	1	to the approval of the			
Mt. Shasta	Trail	T213	Trail Study		Ski Village Dr	Spring Hill Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
'	1		<i>,</i>					1	0 0.01	-,	-,	
					1				Recommendations			
					1				outside the City of			
					1				Mt. Shasta are subject			
				Headwaters to	1		Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	T214	Trail Study	Lake Trail North	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
		1		1	1			1	Recommendations			
		1		1	1			1	outside the City of			
		1			1			1	Mt. Shasta are subject			
	L	L		Headwaters to	I., .		Walk Bike Ride Mt.		to the approval of the	•		
Mt. Shasta	Trail	T215	Trail Study	Lake Trail North	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00

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									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
				Headwaters to			Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	T216	Trail Study	Lake Trail North	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
									Would need to widen			
									bridge to continue			
				Headwaters to			Walk Bike Ride Mt.		Class II facility across			
Mt. Shasta	Trail	T217	Trail Study		Pine St	Maple St	Shasta Mobility Plan	Mt. Shasta	overpass	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
			,				· · · ·					. ,
									Would need to widen			
									bridge to continue			
			<b>T</b> 110. 1	Headwaters to			Walk Bike Ride Mt.		Class II facility across	÷ = = = = = = = = = = = = = = = = = = =		A
Mt. Shasta	Trail	T218	Trail Study	Lake Trail North	Pine St	Mt Shasta Blvd	Shasta Mobility Plan	Mt. Shasta	overpass	\$ 5,700.00	\$ 3,500.00	\$ 4,600.00
									Recommendations			
									outside the City of			
				Dunsmuir-Mt	Southern Mt				Mt. Shasta are subject			
				Shasta-Weed Trail	Shasta	Northern Mt Shasta	Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	T227	Shared Use Path (Class I)	South	Boundary	Boundary	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 1,108,353.10	\$ 791,680.81	\$ 950,016.96
									Recommendations			
									outside the City of			
							Walk Bike Ride Mt.		Mt. Shasta are subject			
Mt. Shasta	Trail	Т229	Shared Use Path (Class I)		Alder St	Spruce St	Shasta Mobility Plan	Mt. Shasta	to the approval of the governing agency	\$ 646,933.80	\$ 462,095.58	\$ 554,514.69
	man	1229			Aldel St	Spruce St			Could remove both	\$ 040,933.80	Ş 402,035.58	\$ 554,514.05
				Dunsmuir-Mt					sides of parking in			
				Shasta-Weed Trail			Walk Bike Ride Mt.		favor of Class II bike			
Mt. Shasta	Trail	T231	Shared Use Path (Class I)	North	Chestnut St	Rockfellow Dr	Shasta Mobility Plan	Mt. Shasta	lanes	\$ 145,013.60	\$ 103,581.17	\$ 124,297.39
				Dunsmuir-Mt								
				Shasta-Weed Trail			Walk Bike Ride Mt.					
Mt. Shasta	Trail	T233	Shared Use Path (Class I)	North			Shasta Mobility Plan	Mt. Shasta		\$ 182,104.50	\$ 130,074.66	\$ 156,089.58
									Deserve detterne			
									Recommendations outside the City of			
									Mt. Shasta are subject			
							Walk Bike Ride Mt.		to the approval of the			
Mt. Shasta	Trail	T240	Shared Use Path (Class I)		Hinckley St	Nixon Rd	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 468,464.40	\$ 334,617.45	\$ 401,540.93
									Recommendations			
									outside the City of			
				Dunsmuir-Mt					Mt. Shasta are subject			
NAt Chasta	Tasil	TO 44		Shasta-Weed Trail	C: alal	O-I-Ct	Walk Bike Ride Mt.	Mth. Charte	to the approval of the	ć 105 770 00	ć 75 550.01	¢ 00.000.01
Mt. Shasta	Trail	T241	Shared Use Path (Class I)	South Dunsmuir-Mt	Field	Oak St	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 105,770.00	\$ 75,550.01	\$ 90,660.01
				Shasta-Weed Trail			Walk Bike Ride Mt.					
Mt. Shasta	Trail	T245		South			Shasta Mobility Plan	Mt. Shasta		\$ 1,228,484.40	\$ 877,488.86	\$ 1,052,986.63
		-			t			1				, , ,
							Walk Bike Ride Mt.					
Mt. Shasta	Trail	T246	Shared Use Path (Class I)				Shasta Mobility Plan	Mt. Shasta		\$ 336,877.00	\$ 240,626.40	\$ 288,751.70
									Bike lanes will need to merge into general			
									traffic lane at			
									intersections with			
								1	curb extensions (E	1		
			Add bike lanes (Class II Facility) to E Street between Modoc Ave and				Siskiyou County Active		St/Main St, E			
Tulelake	Bike			E St	Modoc Ave	Park St	Transportation Plan	Tulelake	St/Second St)	\$ 276,283.80	\$ 53,474.28	\$ 164,879.04
			Add bike parking to the high school, fair grounds, Main St, Modoc Ave,				Siskiyou County Active					
Tulelake	Bike Parking	BP5	Elementary school, and Otis Roper Park.	N/A	ļ		Transportation Plan	Tulelake		\$ 500.00	\$ 250.00	\$ 375.00
			Add bits parking to the birk orbits I fair and the Marke CL Market							1		
			Add bike parking to the high school, fair grounds, Main St, Modoc Ave,				Siskiyou County Active	Siskiyou County		\$ 500.00	\$ 250.00	ć 375.00
Tulelako	Riko Parking		Elementary school and Otic Poper Park	NI / A								
Tulelake	Bike Parking		Elementary school, and Otis Roper Park.	N/A			Transportation Plan	Siskiyou county		\$ 500.00	\$ 250.00	\$ 375.00
Tulelake	Bike Parking	BP6	Elementary school, and Otis Roper Park. Add bike parking to the high school, fair grounds, Main St, Modoc Ave,	N/A			Siskiyou County Active			\$ 500.00	\$ 250.00	\$ 575.00

		1	1		<b>I</b>								
			Add bike parking to the high school, fair grounds, Main St, Modoc Ave,					Siskiyou County Active					
Tulelake	Bike Parking	BP8	Elementary school, and Otis Roper Park.	N/A				Transportation Plan	Tulelake		\$ 500.00	\$ 250.00	\$ 375.00
<b>T</b> 1.1.1.			Add bike parking to the high school, fair grounds, Main St, Modoc Ave,					Siskiyou County Active	<b>*</b> 1.1.1.			. ć	ć
Tulelake	Bike Parking	BP9	Elementary school, and Otis Roper Park.	N/A				Transportation Plan	Tulelake		\$ 500.00	\$ 250.00	\$ 375.00
			Add bike parking to the high school, fair grounds, Main St, Modoc Ave,					Siskiyou County Active					
Tulelake	Bike Parking	BP10	Elementary school, and Otis Roper Park.	N/A				Transportation Plan	Tulelake		\$ 500.00	\$ 250.00	\$ 375.00
			Add bike parking to the high school, fair grounds, Main St, Modoc Ave,					Siskiyou County Active					
Tulelake	Bike Parking	BP11	Elementary school, and Otis Roper Park.	N/A				Transportation Plan	Tulelake		\$ 500.00	\$ 250.00	\$ 375.00
			Add bike parking to the high school, fair grounds, Main St, Modoc Ave,					Siskiyou County Active					
Tulelake	Bike Parking	BP12	Elementary school, and Otis Roper Park.	N/A				Transportation Plan	Tulelake		\$ 500.00	\$ 250.00	\$ 375.00
		51 12	Add high visibility continental crosswalk markings and curb ramps on								+	·	+
			the west and north legs of the intersection of E St and Second St. Use										
			curb extensions like those at Main St and E St to narrow the crossing					Siskiyou County Active					
Tulelake	Crossing	C1	distance.	E St			Second St	Transportation Plan	Tulelake	High Priority	\$ 288,000.00	\$ 114,000.00	\$ 201,000.00
			Add high visibility crosswalk markings and curb ramps on the north leg										
			of the intersection of D St and Second St. Use curb extensions like					Siskiyou County Active					
Tulelake	Crossing	C2	those at Main St and E St to narrow the crossing distance.	D St			Second St	Transportation Plan	Tulelake		\$ 191,000.00	\$ 75,500.00	\$ 133,250.00
		1		i i		l		İ	1	i		1	
			Add high visibility crosswalk markings and curb ramps on the north										
<b>T</b> 1.1.1.1	C		leg of the intersection of C St and Second St. Use curb extensions like	6 G)			Constant Cl	Siskiyou County Active	<b>T</b> 1.1.1.		¢ 404.000.00	¢ 75 500 00	ć 122.250.00
Tulelake	Crossing	C3	those at Main St and E St to narrow the crossing distance.	C St			Second St	Transportation Plan	Tulelake		\$ 191,000.00	\$ 75,500.00	\$ 133,250.00
			Consider prioritizing future EV Charging at the following locations:					Siskiyou County Active					
Tulelake	EV Charging	EV13		N/A				Transportation Plan	Tulelake		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
			Consider prioritizing future EV Charging at the following locations:					Siskiyou County Active					
Tulelake	EV Charging	EV14	Veterans Park, Cultural Park, Otis Roper Park, Fair Grounds.	N/A				Transportation Plan	Tulelake		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
			Consider prioritizing future EV Charging at the following locations:					Siskiyou County Active					
Tulelake	EV Charging	EV15	Veterans Park, Cultural Park, Otis Roper Park, Fair Grounds.	N/A				Transportation Plan	Tulelake		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
- alciale	21 011018118	2015							- diciance		÷ 100,000.00	÷ 100,000,000	÷
			Consider prioritizing future EV Charging at the following locations:					Siskiyou County Active					
Tulelake	EV Charging	EV16	Veterans Park, Cultural Park, Otis Roper Park, Fair Grounds.	N/A				Transportation Plan	Siskiyou County		\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
Tulelake	Sidewalk	014/12	Complete sidewalks on both sides of Modoc Ave between A St and 5th	Modoc St	Main St	Fifth St		Siskiyou County Active Transportation Plan	Tulelake	both sides	\$ 709,818.20	\$ 468,545.45	\$ 589,181.83
Tulelake	Sidewalk	SW13	51.	Modoc St		Filtil St			Tulelake	both sides	\$ 709,818.20	γ 408,545.45	\$ 365,161.65
			Complete sidewalks on both sides of E St between the railroad tracks					Siskiyou County Active					
Tulelake	Sidewalk	SW30	and Second St	E Street	Railroad	Second St		Transportation Plan	Tulelake	both sides	\$ 874,181.80	\$ 573,454.55	\$ 723,818.17
			Construct a sidewalk on the west side of First Street between B St and	51	<b>D</b> (1)			Siskiyou County Active				à	4
Tulelake	Sidewalk	SW35	C St. Include a driveway access point to the park along this segment. Complete the sidewalk on the south side of B Street between the west	First St	B St	C St		Transportation Plan	Tulelake		\$ 128,950.90	\$ 81,300.61	\$ 105,125.76
			side of Otis Roper Park and Main St. Include a driveway access point to					Siskiyou County Active					
Tulelake	Sidewalk	SW40	the park along this segment.	B St	City Limits	Main St		Transportation Plan	Tulelake		\$ 294,746.40	\$ 191,830.91	\$ 243,288.66
			Construct a sidewalk on the south side of G St between Main St and					Siskiyou County Active					
Tulelake	Sidewalk	SW46		G St	Main St	Modoc Ave		Transportation Plan	Tulelake		\$ 284,204.10	\$ 184,802.73	\$ 234,503.42
			Construct a sidewalk on the east side of Dean Callas Way and the north side of Ray Oehlerich Way to connect with the sidewalk on the		Fire			Siskiyou County Active					
Tulelake	Sidewalk	SW48	north side of GSt.	Dean Callas Way	Department	Modoc Ave		Transportation Plan	Tulelake		\$ 349,766.80	\$ 228,511.23	\$ 289,139.02
		51140	Construct a sidewalk on both sides of C Street between the western	,							+ C.C,	+	+
	1		city limits and Second St and include a driveway access point to the					Siskiyou County Active					
Tulelake	Sidewalk	SW66	park along this segment.	C St	City Limits	Main St		Transportation Plan	Tulelake		\$ 166,999.20	\$ 106,666.17	\$ 136,832.68
		1	Design and construct a gateway (median) treatment in the center of										
		1	Main St between the railroad tracks and C St to slow traffic entering					Sickiyou County Active					
Tulelake	Street	S10	downtown Tulelake and provide additional landscaping and/or art to welcome visitors to town.	Main St	Railroad	C St		Siskiyou County Active Transportation Plan	Tulelake	gateway	\$ 250,000.00	\$ 100,000.00	\$ 175,000.00
. a.c.a.c		510							· diciune	0410.041	- 250,000.00	- 100,000.00	- 175,000.00
		1	Redesign Main St to include a center median to provide additional					Siskiyou County Active		1			
Tulelake	Street	S36	trees, landscaping, pedestrian crossing refuges, and left turn pockets.	Main St	B St	E St		Transportation Plan	Tulelake	center median	\$ 1,500,000.00	\$ 1,000,000.00	\$ 1,250,000.00
l		1					1		8.			,,	. , ,

	1	1	1										
			Work with the State Fair Grounds and the County to reconstruct the										
			intersection of G St and Main St to be safer for pedestrians. Consider a										
	Street Spot		roundabout OR relocating the fairground driveway further south on					Siskiyou County Active					
Tulelake	Improvement	SP4		Main St			G St	Transportation Plan	Tulelake	High Priority	\$ 12,000,000.00	\$ 4,000,000.00	\$ 8,000,000.00
		51 4									+	+ .,,	+
			Construct a multi-use path on the eastern side of Modoc Ave between					Siskiyou County Active					
Tulelake	Trail	T71	G St and E St.	Modoc Ave	G St	E St		Transportation Plan	Tulelake		\$ 238,218.40	\$ 170,156.01	\$ 204,187.21
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated			Gateway Trails Connector. Bike Lane (Class II)Two 11' travel lanes and					Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Bike	B131	two Class II bikeways (5' bike lanes)	Connector	Om Shasta Path	Ski Village Dr		Shasta Mobility Plan	Siskiyou County	governing agency	\$ 318,701.50	\$ 61,684.17	\$ 190,192.83
										<b>a</b> 1.44			
										Recommendations			
										outside the City of			
Unincorporated						Everitt Memorial		Walk Bike Ride Mt.	Unincorporated	Mt. Shasta are subject to the approval of the			
Siskiyou County	Piko	D12C	Bike Lane (Class II)	Ski Village Bikeway				Shasta Mobility Plan	Unincorporated Siskiyou County	governing agency	\$ 180,923.80	\$ 35,017.50	\$ 107,970.65
Siskiyou County	ыке	B136	Dike Laffe (Class II)	SKI VIIIdge DIKEWdy	Raspberry way	підпімаў		Shasta WODIIIty Plan	SISKIYOU COUNTY	governing agency	\$ 180,923.80	ş 55,017.50	\$ 107,970.85
		1								Recommendations			
		1								outside the City of			
										Mt. Shasta are subject			
Unincorporated								Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Bike	B137	Bike Lane (Class II)		Old Stage Rd	Pine Grove Dr		Shasta Mobility Plan	Siskiyou County	governing agency	\$ 296,603.70	\$ 57,407.16	\$ 177,005.43
ololityou county	Bille	5137			ena etage na			Shasta mooniy Han	olomyou county	Sevening ageney	÷	<i>v 0.1101120</i>	φ 1,7,0001.0
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated				Lake Street				Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Bike	B144	Bike Lane (Class II)	Connector	Old Stage Rd	City Boundary		Shasta Mobility Plan	Siskiyou County	governing agency	\$ 136,027.70	\$ 26,327.93	\$ \$ 81,177.82
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
										to the approval of the			
										governing agency;			
									11.1	Could include Class II			
Unincorporated	Dilea		Dila Davita (Class II)		lefferrer Dr	Cold Crook Cir		Walk Bike Ride Mt.	Unincorporated	bike lanes with 10' of	¢	ć 117.170.47	¢ 261 202 22
Siskiyou County	ыке	B157	Bike Route (Class II)		Jefferson Dr	Cold Creek Cir		Shasta Mobility Plan	Siskiyou County	pavement widening	\$ 605,427.20	\$ 117,179.47	' \$ 361,303.33
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated				Old McCloud Rd		Eddy Dr (east		Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Bike	B158	Bike Route (Class III)		Washington Dr			Shasta Mobility Plan	Siskiyou County	governing agency	\$ 688,062.90	\$ 317,567.51	\$ 502,815.21
		0150				,			,	80.0	+,	+	· · · · · · · · · · · · · · · · · · ·
										Recommendations			
		1								outside the City of			
		1								Mt. Shasta are subject			
Unincorporated		1						Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Bike	B159	Bike Lane (Class II)		Railroad	1-5		Shasta Mobility Plan	Siskiyou County	governing agency	\$ 231,441.80	\$ 44,795.19	\$ 138,118.49
		I						1		Recommendations			1
		I						1		outside the City of			1
		I						1		Mt. Shasta are subject			1
Unincorporated		1						Walk Bike Ride Mt.	Unincorporated	to the approval of the		l.	
Siskiyou County	Bike	B160	Bike Route (Class III)	ļ	1-5	Big Canyon Dr		Shasta Mobility Plan	Siskiyou County	governing agency	\$ 37,924.80	\$ 17,503.77	\$ 27,714.28
		1								Recommendations			
		1								outside the City of			
		1								Mt. Shasta are subject			
Unincorporated		1		al 1 a m				Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Bike	B174	Bike Lane (Class II)	Ski Village Bikeway	City Boundary	Raspberry Way	1	Shasta Mobility Plan	Siskiyou County	governing agency	\$ 103,624.20	\$ 20,056.30	\$ 61,840.25

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									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated	Dile		W A Barr Bikeway. Bike Lane (Class II)Bike Recommendation: 5' paved		Lake Siskiyou		Walk Bike Ride M			¢ 1 101 CE2 70	¢ 220 700 00	ć
Siskiyou County	ыке	B190	shoulders		Dam Parking	Old Stage Rd	Shasta Mobility P	an Siskiyou Count	y governing agency	\$ 1,181,652.70	\$ 228,706.98	\$ 705,179.84
									Recommendations			
									outside the City of			
			Ream Ave Bikeway. Bike Lane (Class II)Bike Recommendation: 5' paved						Mt. Shasta are subject			
Unincorporated			shoulders (Consider Advisory Shoulder from Old Stage Rd intersection				Walk Bike Ride M	t. Unincorporate				
Siskiyou County	Bike	B191	to Mt Shasta)	Ream Ave Bikeway	W A Barr Rd	City Boundary	Shasta Mobility P			\$ 495,657.70	\$ 95,933.75	\$ 295,795.73
olomyou county	bine	0151		incuit i the bine tray				un olonayou count	, governing ageney	÷	¢ 50,500.75	÷
									Recommendations			
									outside the City of			
					Southern Mt				Mt. Shasta are subject			
Unincorporated			Old Stage Road Bikeway. Bike Lane (Class II)Bike Recommendation: 5'		Shasta	Northern Mt Shasta	Walk Bike Ride M	t. Unincorporate	d to the approval of the			
Siskiyou County	Bike	B192	paved shoulders		Boundary	Boundary	Shasta Mobility P	an Siskiyou Count	y governing agency	\$ 5,823,654.00	\$ 1,127,158.83	\$ 3,475,406.42
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated				Crosstown			Walk Bike Ride M					
Siskiyou County	Bike	B197	Separated Bikeway (Class IV)		Pine Grove Dr	City Boundary	Shasta Mobility P	an Siskiyou Count	y governing agency	\$ 464,657.90	\$ 102,347.55	\$ 283,502.72
				Dunsmuir-Mt								
Unincorporated				Shasta-Weed Trail			Walk Bike Ride M					
Siskiyou County	Bike	B234	Bicycle Boulevard (Class III)	North			Shasta Mobility P	an Siskiyou Count	/	\$ 169,831.20	\$ 78,383.62	\$ 124,107.41
				Dunsmuir-Mt								
Unincorporated	<b>D</b> .1			Shasta-Weed Trail			Walk Bike Ride M			A		A
Siskiyou County	Віке	B237	Bicycle Boulevard (Class III)	North			Shasta Mobility P	an Siskiyou Count	/	\$ 313,977.70	\$ 144,912.81	\$ 229,445.25
									Deserves a dations			
									Recommendations			
				D					outside the City of			
				Dunsmuir-Mt			Walk Bike Ride M		Mt. Shasta are subject			
Unincorporated	Diko	5330	Disuelo Deulovard (Class III)	Shasta-Weed Trail North	Om Shasta Path	Ski Villago Dr	Shasta Mobility P			\$ 145,114.60	\$ 66,975.97	\$ 106,045.29
Siskiyou County	ыке	B238	Bicycle Boulevard (Class III)	North	Om Snasta Path	Ski village Dr	Shasta Mobility P	an Siskiyou Count	y governing agency	\$ 145,114.60	\$ 66,975.97	\$ 106,045.29
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated						Everitt Memorial	Walk Bike Ride M	t. Unincorporate				
Siskiyou County	Biko	B243	Bike Lane (Class II)	Ski Village Bikeway	Raspherry Way		Shasta Mobility P			\$ 101,764.70	\$ 19,696.39	\$ 60,730.55
Siskiyou county	DIRC	D243		Ski viliage bikeway	Raspberry way	пылиау			governing agency	Ş 101,704.70	Ş 15,650.55	\$ 00,750.55
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated						Everitt Memorial	Walk Bike Ride M	t. Unincorporate	d to the approval of the			
Siskiyou County	Bike	B244	Bike Lane (Class II)	Ski Village Bikeway	Raspberry Way	Highway	Shasta Mobility P	an Siskiyou Count	y governing agency	\$ 20,222.50	\$ 3,914.04	\$ 12,068.27
Unincorporated							Siskiyou County A					
Siskiyou County	Bike	B540	Widen shoulders on CA3 between Montague and Yreka.	Hwy 3	Yreka	Montague	Transportation Pla	an CalTrans		\$ 2,963,593.40	\$ 573,598.72	\$ 1,768,596.06
							Cielines County A					
Unincorporated Siskiyou County	Piko	DE 41	Widen shoulders between Fort Jones and Etna on Hwy 3	Hwy 3	Fort Jones	Etna	Siskiyou County A Transportation Pla			\$ 6,619,752.30	\$ 1,281,242.39	\$ 3,950,497.34
SISKIYOU COUITLY	DIKE	B541	Construct a Class I shared use path, or consider widening shoulders on	nwy 5	FULLIONES	Eula		an Carrians		\$ 0,015,752.30	Ş 1,201,242.39	\$ 5,550,457.54
			Hwy 89 between I-5 and McCloud Falls. Widen (min 4', 8' preferred)									
Unincorporated			and pave shoulders (consider contrasting pavement color) and include				Siskiyou County A	ctive				
Siskiyou County	Bike	B542		Hwy 89	1-5	McCloud	Transportation Pla			\$ 21,159,090.90	\$ 15,113,636.36	\$ 18,136,363.63
Siskiyou county	o.nc	0.572	eape internatione strips.					curruns		- 21,133,030.30		+ 10,130,303.03
Unincorporated			Add signage for bicycles along USBR 85 CA Southbound from the				Siskiyou County A	ctive				
Siskiyou County	Bike	B543		Multiple			Transportation Pla		y signage	\$ 1,250,000.00	\$ 1,000,000.00	\$ 1,125,000.00
,,	-		Work with Modoc County and Caltrans to widen (min 4', 8' preferred)						,			
			and pave shoulders (consider contrasting pavement color) and include									
			edge line rumble strips on East West Road, the Volcanic Legacy Scenic							1		
Unincorporated			Byway, County Rd 124/120, and CA Hwy 139. Include Bike Route Guide				Siskiyou County A	ctive Caltrans, Siskiy	ou	1		
Siskiyou County	Bike	B554	Signs.				Transportation Pla			\$ 30,226,134.20	\$ 5,850,219.53	\$ 18,038,176.86
,			Work with Caltrans to widen (min 4', 8' preferred) and pave shoulders		1		p	· · · · ·				
			(consider contrasting pavement color) and include edge line rumble									
Unincorporated			strips on Eastside Rd, Horn Lane, and Hwy 3 between Fort Jones and				Siskiyou County A	ctive CalTrans, Siskiy	ou			
Siskiyou County	Bike	B569		Multiple			Transportation Pla			\$ 8,506,244.60	\$ 1,646,369.92	\$ 5,076,307.26
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Unincorporated Siskiyou County	Bike	В572	Conduct a study to identify spot bicycle safety improvements on long range bicycle routes in West Siskiyou County on the following roads: A28 from Grenada to Hornbrook, Scott River Road, Hwy 3, Gazelle Callahan Road, Cecilville Road, Sawyers Bar Road, Anderson Grade, and Salmon River Road (Hwy 96). These improvements should include the following where possible: Uphill climbing bike lanes or widened shoulders (min 4', 8' preferred), paved shoulders (consider contrasting pavement color) and include edge (fog) lines with rumble strips. Additionally, bike warning signage on turn approaches with limited visibility, and emergency call boxes in key locations such as at the Dillon Creek Bridge and Forest Route 15N17 Bridge. Consider signage branding the long-distance routes as a "Siskiyou Cycle Route."	Multiple		Siskiyou County Active Transportation Plan	Caltrans, Siskiyou County		\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
Unincorporated Siskiyou County	Crossing	C86	1 high visibility crosswalk, 1 pedestrian refuge island, and 1 RRFB across W A Barr Rd; 1 curb ramp at existing sidewalk along Siskiyou Lake Blvd	W A Barr Rd	Siskiyou Lake Blvd	Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 287,000.00	\$ 76,500.00	\$ 181,750.00
Unincorporated Siskiyou County	Crossing	C91	2 standard crosswalks: 1 across Hatchery Ln and 1 across Old Stage Rd	Old Stage Rd		Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 6,000.00	\$ 3,000.00	\$ 4,500.00
Unincorporated Siskiyou County	Crossing	C103	1 high visibility crosswalk across Siskiyou Lake Blvd at existing curb ramps on west side of Christian Way	Siskiyou Lake Blvd		Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
Unincorporated Siskiyou County	Crossing	C106	1 high visibility crosswalk across Lassen Ln; 1 standard crosswalk across entrance to Mout Shasta Memorial Chapel and Park	Lassen Ln	Pine Grove Dr / Mount Shasta Memorial Chapel and Park	Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Assumes new sidewalk on north side of Lassen Ln / Pine St; Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 6,000.00	\$ 3,000.00	\$ 4,500.00
Unincorporated Siskiyou County	Crossing		1 standard crosswalk across Scenic Dr on south side of Lassen Ln			Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Assumes new sidewalk on north side of Lassen Ln / Pine St; Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
Unincorporated Siskiyou County		C107 C111	Additional study required for potential roundabout or curb radius	Lassen Ln		Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 80,000.00		
Unincorporated Siskiyou County	Crossing	C113	Additional study required for potential All-Way Stop	Everitt Memorial Highway		Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Potential pedestrian recommendation needed depending on new sidewalk location; Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 80,000.00	\$ 50,000.00	\$ 65,000.00

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Unincorporated Siskiyou County	Crossing	C119	1 high visibility crosswalk and 1 RRFB across W A Barr Rd	W A Barr Rd			Cable Beach Trailhead	Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Destination based on public input survey; Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 253,000.00	\$ 66,500.00	\$ 159,750.00
Unincorporated Siskiyou County	Crossing	C126	1 high visibility crosswalk across Siskiyou Lake Blvd	Siskiyou Lake Blvd			Mt Shasta Resort	Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
Unincorporated Siskiyou County	Crossing	C131	Additional study: 4 way stop analysis	Everitt Memorial Hwy			Gateway Trailhead	Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County		\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
Unincorporated Siskiyou County	Crossing	C132	Crossing Project. Add crosswalk with high visibility contintental markings	Mt. Shasta Blvd			Hwy 89	Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
Unincorporated Siskiyou County	Sidewalk	SW267	Sidewalk	Lassen Ln	Old Stage Rd	Existing sidewalk at I- 5 overpass		Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 1,053,788.70	\$ 702,525.79	\$ 878,157.25
Unincorporated Siskiyou County	Sidewalk	SW268	Sidewalk	Hatchery Ln	City Boundary	Old Stage Rd		Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County	Recommendations outside the City of Mt. Shasta are subject to the approval of the governing agency	\$ 76,843.90	\$ 51,229.28	\$ 64,036.59
Unincorporated Siskiyou County	Sidewalk	SW271	Sidewalk	McCloud Ave	A St	C St		Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County		\$ 91,229.50	\$ 60,819.70	\$ 76,024.60
Unincorporated Siskiyou County			Sidewalk		B St	C St		Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County		\$ 77,720.80		
Unincorporated Siskiyou County			Sidewalk		Washington Dr			Walk Bike Ride Mt. Shasta Mobility Plan	Unincorporated Siskiyou County		\$ 136,431.70		
Unincorporated Siskiyou County			Identify solutions for improved winter maintenance of Everett Memorial Highway, Castle Lake Road, and Ski Park Highway. Support local solutions currently underway as of Spring 2025, including: Forest Service Fee development and Winter Road Access Stakeholder group.	Everitt Memorial				SORA	Siskiyou County		\$ 20,000.00		
Unincorporated Siskiyou County			Establish school zone for Junction Elementary School by installing appropriate signage to alert vehicle traffic.	Hwy 96				Siskiyou County Active Transportation Plan	CalTrans	signage	\$ 8,000.00	\$ 3,000.00	\$ 5,500.00
Unincorporated Siskiyou County	Street		Study and construct biking and walking connections between the towns of Weed, Mt. Shasta, Dunsmuir and McCloud in support of the South Siskiyou County Sustainable Recreation Plan. These connections may include facilities on County roadways such as Old Stage Road and W A Barr Rd among others.					Siskiyou County Active Transportation Plan	Unincorporated Siskiyou County		\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
Unincorporated	Street Spot	SP82	INTR 8: SR 96 @ Somes Bar Store Ingress/Egress changes SR 96 in Somes Bar	Hwy 96			Somes Bar Store	Middle Klamath River Community Transportation Plan	CalTrans		\$ 20,000.00	\$ 3,000.00	\$ 11,500.00
Unincorporated	Street Spot		Highway 89/Ski Park Highway Intersection Safety Study. Include feasibility of expanding ride-share parking and shuttle service at Snowman's Hill to the Nordic Center and Ski Park. Also expanding safe parking, short and long-term, along Ski Park Rd., encouraging visitors to get out and enjoy the snow and/or install chains, while minimizing congestion at Snowman's Hill and parking on Hwy 89, which can be	, Highway 89			Ski Park Highway	Siskiyou County Active Transportation Plan	CalTrans		\$ 20,000.00		
Unincorporated Siskiyou County	Trail		Conduct a feasibility study on a rails-to-trail or rails-with-trail project between Montague and Yreka.	N/A				Siskiyou County Active Transportation Plan	CalTrans, Siskiyou County		\$ 9,618,684.70	\$ 6,870,489.09	\$ 8,244,586.90

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										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated							Walk	k Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T114	Neighborhood Connector		W A Barr Rd	Siskiyou Lake Blvd		sta Mobility Plan	Siskiyou County	governing agency	\$ 575,468.70	\$ 411,049.09	\$ 493,258.90
Siskiyou county	i i dii	1114			W A Barr Na	Siskiyou Lake Diva	51103		Siskiyou county	governing agency	\$ 575,400.70	Ş 411,045.05	
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated					Cayuse		Walk	k Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T116	Neighborhood Connector			Old Stage Rd		sta Mobility Plan	Siskiyou County	governing agency	\$ 283,813.60	\$ 202,723.97	\$ 243,268.78
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										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated							Walk	k Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T117	Neighborhood Connector		lrene Ln	Driveway	Shas	sta Mobility Plan	Siskiyou County	governing agency	\$ 91,203.60	\$ 65,145.46	\$ 78,174.53
										Recommendations			
										outside the City of			
									<b>.</b>	Mt. Shasta are subject			
Unincorporated	<b>T</b> 11							k Bike Ride Mt.	Unincorporated	to the approval of the	¢	¢ 44470.00	A 47 264 26
Siskiyou County	Trail	T118	Neighborhood Connector		Irene Ln	lrene Ln	Shas	sta Mobility Plan	Siskiyou County	governing agency	\$ 20,258.30	\$ 14,470.22	\$ 17,364.26
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated							Walk	k Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T119	Neighborhood Connector		Quail Hill Dr	Eddy Dr		sta Mobility Plan	Siskiyou County	governing agency	\$ 720,909.30	\$ 514,935.23	\$ 617,922.26
Siskiyou county		1113					51105		Siskiyou county	Boverning ageney	,20,505.50	<i>y</i> 514,555.25	<i>y</i> 017,522.20
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated							Walk	k Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T120	Neighborhood Connector		Trinity Ln	Skyview Rd	Shas	sta Mobility Plan	Siskiyou County	governing agency	\$ 467,976.50	\$ 334,268.91	\$ 401,122.71
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated								k Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T121	Neighborhood Connector		Woodside Dr	Ramona Dr	Shas	sta Mobility Plan	Siskiyou County	governing agency	\$ 233,695.70	\$ 166,925.49	\$ 200,310.59
										Recommendations			
										outside the City of			
Unincomparated							1.87-11	k Diko Dido M#+	Unincornerated	Mt. Shasta are subject			
Unincorporated Siskiyou County	Trail	T122	Neighborhood Connector		Muledeer Dr	Deer Crock Pd		k Bike Ride Mt. sta Mobility Plan	Unincorporated	to the approval of the	\$ 483,409.00	¢ 245 202 40	\$ 414,350.58
Siskiyou County	ııdli	T122					Snas		Siskiyou County	governing agency	÷ 465,409.00	\$ 345,292.16	ې 414,550.58
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated							Walk	k Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T123	Neighborhood Connector		Dogwood Ct	Old Stage Rd		sta Mobility Plan	Siskiyou County	governing agency	\$ 103,302.20	\$ 73,787.28	\$ 88,544.74
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										Recommendations			
		1								outside the City of			
		1		Dunsmuir-Mt						Mt. Shasta are subject			
Unincorporated				Shasta-Weed Trail			Walk	k Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T161	Shared Use Path (Class I)	South	Azalea Rd	State Route 89	Shas	sta Mobility Plan	Siskiyou County	governing agency	\$ 439,070.60	\$ 313,621.87	\$ 376,346.24
										Recommendations			
										outside the City of			
										Mt. Shasta are subject			
Unincorporated								k Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T168	Neighborhood Connector		Madison Dr	Rockfellow Dr	Shas	sta Mobility Plan	Siskiyou County	governing agency	\$ 193,307.50	\$ 138,076.77	\$ 165,692.13

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									Recommendations			
									outside the City of			
				Dunsmuir-Mt					Mt. Shasta are subject			
Unincorporated				Shasta-Weed Trail			Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T176	Shared Use Path (Class I)	South	State Route 89	Mt Shasta Blvd	Shasta Mobility Plan	Siskiyou County	governing agency	\$ 818,508.00	\$ 584,648.57	\$ 701,578.28
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated							Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T201	Great Shasta Rail Trail. Trail Study		Adams Dr	Jefferson Dr	Shasta Mobility Plan	Siskiyou County	governing agency	\$ 20,000.00	\$ 10,000.00	\$ 15,000.00
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated				Great Shasta Rail			Walk Bike Ride Mt.		to the approval of the			
Siskiyou County	Trail	T202	Great Shasta Rail Trail. Trail Study	Trail	Ski Village Dr	Shasta Ave	Shasta Mobility Plan	Mt. Shasta	governing agency	\$ 20,000.00	\$ 10,000.00	\$ 15,000.00
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			1
Unincorporated							Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T203	Great Shasta Rail Trail. Trail Study		Adams Dr	Jefferson Dr	Shasta Mobility Plan	Siskiyou County	governing agency	\$ 20,000.00	\$ 10,000.00	\$ 15,000.00
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated				Headwaters to			Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T208	Trail Study		Adams Dr	Jefferson Dr	Shasta Mobility Plan	Siskiyou County	governing agency	\$ 13,000.00	\$ 8,000.00	\$ 10,500.00
ololity ou county		1200		Lance Hair boutin	, laanib Br		enasta mesinty i lan	olola you county	governing ageney	÷ 10,000.000	÷ 0,000100	÷ 10,000.00
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated				Headwaters to			Walk Bike Ride Mt.	Unincorporated	to the approval of the			
	Trail	T219	Trail Study		Adams Dr	Jefferson Dr	Shasta Mobility Plan	Siskiyou County	governing agency	\$ 13,000.00	\$ 8,000.00	\$ 10,500.00
ololity ou county		1215		Lance Hair boutin	, laanib Br		enasta mesinty i lan	olola you county	governing ageney	÷ 10,000.000	÷ 0,000100	÷ 10,000.00
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated				Headwaters to			Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T220	Trail Study		Adams Dr	Jefferson Dr	Shasta Mobility Plan	Siskiyou County		\$ 13,000.00	\$ 8,000.00	\$ 10,500.00
SISKIYOU COUILY	ITall	T220			Auditis Di			SISKIYOU COUITLY	governing agency	\$ 13,000.00	\$ 8,000.00	\$ 10,300.00
									Recommendations			
									outside the City of			
Unincorperated				Lloadwatere te				Lining or restand	Mt. Shasta are subject			
Unincorporated	<b>T</b> 1			Headwaters to		L. ((	Walk Bike Ride Mt.	Unincorporated	to the approval of the	¢ 42.000.00	¢	40 500 00
Siskiyou County	Irall	T221	Trail Study	Lake Trail South	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Siskiyou County	governing agency	\$ 13,000.00	\$ 8,000.00	\$ 10,500.00
									Deserves and sticks			
									Recommendations			1
									outside the City of			
									Mt. Shasta are subject			1
Unincorporated				Headwaters to		. "	Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Irail	T222	Trail Study	Lake Trail South	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Siskiyou County	governing agency	\$ 13,000.00	\$ 8,000.00	\$ 10,500.00
									<b>D</b>			
									Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated				Headwaters to	Ι.		Walk Bike Ride Mt.	Unincorporated	to the approval of the		I	1.
Siskiyou County	Trail	T223	Trail Study	Lake Trail South	Adams Dr	Jefferson Dr	Shasta Mobility Plan	Siskiyou County	governing agency	\$ 13,000.00	\$ 8,000.00	\$ 10,500.00
												I
				1	1				Recommendations			
									outside the City of			
									Mt. Shasta are subject			
Unincorporated Siskiyou County		Т224		Great Shasta Rail Trail		Jefferson Dr	Walk Bike Ride Mt. Shasta Mobility Plan	Mt. Shasta	outside the City of Mt. Shasta are subject to the approval of the	\$ 20,000.00	\$ 10,000.00	\$ 15,000.00

					1		1		1	-			
										Recommendations			
										outside the City of			
				Dunsmuir-Mt						Mt. Shasta are subject			
Unincorporated				Shasta-Weed Trail				Walk Bike Ride Mt.	Unincorporated	to the approval of the			
	Trail	T226	Shared Use Path (Class I)	South	I-5	Big Canyon Dr		Shasta Mobility Plan	Siskiyou County	governing agency	\$ 2,146,200.80	\$ 1,533,000.55	\$ 1,839,600.68
										Recommendations			
										outside the City of			
				Dunsmuir-Mt						Mt. Shasta are subject			
Unincorporated				Shasta-Weed Trail		Everitt Memorial		Walk Bike Ride Mt.	Unincorporated	to the approval of the			
Siskiyou County	Trail	T235	Shared Use Path (Class I)		Raspberry Way	Highway		Shasta Mobility Plan	Siskiyou County	governing agency	\$ 233,883.30	\$ 167,059.51	\$ 200,471.41
				Dunsmuir-Mt									
Unincorporated				Shasta-Weed Trail				Walk Bike Ride Mt.	Unincorporated				
Siskiyou County	Trail	T236	Shared Use Path (Class I)	North				Shasta Mobility Plan	Siskiyou County		\$ 507,390.30	\$ 362,421.61	\$ 434,905.96
				Dunsmuir-Mt									
Unincorporated				Shasta-Weed Trail				Walk Bike Ride Mt.	Unincorporated				
Siskiyou County	Trail	T239	Shared Use Path (Class I)	North				Shasta Mobility Plan	Siskiyou County		\$ 1,585,157.00	\$ 1,132,255.00	\$ 1,358,706.00
			Construct a paved shared-use path (Class I Bike Facility) between										
			Montague and Grenada following Montague Grenada Road. As an										
			interim measure, widen (min 4', 8' preferred) and pave shoulders										
Unincorporated			(consider contrasting pavement color) and include edge line rumble	Montague				Siskiyou County Active					
Siskiyou County	Trail	T574	strips on Montague Grenada Road.	Grenada Rd	Montague	Grenada		Transportation Plan	Siskiyou County		\$ 8,186,351.90	\$ 5,847,394.19	\$ 7,016,873.04
	<b>B</b> .1					- · · ·		Siskiyou County Active			A		A
Weed	Bike	B11	Add a Class III bikeway on Main St between Lake St and Davis Ave.	Main St	Hwy 97	Davis St		Transportation Plan	Weed		\$ 258,125.50	\$ 119,134.84	\$ 188,630.17
			Add bits been (Cherry English ) as College A school and Del Als Descud										
144 I	D'1 -		Add bike lanes (Class II Facility) on College Ave between Bel Air Dr and		D. LAT. D.			Siskiyou County Active	144 I		Å	¢	¢ 420,202,24
Weed	Bike	B17	Weed Blvd	College Ave	Bel Air Dr	Weed Blvd		Transportation Plan	Weed	_	\$ 201,587.50	\$ 39,016.93	\$ 120,302.21
144 I	D'1 -		Add bike lanes (Class II Facility) on Shastina Dr between Vista Dr and	Charalter Da				Siskiyou County Active	144 I		¢ 007 204 40	¢ 467.065.00	¢ 547 504 70
Weed	Bike	B18	Weed Blvd.	Shastina Dr	Vista Dr	Weed Blvd		Transportation Plan	Weed		\$ 867,304.10	\$ 167,865.30	\$ 517,584.70
	<b>B</b> .1		Remove the center left turn lane and add buffered bike lanes (Class II					Siskiyou County Active	0.17		A		A
Weed	Bike	B31	Facility) on Weed Blvd between Shastina Dr and Boles St.	Weed Blvd	College Ave	Boles St		Transportation Plan	CalTrans		\$ 272,627.70	\$ 52,766.65	\$ 162,697.17
			Add bile lance (Clear II Facility) an Cicliney Mey between Mead Dhul					Cielinen County Active					
144 I	D'1 -		Add bike lanes (Class II Facility) on Siskiyou Way between Weed Blvd	Ci		College of the		Siskiyou County Active	144 I		¢ 442 726 00	¢ 24.040.07	¢
Weed	Bike	B84	and College of the Siskiyous.	Siskiyou Way	Weed Blvd	Siskiyous		Transportation Plan	Weed	_	\$ 112,736.00	\$ 21,819.87	\$ 67,277.93
			Add hike lanes (Close II) on Boles St and Jake St batwaan Main St and			Main St and North		Sickiyou County Activo					
Weed	Bike	B556	Add bike lanes (Class II) on Boles St and Lake St between Main St and North Weed Blvd.	Boles St	Lake St	Weed Blvd		Siskiyou County Active Transportation Plan	Weed		\$ 247,576.90	\$ 47,918.11	\$ 147,747.51
Weeu	DIKE	6000	Add high visibility continental crosswalk markings across N Davis Ave	DOIES ST	Lake St	Weed bivd			weeu		247,370.90	\$ 47,518.11	Ş 147,747.51
			on the east leg of the intersection with Roseburg Pkwy. Add an RRFB										
			at this location. Consider adding Advance Yield Here To (Stop Here					Siskiyou County Active					
Weed	Crossing	C45	For) Pedestrians signage.	Davis Ave			Roseburg Pkwy	Transportation Plan	Weed	additional signage	\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
Weeu	Crossing	C45		Davis Ave			Roseburg FRwy		Weeu	additional signage	\$ 31,000.00	\$ 15,500.00	\$ 23,230.00
			Restripe the crosswalks on Main St between Division St and Lake St					Siskiyou County Active					
Weed	Crossing	C46	with high visibility continental crosswalk markings.	Main St			Division, others	Transportation Plan	Weed		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
weed	crossing	C40	with high visionity continental crosswark markings.	Widin St			Division, others	in an oper tation in tan	Weed		÷ 5,000.00	÷ 1,500.00	Ŷ <i>2,230.00</i>
			Restripe the crosswalks on Main St between Division St and Lake St					Siskiyou County Active					
Weed	Crossing	C47	with high visibility continental crosswalk markings.	Main St			Division, others	Transportation Plan	Weed		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
			с ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		1		,						
			Restripe the crosswalks on Main St between Division St and Lake St					Siskiyou County Active					
Weed	Crossing	C48	with high visibility continental crosswalk markings.	Main St			Division, others	Transportation Plan	Weed		\$ 3,000.00	\$ 1,500.00	\$ 2,250.00
	Ť	1	U`	1	1	İ		1	1	1	-,	,	,
			Add high visibility continental crosswalk markings on Hwy 97 at Boles										
		1	St on the northwest leg of the intersection and include a pedestrian										1
			island and RRFB. Add crosswalk on the east leg of the intersection.					Siskiyou County Active					
Weed	Crossing	C49	(Note: remove the existing crosswalk on the south leg)	Hwy 97			Boles St	Transportation Plan	CalTrans		\$ 273,000.00	\$ 69,500.00	\$ 171,250.00
	, j		Add high visibility continental crosswalk markings on the west leg of	,									
			College Ave at the intersection of Dakota St. Construct curb ramps and					Siskiyou County Active					
Weed	Crossing	C50	add warning signage as appropriate.	College Ave			Dakota St	Transportation Plan	Weed		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
		1			1	i			1			1	
		1											1
			Caltrans recommends: Fix Existing Crosswalk @ 15 southbound										
	Crossing	C178	offramp US 97					CalTrans	CalTrans		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
Weed		-		1	Î	1		Ī			1	Ī	
Weed	0												
Weed													
Weed			Caltrans recommends: Fix Existing Crosswalk @ 15 Northbound										

r	1		1			I				1		
			Caltrans recommends: Fix Existing Crosswalk crossing Main St @ SR 97									
Weed	Crossing	C180	(North and West legs)				CalTrans	CalTrans		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
		0100										
			Caltrans recommends: Fix Exsiting crosswalk crossing SR 97 @ N Weed									
Weed	Crossing	C181	Blvd (West and South legs)				CalTrans	CalTrans		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
			Caltrans recommends: Fix Exsiting crosswalk crossing SR 97 @ E									
Weed	Crossing	C182	Lincoln Ave				CalTrans	CalTrans		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
		0102								+,	+	+
			Construct a sidewalk on the north side of Hillside Dr between S Davis				Siskiyou County Active					
Weed	Sidewalk	SW5	Dr and Liberty Ave.	Hillside Dr	S Davis Dri	Liberty Ave	Transportation Plan	Weed		\$ 696,177.40	\$ 459,451.63	\$ 577,814.52
			Construct a sidewalk on the south side of Siskiyou Way between Weed	o			Siskiyou County Active			A	4 405 500 00	4
Weed	Sidewalk	SW20	Blvd and Walnut St	Siskiyou Way	Weed Blvd	Walnut St	Transportation Plan	Weed		\$ 165,349.40	\$ 105,566.29	\$ 135,457.85
			Construct a sidewalk on the south side of Division St between Park St				Siskiyou County Active					
Weed	Sidewalk	SW26	and Butte St.	Division St	Park St	Butte St	Transportation Plan	Weed		\$ 285,315.50	\$ 185,543.70	\$ 235,429.60
		51120								÷	+	+
			Construct sidewalks on both sides of Inez St between Park St and				Siskiyou County Active					
Weed	Sidewalk	SW51	Butte St.	Inez St	Park St	Butte St	 Transportation Plan	Weed	both sides	\$ 556,000.00	\$ 361,333.33	\$ 458,666.67
	Ci da la		Construct a sidewalk on the east side of Park St between the Library		1.1h		Siskiyou County Active					
Weed	Sidewalk	SW53	and the south side of Division St.	Park St	Library	Division St	Transportation Plan	Weed		\$ 238,626.00	\$ 154,417.34	\$ 196,521.67
			Construct a sidewalk on the north side of S Davis Ave between Main St and Hillside Dr. Design should consider an east side sidewalk from									
			Main St that stays on the east side of the roadway by crossing the				Siskiyou County Active					
Weed	Sidewalk	SW61	street at the bend.	S Davis Ave	Main St	Hillside Dr	Transportation Plan	Weed		\$ 457,324.10	\$ 295,549.37	\$ 376,436.74
			Work with Roseburg Forest Products to install a bicycle/pedestrian									
			facility on Roseburg Pkwy between Davis Ave and Broadway Ln to				Siskiyou County Active					
Weed	Sidewalk	SW62	make it safer for kids walking and biking to school.	Roseburg Pkwy	Davis Ave	Broadway Ln	Transportation Plan	Weed		\$ 452,594.60	\$ 297,063.05	\$ 374,828.83
			Designate White Ave as a biguele and redestrian only street									
			Designate White Ave as a bicycle and pedestrian only street, restricting access to vehicles except those for utility and emergency									
			services. Add seating, shade, and other amenities to create a park-like				Siskiyou County Active					
Weed	Trail	T52	experience between White Ct and S Davis Ave.	White Ave	White Ct	S Davis Ave	Transportation Plan	Weed		\$ 135,965.80	\$ 62,753.47	\$ 99,359.63
			Designate Olive St as a low-traffic neighborhood street and prioritize									
			improvements to keep traffic volumes low. Construct a shared-use				Siskiyou County Active					
Weed	Trail	T54	path connection to Boles St and include a traffic diverter.	Multiple			Transportation Plan	Weed		\$ 389,744.00	\$ 278,388.56	\$ 334,066.28
			Work with Union Pacific to establish a paved trail and bicycle and				Siskiyou County Active					
Weed	Trail	T85	pedestrian crossing of the railroad connecting Divison St to Davis Ave.	N/A			Transportation Plan	Weed		\$ 79,856.90	\$ 57,040.62	\$ 68,448.76
		105	Construct a paved trail between S Davis Ave and Shasta Ave to	,,,,						<i> </i>	φ 57)010102	<i>ç</i> 60,1101,0
			improve connectivity between the Elementary School and surrounding				Siskiyou County Active					
Weed	Trail	т86	neighborhoods.	N/A			 Transportation Plan	Weed		\$ 152,087.10	\$ 108,633.63	\$ 130,360.36
	<b>T</b>		Construct a staircase or path connecting Main St to White Ave or Davis				Siskiyou County Active					
Weed	Trail	T557	Ave to connect students to downtown neighborhoods.	N/A	ļ	<b>├</b> ────┤	 Transportation Plan	Weed	staircase	\$ 2,000,000.00	\$ 600,000.00	\$ 1,300,000.00
			Implement a slow streets network (Class III Facility) to make it safer for									
			people walking and biking on the following roadways: Broadway and	Broadway St and			Siskiyou County Active					
Yreka	Bike	В4	3rd St between Jackson St and Lennox St	3rd St	Jackson St	Lennox St	Transportation Plan	Yreka		\$ 381,847.30	\$ 176,237.22	\$ 279,042.26
		1	Implement a slow streets network (Class III Facility) to make it safer for					1	Priority street	,		
	1		people walking and biking on the following roadways: Gold St				Siskiyou County Active		according to public		1	
Yreka	Bike	B12	between Jackson St and Lennox St	Gold St	Jackson St	Lennox St	Transportation Plan	Yreka	outreach event	\$ 391,516.60	\$ 180,699.96	\$ 286,108.28
			Add bike lanes (Class IV) on Oregon St between 4H Way and Yreka									
			High School. The design should utilize a through lane width of 11ft in									
	1		both directions, allowing the bike lanes (minimum of 6ft) to be buffered (3ft preferred, 2ft minimum) and protected with flexi-post									
	1		bollards for as much of the corridor as possible, though the curb-to-									
			curb width will constrain the buffer space for the bike lanes in some				Siskiyou County Active					
Yreka	Bike	B19	areas.	Oregon St	4H Way	Yreka High School	Transportation Plan	Yreka		\$ 2,705,718.10	\$ 595,973.15	\$ 1,650,845.63
		T	Implement a slow streets network (Class III Facility) to make it safer for	-					1			
			people walking and biking on the following roadways: Evergreen Ln,				Siskiyou County Active					
Yreka	Bike	B24	Shasta Ave, and French St	Multiple			 Transportation Plan	Yreka		\$ 489,882.30	\$ 226,099.50	\$ 357,990.90

		1	Implement a slow streets network (Class III Facility) to make it safer for										<del> </del>
			people walking and biking on the following roadways: Turre St					Siskiyou County Active					1
Yreka	Bike	B27	between Oregon St and Main St/Hwy 3	Turre St	Main St/Hwy 3	Oregon St		Transportation Plan	Yreka	\$	84,177.00	\$ 38,850.92	\$ 61,513.96
	-	527	Implement a slow streets network (Class III Facility) to make it safer for		, ,.	0					-,	,	
			people walking and biking on the following roadways: Lane St					Siskiyou County Active					
Yreka	Bike	B34	between Lange Way and Broadway St	Lane St	Lange Way	Broadway St		Transportation Plan	Yreka	\$	595,724.20	\$ 274,949.64	\$ 435,336.92
			Implement a slow streets network (Class III Facility) to make it safer for										
			people walking and biking on the following roadways: Evergreen Ln,					Siskiyou County Active					
Yreka	Bike	B49	Lawrence Ln, Wendy Dr	Multiple			0 7 1	Transportation Plan	Yreka	Ş	342,028.00	\$ 157,859.08	\$ 249,943.54
			Implement a slow streets network (Class III Facility) to make it safer for				See Trail	Siskiyou County Active					
Yreka	Bike	B60	people walking and biking on the following roadways: Lennox St between Discovery St and Foothill Dr.	Lennox St	Discovery St	Foothill Dr	bridge over I-5.	Transportation Plan	Yreka	¢	851,470.80	\$ 392,986.54	\$ 622,228.67
ПСКа	DIRC	BOU	Implement a slow streets network (Class III Facility) to make it safer for		Discovery St		bridge over 1 5.		ПСКа	Ŷ	051,470.00	Ş 332,300.34	Ş 022,220.07
			people walking and biking on the following roadways: North St					Siskiyou County Active					
Yreka	Bike	B92	between Humbug Rd and Broadway St	North St	Humbug Rd	Broadway St		Transportation Plan	Yreka	\$	807,793.90	\$ 372,827.97	\$ 590,310.93
					0	,					,	, ,	
			Add bike lanes (Class II Facility) on Greenhorn Rd between Oregon St					Siskiyou County Active					
Yreka	Bike	B93	and Greenhorn Park.	Greenhorn Rd	Oregon St	Greenhorn Park		Transportation Plan	Yreka	\$	349,433.00	\$ 67,632.18	\$ 208,532.59
													,
			Add bike lanes (Class II Facility) on Oberlin Rd between Campbell Ave										1
			and Oregon St. At the bridge over Yreka Creek, construct ramps up to										1
Maral a			the sidewalk from the bike lane on the south side of the roadway and		Construction of the second	0		Siskiyou County Active	Mart a	<i>^</i>	455 400 00	ć 00.442.04	¢
Yreka	Bike	B94	route people riding westbound onto the sidewalk	Oberlin Rd	Campbell Ave	Oregon St		Transportation Plan	Yreka	>	455,409.80	\$ 88,143.84	\$ 271,776.82
		1	Class II Bikeway On Hwy 3 from Oregon St to Juniper Dr. Adapted from										1
			2006 Plan. Add this bikeway consistent with Caltran's planned designs,		1			City of Yreka Bicycle					1
Yreka	Bike	B99	except extend the facility to Juniper Dr.		Oregon St	Juniper Dr		Transportation Plan	CalTrans	s	711,970.10	\$ 137,800.66	\$ 424,885.38
								City of Yreka Bicycle					1
Yreka	Bike	B100	Class II Bikeway on Foothill Dr from Miner St to Philippe Ln	Foothill Dr	Miner St	Philippe Ln		Transportation Plan	Yreka	\$	1,467,520.50	\$ 284,036.23	\$ 875,778.36
													· · · · · · · · · · · · · · · · · · ·
								City of Yreka Bicycle					1. /
Yreka	Bike	B101	Class II Bikeway on South Philippe Ln from Foothill Dr to Oberlin Rd	South Philippe Ln	Foothill Dr	Oberlin Rd		Transportation Plan	Yreka	\$	987,621.60	\$ 191,152.57	\$ 589,387.09
					Courth Dhilings								1 /
Yreka	Bike	B102	Class II Bikeway on Oberlin Rd from South Philippe Ln to Campbell Ave		South Philippe	Campbell Ave		City of Yreka Bicycle Transportation Plan	Yreka	ć	1,128,860.90	\$ 218,489.20	\$ 673,675.05
Пека	DIKE	BIUZ	class it bikeway on Oberlin ku nom south Philippe Lit to campbell Ave		L11	Campbell Ave			Пека	Ş	1,128,800.90	\$ 210,409.20	\$ 073,073.03
			Class III Bikeway on Discovery St from North St to its northern					City of Yreka Bicycle					1
Yreka	Bike	B103	terminus	Discovery St	North St	northern terminus		Transportation Plan	Yreka	s	555,945.30	\$ 256,590.16	\$ 406,267.73
				· · · · · · · · · · · · · · · · · · ·									
								City of Yreka Bicycle					1 /
Yreka	Bike	B104	Class III Bikeway on Knapp St from Discovery St to Oregon St	Knapp St	Discovery St	Oregon St		Transportation Plan	Yreka	\$	325,786.90	\$ 150,363.17	\$ 238,075.04
													[
			Class III Bikeway on Shasta Ave, West St, connecting North St and					City of Yreka Bicycle					
Yreka	Bike	B106	French St	Shasta Ave	French St	North St		Transportation Plan	Yreka	Ş	374,483.00	\$ 172,838.31	\$ 273,660.66
													1
Vroko	Bike	B107	Class III Bikeway on 4H Way and Campus Dr	Campus Dr	Orogon St	Moonlit Oaks Ave		City of Yreka Bicycle Transportation Plan	Yreka	¢	300,711.30	\$ 138,789.81	\$ 219,750.56
Yreka	DINC	0101	class in bikeway on the way and campus bi		Oregon St	CONTRO ORS AVE	1		i chu	Ş	500,711.30		÷ 213,730.30
					1			Siskiyou County Active					1
Yreka	Bike	B559	Add buffered bike lanes (Class IIB) between Fairlane Rd and Hwy 3.	Moonlit Oaks Ave	Fairlane Rd	Hwy 3		Transportation Plan	CalTrans	\$	115,457.50	\$ 22,346.62	\$ 68,902.06
		1	i i i i i i i i i i i i i i i i i i i		1								<b> </b>
		1	Campus Dr to Outsen Rd future complete street extension to include					Siskiyou County Active					1
Yreka	Bike	B560	Class III bikeway (neighborhood slow street).	N/A	Campus Dr	Outsen Rd		Transportation Plan	Yreka	\$	226,113.40	\$ 104,360.02	\$ 165,236.71
			Add bike lanes (Class II) on Campbell Ave for its full extent between										
			Oberlin Rd. Include striping bike lanes (Class II) on Comstock Dr		a			Siskiyou County Active		Ι.			
Yreka	Bike	B561	between Oberlin Rd and Campbell Ave.	Campbell Ave	Oberlin Rd	Oberlin Rd		Transportation Plan	Yreka	Ş	538,810.80	\$ 104,285.95	\$ 321,548.38
		1	Implement a slow streets network (Class III Facility) to make it safer for					Siskiyou County Active					1
Yreka	Bike	B562	people walking and biking on Comstock Dr.	Comstock Dr				Siskiyou County Active Transportation Plan	Yreka	ć	194,775.00	\$ 89,896.15	\$ 142,335.58
IICKa	DINC	D002			ł		1		пска	Ŷ	194,775.00	د۲.۵۴۵,۶۵	y 142,333.30
			Add buffered bike lanes (Class IIB) to Fairlane Rd between Oberlin Rd		1								1
		1	and Moonlit Oaks Ave. This may require reducing existing through					Siskiyou County Active					
Yreka	Bike	B567	lane widths to 11' or widening the roadway slightly.	Fairlane Rd	Oberlin Rd	Moonlit Oaks Ave		Transportation Plan	Yreka	\$	528,650.80	\$ 102,319.51	\$ 315,485.15
	1								† †	l'	-,		
		1	Implement a slow streets network (Class III Facility) to make it safer for										
	1	1		1	1	I	1	1	•			1	1 /
			people walking and biking on the following roadways: Ranch Lane between Oregon St to the Lower Greenhorn Park Entrance			Lower Greenhorn		Siskiyou County Active			221,590.90		1

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			Add bike parking to the following locations: High School, Greenhorn									
			Park, Miner St between Main St and Oregon St, Jackson St School,									
			Evergreen Lane Elementary, Yreka Park, Ringe Park, Yreka High School				Siskiyou County Active			<b>A</b>		
Yreka	Bike Parking	BP58	Performing Arts Center	N/A			Transportation Plan	Yreka		\$ 50	0.00 \$ 250.00	) \$ 375.00
			Add bike parking to the following locations: High School, Greenhorn									
			Park, Miner St between Main St and Oregon St, Jackson St School, Evergreen Lane Elementary, Yreka Park, Ringe Park, Yreka High School				Siskiyou County Active					
Yreka	Bike Parking	BP59	Performing Arts Center	N/A			Transportation Plan	Yreka		\$ 50	0.00 \$ 250.00	375.00
ПСКа	DIKET di King	DF 39	Add bike parking to the following locations: High School, Greenhorn	N/A			Transportation Tran	ii cka		Ç 30	250.00	5,5,5,50
			Park, Miner St between Main St and Oregon St, Jackson St School,									
			Evergreen Lane Elementary, Yreka Park, Ringe Park, Yreka High School				Siskiyou County Active					
Yreka	Bike Parking	BP60	Performing Arts Center	N/A			Transportation Plan	Yreka		\$ 50	0.00 \$ 250.00	\$ 375.00
			Add bike parking to the following locations: High School, Greenhorn	,								
			Park, Miner St between Main St and Oregon St, Jackson St School,									
			Evergreen Lane Elementary, Yreka Park, Ringe Park, Yreka High School				Siskiyou County Active					
Yreka	Bike Parking	BP61	Performing Arts Center	N/A			Transportation Plan	Yreka		\$ 50	0.00 \$ 250.00	\$ 375.00
			Add bike parking to the following locations: High School, Greenhorn									
			Park, Miner St between Main St and Oregon St, Jackson St School,									
			Evergreen Lane Elementary, Yreka Park, Ringe Park, Yreka High School				Siskiyou County Active					
Yreka	Bike Parking	BP62	Performing Arts Center	N/A			Transportation Plan	Yreka		\$ 50	0.00 \$ 250.00	375.00
			Add bike parking to the following locations: High School, Greenhorn									
			Park, Miner St between Main St and Oregon St, Jackson St School,									
			Evergreen Lane Elementary, Yreka Park, Ringe Park, Yreka High School				Siskiyou County Active	N 1				
Yreka	Bike Parking	BP63	Performing Arts Center	N/A			Transportation Plan	Yreka		\$ 50	0.00 \$ 250.00	) \$ 375.00
			Add bike parking to the following locations: High School, Greenhorn									
			Park, Miner St between Main St and Oregon St, Jackson St School,				Sickiyou County Activo					
Yreka	Bike Parking	BP64	Evergreen Lane Elementary, Yreka Park, Ringe Park, Yreka High School Performing Arts Center	N/A			Siskiyou County Active Transportation Plan	Yreka		¢ EO	0.00 \$ 250.00	375.00
ПЕКа	BIKE Parking	BP64	Add bike parking to the following locations: High School, Greenhorn	N/A			Transportation Plan	fleka		\$ 50	5.00 \$ 230.00	5 575.00
			Park, Miner St between Main St and Oregon St, Jackson St School,									
			Evergreen Lane Elementary, Yreka Park, Ringe Park, Yreka High School				Siskiyou County Active					
Yreka	Bike Parking	BP65	Performing Arts Center	N/A			Transportation Plan	Yreka		\$ 50	0.00 \$ 250.0	) \$
	bine i di ning	51 05	Construct a pedestrian refuge island for the crosswalk on the north leg				Transportation Flam			Ç SS	2000	ç 0,0.00
			of the intersection of Main St/Hwy 3 and Bruce St. Add a pedestrian									
			hybrid beacon at this location. Replace striping with high visibility									
			continental markings. This will also trigger reconstruction of the NE,									
			NW ,and SW curb ramps at the intersection due to ADA compliance				Siskiyou County Active					
Yreka	Crossing	C51	rules.	Main St/Hwy 3		Bruce St	Transportation Plan	CalTrans	PHB	\$ 845,000	.00 \$ 622,500.0	0 \$ 733,750.00
			Construct a pedestrian refuge island for the crosswalk on the north leg									
			of the intersection of Main St/Hwy 3 and Raymond St. Add a									
			pedestrian hybrid beacon at this location. Replace striping with high									
			visibility continental markings. This will also trigger reconstruction of									
	<b>C</b>		the NE, NW ,and SE curb ramps at the intersection due to ADA			De la ci	Siskiyou County Active	C. IT	DUD	¢		
Yreka	Crossing	C52	compliance rules.	Main St/Hwy 3		Raymond St	Transportation Plan	CalTrans	РНВ	\$ 845,000	.00 \$ 622,500.0	D \$ 733,750.00
			Construct a pedestrian refuge island for the crosswalk on the north leg									
			of the intersection of Main St/Hwy 3 and Turre St. Add a pedestrian									
			hybrid beacon at this location. Replace striping with high visibility continental markings. This will also trigger reconstruction of the NE,									
			NW ,and SW curb ramps at the intersection due to ADA compliance				Siskiyou County Active					
Yreka	Crossing	C53	rules.	Main St/Hwy 3		Turre St	Transportation Plan	CalTrans	РНВ	\$ 845,000	.00 \$ 622,500.0	0 \$ 733,750.00
ПСКа	crossing	C33	Extend all four curbs at the intersection of Oregon St and Jackson St	Iviani Sty Twy S		Turie St	Transportation Tran	carrans	1110	\$ 845,000		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
			and add high visibility continental crosswalk markings on all four legs				Siskiyou County Active					
Yreka	Crossing	C54		Oregon St		Jackson St	Transportation Plan	Yreka		\$ 388,000	.00 \$ 154,000.0	0 \$ 271,000.00
	3		Extend all four curbs at the intersection of Miner St and Gold St and								. ,	. ,
			add high visibility continental crosswalk markings on all four legs of				Siskiyou County Active					
Yreka	Crossing	C55	the intersection.	Miner St		Gold St	Transportation Plan	Yreka		\$ 388,000	.00 \$ 154,000.0	0 \$ 271,000.00
			Reconstruct all corners of the intersection of Jackson St/French									
			St/Gold St to have curb extensions to reduce crossing distances, and									
			add high-visibility crosswalk markings on all legs. As an interim									
		1	measure, consider using temporary materials such as paint and				Siskiyou County Active		Quick build			
Yreka	Crossing	C56	flexiposts to reduce pedestrian crossing distances.	Jackson St		French St	Transportation Plan	Yreka	opportunity	\$ 405,000	.00 \$ 162,500.0	283,750.00
		1	Restripe the existing crosswalks at the intersection of Elm St and									
			Knapp St with high visibility continental markings. Extend the curb on									
		L	each end of the two crosswalks. Consider bioswale options in design				Siskiyou County Active					
Yreka	Crossing	C57	phase.	Knapp St		Elm St	Transportation Plan	Yreka		\$ 194,000	.00 \$ 77,000.0	0 \$ 135,500.00
ı.												
Vroko	Crossing	C155	Caltrans recommands: Eix Existing Greeswalk (All four loss)				CalTrans	CalTrans		¢ (0.00)	00 ć 34.000 0	5 F1 000 00
Yreka	Crossing	C155	Caltrans recommends: Fix Existing Crosswalk (All four legs)				CalTrans	CalTrans		\$ 68,000	.00 \$ 34,000.0	51,000.00

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Yreka	Crossing	C156	Caltrans recommends: Fix Existing Crosswalk / Upgrade to continental style (All four legs)				CalTrans	CalTrans	\$ 68,000.00	\$ 34,000.00	\$ 51,000.00
		0100	Caltrans recommends: Fix Existing Crosswalk / Upgrade to continental								
Yreka	Crossing	C157	style (All four legs)				CalTrans	CalTrans	\$ 68,000.00	\$ 34,000.00	\$ 51,000.00
			Caltrans recommends: Fix Existing Crosswalk / Upgrade to continental								
Yreka	Crossing	C158	style (North, West, and East legs)				CalTrans	CalTrans	\$ 65,000.00	\$ 32,500.00	\$ 48,750.00
Yreka	Crossing	C159	Caltrans recommends: Fix Existing Crosswalk (North and West legs)				CalTrans	CalTrans	\$ 48,000.00	\$ 24,000.00	\$ 36,000.00
Yreka	Crossing	C160	Caltrans recommends: Fix Existing Crosswalk (North and West legs)				CalTrans	CalTrans	\$ 48,000.00	\$ 24,000.00	\$ 36,000.00
Yreka	Crossing	C161	Caltrans recommends: Fix Existing Crosswalk (All four legs)				CalTrans	CalTrans	\$ 68,000.00	\$ 34,000.00	\$ 51,000.00
Treku	crossing	0101	Caltrans recommends: Fix Existing Crosswalk / Upgrade to continental				carrans	currans	÷ 00,000.00	÷ 54,000.00	\$ 51,000.00
Yreka	Crossing	C162	style (All four legs)				CalTrans	CalTrans	\$ 68,000.00	\$ 34,000.00	\$ 51,000.00
			Caltrans recommends: Fix Existing Crosswalk / Upgrade to continental								
Yreka	Crossing	C163	style (West and South legs)				CalTrans	CalTrans	\$ 48,000.00	\$ 24,000.00	\$ 36,000.00
Yreka	Crossing	C164	Caltrans recommends: Fix Existing Crosswalk / Upgrade to continental style (North and West legs)				CalTrans	CalTrans	\$ 48,000.00	\$ 24,000.00	\$ 36,000.00
			Caltrans recommends: Fix Existing Crosswalk / Upgrade to continental								
Yreka	Crossing	C165	style (on North and West legs)				CalTrans	CalTrans	\$ 48,000.00	\$ 24,000.00	\$ 36,000.00
Yreka	Crossing	C166	Caltrans recommends: Fix Existing Crosswalk / Upgrade to continental style				CalTrans	CalTrans	\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
11eka	Crossing	C166	style				Carrians	Carrians	\$ 51,000.00	\$ 13,300.00	\$ 23,230.00
Yreka	Crossing	C167	Caltrans recommends: Fix Existing Crosswalk (North and West legs)				CalTrans	CalTrans	\$ 48,000.00	\$ 24,000.00	\$ 36,000.00
Yreka	Crossing	C168	Caltrans recommends: Fix Existing Crosswalk				CalTrans	CalTrans	\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
Yreka	Crossing	C169	Caltrans recommends: Fix Existing Crosswalk				CalTrans	CalTrans	\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
			Caltrans recommends: Fix Existing Crosswalk / Upgrade to continental								
Yreka	Crossing	C170	style w/ bulb outs (East and South legs)				CalTrans	CalTrans	\$ 208,000.00	\$ 84,000.00	\$ 146,000.00
Maral a	C		Caltrans recommends: Fix Existing Crosswalk (North, West, and South					C. 17	ć cr. 000.00	ć	¢ 40.750.00
Yreka	Crossing	C171	legs)				CalTrans	CalTrans	\$ 65,000.00	\$ 32,500.00	\$ 48,750.00
Yreka	Crossing	C172	Caltrans recommends: Fix Existing Crosswalk				CalTrans	CalTrans	\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
Yreka	Crossing	C173	Caltrans recommends: Fix Existing Crosswalk				CalTrans	CalTrans	\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
Yreka	Crossing	C174	Caltrans recommends: Fix Existing Crosswalk				CalTrans	CalTrans	\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
Treku	crossing	01/4	entrens recommenda. His Existing crosswark				carrans	currans	÷ 51,000.00	÷ 15,500.00	\$ 25,250.00
Yreka	Crossing	C175	Caltrans recommends: Fix Existing Crosswalk				CalTrans	CalTrans	\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
Yreka	Crossing	C176	Caltrans recommends: Fix Existing Crosswalk (South, West, East legs)				CalTrans	CalTrans	\$ 65,000.00	\$ 32,500.00	\$ 48,750.00
Yreka	Crossing	C177	Caltrans recommends: Fix Existing Crosswalk				CalTrans	CalTrans	\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
			Construct two crosswalks at the intersection of Siskiyou St and Knapp								
			St with high visibility continental markings, one on the east leg and one on the north leg. Extend the curb on each end of the two				Siskiyou County Active				
Yreka	Crossing	C197	-	Siskiyou St		Knapp St	Transportation Plan	Yreka	\$ 288,000.00	\$ 114,000.00	\$ 201,000.00

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Yreka	Crossing	6200	Construct a raised mid-block crosswalk on 4-H Way with high-visibility continental crosswalk markings.	4-H Way				Siskiyou County Active Transportation Plan	Vroko	raised crossing	\$ 80,000.00	\$ 40,000.00	\$ 60,000.00
Пека	Crossing	C200	continental crosswark markings.	4-⊓ way					Yreka	raised crossing	\$ 80,000.00	\$ 40,000.00	\$ 60,000.00
Yreka	Crossing	C201	Add highvisibility continental crosswalk markings across the south leg of the intersection of Thook Dr and Campbell Ave.	Thook Dr			Campbell Ave	Siskiyou County Active Transportation Plan	Yreka		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
		0201									+,	+	
Yreka	Crossing	C202	Add high visibility continental crosswalk markings across the south leg of the intersection of Yellowhammer St and Campbell Ave.	Yellowhammer St			Campbell Ave	Siskiyou County Active Transportation Plan	Yreka		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
			Add high visibility continental crosswalk markings across the south leg					Siskiyou County Active					
Yreka	Crossing	C203	of the intersection of Comstock Dr and Campbell Ave.	Comstock Dr			Campbell Ave	Transportation Plan	Yreka		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
			Add high visibility continental crosswalk markings across the south leg					Siskiyou County Active					
Yreka	Crossing	C204	of the intersection of Placer Dr and Campbell Ave.	Placer Dr			Campbell Ave	Transportation Plan	Yreka		\$ 31,000.00	\$ 15,500.00	\$ 23,250.00
			Extend all four curbs at the intersection of Oregon St and Greenhorn										
			Rd and add high visibility continental crosswalk markings on all four										
			legs of the intersection. Consider including an RRFB on the east or west approaches. Factor in turning movements of freight vehicles and					Siskiyou County Active		may require			
Yreka	Crossing	C213	buses into the design.	Oregon St			Greenhorn Rd	Transportation Plan	Yreka	additional study	\$ 573,000.00	\$ 186,500.00	\$ 379,750.00
			Construct a sidewalk on the north side of Lawrence Ln between Main										
			St/Hwy 3 and Sunrise Way. Close access to Oregon St from the S Oregon St spur at Lawrence Ln. Make the western sidewalk on Oregon					Siskiyou County Active					
Yreka	Sidewalk	SW2	St continuous just north of Lawrence Ln.	Lawrence Ln	Main St/Hwy 3	Sunrise Way		Transportation Plan	Yreka		\$ 409,306.60	\$ 268,204.37	\$ 338,755.48
			Construct a sidewalk on both sides of Discovery St between North St					Siskiyou County Active					
Yreka	Sidewalk	SW3	and Knapp St	Discovery St	North St	Knapp St		Transportation Plan	Yreka	both sides	\$ 1,056,000.00	\$ 694,666.67	\$ 875,333.33
			Complete sidewalk connections on both sides of Elm St from Knapp St					Siskiyou County Active					
Yreka	Sidewalk	SW6	to High School entrance	Elm St	Knapp St	High School Entrance		Transportation Plan	Yreka	both sides	\$ 465,090.90	\$ 300,727.27	\$ 382,909.09
			Construct a sidewalk on both sides of North St between Discovery St					Siskiyou County Active					
Yreka	Sidewalk	SW9	and Oregon St	North St	Discovery St	Oregon St		Transportation Plan	Yreka	both sides	\$ 1,346,181.80	\$ 892,787.88	\$ 1,119,484.84
			Complete sidewalk connections on both sides of Siskiyou St from					Siskiyou County Active					
Yreka	Sidewalk	SW23	Knapp St to High School entrance	Siskiyou St	Knapp St	High School Entrance		Transportation Plan	Yreka	both sides	\$ 306,000.00	\$ 194,666.67	\$ 250,333.33
			Construct a sidewalk on the north side of Oberlin Rd between the		Yreka Creek			Siskiyou County Active					
Yreka	Sidewalk	SW56	Yreka Creek Greenway trailhead and Main St/Hwy 3. Construct a sidewalk on the south side of Greenhorn Rd from Lucas Rd	Oberlin Rd	Greenway	Main St/Hwy 3		Transportation Plan	Yreka		\$ 251,607.60	\$ 163,071.74	\$ 207,339.67
			to Greenhorn Park entrance. Consider expanding the scope to a 12'										
Yreka	Sidewalk	SW69	wide shared-use path from Oregon St to Greenhorn Park on the south side of Greenhorn Rd.	Greenhorn Rd	Lucas Rd	park entrance		Siskiyou County Active Transportation Plan	Yreka		\$ 557,486.00	\$ 366,990.69	\$ 462,238.35
												1	,
Yreka	Sidewalk	SW558	Complete the sidewalk on the south side of Jackson Street between Gold St and Oregon St.	Jackson St	Gold St	Oregon St		Siskiyou County Active Transportation Plan	Yreka		\$ 100,717.60	\$ 64,811.73	\$ 82,764.67
						-							
Yreka	Sidewalk	SW563	Construct sidewalk on the south side of Campbell Ave between Placer Dr and Dove Ln. (Infill gap)	Campbell Ave				Siskiyou County Active Transportation Plan	Yreka		\$ 170,043.70	\$ 111,029.13	\$ 140,536.42
			Carateriaterialerially as the part side of Fairland Dal between Charas Dal					Cielinen Courte Active					
Yreka	Sidewalk	SW564	Construct sidewalk on the east side of Fairlane Rd between Sharps Rd and Greenhorn Rd. (Infill gap)	Fairlane Rd	Sharps Rd	Greenhorn Rd		Siskiyou County Active Transportation Plan	Yreka		\$ 171,749.00	\$ 112,166.02	\$ 141,957.51
			Construct a sidewalk on the north side of Sharps Rd between Fairlane					Sickiyou County Activo					
Yreka	Sidewalk	SW565	Rd and the eastern driveway of the Waiiaka RV Park.	Sharps Rd	Fairlane Rd	Waiiaka RV Park		Siskiyou County Active Transportation Plan	Yreka		\$ 240,132.10	\$ 155,421.41	\$ 197,776.76
			Construct a sidewalk on the east side of Fairlane Rd between Sharps					Siskiyou County Active					
Yreka	Sidewalk	SW566	Ave and Moonlit Oaks Ave.	Fairlane Rd	Sharps Ave	Moonlit Oaks Ave		Transportation Plan	Yreka		\$ 450,181.10	\$ 295,454.08	\$ 372,817.59
			Conduct a study of potential redesign options for Miner Street and Center Street that would result in improved active transportation					Siskiyou County Active					
Yreka	Street	S70	access downtown.	Multiple				Transportation Plan	Yreka		\$ 50,000.00	\$ 30,000.00	\$ 40,000.00
	Street Spot		Construct curb extensions on all four corners of the intersection of North St and Gold St to reduce crossing distances and calm traffic					Siskiyou County Active					
Yreka	Improvement	SP198	speeds.	North St			Gold St	Transportation Plan	Yreka		\$ 388,000.00	\$ 154,000.00	\$ 271,000.00
	Street Spot		Construct four ADA compliant curb ramps on the north side of Foothill					Siskiyou County Active					
Yreka	Improvement	SP199	Drive for each of the ramps leading to and from I-5.	Foothill Dr			I-5 Ramp	Transportation Plan	CalTrans		\$ 56,000.00	\$ 28,000.00	\$ 42,000.00

Yreka	Trail	Т87	Study the potential for a multi-use trail connecting Discovery St and Humbug Rd.	N/A			Siskiyou County Active Transportation Plan	Yreka	\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
Yreka	Trail	T88	Study the potentialfor a multi-use trail connecting Greenhorn Park to Bruce St over Oak Ridge via Oak Ridge Dr.	N/A			Siskiyou County Active Transportation Plan	Yreka	\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
Yreka	Trail	Т89	Study the potential for extending the Yreka Creek Greenway Trail to the Montague Rail Trail with connections to downtown Yreka.	N/A			Siskiyou County Active Transportation Plan	Yreka	\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
Yreka	Trail	Т90	Study the potential for a bike and pedestrian bridge over I-5 connecting Lennox St, with a trail connecting to the Montague Rail Trail.	N/A			Siskiyou County Active Transportation Plan	CalTrans	\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
Yreka	Trail	T91	Study the potential for extending the Yreka Creek Greenway Trail south to the Siskiyou Golden Fair Grounds.	N/A			Siskiyou County Active Transportation Plan	Yreka	\$ 80,000.00	\$ 50,000.00	\$ 65,000.00
Yreka	Trail	Т98	City Property N. of SR3 Multi-use Trail along Yreka Creek	N/A	Foothill Dr	Deer Creek Way	Siskiyou County RTP	Yreka	\$ 1,524,753.30	\$ 1,089,109.48	\$ 1,306,931.39
Yreka	Trail	T105	Class I Bikeway around Highschool. Adapted from 2006 Plan.				City of Yreka Bicycle Transportation Plan	Yreka	\$ 1,328,318.30	\$ 948,798.76	\$ 1,138,558.53
Yreka	Trail	T108	Class I Moonlit Oaks Trail Connector. Adapted from 2006 Plan.				City of Yreka Bicycle Transportation Plan	Yreka	\$ 1,718,873.90	\$ 1,227,767.08	\$ 1,473,320.49

Date: April 8, 2025

Due to the size of the agenda file for the April 8, 2025 meeting the agenda has been split into two files.

Please move to Part 2, which includes agenda items 5B through 20.