



WALK BIKE RIDE

Mt. Shasta Mobility Plan



2022



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City of Mt. Shasta

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01

Introduction

Mt. Shasta Mobility Plan

Walk Bike Ride Mt. Shasta is the City of Mt. Shasta's active mobility plan.

To create this plan, we have taken stock of what our transportation services and infrastructure offer, what they lack, and what is needed to navigate a rapidly changing world. We have analyzed data, talked to neighbors and businesses, and considered the many plans that have come before. This plan establishes a vision and goals for Mt. Shasta's transportation future and offers strategies and transportation improvement recommendations for how we get there. This plan outlines the following:

- ◆ **How can streets be made safer?**
- ◆ **How can we make it easier for more people to walk, bike, or ride the bus to get where they need to go?**
- ◆ **How can our transportation system support local businesses, be resilient to climate change, and adapt to changing technology?**

While this plan focuses on the area within the City of Mt. Shasta's boundaries, we offer ideas and recommendations for the wider area that includes Lake Siskiyou, as well as neighborhoods and trailheads just outside city limits (see map on page 4).

“We” Who?

In this plan, “we” refers to our City of Mt. Shasta Planning Department and Public Works, backed by City leadership and supported by a team of technical specialists and community groups who have invested time, energy, and expertise into the planning process. But the City of Mt. Shasta won't be doing this alone. Strong partnerships with Siskiyou County, Siskiyou County Local Transportation Commission, National Forest Service, and other partners will make it possible to work toward the vision outlined in this plan.







FIGURE 1 FOUR PHASES

The Planning Process

The Walk Bike Ride Mt. Shasta mobility plan began in May 2021 and concluded in August 2022. The City of Mt. Shasta led the planning process. During these 15 months, our goal was to create a transformative transportation plan that balanced establishing a bold, inclusive vision with specific next steps. We broke our work into four phases, outlined in Figure 1:

- ◆ **PHASE 1: Listen and Learn.** During this phase, we got the project started by gathering data, forming the Technical Advisory Committee, and talking to community members to learn about their transportation needs. Chapter 3 includes a description of the community engagement activities we organized.
- ◆ **PHASE 2: Build Consensus.** In Phase 2, we started working on ideas for recommendations, had follow-up meetings with community leaders and partners, and then finally shared our draft project recommendations, vision, and goals with the community through a virtual open house and virtual community workshop.
- ◆ **PHASE 3: Refine.** After getting feedback on our concepts and ideas, we made changes and responded to questions. Then we made changes to the plan recommendations accordingly.
- ◆ **PHASE 4: Review.** In the final phase of the project, we shared the complete draft of the plan with the community to hear any final ideas or concerns.

Relationship to Other Plans

We reviewed the following documents to make sure that our recommendations build on and work well with other state, regional, and local plans.

- ◆ California Transportation Plan 2050 (2021)
- ◆ California Freight Mobility Plan (2020)
- ◆ Community Wildfire Protection Plan Siskiyou County (2019)
- ◆ Regional Transportation Plan for Siskiyou County (2016)
- ◆ 2014–2018 Siskiyou County Short Range Transit Plan (2016)
- ◆ Siskiyou County Hazard Mitigation Plan (2018)
- ◆ Mount Shasta Bicycle, Pedestrian, and Trails Master Plan (2008)
- ◆ Mount Shasta General Plan (2007)
- ◆ Caltrans Transportation Concept Reports (2002 and 2008)
- ◆ Siskiyou County General Plan – Circulation Element (1988)

Integration with Capital Budget

Each year the City prepares a Capital Improvement Program (CIP) which serves as the City's basic tool to plan, organize, and document various projects needed to meet the many infrastructure and capital investment needs of the community. City staff continuously work to integrate the CIP with other City documents, including the WBR Mt. Shasta Plan.



Lessons Learned from Peer Cities

The outdoor recreation economy generates \$887 billion in national consumer spending each year, including nearly \$100 billion generated in California.¹ As a year-round recreation destination, Mt. Shasta draws visitors to a variety of activities including camping, hiking, fishing, mountain biking, skiing, and snowboarding. In an effort to further strengthen the outdoor recreation economy of the region, we conducted a peer community analysis to see how other peer communities have developed their transportation systems to meet the needs of both visitors and local community. We looked for communities with a relatively similar population, close to a larger metro area, and with a reputation as a progressive biking and hiking destination with associated economic

¹ <https://www.americantrails.org/economic-benefits> and <https://outdoorindustry.org/press-release/outdoor-recreation-bolsters-california-economy-with-92-billion-annually-in-consumer-spending-and-691000-jobs/>



benefits. We interviewed trail/bicycle and pedestrian coordinators, city/town staff, and representatives from chambers of commerce and resort associations from the following locations with a comprehensive list of questions:

- ◆ City of Bend, Oregon
- ◆ Town of Truckee, California
- ◆ Town of Mammoth Lakes, California
- ◆ Town of Breckenridge, Colorado
- ◆ City of Sandpoint, Idaho

Encouraging Active Transportation Is Critical

Each peer community expressed that active transportation, such as walking or biking, was essential to their local economy. Sandpoint, Mammoth Lakes, and Breckenridge officials stressed that multimodal connectivity within their towns has greatly improved the overall tourist and residential experience. While visitors and residents may drive to and from their outdoor recreational activity of choice, they

emphasize the importance of encouraging more active transportation for getting around town. Whether grabbing a coffee, enjoying a restaurant, or shopping for groceries, visitors and residents are encouraged to use active forms of transportation and public transit.

Strive for Consistent, Easy-to-Find Visitor Information

Each peer community has some sort of visitor or tourist center that focuses on the marketing of local events, activities, and accommodations. Major observations made from an inventory of each website included that most home pages featured each season with a list of activities to do year-round as well as easy-to-find accommodation recommendations and upcoming events like art walks, farmers markets, and concerts. Interviews with various representatives revealed that simplicity and consistency are key. Consistency across transit system literature, trail signage, and the tourism website creates a cohesive experience and allows for easy production of materials once a final style guide is agreed upon.

Invest in Public Transit and Require Paid Parking Downtown

Each community provides public transit and shuttle transportation services to its residents, employees, and visitors. Four out of the five peer communities have a paid parking program within the downtown in an effort to disincentivize private vehicle use and encourage the use of trails and public transit for getting around their towns.

- ◆ **The Town of Breckenridge and Breckenridge Resort provide six fixed routes around the town and resort for year-round free ride service.**
- ◆ **The Selkirks-Pend Oreille Transit (SPOT) transit program provides free, hourly transit service around Sandpoint seven days a week. A winter season route also provides service to Schweitzer Mountain Resort.**
- ◆ **The Town of Mammoth Lakes has partnered with the Eastern Sierra Transit Authority to provide year-round transit services within Mammoth Lakes and adjacent communities, such as Bishop and Lone Pine. Transit services are provided at no fare within Mammoth Lakes, including a mountain resort shuttle that operates during winter only.**
- ◆ **Cascades East Transit provides nine fixed routes in Bend with a shuttle to and from Mt. Bachelor.**
- ◆ **The Tahoe Area Regional Transit (TART) program (provided jointly by the Town of Truckee and nearby Placer County) provides transit services in the north Lake Tahoe and Truckee region free of charge. These routes also serve the local ski areas.**

Use Data-Driven Decision-Making

Each community expressed the importance of data collection as a way to better understand trail usage. Bend stated that they use a lot of trail count data to prioritize trail areas for improvement as well as for specific grant writing initiatives. Mammoth Lakes and Truckee each shared their trail data collection methods. Each community uses automated count equipment along trail segments to collect data, and as could be expected, highest rates of trail usage occur between June and September, with peaks occurring during July 4 weekend. A common program for data collection was the TRAFx count technology, used by both Truckee and Bend for trail count collection.

Our Peer Cities Offered Us Some Advice...

“For the Town, a range of facilities is key. Not all people are comfortable on Class 2, and serious road riders don’t want to deal with the small children, strollers, and dogs on a Class 1 trail. Connectivity is also key. Providing connections to residential areas, places of business, and then trailheads for the dirt trails so people don’t have to drive to a trailhead.” – City of Truckee

“Trails offer a very good cost benefit when people agree to build them in a thoughtful way. They are especially effective when they are well designed, fun, scenic, and connect main streets with parks, schools, and campgrounds.” – Town of Mammoth Lakes



Walk Bike Ride Mt. Shasta Organization

Chapter 1: Introduction outlines Walk Bike Ride Mt. Shasta's purpose and our process, and explains its place in the context of other planning efforts and initiatives. The introduction also includes lessons learned from other peer cities.

Chapter 2: A Vision for Transportation in Mt. Shasta captures the vision and goals for our transportation system, as well as the action framework we will use to get started implementing the recommendations in this plan.

Chapter 3: Community Voice chronicles our community engagement process and describes what we heard from the over 500 people who shared their ideas with our team.

Chapter 4: Getting Around Mt. Shasta Today provides an overview of present-day walking, biking, and riding

around the city, as well as details about connectivity and evacuation routes.

Chapter 5: Mt. Shasta's Transportation Future offers recommendations for bike, pedestrian, and spot improvements, as well as programmatic recommendations to achieve our shared vision.

Chapter 6: Where Do We Start? shares how we will get started implementing these recommendations and a few funding opportunities for top priority projects.

Appendix A: Bikeway Improvements and Costs

Appendix B: Pedestrian Network Improvements and Costs

Appendix C: Intersection Improvements and Costs

Appendix D: Cost Assumptions

02

A Vision for Transportation in Mt. Shasta

Vision, Goals, and Actions

A vision provides the lens through which all future policies, programs, and projects should be developed. Goals shape how Mt. Shasta works toward achieving that vision.

Walk Bike Ride Mt. Shasta's vision and goals reflect what we heard from community members, business owners, and agency partners throughout the planning process. Actions are concrete next steps that we can take to move toward these goals.



Vision

Surrounded by immense natural beauty and recreational amenities, the City of Mt. Shasta provides sustainable transportation options that make it easy to live a healthy lifestyle. Residents and visitors of all ages, incomes, and ability levels can easily get from home to their destination by walking, biking, or rolling on a comfortable and connected active transportation network of sidewalks, bikeways, and trails.



= *Star icon indicates the top three community priority goals: 1. Safe and Comfortable; 2. Connected; and 3. Fun.*

Goals and Actions



Safe and Comfortable.

Active modes of transportation are safer and more comfortable for people of all ages, abilities, income levels, and backgrounds to get where they need to go.

- A.** Develop neighborhood greenways or bike boulevards, physically separated bikeways on higher-speed thoroughfares, and intersection crossings that prioritize pedestrian and bicycling safety for users of all comfort and ability levels.
- B.** Implement Safe Routes to School programming at elementary and middle schools within the planning area, such as bike and pedestrian safety education, walking school bus or bike trains, and walk and roll to school events.

- C. Prioritize infrastructure improvements that remove barriers and make it safer and more comfortable for students to walk and bike to school.
- D. Per AB-43 Traffic Safety legislation, consider adopting a 20-mile-per-hour speed limit within Mt. Shasta city limits.
- E. Update City Roadway Standards to restrict the use of solid yellow center lines to streets with over 6,000 vehicles per day to avoid conflicts with people walking and biking along narrow roadways.
- F. Ensure bikeway designs do not create additional barriers for people with varying mobility demands, including individuals using bicycles with trailers, electric bikes, recumbent bicycles, or other devices adapted for those with diverse mobility needs.
- G. Install or upgrade curb ramps, sidewalks, and traffic control devices to improve access for pedestrians with mobility challenges and visual impairments per current Americans with Disabilities Act (ADA) standards.
- H. In collaboration with community-based organizations, implement short-term, high-visibility projects that can be applied throughout Mt. Shasta.



Connected.

The city has connected and convenient transportation infrastructure, particularly for people walking, rolling, and biking.

- A. Construct high priority infrastructure improvements for people walking, rolling, and biking by 2030.
- B. Coordinate the implementation and maintenance of active transportation facilities in conjunction with larger capital improvement and repaving projects to deliver bicycling and pedestrian enhancements in a cost-effective manner while maintaining pavement and sidewalk systems in a good state of repair.
- C. Prioritize city infrastructure improvements to enhance connections between downtown, surrounding neighborhoods, and trailheads.
- D. Install additional controlled bicycling and pedestrian crossings across major arterial and collector streets to connect neighborhoods to downtown and other major destinations.
- E. Seek quick-build solutions using durable low-cost materials such as paint, bolt-down precast curb stops and more to get projects on the ground while funding for long term implementation is obtained. For more information on quick-build guidance



and materials selection, see:
www.calbike.org/wp-content/uploads/2020/10/Quick-Build-Guide-White-Paper-2020.pdf

- F. Explore opportunities to collaborate with regional partners such as Siskiyou County, Siskiyou Transit and General Express (STAGE) bus service, and Mt. Shasta Trail Association to design and implement regional active transportation, recreation, and transit facilities, including more frequent connections to Weed, Dunsmuir, and McCloud.
- G. Design bikeways and pedestrian facilities that safely and efficiently facilitate first- and last-mile connections to transit, as well as amenities at transit locations such as bike parking and bus kiosks.



Fun.

On-street and off-street active transportation facilities seamlessly connect to Lake Siskiyou, City Park, Shastice Park, the Gateway Trail Network, and other outdoor recreation destinations. In addition, education and encouragement campaigns create fun activities to grow the city's bicycling and walking culture.

- A. Coordinate with Siskiyou Outdoor Recreation Alliance to organize Open Streets events (or events that temporarily activate public streets for nonmotorized vehicle use) to encourage walking and biking in downtown Mt. Shasta and continue to support other active transportation and community-building events.
- B. Make the pedestrian experience enjoyable and interesting by providing additional opportunities for sidewalk dining, parklets, public art, and green street infrastructure.

- C. Evaluate the feasibility of building the Castle Street Plaza, with daylighting Castle Creek, to create a central hub for pedestrian activity downtown and a launching point for recreation and transportation in the area.

4

Sustainable.

Mt. Shasta's transportation network is as resilient as possible to extreme weather, including fire, heavy snow, and flooding.

- A. Decrease reliance on single-occupancy vehicles by prioritizing mobility, connectivity, and comfort for active transportation users and transit services.
- B. Consider snow removal requirements at all stages of design and construction of active transportation facilities.
- C. Meet with property owners to discuss donating public easements for emergency access connections at locations indicated in the plan.
- D. Transportation investments will add travel options in areas with higher numbers of short vehicle trips that could be converted to walking and biking trips. Shifting these trips would reduce vehicle miles traveled and greenhouse gas emissions.

5

Economically Viable.

In addition to meeting the needs of year-round residents, the transportation network serves tourists and local businesses.

- A. Prioritize connections between downtown, surrounding neighborhoods, and trailheads.
- B. Create visitor materials sharing active transportation and transit options for getting around Mt. Shasta and the surrounding area.
- C. Design a human-scale wayfinding system for the planning area to direct visitors to nearby attractions and indicate safe walking and biking routes.
- D. Promote bicycling and walking as cost-effective ways to reduce transportation costs. Include educational information on the comprehensive costs to the community and to individuals using different sustainable transportation modes.
- E. Evaluate the feasibility of parking meters, assessment districts, and other local funds for investing in transportation infrastructure.
- F. Explore the feasibility and desirability of one-way streets in downtown that are one travel lane to support business development, biking and pedestrian travel, additional opportunities for sidewalk dining, parklets, public art, and green stormwater infrastructure.

6**Innovative.**

Mt. Shasta's transportation system embraces design best practices and new technology, such as e-bikes, electric vehicles, and downtown shuttles.

- A.** Institute pedestrian and bicycle design policies and guidelines as presented in this plan, as well as applicable state and federal design guidelines, innovative guidance from organizations such as the [National Association of City Transportation Officials](#) and [Institute of Transportation Engineers](#), and the Federal Highway Administration [Small Town and Rural Multimodal Networks Guide](#)
- B.** Seek a partnership with the local transit agency to explore the feasibility of providing on-demand or downtown shuttle service.
- C.** Install additional bike parking and e-bike charging in downtown Mt. Shasta and at neighborhood destinations, such as schools, grocery stores, trailheads, and offices. Fund new bike parking through a combination of City-funded installations in public spaces and privately funded installations as a requirement of development or redevelopment.
- D.** Explore the possibility of implementing an e-bike share system to encourage local residents and visitors to use updated infrastructure to reach their destinations.

7**Usable.**

The city's transportation network is well maintained.

- A.** Regularly maintain pedestrian and bicycling facilities so people feel safe and comfortable.
- B.** Procure a low-profile street/sidewalk sweeper to maintain pedestrian pathways and physically separated bikeways.
- C.** Be resourceful with funding opportunities including community partnerships and volunteer programs to assist with bikeway/sidewalk sweeping and other minor maintenance activities.
- D.** Require installation of bicycle parking and e-bike charging in downtown Mt. Shasta and at neighborhood destinations such as schools, grocery stores, trailheads, and offices as a condition of private development or redevelopment.

03

Community Voice

In-Person Engagement and Virtual Activities

Public Involvement Overview

The community guided the development of Walk Bike Ride Mt. Shasta every step of the way.

Over the course of the project, the Technical Advisory Committee, a group of agency partners and community leaders, steered the planning process and helped align the plan recommendations with other community priorities and upcoming projects. The COVID-19 pandemic dramatically impacted the lives of Mt. Shasta residents throughout the course of this project, and so we planned a range of in-person and virtual activities to correspond to different levels of COVID-19 risk and regulations. Siskiyou Outdoor Recreation Alliance, a local community-based group, also led in-person engagement activities and used their network to get the word out. **For a full account of the public engagement process and who we reached, check out our full Engagement Summary Report.**

Thank You!

Thank you to everyone who took time out of your busy lives to share your transportation needs with us! Over 500 people took a survey, signed up for the listserv, or attended an event. Walk Bike Ride Mt. Shasta is your plan.

Phase 1: Listen and Learn

During the first phase of the project, Listen and Learn, we sought to understand the unmet mobility needs of Mt. Shasta's residents, commuters, and visitors. The team held a variety of face-to-face and online activities to give as many people as possible a chance to participate, including the following:



IN-PERSON ENGAGEMENT

- ◆ **Focus groups and interviews**
 - › Community Bike Ride (10 participants)
 - › Business Leaders Lunch (12 participants)
 - › Interviews with parents and caregivers (16 interviews)
 - › Interviews with older adults/people with disabilities in coordination with the Community Resource Center and Eskaton Washington Manor. (11 interviews)
- ◆ **Mobile outreach (eight events averaging 15 conversations each)**
 - › Farmers' market
 - › Berryvale Grocery
 - › Ray's Food Place
 - › Concerts in the Park
- ◆ **Community workshop in 2023 (one event, 20 participants)**
- ◆ **Technical Advisory Committee meeting (two meetings)**



ONLINE ENGAGEMENT

◆ Project website and virtual open house

- › Survey (408 respondents)
- › Public input map (approximately 40 participants, 289 interactions)

The team promoted these activities and events using an ever-growing email list, City communication channels, sidewalk decals, project yard signs, postcards to every home and business in the project area, and social media posts. After the first phase, the team drafted initial network recommendations and a vision and goals for the future of transportation in Mt. Shasta.



PROJECT PROMOTION

- ◆ Listserv announcements (six emails, with follow-up reminders)
- ◆ Sidewalk decals (13 locations)
- ◆ Yard signs (20 locations)
- ◆ 4,144 postcards sent (all residential and business addresses in the project area)
- ◆ Paid social media posts (5,440 views, 265 clicks)

Phase 2: Build Consensus and Refine

During the second phase of the project, Build Consensus, community members reviewed the draft recommended bike facility network, sidewalk infill, and crossing upgrades, as well as the project vision and goals and shared how they would prioritize the goals and recommendations through a virtual open house and online workshop. The open house was available online from March 3 to April 15 and was intended to share draft recommendations and better understand the challenges, needs, and aspirations community members have about transportation options in Mt. Shasta. The activities from the virtual open house included a survey and public input map. We also interviewed community organizations, local agencies, and school leaders who could speak to the needs of historically marginalized communities and students in Mt. Shasta.

◆ Virtual open house (93 participants)

◆ Online community workshop (15 participants)

◆ Community organization leadership interviews (six)

- › Sisson Middle School
- › Mt. Shasta Community Resource Center
- › Mt. Shasta Parks and Recreation
- › Northern United Charter School
- › Downtown Enhancement Advisory Committee
- › Great Northern Services



Project staff learning about important destinations and roadways from a local community member.

Feedback from this phase directly influenced how we created the final project list, and how we will move forward to seek funding to build some of these projects.

Community members indicated that Mt. Shasta Boulevard is the backbone of the most common walking routes in town and requested that significant improvements be prioritized, particularly the intersection of Chestnut St and Alma St. These requests carried through to our recommendations.



We used lawn signs, sidewalk, decals, postcards, and more to get the word out about the project.



Our Phase 3 Community Open House held at Deadwood Bike Shop in June 2022.

Phase 3: Review

During the final phase of the project, Review, we shared the full draft plan back with everyone who has participated in the planning process to catch any final suggestions or ideas. We held a community workshop in-person at a local bicycle shop and virtual open house to share our recommendations and how we incorporated the feedback we received earlier in the planning process.

Staff members were present to answer questions and inform the public on the progression of the study and attendees at the workshop were encouraged to provide their feedback on the project on project comment cards.

◆ Final Recommendations Review Open House

- › Comment cards (13 comment cards filled)
- › Meeting attendees (22 people)



Our Phase 3 Community Open House held at Deadwood Bike Shop in June 2022.

Workshop attendees learned about the draft pedestrian, bike, and spot improvements and asked some good questions about implementation and how these projects would be prioritized. Their feedback included creating more cohesive, named projects to tell the story of network development in Mt. Shasta, which was incorporated into the updated project recommendations.



Project staff reviewing our recommendations with a community member.

FIGURE 2
REASONS
FOR BIKING
COMMUNITY
RESPONSES

2021 Transportation
Survey; Community
Ride Focus Group

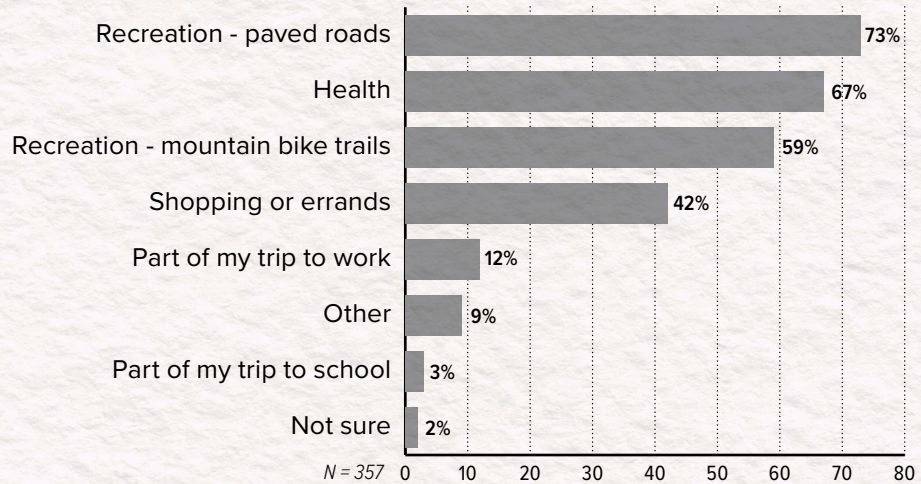


FIGURE 3
REASONS
FOR WALKING
COMMUNITY
RESPONSES

2021 Transportation
Survey; Community
Ride Focus Group

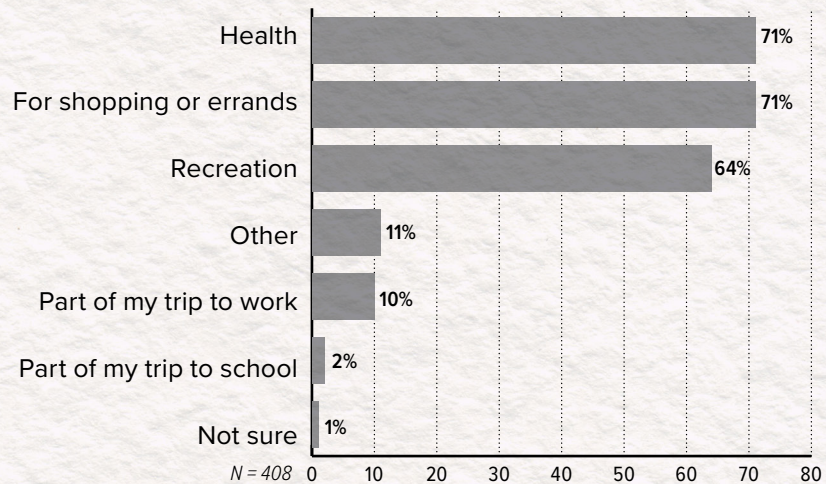
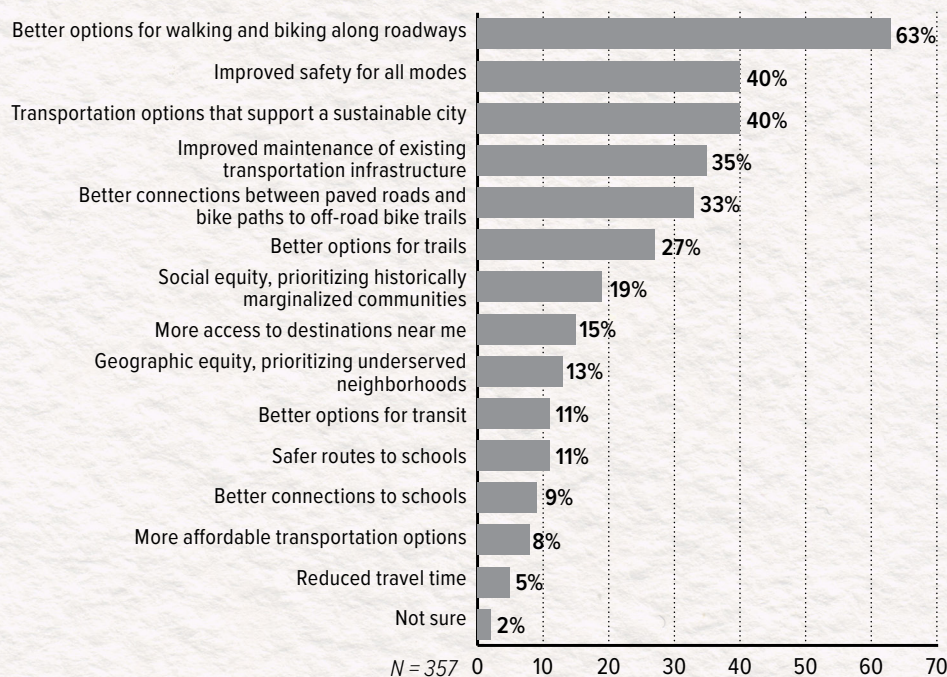


FIGURE 4
MT. SHASTA
PRIORITIES
COMMUNITY
RESPONSES

2021 Prioritization
Survey





Riders rest and discuss route needs in the shade along Old Stage Road at the June 2021 Community Bike Ride.



Making the move to cross during the June 2021 Community Bike Ride.

What We Heard

You want to walk and bike much more frequently, and drive less, than you currently do (2021 Transportation Survey). When they do walk and bike: 71% of survey participants indicated that they walk for shopping and errands, the most popular response along with walking for health (71%) and recreation (64%). Only 12% of participants walk as part of their trip to work or school. A strong majority of participants bike for health and recreation purposes, both on paved roads and mountain bike trails; 42% of participants indicated they bike for shopping and errands.

Infrastructure gaps are a big barrier to walking and biking for transportation. (2021 Transportation Survey, Community Ride Focus Group). Right now most people bike for recreation. People prefer off-street facilities or protected on-street facilities, where possible. (2021 Transportation Survey, Community Ride Focus Group)

- ◆ (2022 Final Recommendations Workshop)
“Would love more supporting infrastructure like bike repair stations, lockers at bus stops and bike parking.”

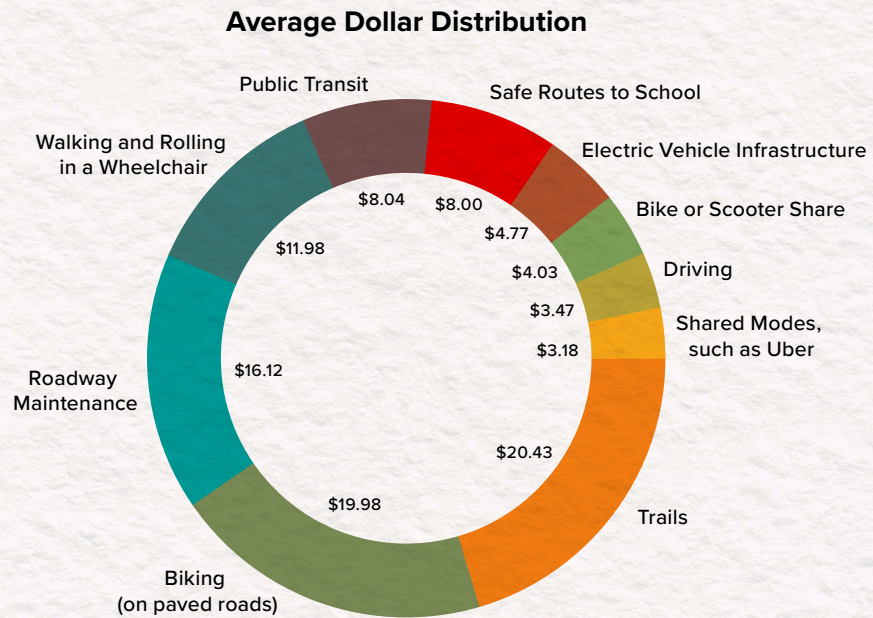
You want better infrastructure for walking and biking along roadways. Participants supported sustainable transportation options and improved safety for all modes of transportation. Given the opportunity to allocate funding, participants on average spent about half of their dollars on supporting walking and biking infrastructure, both on paved surfaces and via the trail network.

Safety is critical, no matter how you’re getting around (Prioritization Survey 2022). Safety was the top priority goal, followed by connected (accessible) and fun (recreation and tourism-related benefits).

- ◆ “I want my daughter and her friends to be able to safely get around town or to recreation areas. Currently riding on the streets doesn’t feel safe on many areas.”
- ◆ “I walk and ride my bike around town a lot, and find gaps in sidewalks, bike paths that suddenly end [which] often make the endeavor dangerous.”

FIGURE 5
AVERAGE DOLLAR DISTRIBUTION
MODES OF
TRANSPORTATION

2021 Transportation
Survey



Business owners and community leaders are interested in the economic benefits of a more walkable, less congested downtown (Business Leader Focus Group and Interviews). They are ready for some creative, big-picture solutions such as shuttles, bike share, wayfinding, reimagining traffic patterns, paid parking, and new public space.

A changing climate makes these changes increasingly important (2022 Prioritization Survey) and (2022 Final Recommendations Workshop).

- ◆ **“It would help the town’s tourism business to do this at a time when climate change has impacted the snow season and smoke in the summers.”**
- ◆ **“Now is the time for this. Way over due. Gas is \$6 and increasing, cars are killing the planet. Come on Mt. Shasta, city government do something useful for the community.”**

Families and parents want better connections to schools, parks, trailheads, and other destinations (Parent and Caregiver Interviews). They want to see quiet, low-speed facilities suitable for students. Families are also concerned about speeding drivers and other unsafe driving behavior.

- ◆ **“Mount Shasta is a destination for families and this would make our recreation areas and town easily navigable.”**

Maintenance is key! (2021 Transportation Survey, June 2021 Community Workshop)

Appreciation for the planning process of the Mt. Shasta Mobility Plan (2022 Final Recommendations Review Open House).

- ◆ **“We really appreciate the city’s engagement and efforts to improve mobility throughout the city.”**



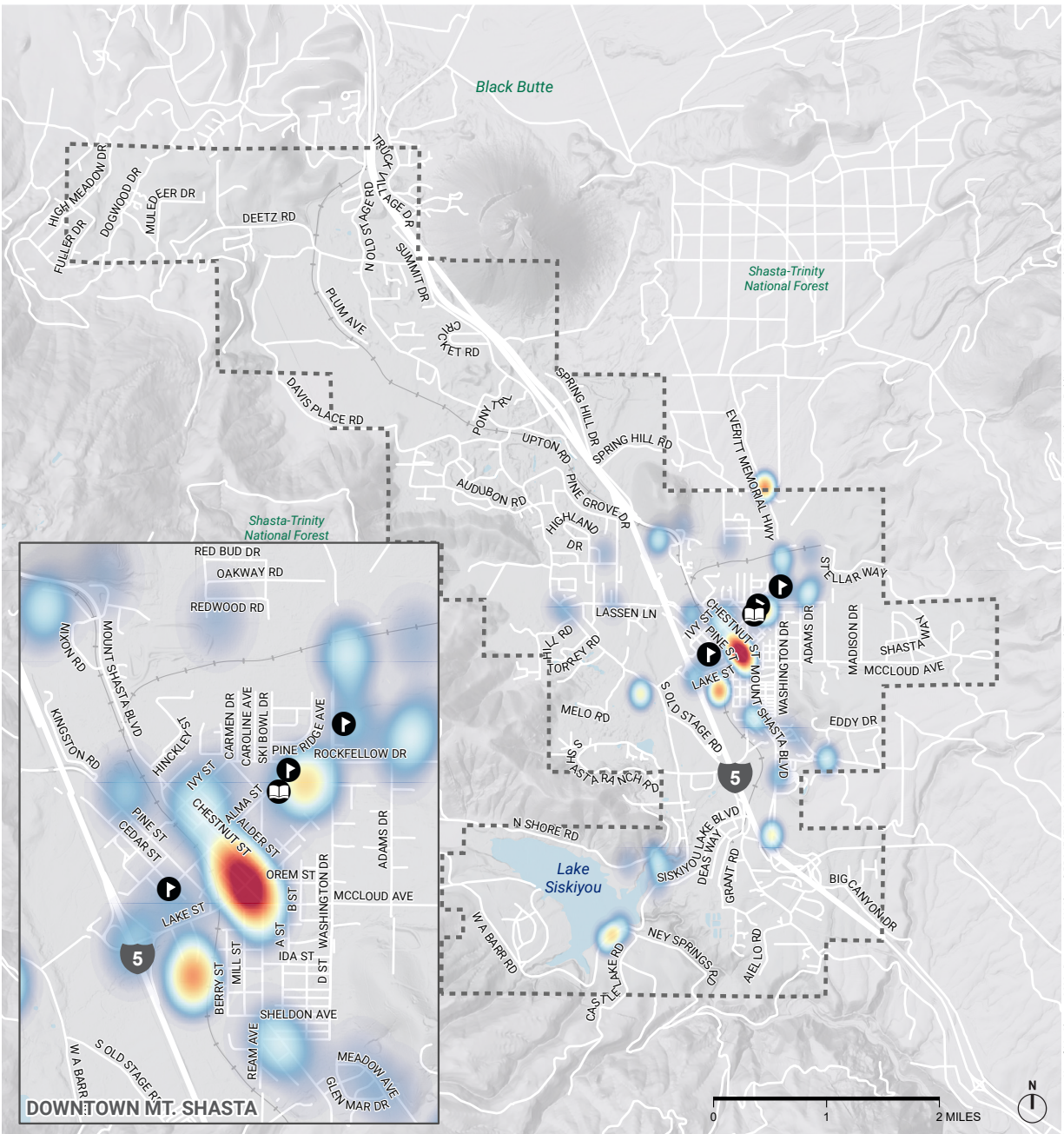
The City met with local business owners in June 2021 to discuss how improvements to walking, biking, and transit could better serve their employees and customers.

On the Map

The following public survey input maps reflect the results of the online public input map circulated through the virtual open house from June to August 2021. Participants plotted points to illustrate important destinations and drew routes they use for walking and biking. Community workshop participants, people who stopped by the tabling booth at the farmers' market, and interviewees expressed very similar routes, needs, and destinations.



June 2021 Community Workshop Map.



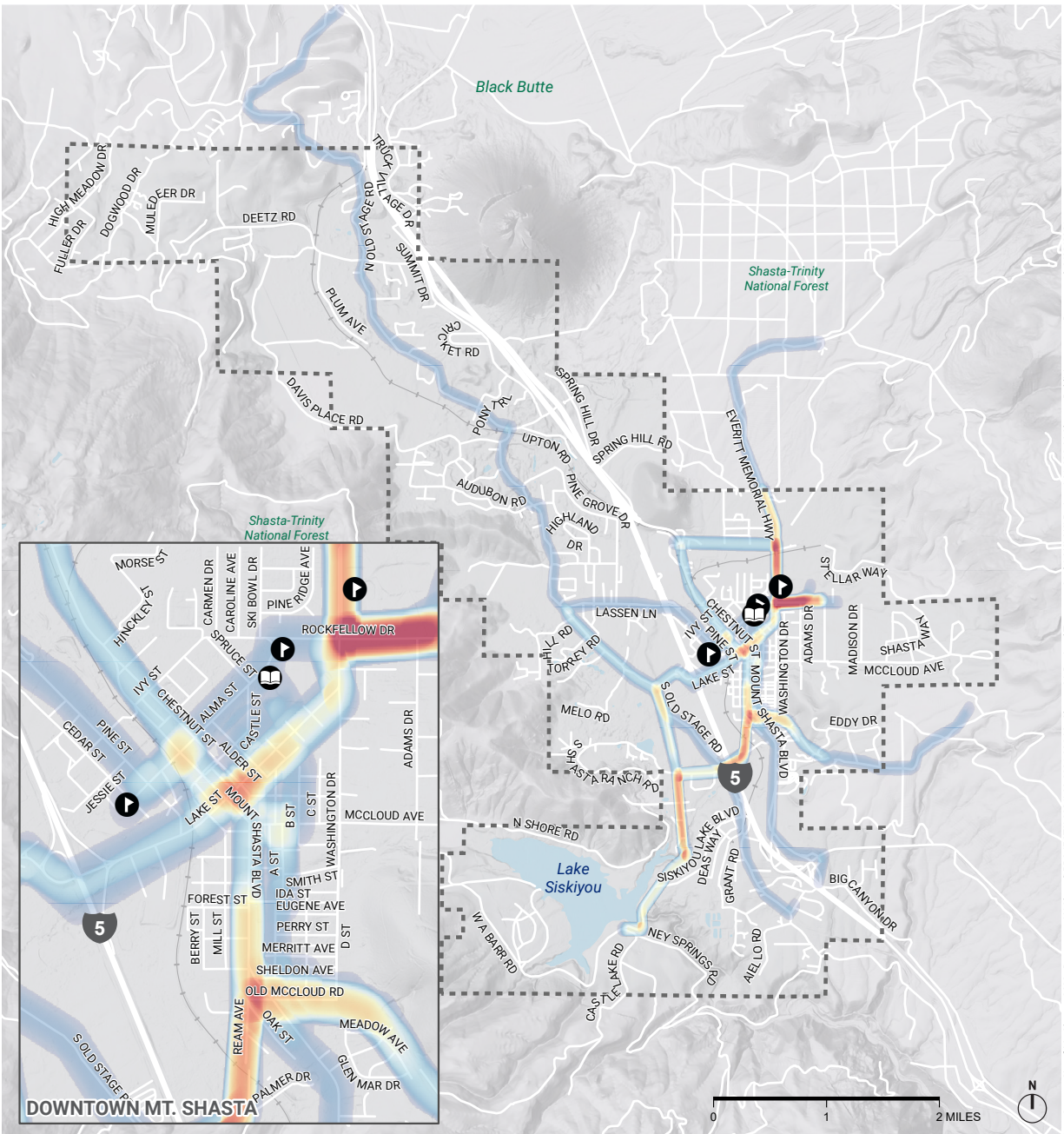
PUBLIC INPUT SURVEY DESTINATIONS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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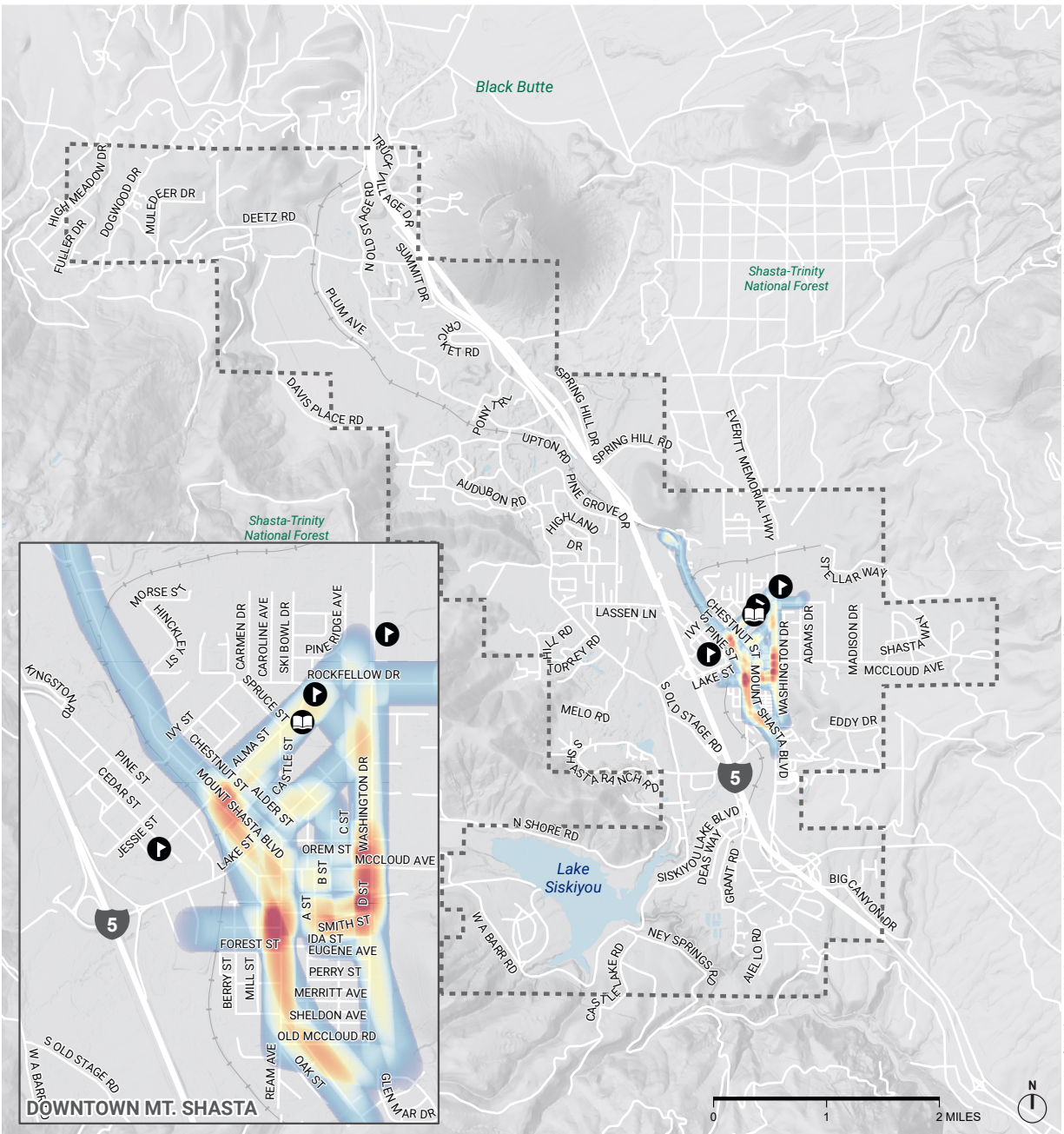
MAP 2 DESTINATIONS
PUBLIC INPUT SURVEY MAP

Illustrates common destinations within the study area, selected by survey participants. The core downtown area stands out, as well as the shopping complex around Ray's Food Place, Lake Siskiyou, schools, the library, Sisson Meadow Park, and Shastice Park.



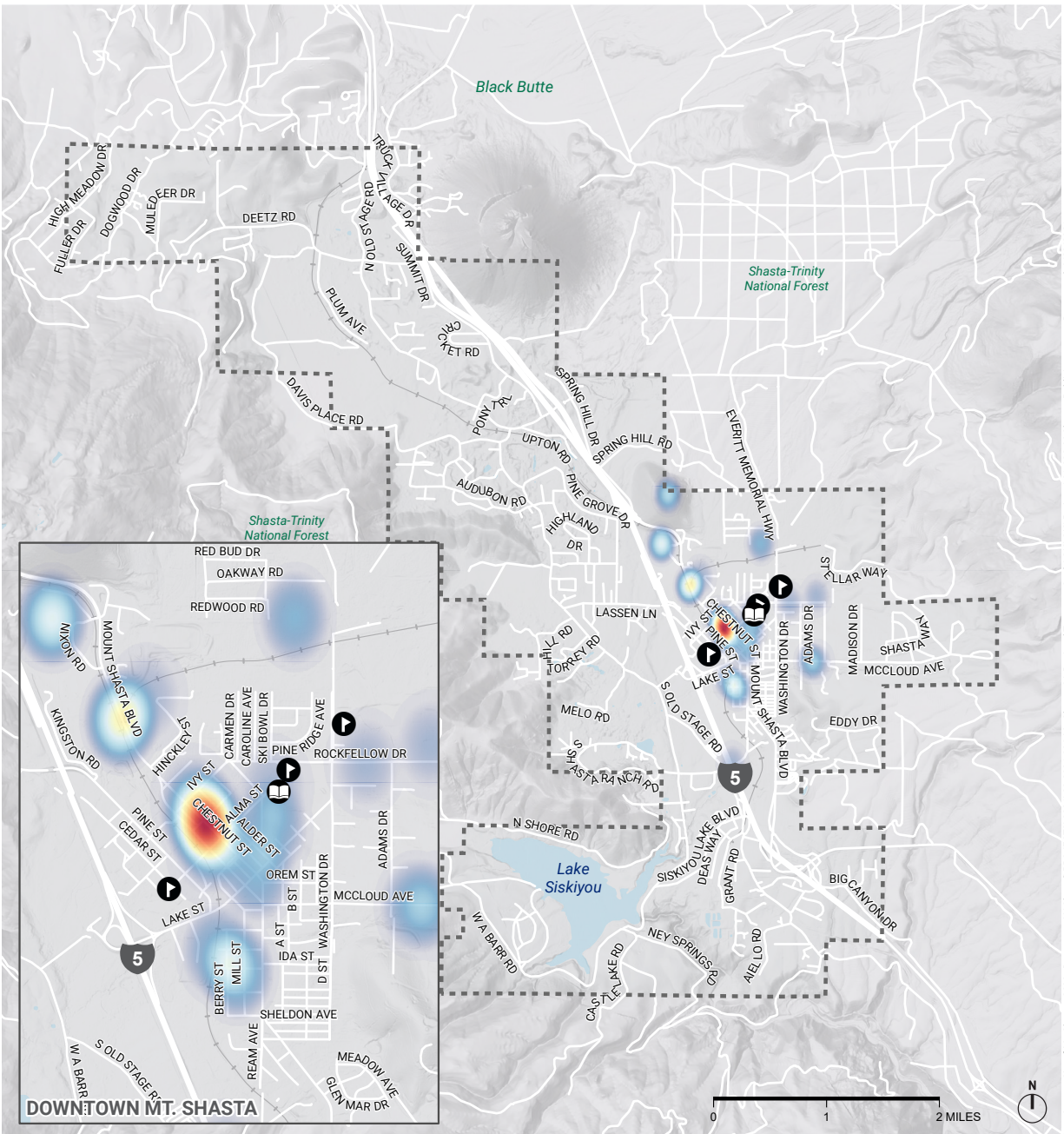
MAP 3 BIKE ROUTES
PUBLIC INPUT SURVEY MAP

Illustrates survey participants' top biking routes that they currently use including: Lake Street, Rockfellow Drive, Mt. Shasta Boulevard, Everett Memorial Highway, Lassen Lane, Old Stage Road, and Ream Avenue.



MAP 4 WALKING AND ROLLING ROUTES
PUBLIC INPUT SURVEY MAP

Shows currently used routes for walking and rolling (mobility devices), generally clustered in downtown Mt. Shasta.



Data Source: City of Mt. Shasta, QSM, Document N:\Shared\PROJECTS\2021\00-2021-020 Mt. Shasta CA Regional Transport Study\GIS\Projects\21-020_MtShasta_PublicInput.aprx. Date saved: 9/29/2021.

PUBLIC INPUT SURVEY IMPROVEMENTS - WALKING/ROLLING

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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DESTINATIONS + BOUNDARIES

- Library
- Public School
- Study Area
- Railroad

PUBLIC INPUT SURVEY RESULTS

- High Density of Comments
- Low Density of Comments

**MAP 5 DESIRED WALKING AND
ROLLING IMPROVEMENT LOCATIONS**
PUBLIC INPUT SURVEY MAP

Illustrates locations that need improvement. Mt. Shasta Boulevard is the backbone of the most common walking routes in town, as well as the location of many requested improvements. The intersection of Chestnut Street and Alma Street is highlighted as an area that needs improvement.

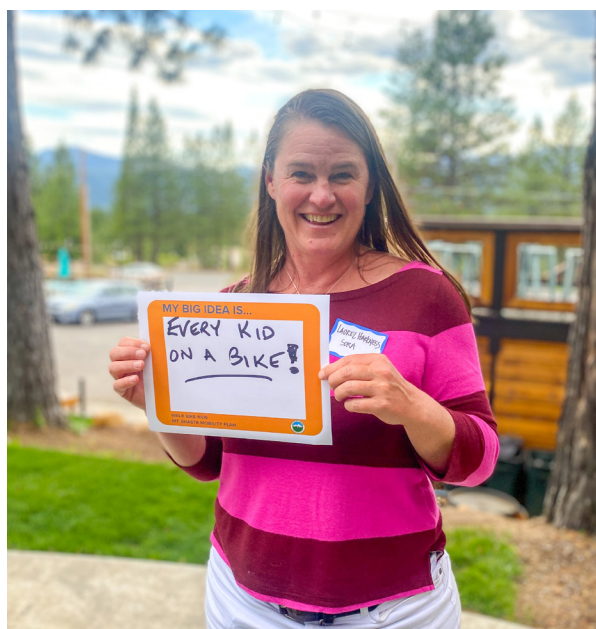
In Your Words



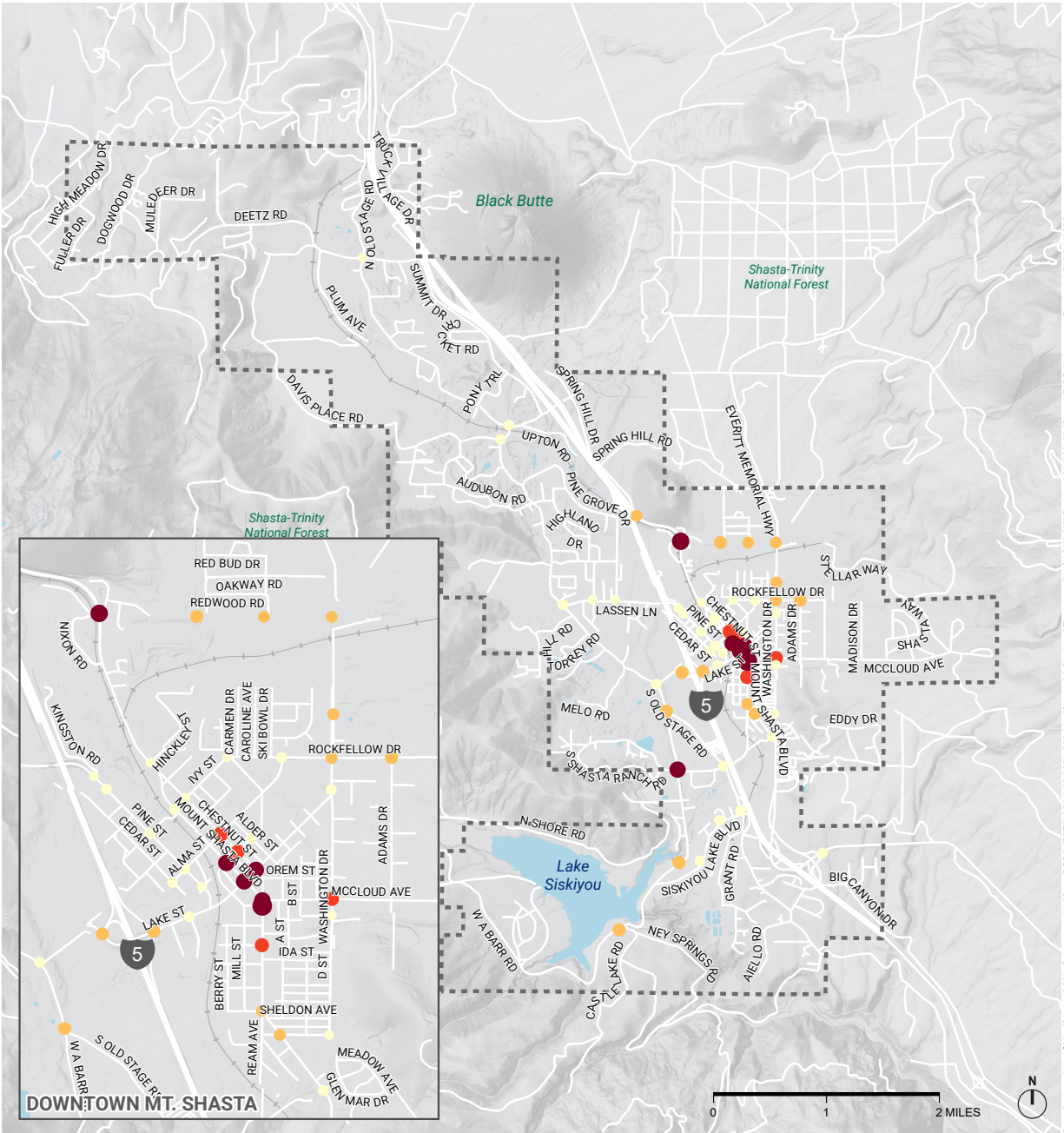
"We are a tourist town. We need to have elements that attract tourists and keep them wanting to return for more. If we had safe bike paths connecting featured areas and businesses, I would be very proud to live in such a place."



"It improves the quality of life for locals and improves the visitor experience in Mt. Shasta."



"People walking and riding to and through our community makes it a more vibrant and healthy town."



VIRTUAL OPEN HOUSE PUBLIC INPUT RESPONSES: PEDESTRIAN PROJECTS

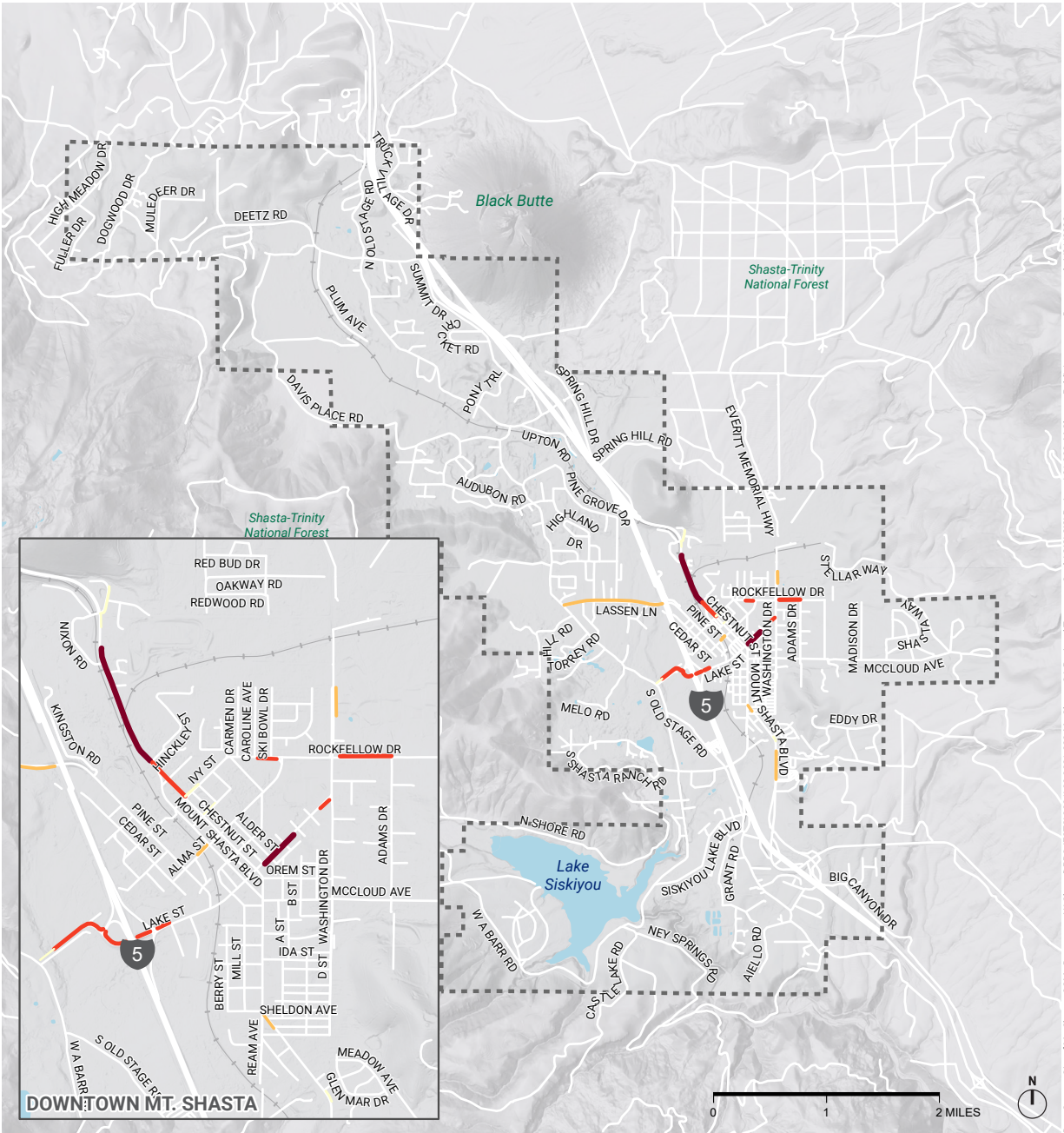
WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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MAP 7 RECOMMENDED PEDESTRIAN PROJECTS
VIRTUAL OPEN HOUSE PUBLIC INPUT RESPONSES –
CROSSING IMPROVEMENTS

Illustrates the locations of recommended pedestrian projects in the study area. The darker, larger circles are projects that were assigned a higher priority by virtual open house participants.





VIRTUAL OPEN HOUSE PUBLIC INPUT RESPONSES: SIDEWALK PROJECTS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN



MAP 9 RECOMMENDED SIDEWALK PROJECTS
VIRTUAL OPEN HOUSE PUBLIC INPUT RESPONSES
– CROSSING IMPROVEMENTS

Illustrates the locations of recommended sidewalk projects in the study area. The darker, thicker lines are projects that were assigned a higher priority by virtual open house participants.



04

Getting Around Mt. Shasta Today

Assets and Challenges

Through this plan, we looked at the transportation system from many different angles to better understand what Mt. Shasta's future mobility options could offer.

This required listening to community concerns and conducting technical analyses. When we combined the results of these qualitative and quantitative assessments, we gained a more complete picture of what's happening on Mt. Shasta's roads now and what community members will need in the future for more sustainable transportation options.

Mt. Shasta's Story

Using the information we gathered from the community as well as our technical analyses, it is clear that Mt. Shasta has many existing assets. Geographically, the city is anchored by a vibrant downtown and is uniquely positioned to offer premier access to nature. It has a high potential to build an equally premier, safe, and connected transit and active transportation network upon this foundation.

Here are some key takeaways from our existing conditions analysis:

1

THERE IS A LOT OF OPPORTUNITY.

Of the existing 209 miles of roadways within the study area, 1% (2.07 miles) have a bicycle facility located on them and 12% (25.7 miles) are accompanied by sidewalks.

2

SIDEWALK GAPS ARE COMMON OUTSIDE DOWNTOWN.

Although corridors in downtown and within the central Mt. Shasta

area typically have sidewalks on both sides of the street, sidewalks grow more disconnected moving away from downtown. Across the city, there are 133 sidewalk obstructions (cracks or objects) that limit access. Sidewalk obstructions are heavily concentrated along the entire N Mt. Shasta Boulevard. Lake Street, Chestnut Street, Rockfellow Drive, and Ivy Street also have a high concentration of sidewalk obstructions.

3

IMPROVING CROSSINGS WILL BE KEY.

Marked crosswalks are primarily located in three areas: in downtown, near parks, and near schools. Most crosswalks are transverse, with two parallel lines, instead of continental, ladder-style markings. There is a need for more ADA-compliant curb ramps, which help people with disabilities navigate the city.

4

CONNECTING WEST MT. SHASTA AND EAST MT. SHASTA.

Automobile circulation is heavily influenced by Interstate 5's (I-5's) orientation to the rest of the study area. The on-ramps and similar arterial connections are oriented to the east side of Mt. Shasta (toward the downtown). This orientation remains even though much of new growth has occurred to the west of the I-5.

Our level of traffic stress (LTS) and connectivity analyses indicate most street locations are not comfortable to walk or bike for children, novices, and people with mobility challenges. This means the network does not meet the needs of all ages and abilities. Core barriers to a more complete

connected region include a lack of westward connections for biking or walking, and gaps in pedestrian infrastructure such as sidewalks and high-visibility crossing opportunities.

5

TRANSIT SERVICE HAS SUBSTANTIAL GAPS.

The existing transit service provided by STAGE is designed to focus on regional inter-community trips. Stops in Mt. Shasta are along the major corridors only and are not within a convenient walk of most of Mt. Shasta residences. The schedule is designed to accommodate shopping, social service and medical trips, rather than commuting trips.

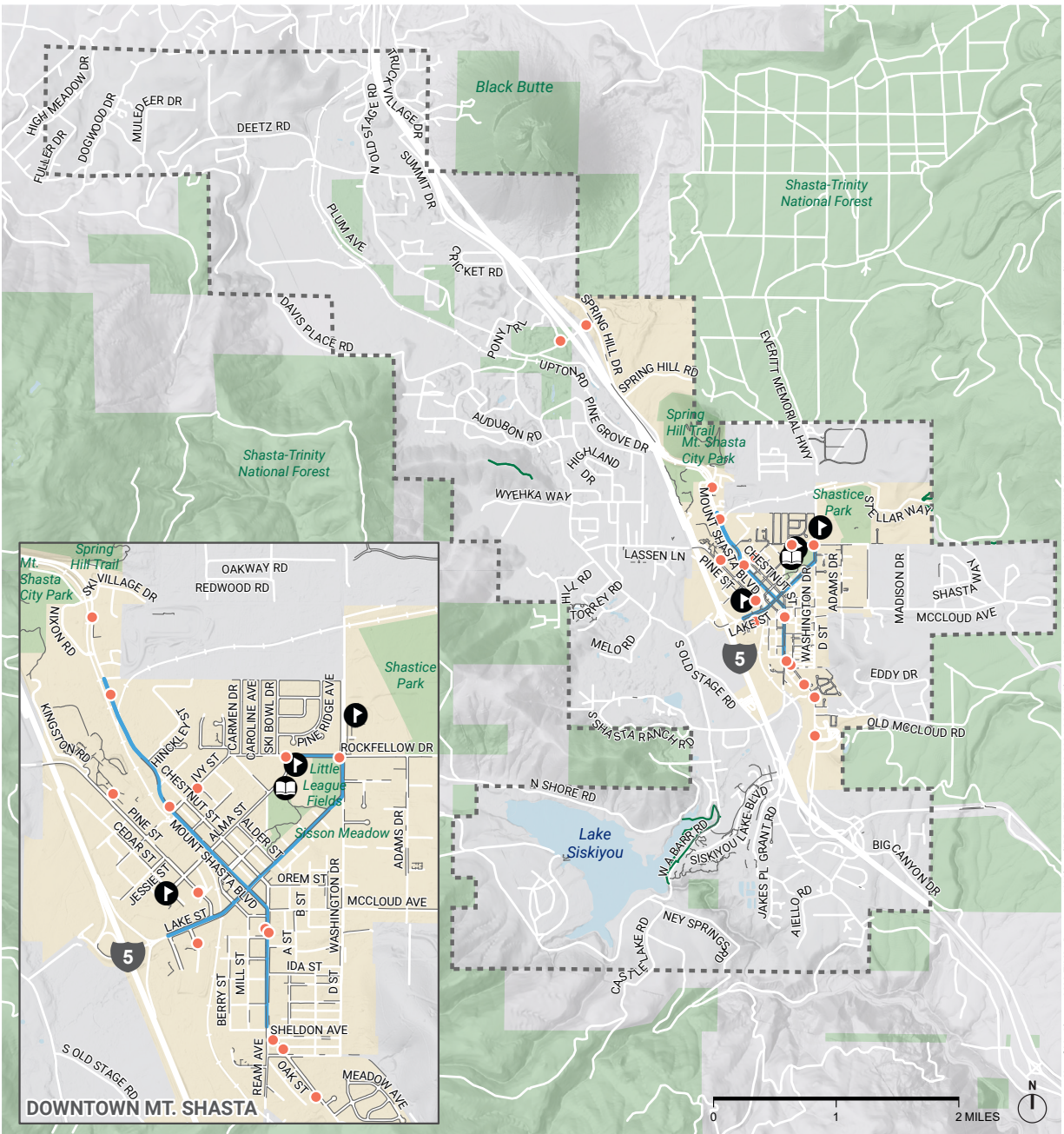
The following section contains more detailed takeaways from our existing conditions analyses.

Bike Infrastructure Inventory

We have a good start for our bike network, but more and different types of bikeways are needed.

The bike infrastructure inventory analysis revealed that Mt. Shasta has slightly more than two miles of Class II bikeways (bike lanes), which are mostly focused around downtown, and around three miles of

Class I Bikeways (shared-use paths). At the time of writing this plan, Mt. Shasta does not have any bike boulevards, buffered bike lanes, or specially designated bike routes (for more information on bikeway types, see page 60). One of the outcomes of Walk Bike Ride Mt. Shasta will be recommendations for how to increase the amount and diversity of bike infrastructure types in the city.



MULTIMODAL FACILITIES

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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EXISTING NETWORK

- Transit Stop
- Existing Sidewalk
- Shared-Use Path (Class I)
- Bicycle Lane (Class II)

DESTINATIONS + BOUNDARIES

- 📖 Library
- 🎓 Public School
- 🌳 Park / Wilderness Area
- 🏡 Mt. Shasta City Boundary
- 🔲 Study Area

MAP 10 MULTIMODAL FACILITIES
EXISTING CONDITIONS

Shows where transit stops, sidewalks, paths, and bike lanes currently exist in and around Mt. Shasta.

Pedestrian Infrastructure Inventory

Sidewalks are generally disconnected outside downtown.

The pedestrian infrastructure inventory analysis revealed that Mt. Shasta has over 25 miles of sidewalks. However, the sidewalks vary in width and quality. Some of the widest sidewalks are located in downtown. Only one of the crossings of I-5 has a sidewalk, the Pine Street/Lassen Lane crossing. Immediately west of the interstate, sidewalks are generally missing. On the east side of the interstate but outside downtown, sidewalks are generally disjointed. There are pockets of sidewalks throughout the area, but there are large gaps between them creating sidewalk islands throughout the city.

Marked crosswalks are very limited across the city. Crosswalks are primarily located on N Mt. Shasta Boulevard, Chestnut

Street, and Lake Street. All intersections within the downtown commercial core have marked crosswalks. Marked crosswalks are also commonly located near community destinations like the two schools and the Sisson Meadow/library area. There are only four marked crosswalks south of McCloud Avenue. Outside downtown and away from parks and schools, crosswalks are very uncommon.

Sidewalk obstructions are heavily concentrated along N Mt. Shasta Boulevard. They are present along the entire stretch of the corridor. Lake Street, Chestnut Street, Rockfellow Drive, and Ivy Street also have a high concentration of sidewalk obstructions. Sidewalk obstructions, combined with limited alternative routes due to sidewalk islands, limit access and connectivity for people walking and rolling.

TABLE 1 PEDESTRIAN CROSSING INFRASTRUCTURE

SIDEWALKS	MARKED CROSSWALKS	CURB RAMPS	PEDESTRIAN PUSH BUTTON	SIDEWALK OBSTRUCTIONS
25.7 Miles	123	96	9	133

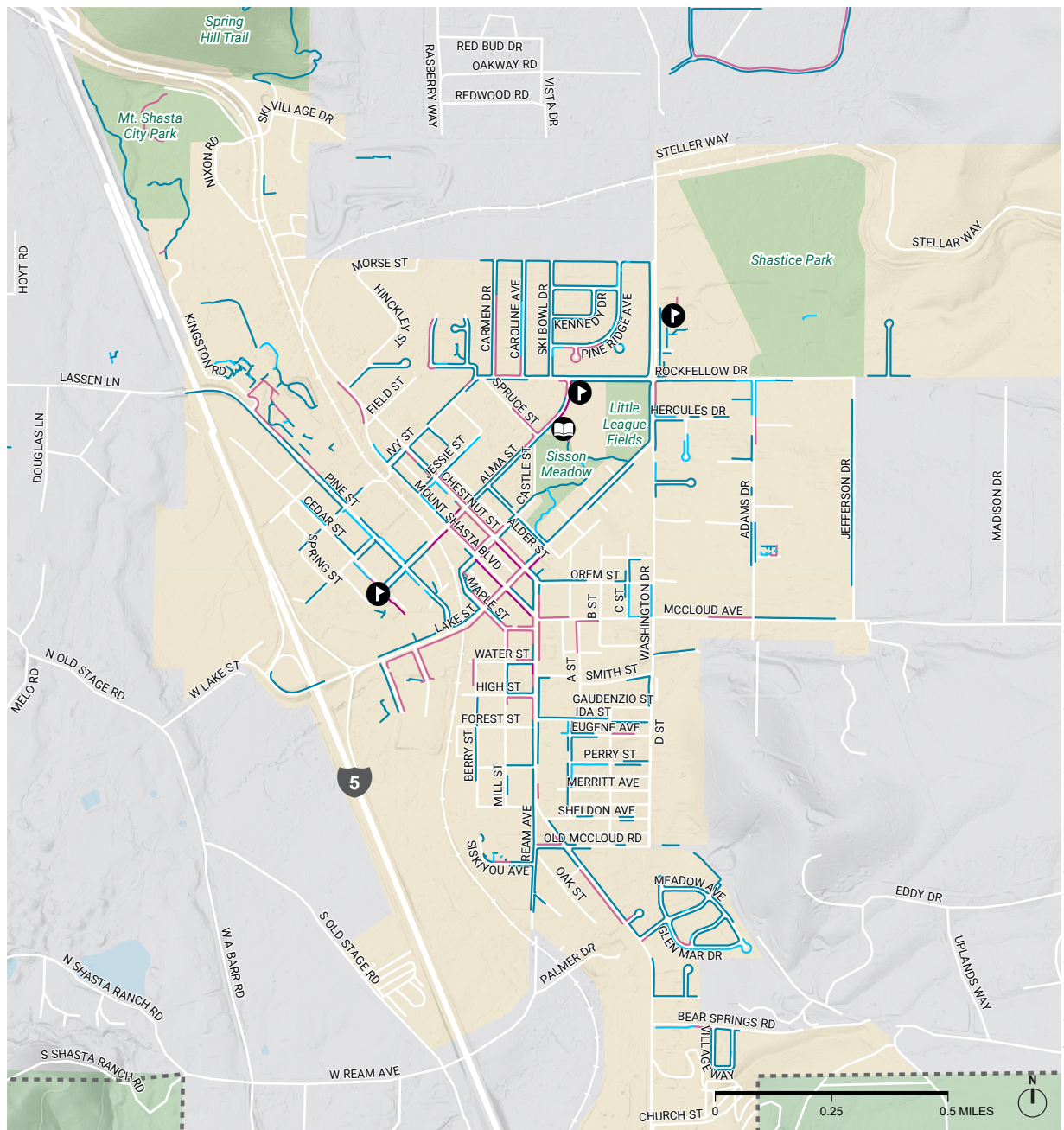
TABLE 2 CROSSWALK INVENTORY

HIGH-VISIBILITY	TRANSVERSE	OTHER CROSSWALKS
14	88	16

TABLE 3 CURB RAMP INVENTORY

CURB RAMPS WITH TRUNCATED DOMES*	CURB RAMPS WITHOUT TRUNCATED DOMES	MISSING CURB RAMPS
4	60	14

**Truncated domes are the yellow raised bumps on a pathway or curb that alert visually impaired individuals they are entering a roadway or other hazardous area.*



Data Source: City of Mt. Shasta, QSM; Document: N:\Shared\PROJECTS\2021\00-2021-020 Mt. Shasta CA Regional Transport Study\GIS\Projects\21-020_MtShasta_Ecopia.aprx. Date saved: 9/30/2021.

SIDEWALK PRESENCE

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

SIDEWALK WIDTH (FEET)

- 3 - 5
- 6 - 8
- 9 - 12
- 13 - 18

DESTINATIONS + BOUNDARIES

- Library
- Public School
- Study Area
- Park / Wilderness Area
- Mt. Shasta City Boundary

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MAP 11 SIDEWALK PRESENCE
EXISTING CONDITIONS

Shows the varying widths of existing sidewalks in Mt. Shasta. The widest sidewalks are located in downtown. Streets without sidewalks or are less than three feet wide are left white in this map.



Data Source: City of Mt. Shasta, CSM. Document: N:\Shared\PROJECTS\2021\00-2021\020 Mt. Shasta CA Regional Transport Study\GIS\Projects\21-020_MtShasta_Ecopia.aprx. Date saved: 9/30/2021.

CROSSWALK + CURB RAMP PRESENCE

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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CROSSWALKS IN DOWNTOWN MT SHASTA (ECOPIA)

- High Visibility Crosswalk
- Transverse Crosswalk
- Other Crosswalk

CURB RAMPS AND PEDESTRIAN SIGNALS IN DOWNTOWN MT SHASTA (FIELDWORK)

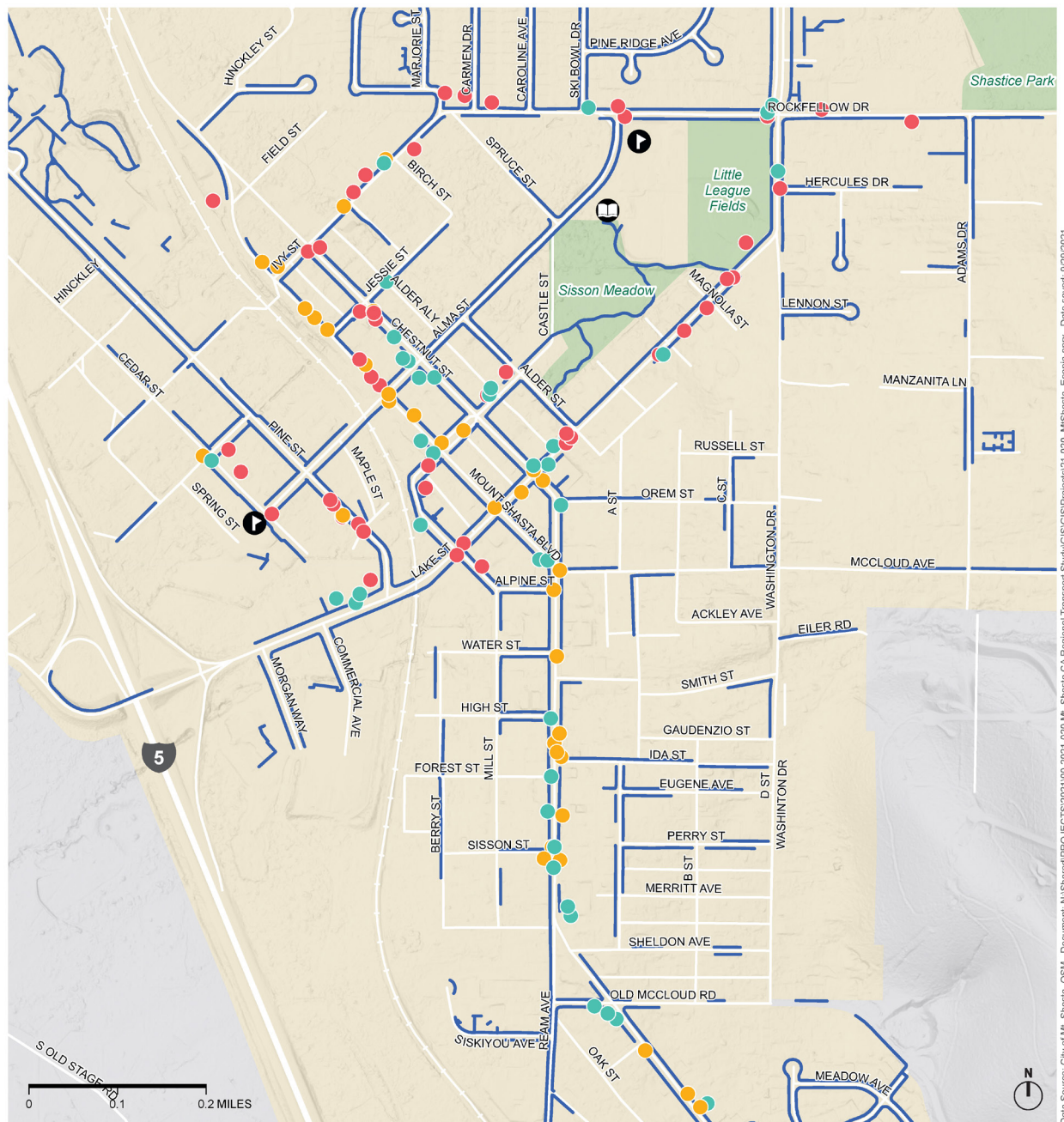
- Curb Ramp Missing
- Curb Ramp No Truncated Domes
- Curb Ramp Truncated Domes

DESTINATIONS + BOUNDARIES

- Library
- Public School
- Study Area
- Park / Wilderness Area
- Mt. Shasta City Boundary

MAP 12 CROSSWALK PRESENCE
EXISTING CONDITIONS

Illustrates existing pedestrian crossing infrastructure in Mt. Shasta. The map documents the presence, absence and type of crosswalks and curb ramps.



SIDEWALK OBSTRUCTIONS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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SIDEWALK CHARACTERISTICS

- Crack (greater than ¾ inch)
- Uplift (greater than ¼ inch)
- Sidewalk Ends or Other Obstruction
- Existing Sidewalk

DESTINATIONS + BOUNDARIES

- Library
- Public School
- Study Area
- Park / Wilderness Area
- Mt. Shasta City Boundary

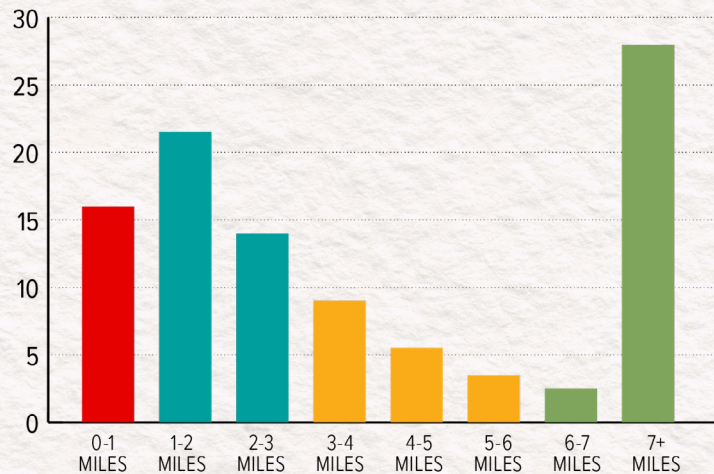
MAP 13 SIDEWALK OBSTRUCTIONS
EXISTING CONDITIONS

Illustrates where sidewalk obstructions exist in Mt. Shasta. These include cracks, uplifts, and other obstructions that limit access and connectivity for people walking and rolling.

FIGURE 6
STUDY AREA
TRIP LENGTH
DISTRIBUTION
 MT. SHASTA

Walking and bicycling can replace some vehicle trips, especially for trips less than three miles.

PERCENT OF ALL
 VEHICLE TRIPS



Active Trip Potential Analysis

We have a high potential for more walking and biking trips in our city.

The active trip potential analysis found that driving is the dominant travel mode for most trips. Walking accounts for about 3% to 12% of all trips. Most of these walking trips likely occur in the central Mt. Shasta area and downtown.

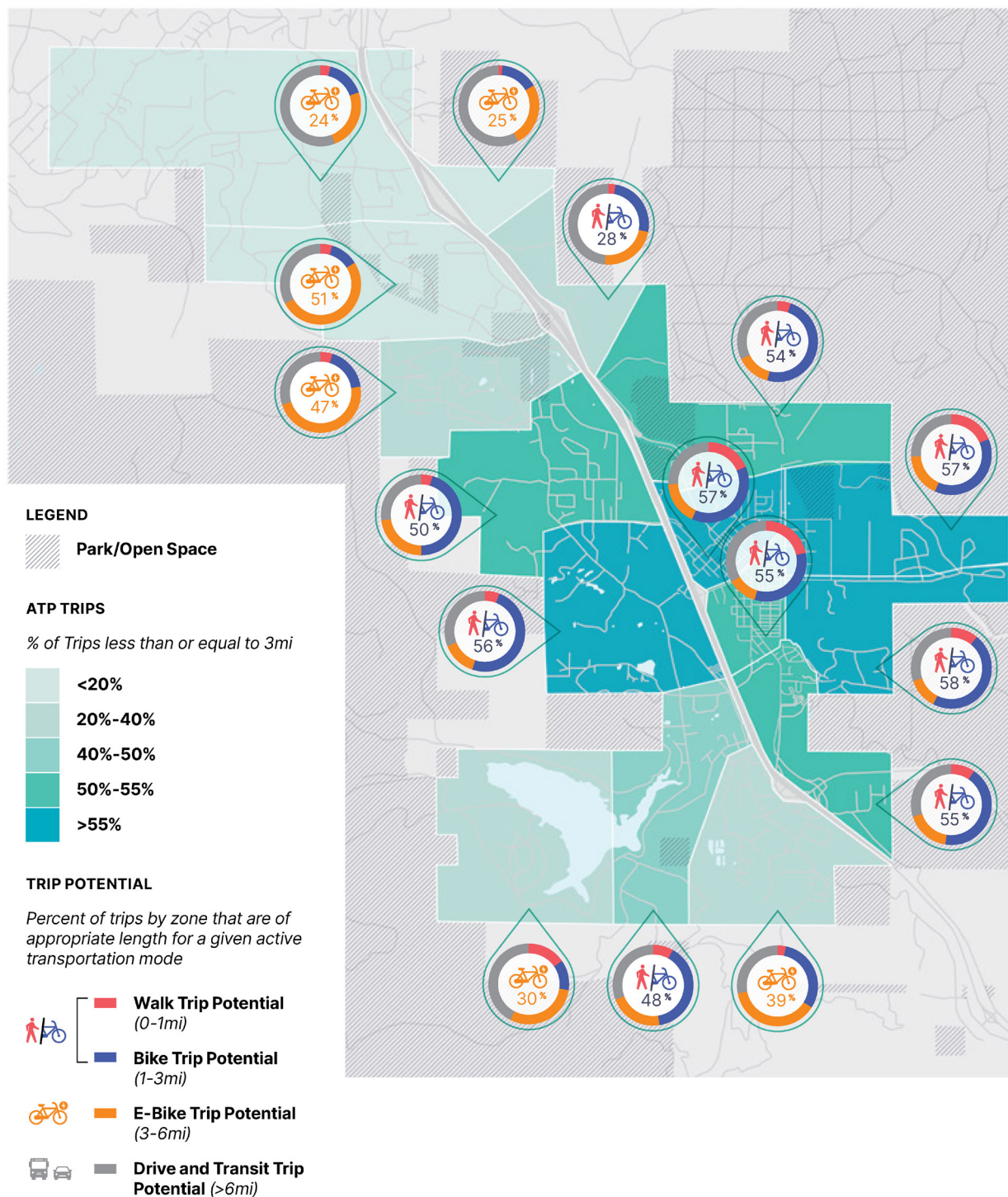
However, the size and compact nature of Mt. Shasta's downtown offer opportunities

for more active and transit trips. Locations in and around downtown Mt. Shasta have greater than 50% of trips being less than three miles. Additionally, opportunities exist for e-bikes to potentially serve trips three to six miles in length in locations further from downtown. Comfortable on-street facilities or trail connections in and around downtown Mt. Shasta could help to unlock this potential.

A more detailed breakdown of the distribution of trip lengths is provided in Figure 6.

Mount Shasta

Active Trip Potential



MAP 14 ACTIVE TRIP POTENTIAL

MT. SHASTA

The blue zones show the percentage of trips that are less than or equal to three miles. The icons are graphs that represent the percent of trips in each zone that could be made by walking, biking, ebiking, or driving.

Safety and Collision Analysis

Mt. Shasta Boulevard and other major roads experience the most collisions with people walking and biking.

The safety analysis revealed several high-level collision trends:

- 1** Of reported bicycle and pedestrian-related collisions, 38% occurred in downtown Mt. Shasta at intersections along Mt. Shasta Boulevard.
- 2** I-5 on-ramps and crossings tend to have a high intensity of severe collisions among all modes.
- 3** Not all collisions occurred downtown or along I-5. High collision intensity zones emerged on the west side of the study area along:
 - A. W A Barr Road
 - B. Old Stage Road
 - C. Dan's Place Road
 - D. Audubon Road

Bicycle-involved collisions can be seen in Map 15: Bicycle-involved Collisions

Pedestrian-involved collisions can be seen in Map 16: Pedestrian-involved Collisions

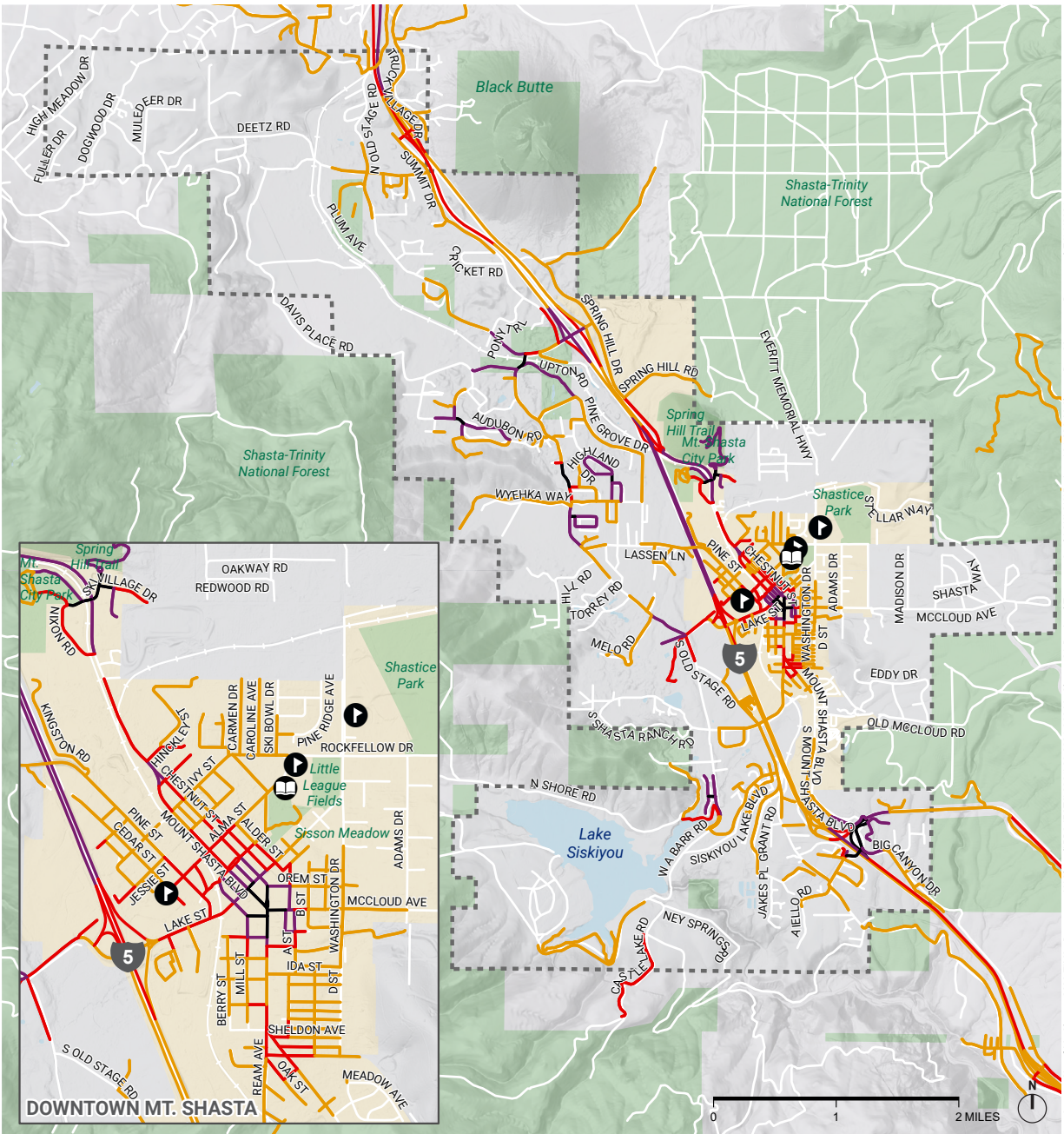
Several locations throughout the study area have a history of a high intensity of severity weighted collisions as shown in Map 17:

- ◆ **Downtown Mt. Shasta in the area surrounding the intersection of Lake Street and Mt. Shasta Boulevard has a notably high collision intensity compared to other areas within the study area.**
- ◆ **The confluence of I-5 and SR 89 to the south of the city boundary, Old Stage Road between Lassen Lane and Wisner Road, and I-5 between Mt. Shasta Boulevard and Lake Street.**
- ◆ **The railroad crossing in the northern part of the study area between Abrams Lake Road and Davis Place Road.**









MAP 17 KSI WEIGHTED COLLISIONS
MT. SHASTA

Shows the roadway segments that have experienced more frequent collisions, using the Killed-or-Severely-Injured index, which gives greater weight to places where people have been killed or severely injured in a traffic-related incident.

Level of Traffic Stress Analysis

A few high stress roads separate otherwise low-stress areas around town.

An LTS analysis describes the comfort of the transportation network for pedestrians and bicyclists. This entailed ranking streets from low stress (LTS 1, suitable for children) to high stress (LTS 4, suitable only to "strong and fearless" bicyclists/pedestrians). Roadway characteristics like posted speed limit, number of lanes, and the presence of sidewalks or bike facilities affect LTS outcomes.

Our analysis found that the majority of roads in Mt. Shasta are suitable for the average adult rider but not for children or novice riders. The most stressful roadways include county roads that lack adequate bicycle facilities, Everitt Memorial Highway, and Mt. Shasta Boulevard as it enters downtown Mt. Shasta from the north.

We also found that the further away from downtown, the higher the likelihood of sidewalks only on one side of the road or not at all present. Low-stress pedestrian facilities are confined to distinct areas dispersed around the city with little to no connectivity between them. Finally, the geographic orientation of Mt. Shasta's roadway network especially limits lower-stress connectivity for people walking east-west. I-5 divides the city, and all four corridors that cross the highway are higher-stress roads for people walking. Higher concentrations of vehicle traffic, interstate ramps, and inadequate pedestrian facilities contribute to an uncomfortable environment for people walking outside downtown.

Connectivity Analysis

East-west connectivity is limited in Mt. Shasta.

Connectivity can be defined as the percentage of the network a user can actually travel to (in all directions) within a 10-minute walk or bike interval as compared to an "as the crow flies" or straight line distance around the same starting point.

Our analysis showed that downtown Mt. Shasta and surrounding areas east of I-5, extending north along Everitt Memorial Highway, have the highest connectivity scores. When we adjusted the connectivity by weighting the roadways with their LTS, the connectivity of the network shrinks to areas that are lower stress for walking and biking, which tend to be on the east side of town near downtown.

Social Vulnerability and Risk Analysis

Additional travel options can make us healthier and help people reach jobs.

The State of California regularly updates its CalEnviroScreen Index, which is a socioenvironmental database that helps communities identify high concentrations of historically disadvantaged or vulnerable populations burdened by environmental pollution. In our research, we found that Mt. Shasta's pollution burden ranks in the 34th percentile among all census tracts in the state, meaning we don't experience very much environmental pollution compared to the rest of the state. However, the index showed that some indicators, such as solid waste exposure, environmental cleanup sites, and rates of cardiovascular disease,

were above the 80th percentile. Although these issues are not directly related to transportation, they support the need for Mt. Shasta to build infrastructure that is environmentally sound and advances the health of its residents—two areas that a robust active transportation network directly contributes to.

Within the study area, downtown Mt. Shasta has a relatively high concentration of low-income jobs. Approximately 32% to 39% of all jobs located downtown are considered to provide a low-income wage. Travel to these jobs may require transit or use of motor vehicles if coming from areas outside Mt. Shasta where housing costs are lower. These locations can help guide the prioritization of multimodal improvements in areas that could benefit the most from additional travel options and improved access to jobs and services.

Hazard Risk Analysis

Paved shared-use trails and paths double as emergency vehicle access and evacuation routes.

We conducted a hazard risk analysis because the ability of residents to evacuate their neighborhood is an important planning and infrastructure issue for Mt. Shasta. Additionally, emergency responders must have reliable means of access to neighborhoods in case of natural disasters or other emergencies. According to the Federal Emergency Management Agency, wildfires and earthquakes pose the greatest risk to Mt. Shasta.

Our assessment determined there are bottlenecks impeding effective evacuation in certain neighborhoods. Trails and paved

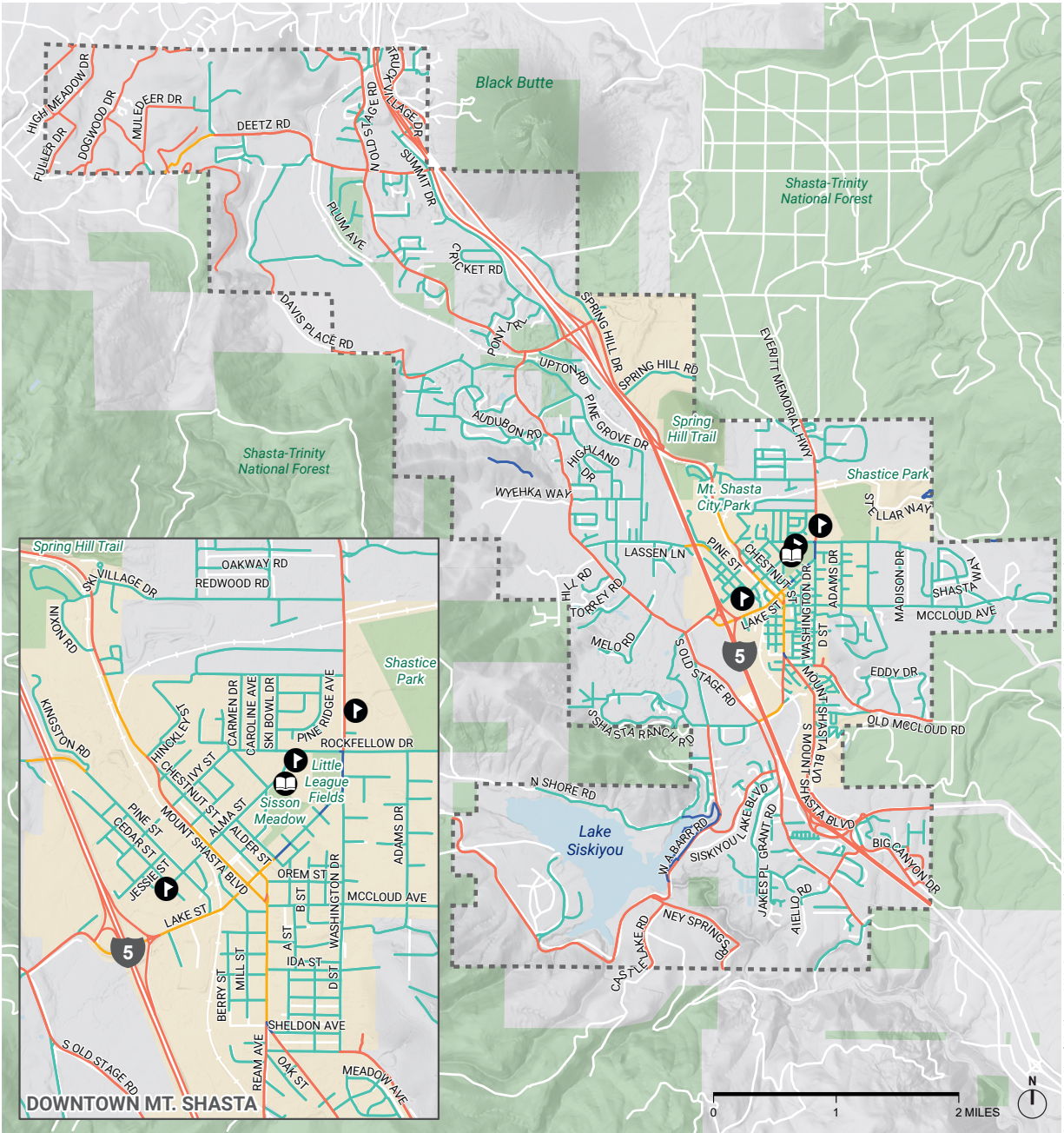


paths linking neighborhoods can promote sustainable transportation while also providing emergency vehicle access, and serve as vehicle evacuation routes when needed.

Of the 42 neighborhoods with two or fewer access points, all but four areas are “very high” fire risk; the other four are “high” risk. There are three neighborhoods that are more remote where evacuation would require roads to exits. These three neighborhoods are:

1. Neighborhood along Dogwood Drive
2. Neighborhood west of Lake Street
3. Neighborhood along High Meadow Drive

The almost uniform high or very high fire risk across the entire city amplifies the need for reliable and redundant access/egress routes for Mt. Shasta residents and emergency workers.



BICYCLE LEVEL OF TRAFFIC STRESS (BLTS)

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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BLTS SCORE

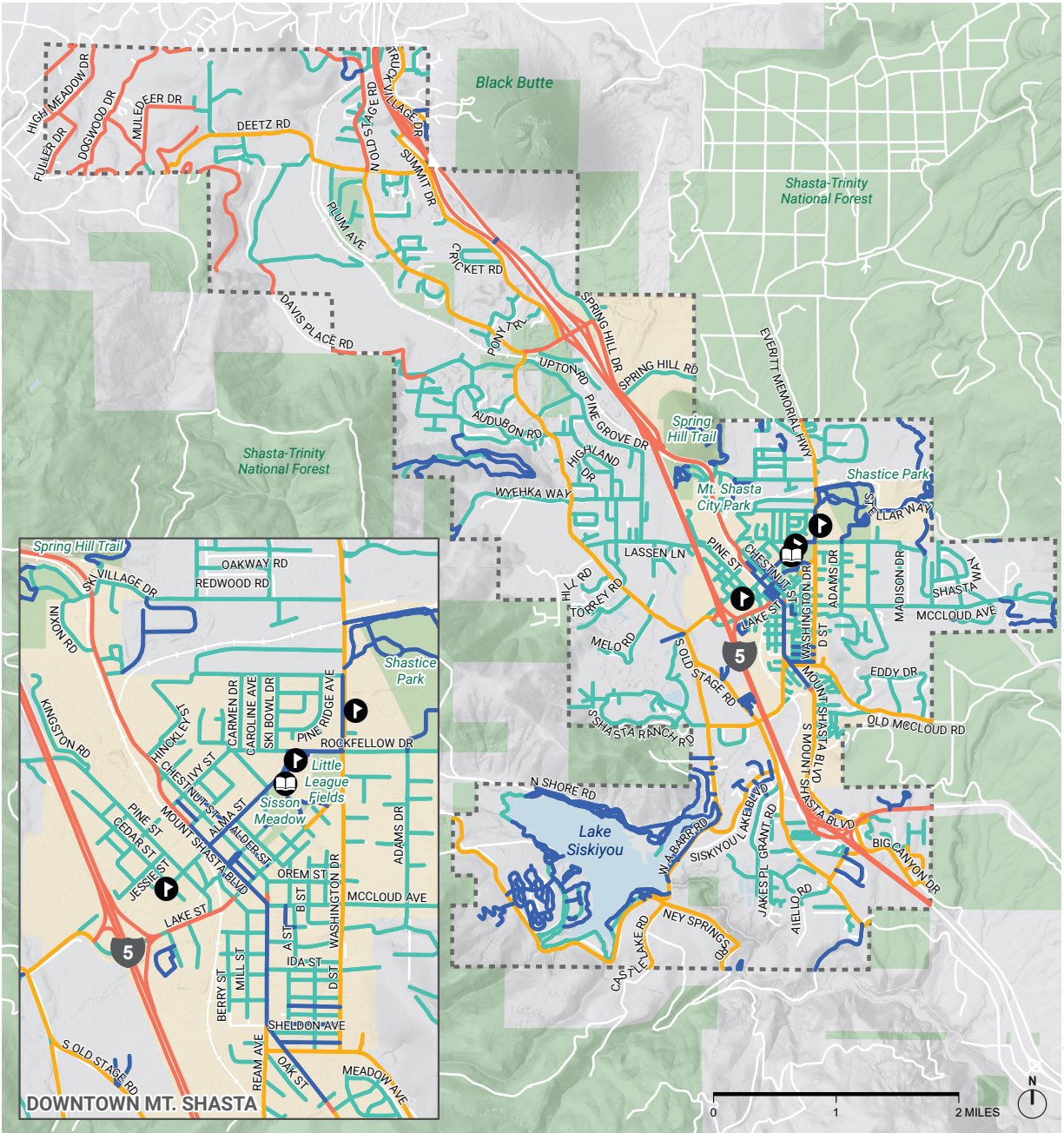
- BLTS 1: All Ages and Abilities
- BLTS 2: Average Adult
- BLTS 3: Confident Adult
- BLTS 4: Fearless Adult

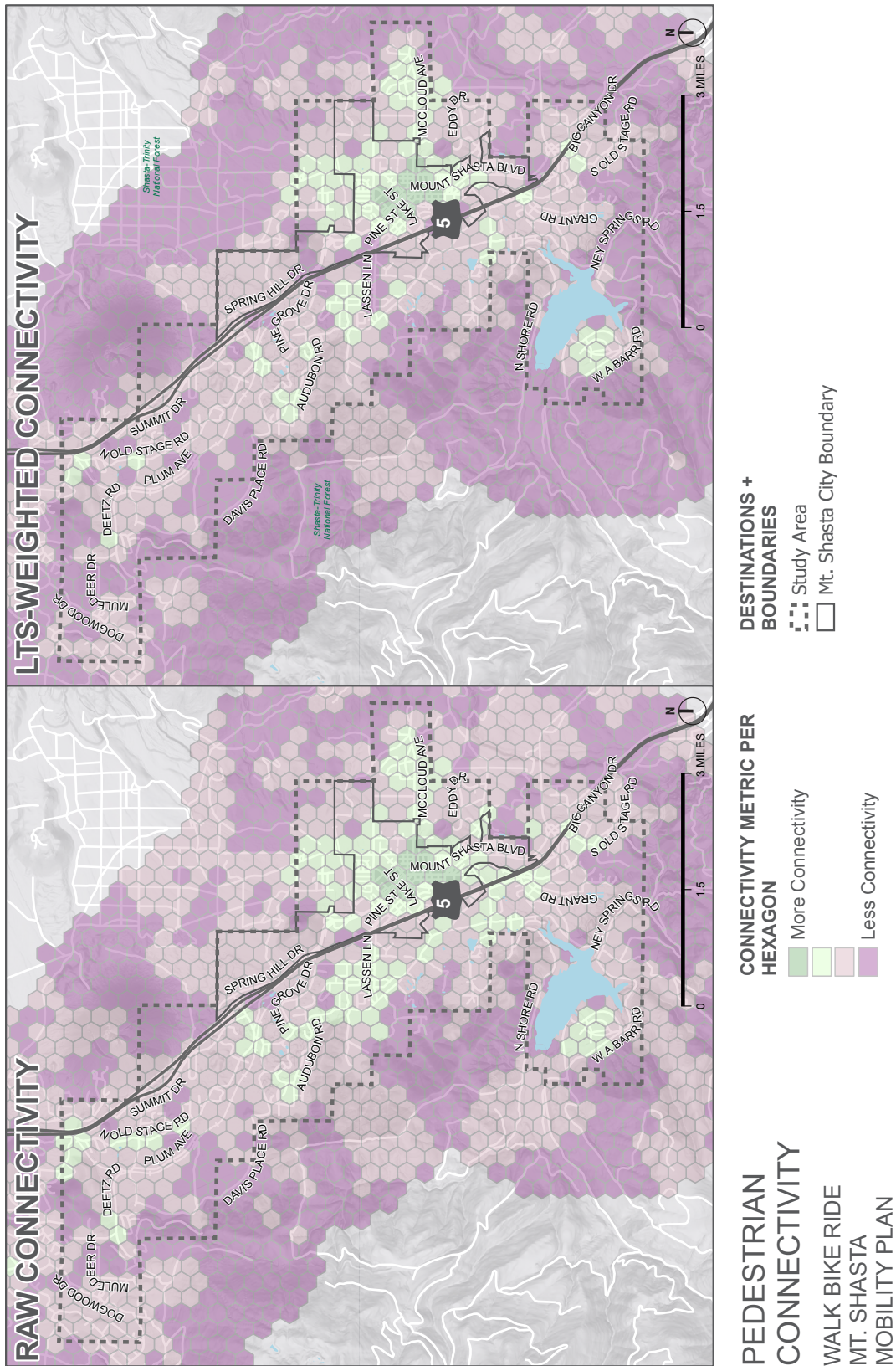
DESTINATIONS + BOUNDARIES

- Library
- Public School
- Park / Wilderness Area
- Mt. Shasta City Boundary
- Study Area

MAP 18 BIKE LEVEL OF TRAFFIC STRESS
MT. SHASTA

Illustrates the level of comfort of the transportation network for bicyclists. This entailed ranking streets from low stress (LTS 1, suitable for children) to high stress (LTS 4, suitable only to "strong and fearless" bicyclists). Roadway characteristics like posted speed limit, number of lanes, and the presence of bike facilities affect LTS outcomes.

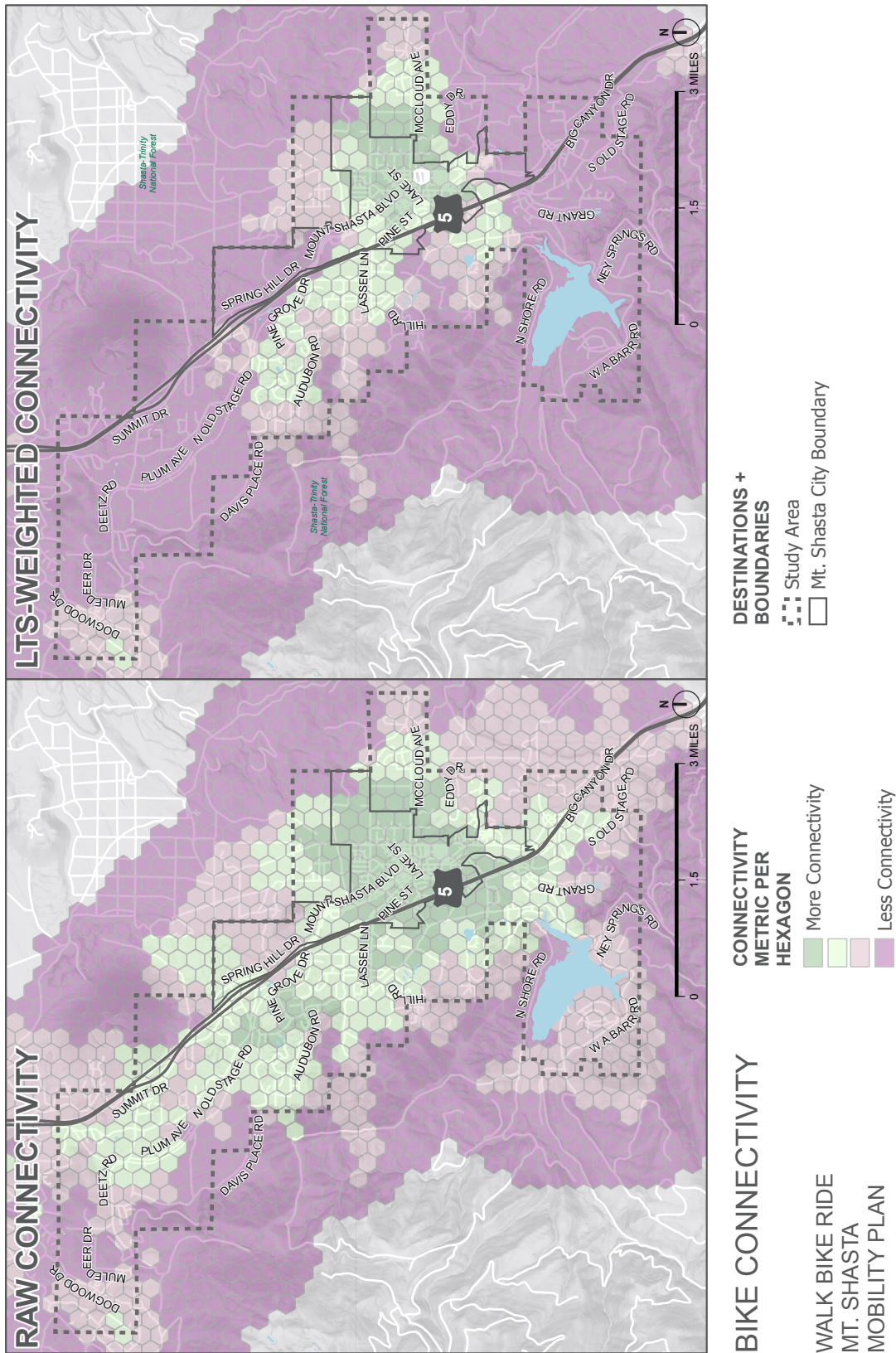




Data Source: City of Mt. Shasta, OSM. Document: N:\Shared\PROJECTS\2021\100-2021-020 Mt. Shasta CA Regional Transport Study\GIS\GIS\Projects\21-020_MtShasta_Connectivity.aprx. Date saved: 9/14/2021.

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This map is intended to be viewed on its side. It shows the pedestrian connectivity of the Mt. Shasta transportation network. Connectivity can be defined as the percentage of the network a user can actually travel to (in all directions) within a 10-minute walk as compared to a straight line distance around the same starting point. The second map shows how connectivity decreases when one accounts for how comfortable or uncomfortable the network is to walk in.



Data Source: City of Mt. Shasta, OSM. Document: N:\Shared\PROJECTS\2021\00-2021-020 Mt. Shasta CA Regional Transport Study\GIS\GIS\Projects\21-020_MtShasta_Connectivity.aprx. Date saved: 9/14/2021.



MAP 21 BIKE CONNECTIVITY
MT. SHASTA

This map is intended to be viewed on its side. It shows the bicycle connectivity of the Mt. Shasta transportation network. Connectivity can be defined as the percentage of the network a user can actually travel to (in all directions) within a 10-minute ride as compared to a straight line distance around the same starting point. The second map shows how connectivity decreases when one accounts for how comfortable or uncomfortable the network is to bike on.

Transit Infrastructure Inventory

The transit infrastructure inventory analysis revealed that in Mt. Shasta there are transit services used by residents of and visitors to Mt. Shasta provided by Siskiyou Transit and General Express (STAGE), operated by the Siskiyou County General Services Department.

Mt. Shasta is served as part of a combined route from Yreka and Weed to the north and Dunsmuir and McCloud to the south.

Bus stops in Mt. Shasta include Mercy Hospital, Big Red Barn, Evergreen Lodge, Lai Lais, Alpine Lodge, Fitness Club, Cold Creek Inn, Cross Petroleum, Vet Clinic, Ivy Street, Alma/Rockfellow, Pine Street Dentist, Pine Street Dignity Health, Shopping Center, Berryvale, Base Camp, and Forest Service.



FOUR NORTHBOUND RUNS OPERATE EACH DAY, PROVIDING SERVICE IN MT. SHASTA AT:

- ♦ 9:20 AM
- ♦ 2:10 PM
- ♦ 3:00 PM
- ♦ 7:00 PM

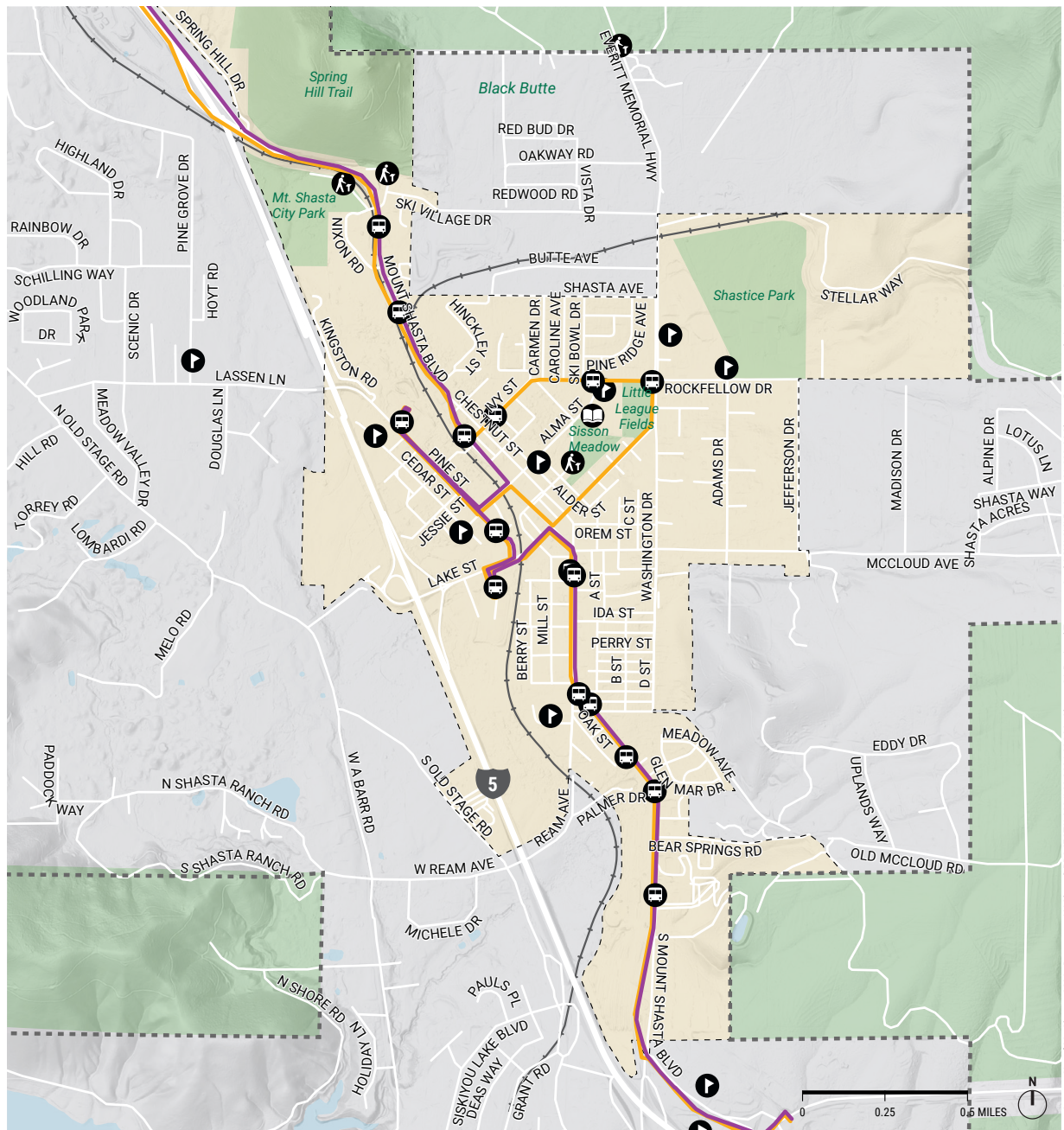


THE FOUR SOUTHBOUND RUNS PROVIDE SERVICE AT:

- ♦ 7:30 AM
- ♦ 1:00 PM
- ♦ 1:40 PM
- ♦ 6:10 PM

Services are provided on weekdays only, with no service on weekends. No fares are currently charged, due to the pandemic. Prior to the pandemic, fares for Mt. Shasta residents were \$1.75 for trips within an individual town, \$2.50 for trips to/from Weed, Dunsmuir and McCloud and \$4.00 for trips to/from Yreka. Discounts are available for 10-ride commuter passes and for persons with disabilities or elderly.

The busiest stop in Mt. Shasta is reported to be the Shopping Center stop (next to the movie theater); however, the City's ridership is comparatively low, with only 36 boardings per day of service.



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

STAGE TRANSIT (EXISTING)

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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TRANSIT INFRASTRUCTURE

- Transit Stops
- North Bound
- South Bound

BOUNDARIES + DESTINATIONS

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

05

Mt. Shasta's Transportation Future

**Bikeway, Sidewalk, Intersection,
and Policy Recommendations**



Overview

Transportation systems are a dynamic mix of physical infrastructure that is built and installed (such as sidewalks, stop signs, stormwater drainage, and traffic lights). The system also includes less-tangible elements that may be harder to see like parking policy, maintenance agreements, and educational campaigns.

Every aspect of the transportation system is part of a complex ecosystem that shapes how people move through the city and their own neighborhoods each and every day.

Based on what we heard from our community discussions, and what we saw in our technical analyses, Mt. Shasta's transportation future will be shaped by improvements in four key systems: bikeways, sidewalks, intersections, and transit. Our recommendations span the entire city; however, we also highlight a

few areas of focus—guiding themes that will be especially critical to the success of our future transportation system. We also include programmatic recommendations for programs and policies that can be implemented to work toward our mobility goals. With limited resources, the City should make swift implementation its priority. Some of the projects recommended have low-cost, quick-build alternatives that the City should consider while obtaining funding for more permanent improvements.

Note: 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.

Bikeway Recommendations

Our bicycle network recommendations, illustrated in Map 23, include both on-road and off-road facilities, and build on the existing bicycle network throughout Mt. Shasta. Several key trail corridors and key intersections requiring additional study are also identified. The network aims to provide connected, low-stress travel for bicycling, and it includes upgrades to existing facilities. For example, bike lanes (Class II) currently exist along routes, such as Mt. Shasta Boulevard, that provide vital connections to downtown destinations and schools. To reflect the role of these links in the network, the recommendations presented here include updating select corridors to separated bikeways (Class IV) to offer greater separation from motor vehicles and more comfort for people biking. Bicycle-scaled lighting and intersection improvements should also be incorporated

during the design and implementation of new bicycle network facilities to create safe connectivity across the network.

Bike Facilities Options

We recommended the following bikeway facilities as options in Mt. Shasta and the surrounding area. Note that photos are for illustrative purposes only and final implementation may look different. All recommendations will be implemented according to federal, state, and local design standards. The bikeway classifications below correspond to the Caltrans Highway Design Manual, Chapter 1000 and Design Information Bulletin 89-02.

Note: All recommendations outside the City of Mt. Shasta are subject to the governing agency for implementation.

Linear Bicycle Facility Types:



◆ Shared-Use Path (Class I).

Located in areas without existing right-of-way, shared-use pathways provide for connections among existing or proposed

facilities where the roadway grid does not support direct travel. Shared-use pathway recommendations are primarily located through parks or other open spaces. In some rural contexts, an unpaved/natural surface trail may be an appropriate and more feasible facility; however, the recommendations for shared-use paths in this plan refer to paved paths. It is understood that shared-use pathway segments will also accommodate pedestrian travel. As the name denotes, these paths are shared—pedestrians and other nonmotorized users like skiers, are allowed on shared-use paths.



◆ **Bicycle Lane (Class II).**

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic.



◆ **Buffered Bicycle Lane (Class II).**

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from adjacent motor vehicle travel and parking lanes.



◆ **Bicycle Boulevard (Class III).**

Bike routes or bicycle boulevards are streets with low motorized traffic volumes and speeds. They are designated and designed to give bicycle travel priority. Signs, pavement markings, and speed and volume management measures may be used to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.



◆ **Separated Bikeway (Class IV).**

Separated bikeways are bicycle facilities that include a vertical physical barrier between the bikeway and moving traffic, such as flexible bollards, a curb, on-street parking, or planter boxes. They can be designed to allow for either one-way or two-way travel and can be at either street level or sidewalk level. Depending on the agency or jurisdiction, separated bikeways may also be referred to as *protected bikeways*, *cycle tracks*, or *separated or protected bike lanes*.



◆ **Neighborhood Connectors.**

These corridors provide bicycle, pedestrian, and emergency vehicle access to link dead-end or cul-de-sac streets. The connectors could be dirt, gravel, or paved and include vehicle access control features like removable bollards or gates to be opened by first responders when necessary.



◆ **Trail Study.**

Some project recommendations are provided for new trails. These alignments are shown as conceptual corridors requiring additional study to identify a specific alignment and proposed facility type.

Bikeway Recommendation Principles

We used the following principles to develop the bikeway recommendations:

- 1 **Facilities that connect important community-identified destinations (e.g., schools, Lake Siskiyou, City Park, Shastice Park, downtown, the fish hatchery, trailheads, and businesses along Mt. Shasta Boulevard and Chestnut Street).**

- 2 **New or upgraded bikeways on streets where there are more vehicles moving at higher rates of speed or streets with a history of bicycle-involved collisions.**
- 3 **One north-south bikeway spine on Mt. Shasta Boulevard and one east-west bikeway spine on Lassen Lane, Pine Street, Alma Street, and Rockfellow Drive with separated bikeways to link schools, parks, and businesses together. These spines should be designed to accommodate all ages and abilities.**

4

Bike routes (bicycle boulevards) on local neighborhood streets where there is no space available for dedicated bikeways. These routes may need additional traffic calming features. The main route is the Midtown Greenway, which will provide a parallel route to Mt. Shasta Boulevard on calmer neighborhood streets. This route is mostly a bike route (Class III), but includes other bikeway classes.

5

Trail studies for major trail corridors that could be considered Class I shared-use paths as defined by the [Caltrans Highway Design Manual \(Chapter 1000\)](#). The trail studies will help us and our partners better understand feasibility, ownership, costs, and priorities. Trail studies include:

- A.** The Main Paved Midtown Greenway Trail in the draft Mt. Shasta Greenway Network

as part of the Mt. Shasta Recreation and Park District's Parks and Trails Master Plan (under development summer 2022).

- B.** The inactive McCloud Railway corridor, which would connect Mt. Shasta with the [Great Shasta Rail Trail](#).

6

Neighborhood connectors to improve emergency vehicle, pedestrian, and bicycle access between neighborhoods.

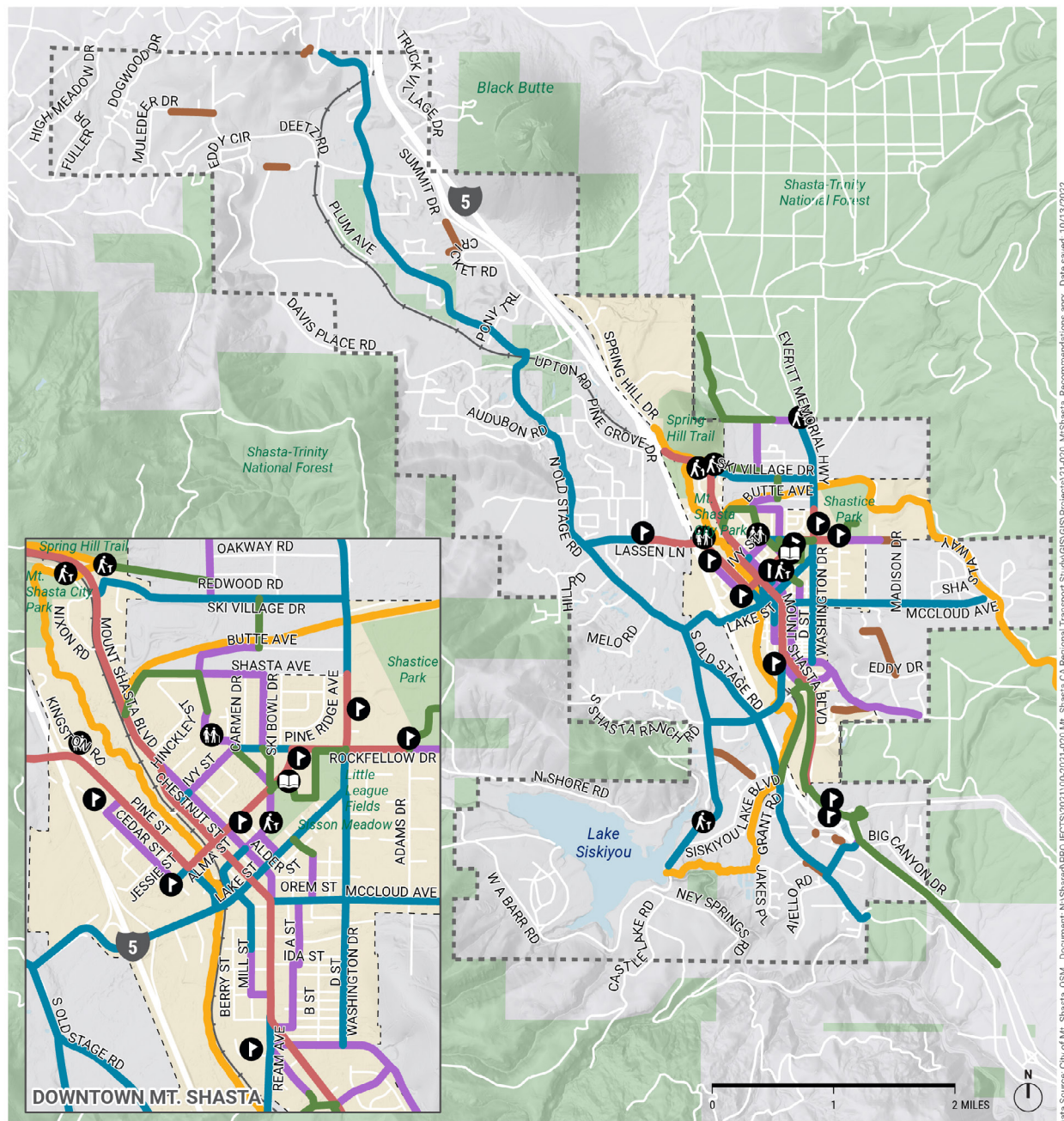
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Instead of developing trail recommendations as a part of this effort, we endorse the Mt. Shasta Recreation and Park District's Parks and Trails Master Plan and aim to develop on-street bikeway routes to connect to important trailheads (under development summer 2022).

Bikeway Network Recommendations

Using the toolbox of facilities and bikeway recommendation principles outlined previously, we recommend the following bikeway network illustrated in Map 23 and Map 24. Additional details for each bikeway segment recommendation can be found in Table A2: Draft Bikeway Recommendations in Appendix A.

We also grouped the bikeway network segments into cohesive, named projects for easier implementation and prioritization. Map 25: Recommended Separated Bikeways (Class IV) illustrates these defined projects and their names. We refer to these project names throughout the plan.



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

RECOMMENDED BIKEWAYS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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RECOMMENDED BIKEWAYS

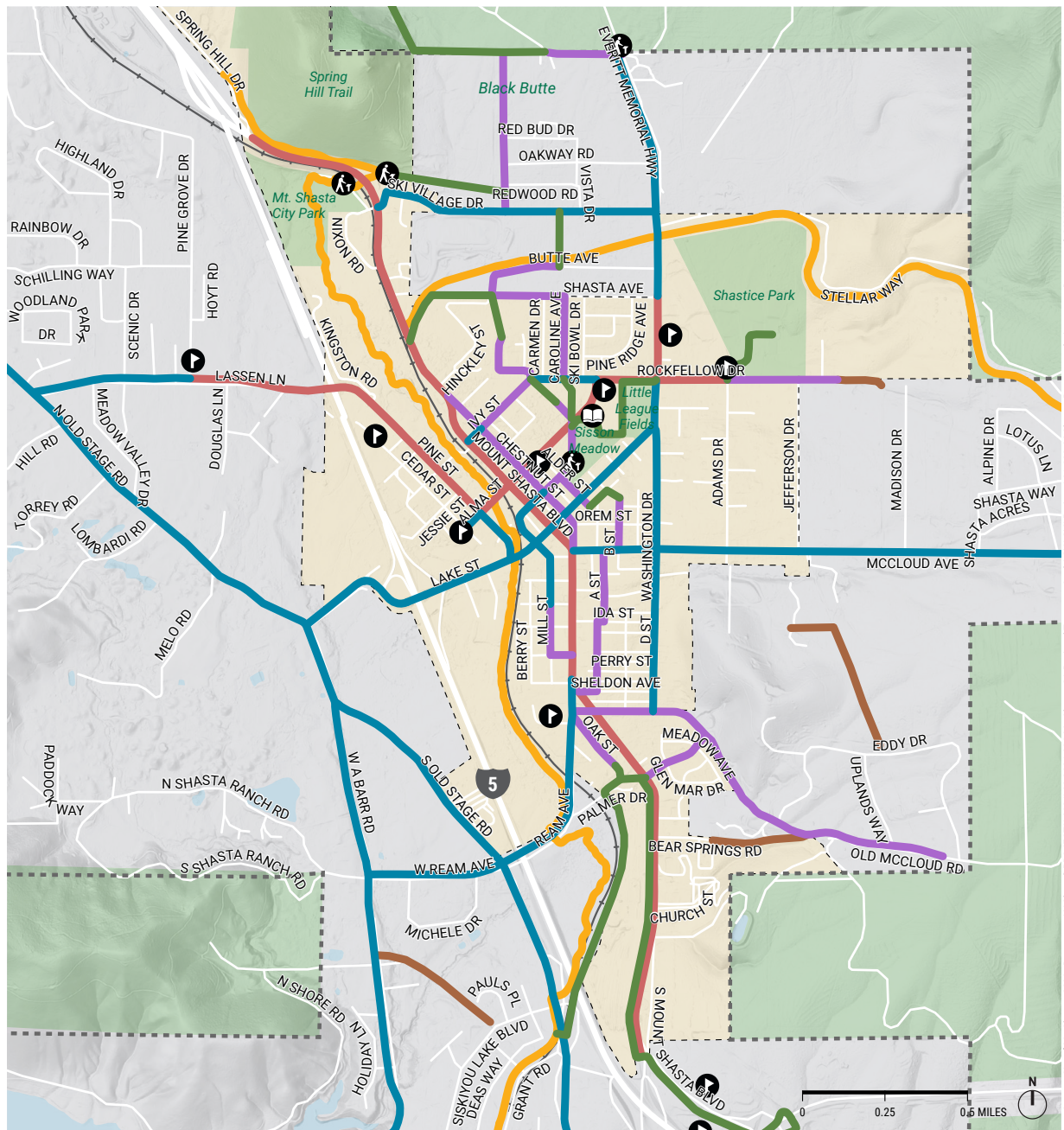
- Shared Use Path (Class I)
- Bicycle Lane (Class II)
- Bicycle Boulevard (Class III)
- Separated Bikeway (Class IV)
- Neighborhood Connectors
- Trail Study

BOUNDARIES + DESTINATIONS

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

Shows the recommended bikeways in and around Mt. Shasta. The type of recommended bikeway is denoted by its color.

Note: 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.



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

RECOMMENDED BIKEWAYS (DOWNTOWN)

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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RECOMMENDED BIKEWAYS

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

BOUNDARIES + DESTINATIONS

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

**MAP 24 BIKEWAY
RECOMMENDATIONS
(DOWNTOWN)**
MT. SHASTA

Shows the recommended bikeways in and around Mt. Shasta. The type of recommended bikeway is denoted by its color. (This map shows the same information as the map on the previous page, just at a smaller scale.)

Note: 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.



Areas of Focus

Separated Bikeways

We recommend that two separated bikeway facilities create the backbone of the proposed Mt. Shasta bikeway network:

- ♦ **Mt. Shasta Boulevard (north/south)**
- ♦ **Crosstown Connector (east/west)**

These two routes, outlined in Map 24, would create a safer, more comfortable way for Mt. Shasta residents and visitors to connect to businesses and other destinations in town.

In the short-term, these separated bikeways could be installed as Class II buffered bikeways as a quick-build solution for a connected bike network in Mt. Shasta.

SEPARATED BIKEWAY DESIGN GUIDANCE

Class IV separated bikeways, commonly known as *cycle tracks*, are physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive

use by bicyclists. They are located within the street right-of-way, but provide comfort similar to Class I bike paths. The key feature of a separated bikeway is a vertical element that provides further separation from motor vehicle traffic. Common vertical elements used for separation include a vertical curb, a painted buffer with flexible posts, parked cars, a landscaped area, large planters, or a fixed barrier. Separated bikeways may also be constructed by creating a bike lane at a height above the vehicular lanes, with a continuous sloped transition. Separated bikeways can be either one-way or two-way, accommodating a single direction of travel or both (Figure 7). The preferred bike lane width for a separated bikeway is seven feet to allow for passing and maintenance. Minimum buffer width should be two to three feet. Streets with high vehicular volumes and speeds, such as Mt. Shasta Boulevard, are appropriate candidates for separated bikeways since they increase the separation between bicyclists and motor vehicle traffic.



Depending on the agency or jurisdiction, separated bikeways may also be referred to as *protected bikeways* or *separated* or *protected bike lanes*. In California, the preferred term is separated bikeway to avoid these facilities being treated or enforced as bike lanes within the California Vehicle Code. Different types of Class IV facilities include:



◆ **Two-Way Cycle Track (Class IV).**

Two-way cycle tracks (also known as protected bike lanes, separated bikeways, and on-street bike paths) are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road.



◆ **Raised Bikeway (Class IV).**

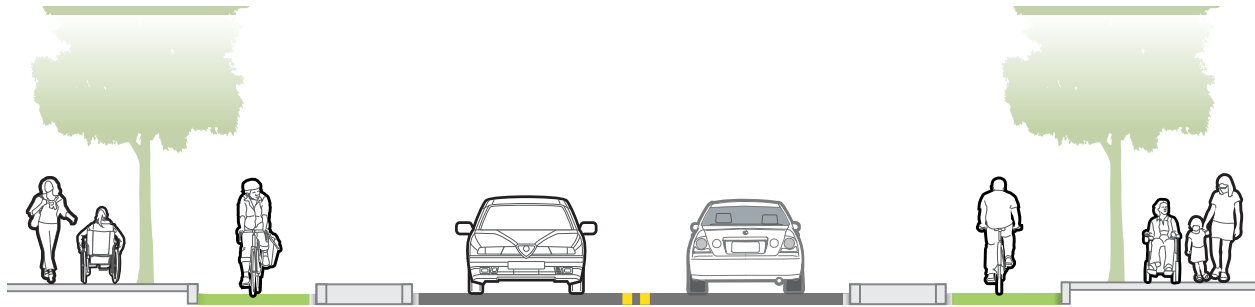
Raised bikeways or cycle tracks are bicycle facilities that are vertically separated from motor vehicle traffic. Many are paired with a furnishing zone between the cycle track and motor vehicle travel lane or pedestrian area.



◆ **Parking Protected Bike Lane (Class IV).**

One-way parking protected bike lanes are at street level and use a parking lane for physical protection from passing traffic.

FIGURE 7 CLASS IV SEPARATED BIKEWAYS



Key considerations when designing a Class IV separated bikeway include:

◆ **Existing conditions**

- › Especially useful on streets with high annual average daily traffic and a posted speed greater than 30 miles per hour.
- › Curb-to-curb width and post considerations can present design challenges due to narrow roadway.

◆ **Design principles**

- › The preferred bike lane width for a separated bikeway is seven feet to allow for passing and maintenance. Minimum buffer width should be three feet.
- › Total clear width between the curb face and vertical element should be at least the fleet maintenance (sweeping or snowplow) vehicle width.
- › Appropriate intersection treatments should be paired with separated bikeways.

- › Skipped green markings may also be used in conflict zones.
- › Drainage grates must be designed to avoid catching bicycle tires.
- › Careful planning required.

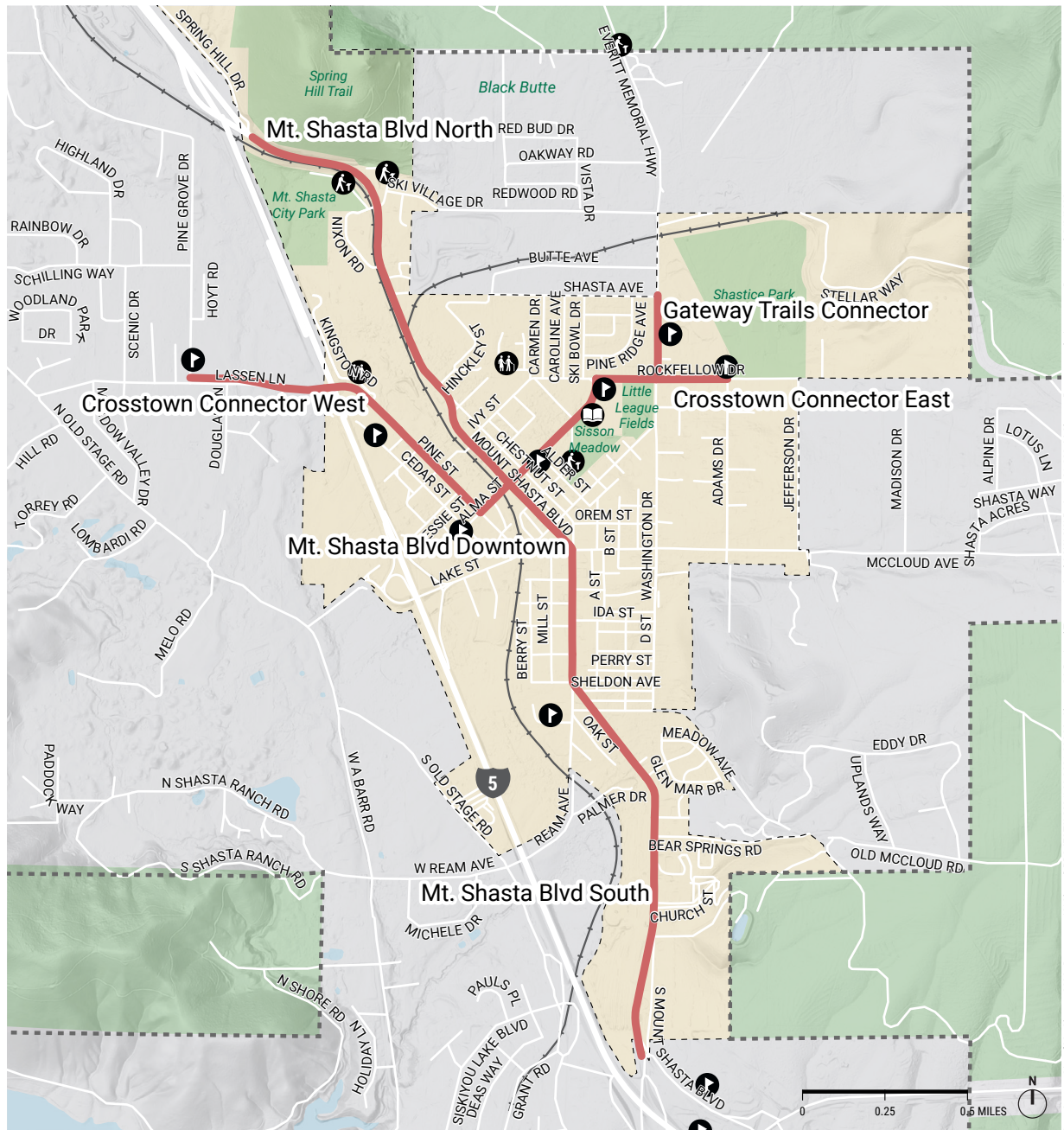
◆ **Maintenance and snow removal needs**

- › Select physical buffers that are snow-plow compatible (i.e., has a continuous edge such as bolt-down precast curb stop, K-Rail, or planted buffer strip with poured in place concrete).
- › Conduct frequent maintenance to avoid roadway hazards such as potholes and debris.
- › Maintain posts, bollards, or other physical buffers.
- › Refresh striping and repair or replace damaged or faded signage. Smaller street cleaning equipment may be required.

For more information, see [Caltrans DIB 89-02](#) and [FHWA Separated Bike Lane Planning and Design Guide](#).

RECOMMENDED SEPARATED BIKEWAYS

The map on the following page illustrates the proposed route for the Mt. Shasta Boulevard separated bikeway and Crosstown Connector. We have broken each route into segments to align with existing facilities and natural break points for implementation. The recommended Class IV separated bikeways could be installed as Class II buffered bikeways. The cost per mile of a separated bikeway is \$311,000 per mile, whereas the cost of a bike lane is \$172,000 (buffered) and \$132,000 (regular striping). For the 5.6 miles of recommended Class IV separate bikeways, the total cost would be approximately \$1,730,000 compared to \$963,000 (buffered) or \$739,000 (regular striping).



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

RECOMMENDED CLASS IV BIKEWAYS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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RECOMMENDED BIKEWAYS

— Separated Bikeway (Class IV)

BOUNDARIES + DESTINATIONS

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

**MAP 25 RECOMMENDED
SEPARATED BIKEWAYS (CLASS IV)**

MT. SHASTA

Illustrates the proposed routes for the Mt. Shasta Boulevard and Crosstown Connector Class IV bikeways.

TABLE 4 SEPARATED BIKEWAYS IMPLEMENTATION DETAILS

BIKEWAY NAME	STREET NAME	SEGMENT START	SEGMENT END
Crosstown Connector East	Alma St.	Chestnut St.	Rockfellow Dr.
	Rockfellow Dr.	Alma St.	Everitt Memorial Highway
	Rockfellow Dr.	Everitt Memorial Highway	Adams Dr.
	Alma St.	Mt. Shasta Blvd.	Chestnut St.
Crosstown Connector West	Lassen Ln. / Pine St.	City Boundary	Kingston Rd.
	Lassen Ln.	Pine Grove Dr.	City Boundary
	Pine St.	Hospital	Ivy St.
	Pine St.	Ivy St.	Alma St.
	Alma St.	Pine St.	Mt. Shasta Blvd.
	Pine St.	Kingston Rd.	Hospital
Gateway Trails Connector	Everitt Memorial Highway	Shasta Ave.	Rockfellow Dr.
Mt. Shasta Blvd. Downtown	Mt. Shasta Blvd.	Sisson St.	McCloud Ave.
	Mt. Shasta Blvd.	McCloud Ave.	Alma St.
	Mt. Shasta Blvd.	Alma St.	Hinckley St.
	Mt. Shasta Blvd.	Sheldon Ave.	Sisson St.

BIKEWAY NAME	STREET NAME	SEGMENT START	SEGMENT END
Mt. Shasta Blvd. North	Mt. Shasta Blvd.	Hinckley St.	Nixon Rd.
	Mt. Shasta Blvd.	Ski Village Dr.	Spring Hill Dr.
	Mt. Shasta Blvd.	Nixon Rd.	Ski Village Dr.
Mt. Shasta Blvd. South	Mt. Shasta Blvd.	Mt. Shasta Blvd.	Church St.
	Mt. Shasta Blvd.	Church St.	Loveta Ln.
	Mt. Shasta Blvd.	Loveta Ln.	Mountain View Dr.
	Mt. Shasta Blvd.	Mountain View Dr.	Old McCloud Rd.

Bike Boulevards

The Plan recommends a network of bike boulevards along quieter neighborhood streets with short bike lane connections across busier streets. Map 26 illustrates our recommended bike boulevard network for Mt. Shasta. One of the benefits of this type of facility is that the needed paint and signage can be implemented more quickly and easily than more costly separated bikeways or sidewalk infill. This type of facility can be excellent for safe routes to schools and connecting neighborhoods to schools, parks, trailheads, or other destinations.

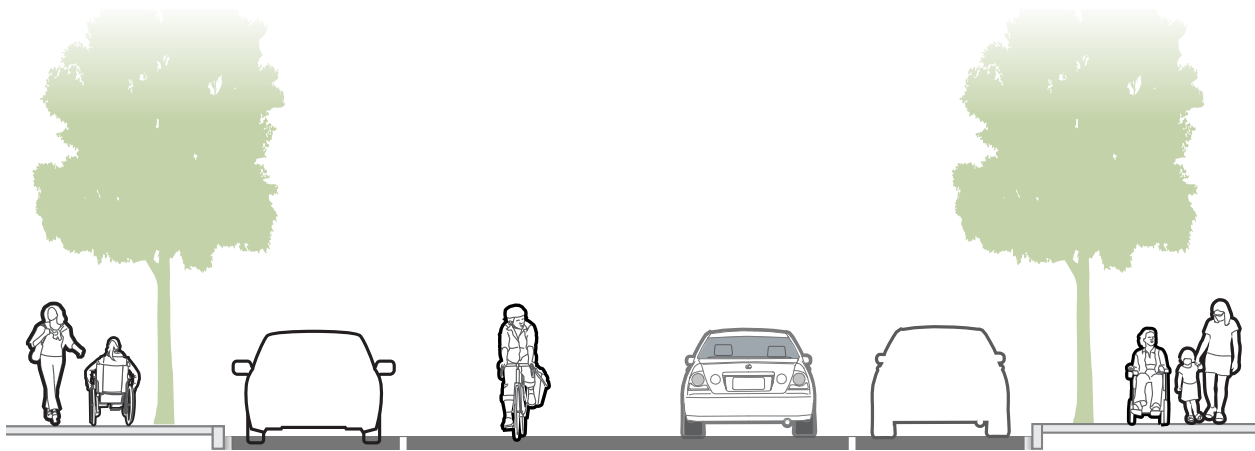
Through our community engagement, we heard that traffic and speeding are major barriers to people walking and biking across Mt. Shasta, particularly near schools. To address this concern and need, bike

What we heard:

"Need 'slow' or 'caution for pedestrians' signs near Berryvale and Seven Suns where people frequently are forced to jaywalk without a crosswalk. I've had some close calls!"

boulevards should be implemented with traffic calming to slow traffic and deter non-local traffic from using these streets as vehicle cut-throughs. Traffic calming elements include curb extensions, traffic circles, roundabouts, raised pedestrian crossings, speed humps, and speed tables. Traffic calming design guidance is outlined in the following section.

FIGURE 8 CLASS III BIKEWAY – BIKE ROUTE



BIKE BOULEVARD DESIGN GUIDANCE

Bike routes or bicycle boulevards (Class III) are streets with pavement markings or signage where bicyclists travel on the shoulder or share a lane with motor vehicles (Figure 8). Class III bike routes can be used on low-speed and low-volume streets to connect bike lanes or paths along corridors that do not provide enough space for dedicated lanes. Shoulders are preferable but not required on streets with Class III bike routes. In addition to alerting motorists to the presence of bicyclists, bike routes help bike riders find their way to other bikeways or regional destinations like schools and parks. Shared-lane markings, or sharrows, are a common Class III pavement marking that alerts drivers that bicyclists are sharing the road and facilitates wayfinding through neighborhoods. They are best used on streets with less than 3,000 annual average daily traffic. The chevrons in sharrow markings should be painted near the center of the travel lane, out of the parked vehicle door zone.

TRAFFIC CALMING DESIGN GUIDANCE

Traffic calming is the implementation of physical infrastructure that serves the purpose of mitigating high vehicle speeds



Sharrow Markings

and cut-through traffic. These infrastructural interventions typically fall into one of two categories: vertical deflection and horizontal deflection. Vertical deflection is achieved with elements such as speed bumps, speed humps, or raised crossings. Horizontal deflection is achieved with elements such as curb extensions (also known as *bulb-outs* or *neckdowns*), traffic circles, traffic diverters, or chicanes (slight bends in the travel lane). Both vertical and horizontal deflection interventions encourage drivers to slow down and give more attention to the roadway.



Curb Extensions

Curb extensions are most common and easily implemented at intersections. On-street parking is typically prohibited within a certain distance from intersection corners, indicated with red paint or “No Parking” signage, so this space on the side of the road at intersections becomes wasted space that can be better utilized with curb extensions. Curb extensions not only create perceived pinch points for motorists (thus encouraging slower speeds), but they also make pedestrians waiting to cross more visible and reduce the distance required to cross. Curb extensions can also occur midblock to accommodate midblock crossings or to slow traffic on a longer stretch of road.



Pavement Treatments

Although not categorized as vertical or horizontal deflection, pavement treatments such as painted murals or changes in material (e.g., pavers) can significantly influence the feel of the street, making it more pedestrian-oriented and thus encouraging slower speeds and more careful motorist behavior.

Traffic Circles

Traffic circles are small circles placed at intersections or midblock and function much like a roundabout in terms of traffic flow. These circles can be constructed with permanent or temporary materials, and can be used to beautify the community with vegetation or pavement art. Traffic circles differ from roundabouts in their size and only require motorists to make a slight horizontal adjustment in their line of travel, but enough to encourage slow speeds and awareness. Roundabouts are recommended for consideration at:

- ◆ **Mt. Shasta Blvd, McCloud Ave and Chestnut St**
- ◆ **Mt. Shasta Blvd and Spring Hill**
- ◆ **Old Stage Rd and Deetz Rd**
- ◆ **Highway 89 and Mt. Shasta Blvd**



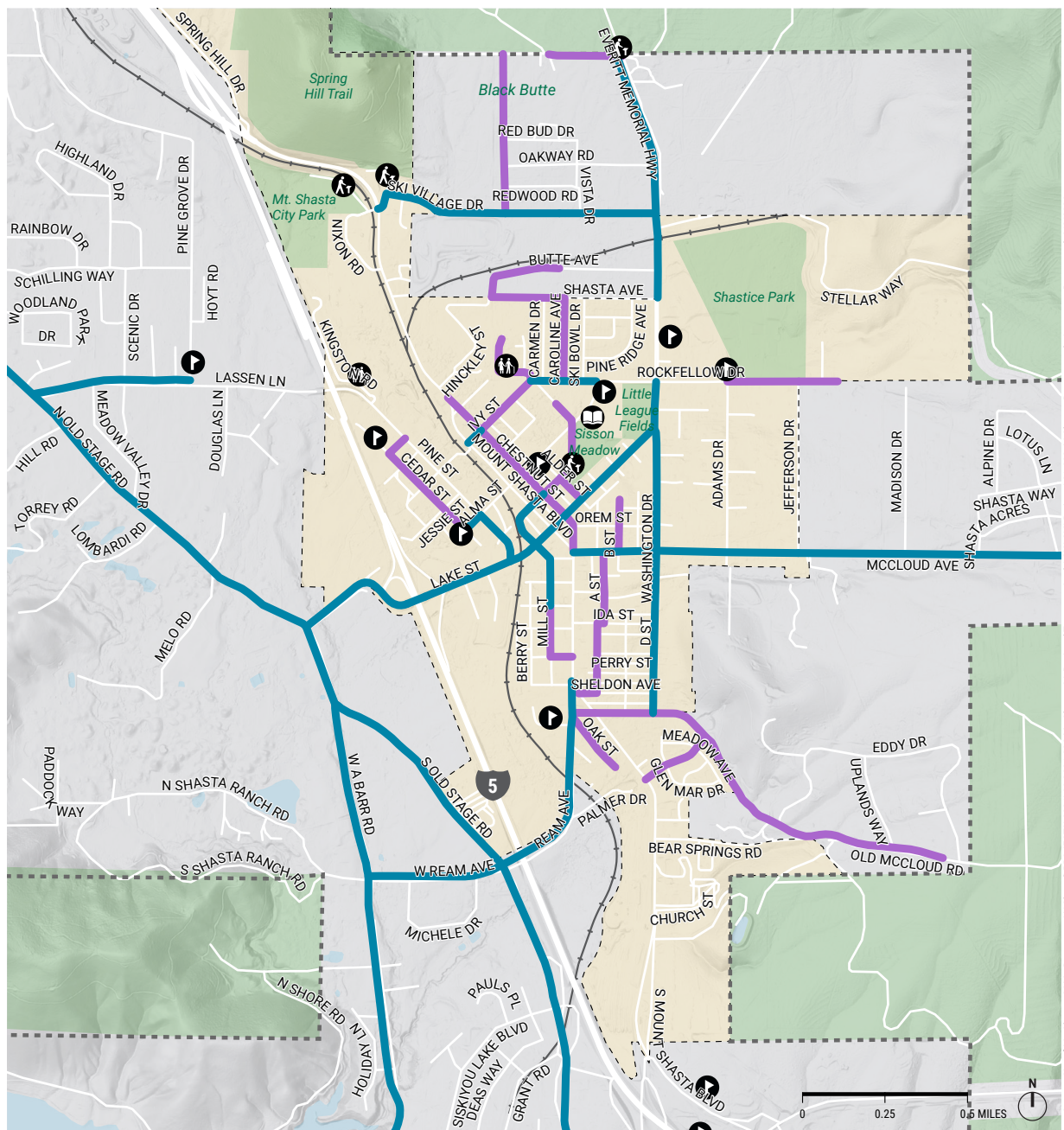
Community leaders are also interested in exploring the feasibility of roundabouts at the following intersections:

- ◆ **McCloud Ave and Washington Ave**
- ◆ **Shasta Ave and Everitt Memorial Hwy**

For more information, see [FHWA Traffic Calming ePrimer](#), [FHWA Small Town and Rural Multimodal Networks Design Guide](#), [NACTO Urban Bikeway Design Guide](#), and [ITE Traffic Calming Measures](#).

Recommended Bike Boulevards

The maps on the following page illustrate the proposed route for the Mt. Shasta bike boulevards and bike lanes, including the Midtown Greenway, which is the main north-south bike boulevard route through Mt. Shasta. We have broken each route into segments to align with existing facilities and natural break points for implementation. Stop sign direction can be adjusted along bike boulevards to give priority to people walking and biking.



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

CLASS II & III BIKEWAYS





WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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RECOMMENDED BIKEWAYS

- Bicycle Lane (Class II)
- Bicycle Boulevard (Class III)

BOUNDARIES + DESTINATIONS

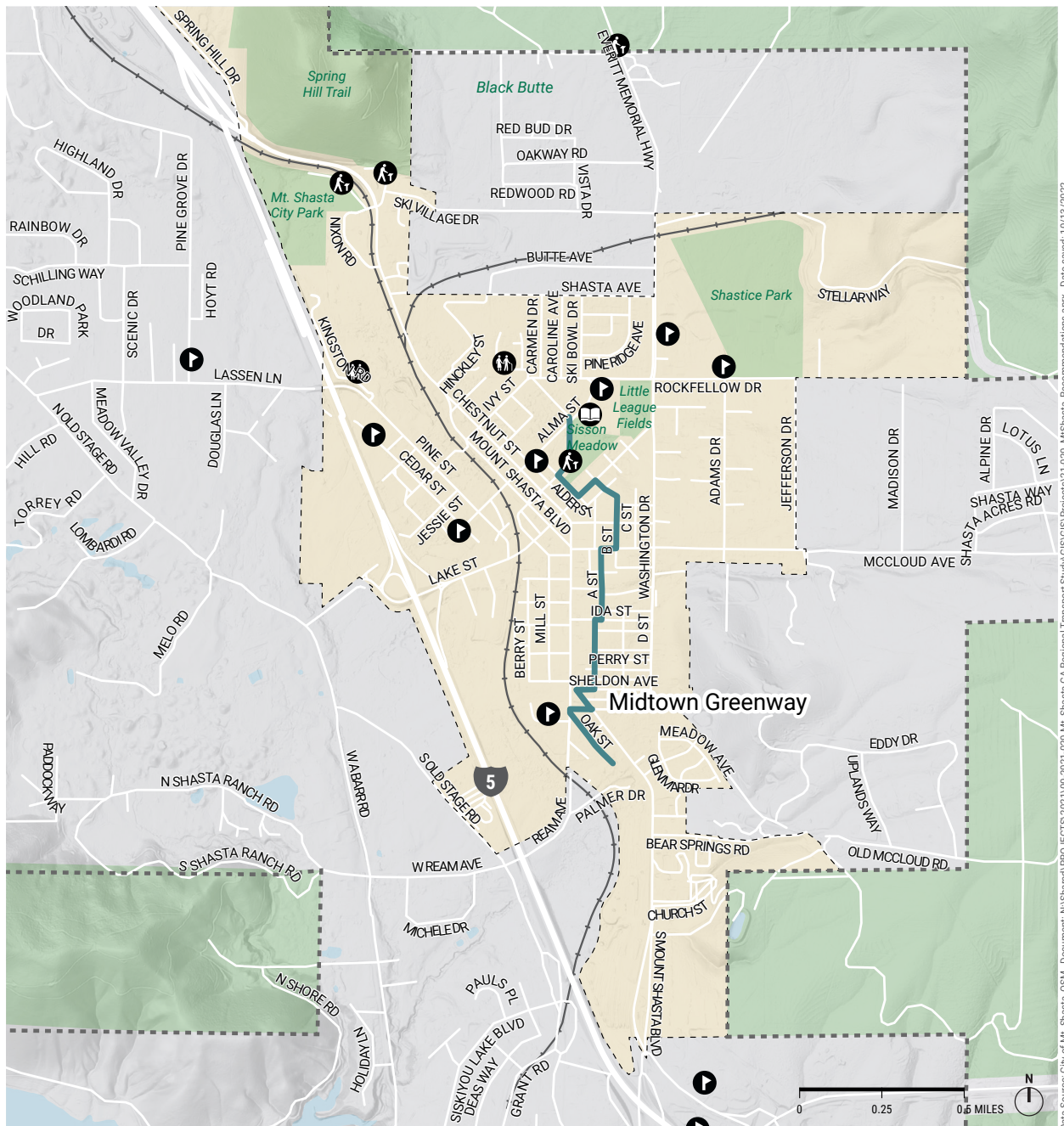
- Study Area Boundary
- City of Mt. Shasta Boundary
-  Trailhead
-  Library
-  School
-  Senior Living Community

MAP 26 RECOMMENDED BIKE BOULEVARDS AND BIKE LANES (CLASS II & III)

MT. SHASTA

Shows the proposed routes for the recommended bicycle lanes and bicycle boulevards in and around Mt. Shasta.

Note: The existing bicycle lanes on Lake Street can be widened to become buffered bicycle lanes by narrowing the vehicle lanes. The City may also consider converting to separated bikeways by adding a physical barrier.



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

MIDTOWN GREENWAY

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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BOUNDARIES + DESTINATIONS

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

TABLE 5 BIKE BOULEVARDS IMPLEMENTATION DETAILS

BIKEWAY NAME	DESCRIPTION
Ream Ave. Bikeway	Class II bike lanes from W A Barr Rd. to Mt. Shasta Blvd.
W A Barr Bikeway	Class II bike lanes from Old Stage Rd. to Lake Siskiyou (between Siskiyou Lake Blvd. and Ney Springs Rd.)
Midtown Greenway	Mix of Class IV, III, and II bikeways from the southern end of Oak St. to Alma St.
Lake St. Connector	Class I bike lanes from Old Stage Rd. to Rockfellow Dr.
Mill-Maple Bikeway	Mix of Class III and Class II bikeways from Mt. Shasta Blvd. to Alder St.
Pine St. Connector	Class II bike lanes from Alma St. to Lake St. and parallel Class III bike boulevard on Cedar St.
Washington Dr. Bikeway	Class II bike lanes from Old McCloud Rd. to Lake St.
Alma St. Connector	Class II bike lanes from Cedar St. to Pine St.
Chestnut St. Bikeway	Class III bicycle boulevard from Hinckley St. to McCloud Ave.
Ivy St. Bikeway	Class III bicycle boulevard from Mt. Shasta Blvd. to Kenneth Way
McCloud Ave. Bikeway	Class II bike lanes from Mt. Shasta Blvd. to Shasta Acres Rd.
Old McCloud Rd. Bikeway	Class III bike boulevard from Ream Ave to Eddy Dr (East)
Rockfellow Dr. Connector	Class II bike lanes from Kenneth Way to Alma St.
Azalea Rd. Connector	Class II bike lanes and Class III bicycle boulevard for a small section from Old Stage Rd. to Big Canyon Dr.
Lassen Ln. Connector	Class II bike lanes from Old Stage Rd. to Pine Grove Dr.

BIKEWAY NAME	DESCRIPTION
Mountain View Dr. Connector	Class III bicycle boulevard from Mt. Shasta Blvd. to Old McCloud Rd.
Old Stage Rd. Bikeway	Class II bike lanes from Dogwood Ct. to Cantara Loop Rd.
Ski Village Bikeway	Class II bike lanes from Mt. Shasta Blvd. to Everitt Memorial Hwy.
Shastice Park Connector	Mix of Class IV, Class I, and Class III bikeways from Madison Dr. to Adams Dr. to Mt. Shasta Skate Park

Trails and Trail Studies

A number of trail opportunities require greater analysis than can be conducted as part of this planning process. At some locations, further study is needed to determine whether bicycling or walking facilities are feasible. At others, a preferred facility has been identified, but further study or outreach is needed to develop a detailed design or alignment that balances the needs of all community members. The Mt. Shasta Parks and Recreation Trails Master Planning process was underway during this planning process. We coordinated with staff working on that plan, who participated in the Walk Bike Ride Mt. Shasta Technical Advisory Committee Meeting. Conducting a trail study means researching right-of-way ownership, developing concept designs, and preparing detailed cost estimates.

The two trail studies we recommend developing further include:

- ◆ **Headwaters to Lake Trail.**

This trail alignment would provide an off-street north to south route connecting the Spring Hill Trailhead and City Park with Lake Siskiyou Recreation Area. This alignment

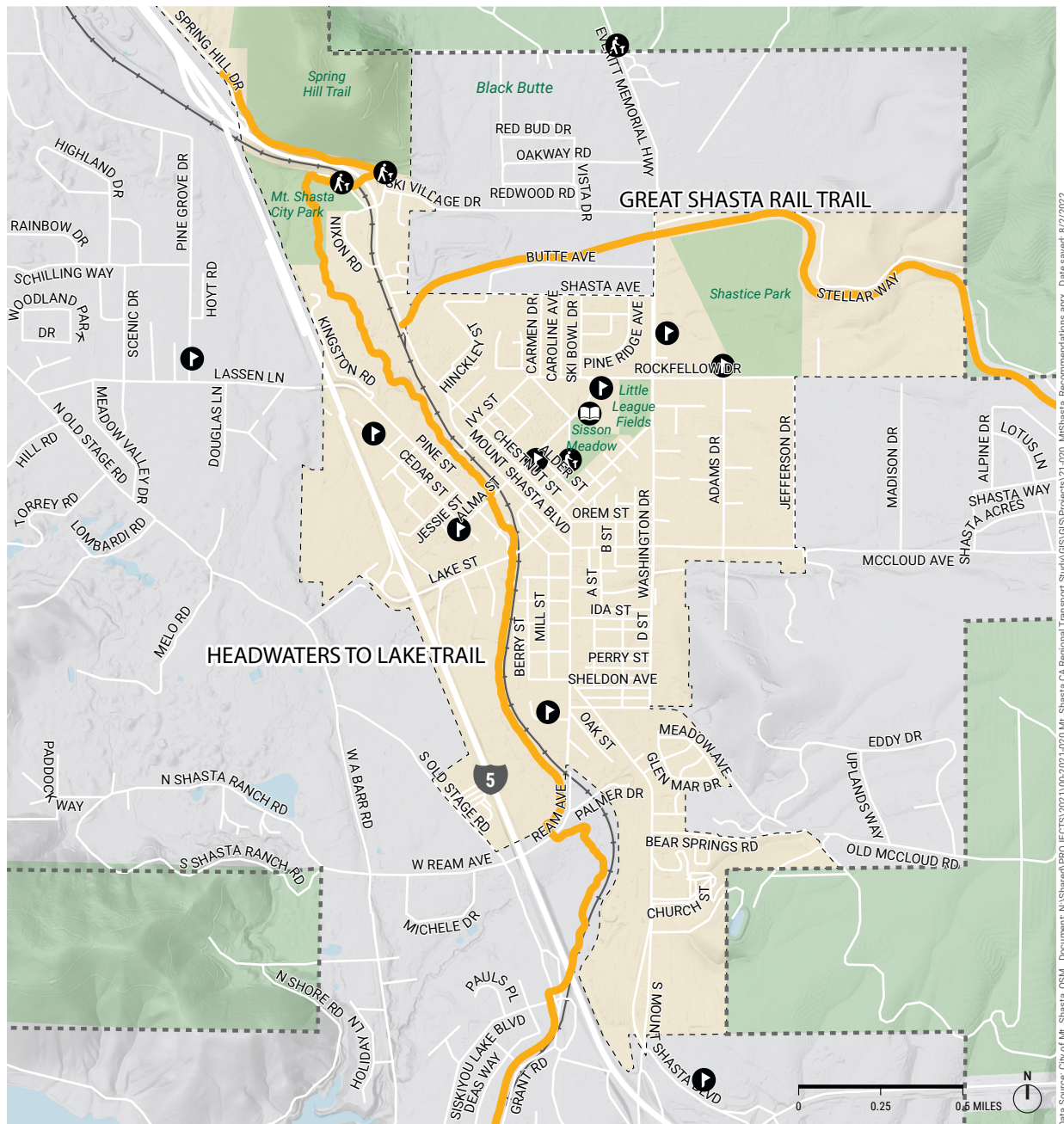
is included in the Draft Mt. Shasta Parks and Recreation District Master Plan. The City is working to obtain right-of-way and condition the redevelopment of property along the alignment to preserve space and construct segments of this trail. Further study should conduct deed/title research, identify landowners willing to sell or donate easements, conduct appraisals, develop concept designs for the trail and street/railroad crossings, develop cost estimates, prioritize segments for implementation, conduct environmental studies to ease California Environmental Quality Act (CEQA) clearances during final design phase, and write grant applications.

- ◆ **The Great Shasta Rail Trail.**

This trail alignment would follow the existing rail corridor and connect into McCloud. The trail is envisioned to extend another 80 miles to Burney and 40 miles of the [Great Shasta Rail Trail](#) already exist.

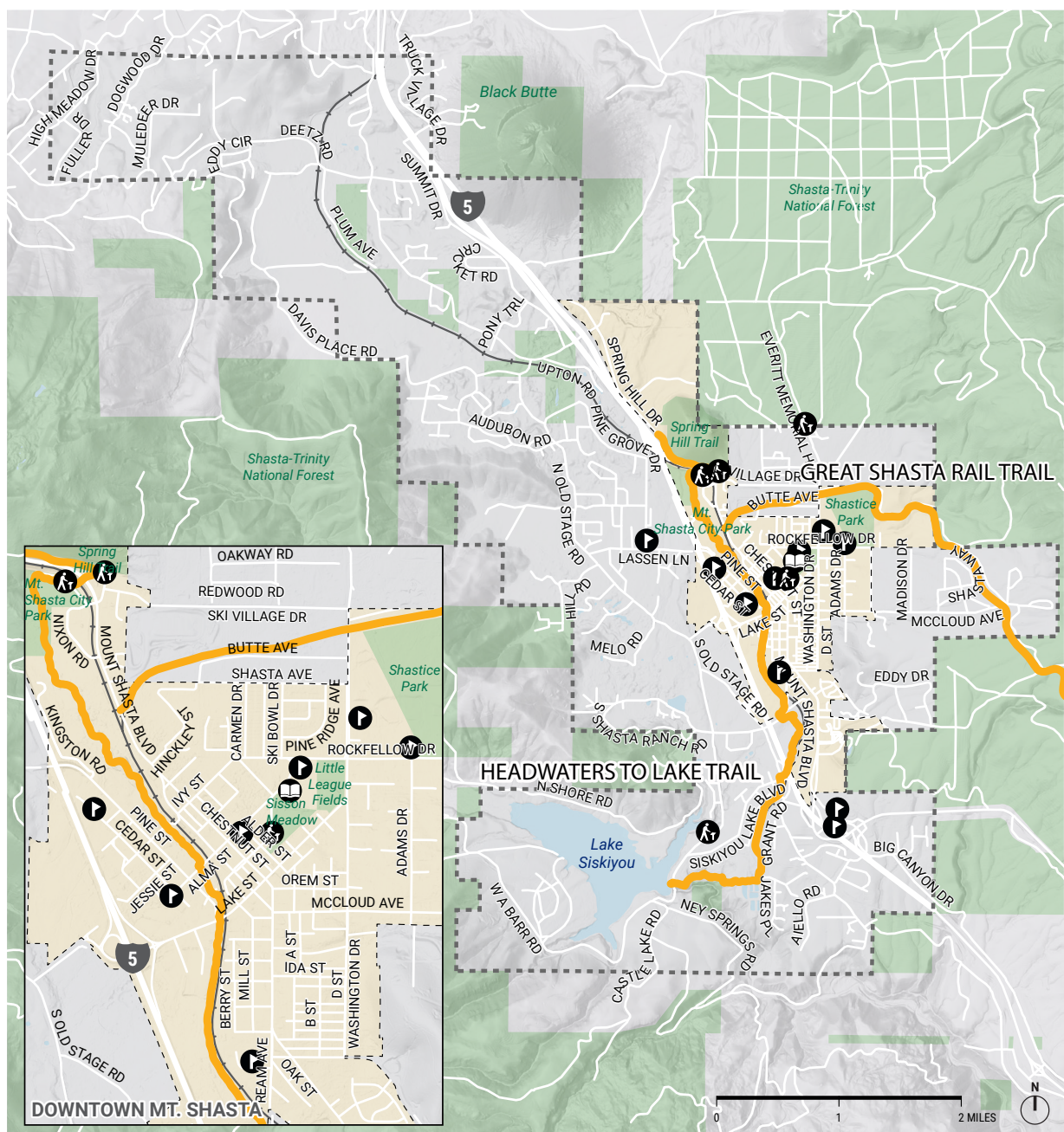
- ◆ **Trail Connections to Weed and Dunsmuir**

This trail would connect Mt. Shasta to the neighboring towns of Weed and Dunsmuir, following the Midtown Greenway through Mt. Shasta.



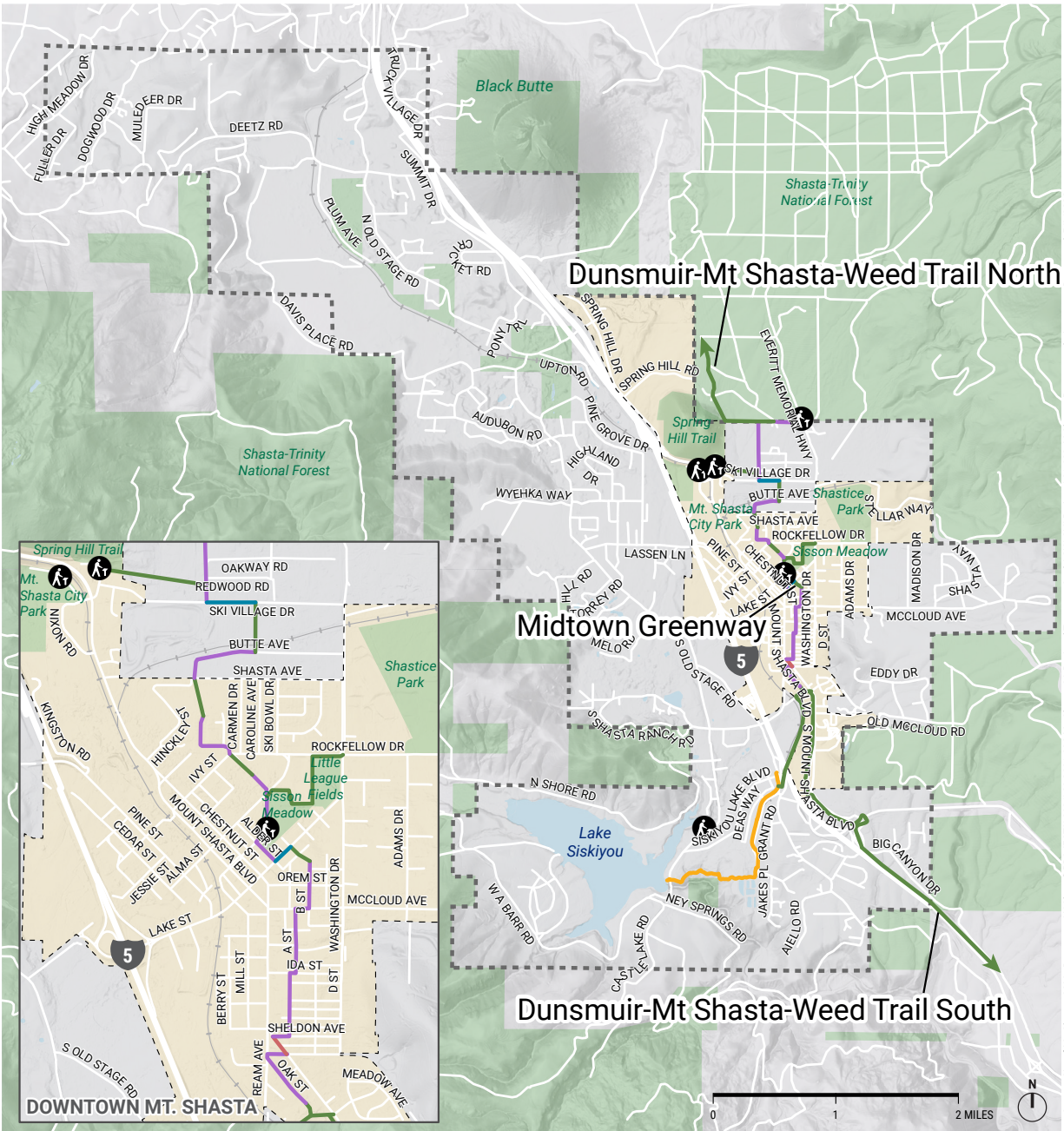
**MAP 28 RECOMMENDED
TRAIL STUDIES (ZOOMED IN)**
MT. SHASTA

Shows two proposed trails that are recommended for further study: the Headwaters to Lake Trail, and the Great Shasta Rail Trail.



**MAP 29 RECOMMENDED
TRAIL STUDIES (ZOOMED OUT)**
MT. SHASTA

Shows two proposed trails that are recommended for further study: the Headwaters to Lake Trail, and the Great Shasta Rail Trail. (This map shows the same information as the map on the previous page, just at a larger scale.)



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

WEED AND DUNSMIR TRAIL CONNECTIONS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

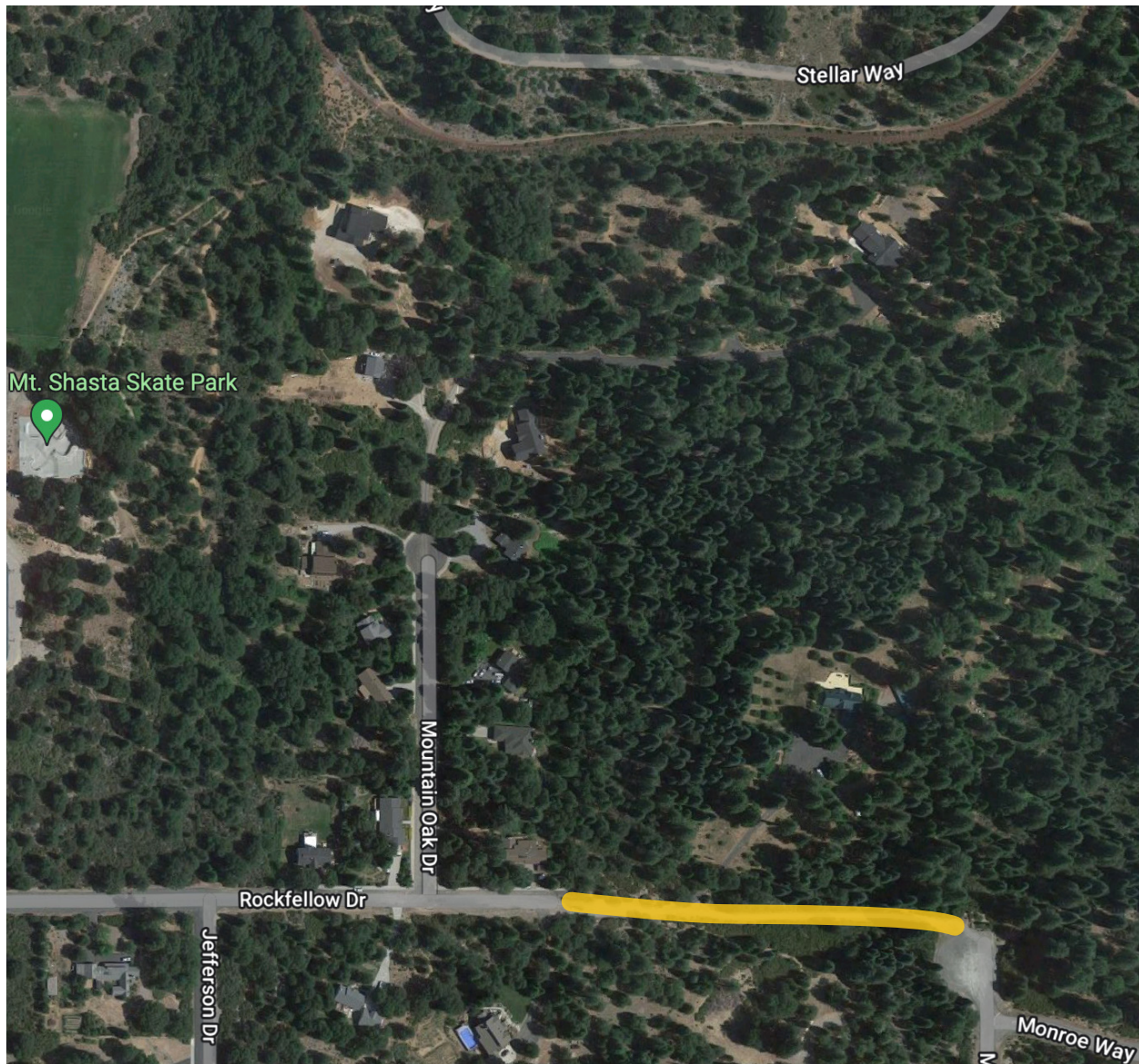
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RECOMMENDED BIKEWAYS

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

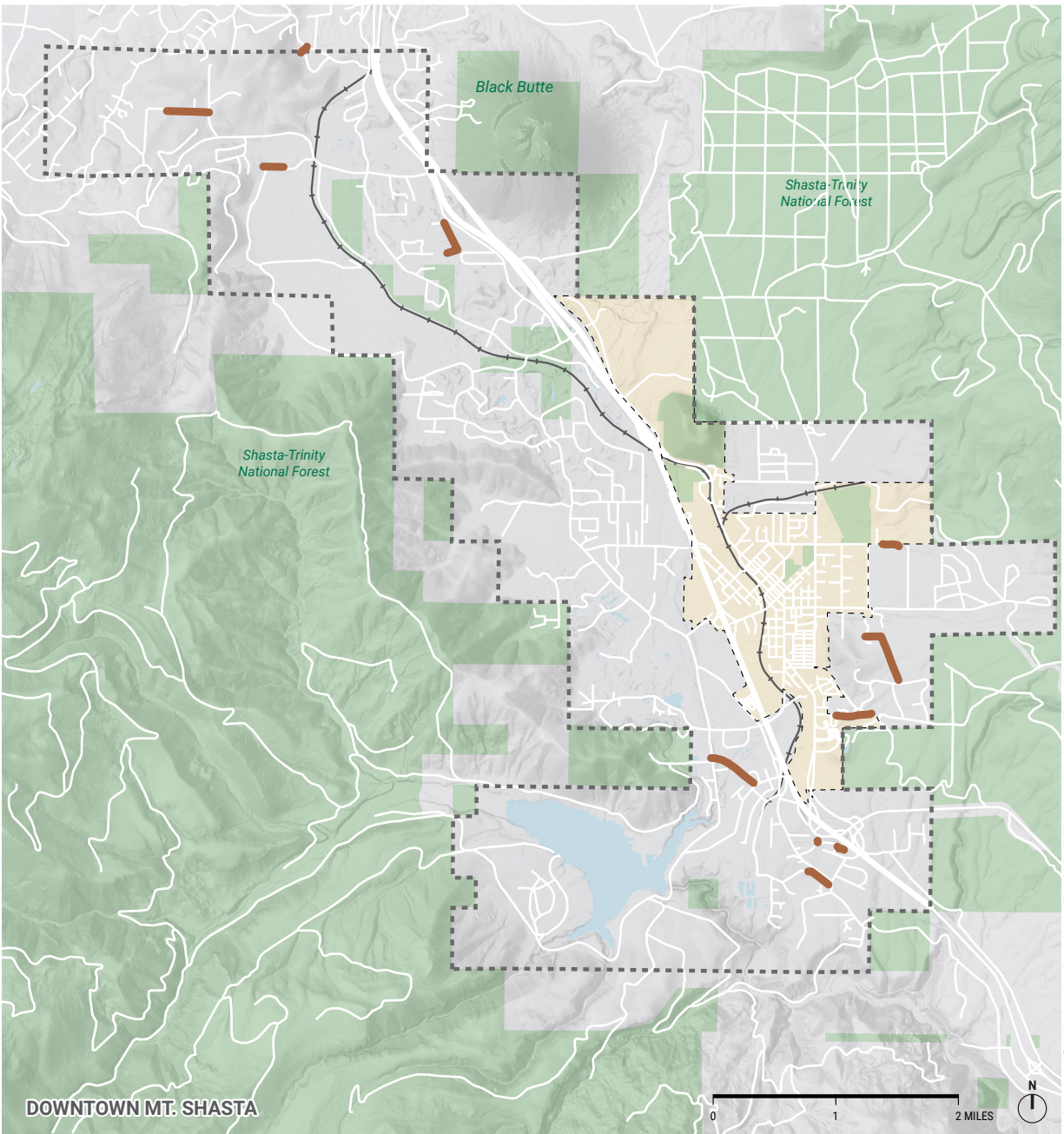
BOUNDARIES + DESTINATIONS

- Study Area Boundary
- City of Mt. Shasta Boundary
- Trailhead



Neighborhood Connectors

Short, cut-through paths, called neighborhood connectors, are a way to create connections for people walking and biking between neighborhoods. They are particularly useful connecting culs-de-sac into the rest of the street network, Map 31 illustrates where we are recommending neighborhood connectors across the city.



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

RECOMMENDED NEIGHBORHOOD CONNECTORS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN



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

RECOMMENDED BIKEWAYS

- Neighborhood Connectors

BOUNDARIES + DESTINATIONS

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

MAP 31 RECOMMENDED NEIGHBORHOOD CONNECTORS
MT. SHASTA

Neighborhood connectors can help to decrease emergency response times, provide additional forest fire escape routes, and make it easier to walk or bicycle between neighborhoods.

Pedestrian Network Recommendations

Sidewalks are paved areas placed immediately adjacent to the vehicular right-of-way and intended for use by pedestrians; they may also be used by people riding bicycles unless prohibited. Their position directly adjacent to the main right-of-way distinguishes them from shared-use paths. As with trails, shade is important to encourage walking in Mt. Shasta's hot summer climate. Our pedestrian network recommendations include identified corridors where new sidewalk facilities are recommended and could have the greatest impact for residents and visitors. Since the majority of streets in Mt. Shasta do not have sidewalks, it is essential that we prioritize strategically and in a way that aligns with our community values and uses our limited resources well.

Our pedestrian network recommendations also include a few alignments for shared-use paths (Class I), neighborhood connectors, and trail study recommendations, as described in the bikeway recommendations section.

Pedestrian Network Recommendation Principles

We used the following principles to develop the pedestrian network recommendations:

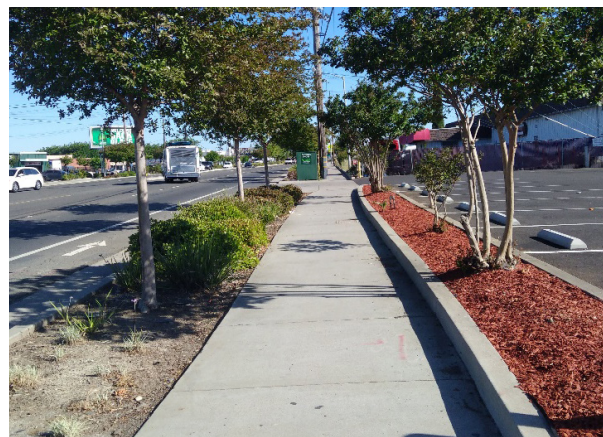
- ◆ **Recommend sidewalks where there is a gap in the sidewalk network in a high pedestrian demand area, particularly in front of schools and retail businesses.**
- ◆ **Recommend sidewalks on both sides of the street in high pedestrian demand areas.**

Sidewalk Infill Design Considerations

Sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from roadway vehicles. Upgrades to existing sidewalks or new sidewalks may be attached (bottom left) or detached (bottom right) based on adjacent land uses, available space, shade trees, snow storage needs, and so on.



Attached Sidewalk



Detached Sidewalk



Sidewalk Infill Recommendations

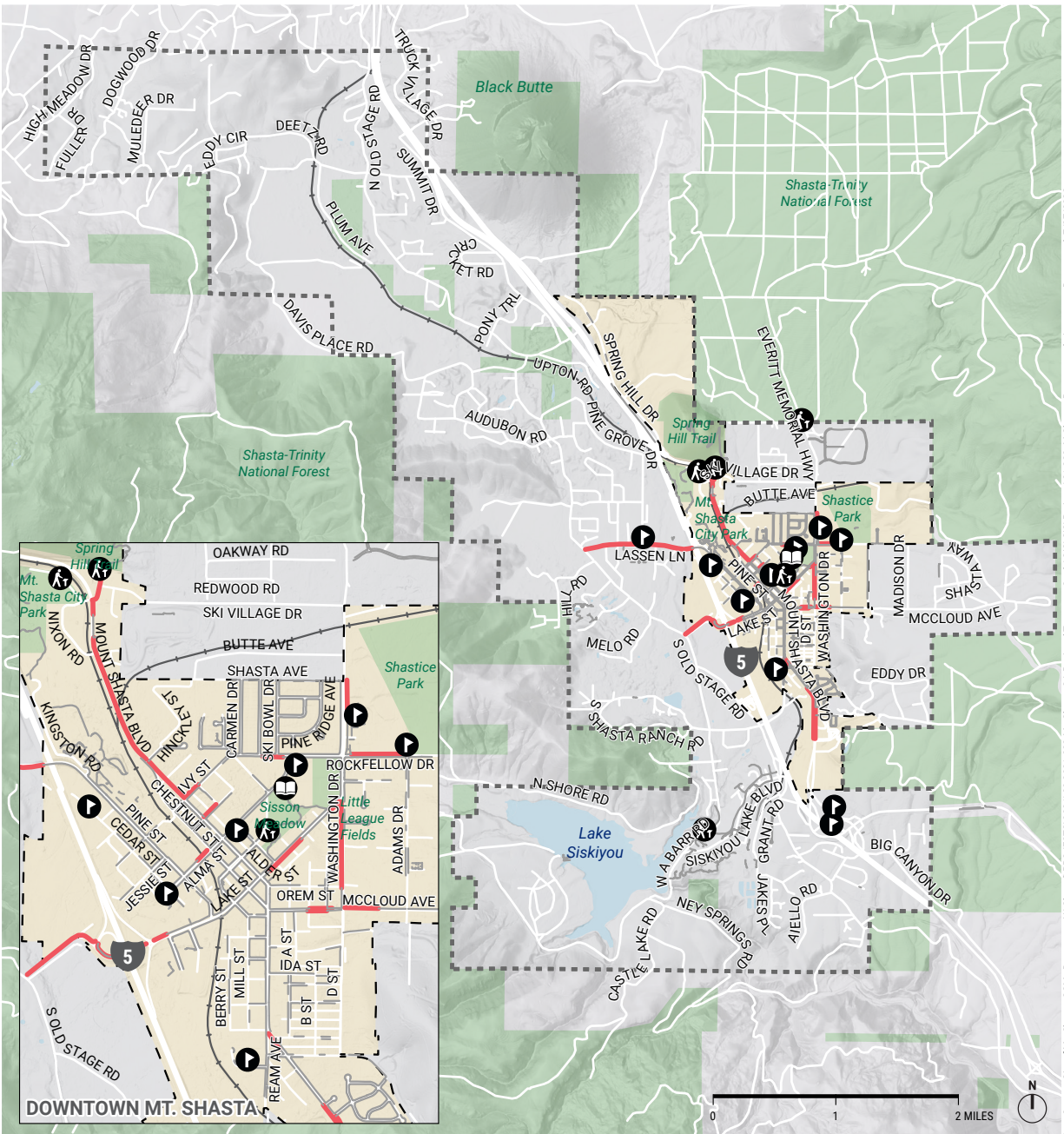
Our analysis found that core barriers to a more complete connected region include a lack of westward connections for walking, and key gaps in pedestrian infrastructure such as sidewalks and high-visibility crossing opportunities. While Mt. Shasta does have many sidewalks, they are disconnected across the study area. Corridors in downtown and within the central Mt. Shasta area typically have sidewalks on both sides of the street. Sidewalks grow more disconnected moving away from downtown. Sidewalk islands (disconnected groups of sidewalks) define Mt. Shasta's walking

environment. Across the city, there are 133 sidewalk obstructions (cracks or objects) that limit access. Sidewalk obstructions are heavily concentrated along the entire N Mt. Shasta Boulevard. Lake Street, Chestnut Street, Rockfellow Drive, and Ivy Street also have a high concentration of sidewalk obstructions.

Based on sidewalk gap data we collected during this plan, community engagement feedback, and other goals, we recommended key locations for sidewalk infill in Map 32 and Map 33, for a closer look at the downtown area.

Additional details for each sidewalk infill recommendation can be found in Table 6. All recommendations will be implemented according to the City's design standards.

Note: All recommendations outside the City of Mt. Shasta are subject to the governing agency for implementation.



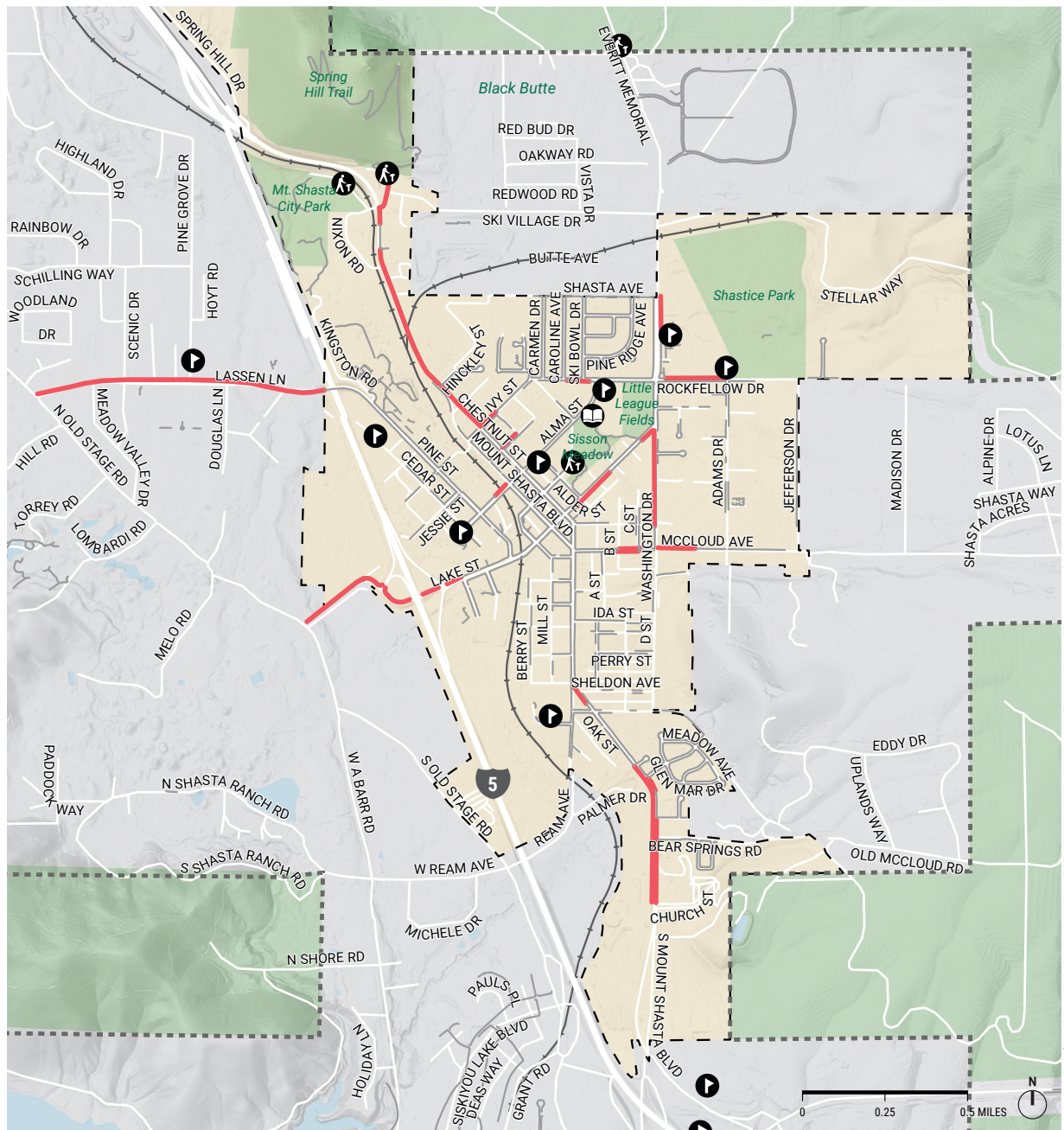
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RECOMMENDED SIDEWALKS

WALK BIKE RIDE MT. SHASTA MOBILITY PLAN



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RECOMMENDED SIDEWALKS - DOWNTOWN

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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EXISTING + RECOMMENDED SIDEWALKS

- Existing
- Recommended

BOUNDARIES + DESTINATIONS

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

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

MAP 33 SIDEWALK RECOMMENDATIONS (DOWNTOWN)

MT. SHASTA

Shows the recommended sidewalk projects in and around Mt. Shasta, as well as existing sidewalks. (This map shows the same information as the map on the previous page, just at a smaller scale.)

TABLE 6 SIDEWALK RECOMMENDATIONS IMPLEMENTATION DETAILS

STREET NAME	SIDE OF STREET	START	END	LENGTH (FEET)
Rockfellow Dr.	South	Existing sidewalk	Alma St.	363
Everitt Memorial Hwy.	East	Existing sidewalk in front of school	Shasta Ave.	539
Rockfellow Dr.	North	Everitt Memorial Hwy.	Adams Dr.	979
Mt. Shasta Blvd.	East	Hinckley St.	Reginato Rd.	2,378
Mt. Shasta Blvd.	East	Existing sidewalk	Ski Village Dr.	258
Ski Village Dr.	East	Mt. Shasta Blvd.	Spring Hill Trail	578
Chestnut St.	North	Ivy St.	Hinckley St.	902
Ivy St.	North	Chestnut St.	Ivy St.	339
Jessie St.	North	Chestnut St.	Alder St.	306
Lake St.	South	Existing sidewalk (between Chestnut St. and Alder St.)	Existing sidewalk (between Birch St. and Spruce St.)	778
Lake St.	South	Existing sidewalk at midblock crossing	Washington Dr.	234
Alma St.	North	Mt. Shasta Blvd.	Existing sidewalk	247
Mt. Shasta Blvd.	West	Ream Ave.	Existing sidewalk north of Old McCloud Rd.	333

STREET NAME	SIDE OF STREET	START	END	LENGTH (FEET)
Mt. Shasta Blvd.	East	Existing sidewalk	Mountain View Dr.	231
Mt. Shasta Blvd.	East	Church St.	Loveta Ln.	1,325
Hatchery Ln.	North	Existing sidewalk at I-5 overpass	I-5 ramp	532
Hatchery Ln.	North	I-5 ramp	City boundary	1,144
Hatchery Ln.	North	Existing sidewalk at I-5 overpass	I-5 ramp	272
Lake St.	North	I-5 ramp	Morgan Way	252
Lassen Ln.	South	Old Stage Rd.	Existing sidewalk at I-5 overpass	4,637
Hatchery Ln.	North	City Boundary	Old Stage Rd.	338
Mt. Shasta Blvd.	West	Roelofs Ct.	Church St.	2,270
Washington Dr.	West	Lake St.	Orem St.	1,529
McCloud Ave.	North	A St.	C St.	401
McCloud Ave.	South	B St.	C St.	342
McCloud Ave.	North	Washington Dr.	Adams Dr.	600

Areas of Focus

In addition to the sidewalk infill recommendations, we recommend two other areas of focus related to sidewalk infill:

1

Citywide Sidewalk Infill and Maintenance Program.

The City should adopt a citywide sidewalk infill and maintenance program to bring existing sidewalks up to Title 24 of the California Building Code and the Americans with Disabilities Act (ADA) and fill gaps in the network as grant funds are awarded to the City. Through data collected by volunteers and consultant team staff, we now have the needed information about sidewalk widths, gaps, and conditions to identify and prioritize sidewalk maintenance needs. The City's former Active Transportation Committee drafted a sidewalk repair and maintenance program, which inspired many of the recommendations included in this plan, including a recommendation that sidewalk gaps could be filled when a property is sold and can become a negotiating point in the purchase price. Alternatively, sidewalk infill could be funded at point of service, when new utility service is requested or point of permit, when a permit of a certain valuation is issued.

2

Updating Mt. Shasta Land Development (Subdivision) Regulations.

The City should discuss amending the Municipal Code 17.36.150 Sidewalks as follows:

A. Sidewalks shall be provided for all subdivisions at construction before a certificate of occupancy is issued. When sidewalks are not present along the frontage of existing structures, or when the property is transferred to a new owner, sidewalks must be built according to the specifications outlined in this ordinance. Sidewalks may be required on one or two sides of a street as provided below:

- 1.** Sidewalks are not required for those lots served by an access easement approved pursuant to MSMC 17.36.200.
- 2.** Sidewalks may be required on one side of the street if the right-of-way has severe topographic or natural resource constraints.
- 3.** Sidewalks shall be required on both sides of the street in all commercial and industrial developments unless it can be shown, to the satisfaction of the City Council, that pedestrian traffic does not follow or mix with vehicular traffic and is not likely to in the future.
- 4.** Sidewalks may be required on only one side of the street in residential subdivisions where residential lots are located on only one side of the street.
- 5.** Sidewalks may be required on only one side of the street in residential subdivisions on local streets and culs-de-sac that have eight or fewer lots.

6. Any sidewalk on one side of a street must connect to another sidewalk either directly or via a crosswalk.

7. In the absence of the above conditions, sidewalks shall be provided on both sides of all streets in all commercial districts, and on both sides of all residential district streets within 1,000 feet of any school or park.

B. The sidewalks shall be of such width as may be required by the standard specifications of the Transportation and Engineering Department, but in no case less than four feet in width adjacent to the curb in a residential area or less than five feet in a commercial or industrial area. Considerations in design are to be given for handicapped persons and senior citizens. In addition, the following shall apply:

1. Required sidewalk widths may include street signs, lights, fire hydrants, etc. These sidewalks should be located adjacent to the curb. However, in no instance may the clear path of travel be reduced to less than three feet.

2. Meandering sidewalks will be built on a case-by-case basis where the topography and/or street alignment necessitates a meandering alignment. The final decision on construction of a meandering sidewalk will be at the discretion of the building inspector.

3. Sidewalks constructed of alternative paving materials, as approved by the Planning Commission and Public Works Director, shall have smooth surfaces to ensure pedestrian safety.

4. Undulating sidewalks are not permitted.

5. Detached sidewalks may be provided in conjunction with limited access collector and arterial streets as may be authorized by the Planning Commission and the Public Works Director.

C. The Planning Commission may waive the sidewalk requirement in residential subdivisions containing lots of two and one-half acres or greater. (Ord. CCO-10-02, 2010)

3

Create a Sidewalk Inventory and Asset Management System.

The Department of Public Works should seek funding to establish a computerized sidewalk inventory and asset management system. Sidewalks are an important component of the City's infrastructure. This information should be collected as City employees inspect sidewalks and verify their condition. Managing this particular Infrastructure asset is more important than ever as the City prepares to implement a comprehensive sidewalk management strategy that will extend far into the future.

Intersection Recommendations

Across our community, marked crosswalks are primarily located in three areas: in downtown, near parks, and near schools. The need to improve key intersections emerged as a top concern for Mt. Shasta residents and a priority of this plan.

The following images show some of the recommendations made as part of the Walk Bike Ride Mt. Shasta Mobility Plan. Note that photos are for illustrative purposes only and final implementation may look different. All recommendations will be implemented according to the City's design standards.

Note: All recommendations outside the City of Mt. Shasta are subject to the governing agency for implementation.

Intersection Recommendation Principles

We used the following principles to develop the intersection recommendations:

1. Recommend improvements where a high number of collisions have occurred or at locations with severe or fatal injuries.
2. Recommend improvements in high pedestrian demand areas to improve comfort and safety.
3. Recommend improvements at locations where opportunities for upgrades were identified during the field inspection.
4. Recommend improvements at crossing locations identified frequently by the public as challenging or uncomfortable.



INTERSECTION DESIGN CONSIDERATIONS

◆ Crosswalk.

Marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians. Pedestrians are sensitive to out-of-the-way travel, and reasonable accommodation should be made to make crossings both convenient and safe at locations with adequate visibility. This image shows a high-visibility crosswalk with continental, "ladder" style markings which have been shown to increase driver yield behavior.



- ◆ **Rectangular Rapid Flashing Beacon (RRFB).**
RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks.



- ◆ **Pedestrian Hybrid Beacon (PHB).**
PHBs can warn and control traffic at unsignalized locations and assist pedestrians in crossing a street or highway at a marked crosswalk. Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via a push button or other form of detection.



- ◆ **Curb Extension.**
Curb extensions—also known as bulb-outs or neckdowns—extend the sidewalk or curb line out into the parking lane and reduce the effective street width. These can be at corners or midblock to calm traffic, shorten the exposure for people crossing the street, and improve pedestrian visibility and driver yielding behavior.



- ◆ **Curb Ramp.**
Curb ramps provide an ADA-compliant slope, often with textured warning strips, to enable a smooth transition from sidewalk to pavement, typically located at intersections or other roadway crossings.



◆ **Leading Pedestrian Interval (LPI).**

LPIs can be programmed into traffic signals to minimize conflicts between pedestrians crossing a roadway and left- or right-turning vehicles. LPIs give the pedestrian the WALK signal 3 to 7 seconds before the motorists are allowed to proceed through the intersection, which makes them more visible.



◆ **Median Refuge Island.**

A median refuge island, or crossing island, is a median with a refuge area that is intended to help protect pedestrians crossing a multilane road. Crossing islands should be considered as a supplement to the crosswalk. The presence of a pedestrian refuge island at a midblock location or intersection allows pedestrians to focus on one direction of traffic at a time as they cross and provides space to wait for an adequate gap in oncoming traffic before finishing the second phase of the crossing.



◆ **Protected Intersection.**

At protected intersections, the bikeway is set back from the parallel motor vehicle traffic. Unlike at conventional bike intersections, people biking are not forced to merge into mixed traffic. Instead, they are given a dedicated path through the intersection, and have the right-of-way over turning motor vehicles. Pedestrians are provided with islands that reduce crossing distances and improve visibility. To learn more about this infrastructure, see: <http://www.protectedintersection.com/> and <https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/>.

Intersection Recommendations

Our recommended intersection improvements are illustrated on Map 34 and Map 35. Each crossing improvement has an identification number. Additional details for each crossing improvement recommendation and paired identification number can be found in Table 7: Draft Crossing Improvement Recommendations.

TABLE 7 DRAFT CROSSING IMPROVEMENT RECOMMENDATIONS

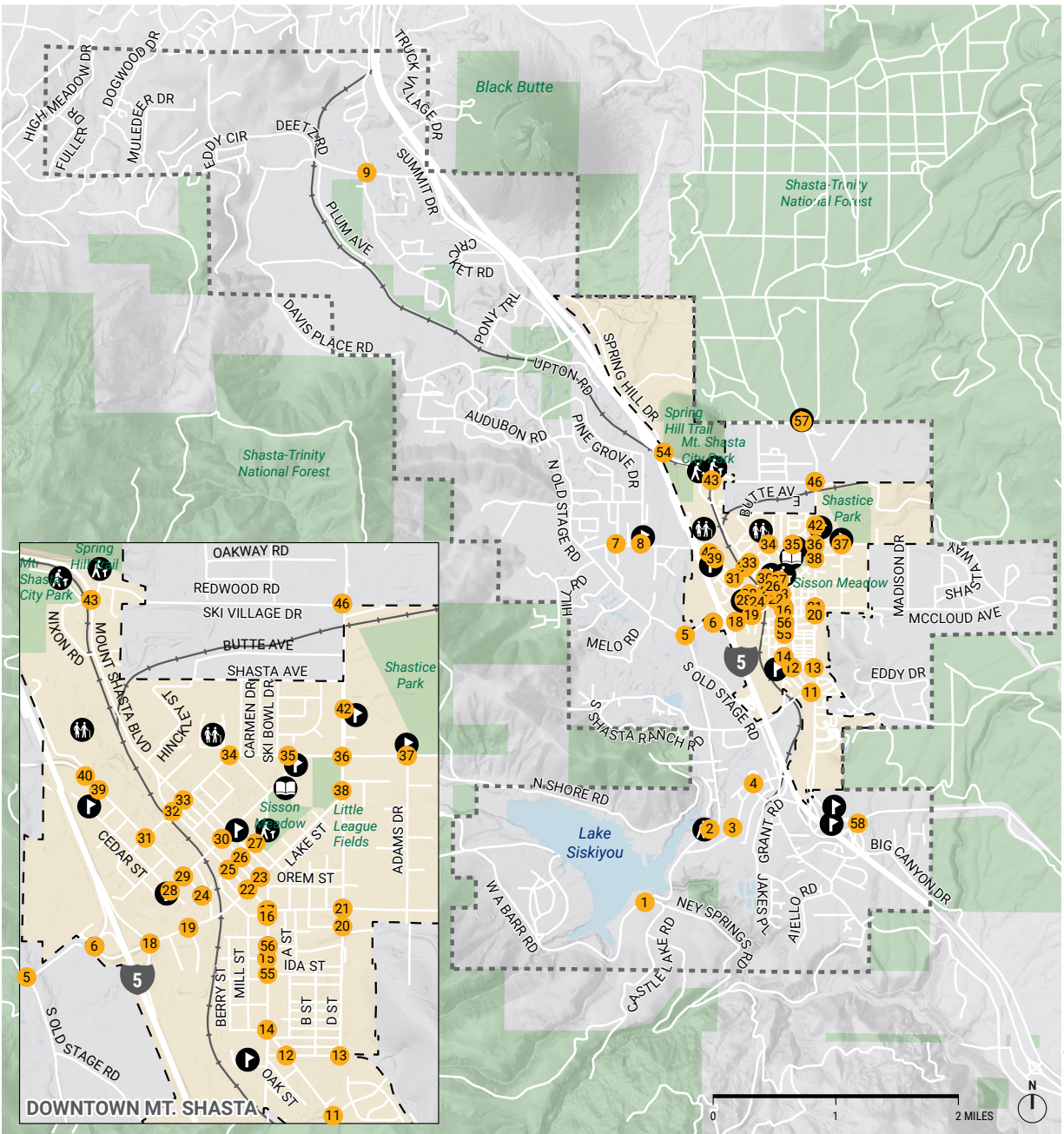
PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION
1	W A Barr Rd	Cable Beach Trailhead	1 high-visibility crosswalk and 1 RRFB across W A Barr Rd.
2	W A Barr Rd	Siskiyou Lake Blvd	1 high-visibility crosswalk, 1 pedestrian refuge island, and 1 RRFB across W A Barr Rd; 1 curb ramp at existing sidewalk along Siskiyou Lake Blvd.
3	Siskiyou Lake Blvd	Mt. Shasta Resort	1 high-visibility crosswalk across Siskiyou Lake Blvd.
4	Siskiyou Lake Blvd	Christian Way	1 high-visibility crosswalk across Siskiyou Lake Blvd at existing curb ramps on west side of Christian Way.
5	Old Stage Rd	Hatchery Ln	2 standard crosswalks: 1 across Hatchery Ln and 1 across Old Stage Rd.
6	Hatchery Ln	I-5 Ramp	1 high-visibility crosswalk across I-5 ramp.
7	Lassen Ln	Scenic Dr	1 standard crosswalk across Scenic Dr on south side of Lassen Ln.
8	Lassen Ln	Pine Grove Dr / Mount Shasta Memorial Chapel and Park	1 high-visibility crosswalk across Lassen Ln; 1 standard crosswalk across entrance to Mount Shasta Memorial Chapel and Park.

PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION
9	Old Stage Rd	Deetz Rd	Additional study required for potential roundabout or curb radius reduction.
11	Mt. Shasta Blvd	Mountain View Dr	1 high-visibility crosswalk and 1 curb ramp across Mountain View Dr with advance pedestrian yield markings and signage.
12	S Mt. Shasta Blvd	Old McCloud Rd	4 curb extensions and 4 high-visibility crosswalks across all legs; 2 RRFBs across Mt. Shasta Blvd on the north side of the intersection.
13	Washington Dr	Old McCloud Rd	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 intersection.
14	Mt. Shasta Blvd	Ream Ave	1 curb extension, 1 high-visibility crosswalk, 2 RRFBs.
15	Mt. Shasta Blvd	High St	1 high-visibility crosswalk, 1 pedestrian hybrid beacon, and 1 curb ramp across Mt. Shasta Blvd; 1 standard crosswalk across High St.
16	Mt. Shasta Blvd	Alpine St	1 high-visibility crosswalk, 2 RRFBs, 3 curb extensions, advance yield markings and signage.
17	Mt. Shasta Blvd	McCloud Ave / Chestnut St	3 ADA curb ramps, 1 RRFB across Mt. Shasta Blvd, 2 high-visibility crosswalks including advance yield markings and signage. Additional study may be required to convert intersection to roundabout.
18	Lake St	I-5 Ramp	2 high-visibility crosswalks, 1 pedestrian refuge island, 1 RRFB across I-5 ramp.
19	Lake St	Commercial Ave	1 curb extension across Commercial Ave; 1 high-visibility crosswalk and 1 pedestrian refuge island across Lake St; 2 leading pedestrian intervals (at each crosswalk).

PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION
20	Washington Dr	Ackley Ave	1 high-visibility crosswalk and 2 curb ramps across Washington Dr; 1 standard crosswalk across Ackley Ave.
21	Washington Dr	McCloud Ave	4 high-visibility crosswalks and 4 curb ramps across all legs of intersection.
22	Mt. Shasta Blvd	Lake St	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.
23	Lake St	Chestnut St	2 curb extensions, 1 high-visibility crosswalk, 1 pedestrian refuge island, 2 RRFBs.
24	Pine St	Castle St	1 standard crosswalk across Castle St
25	Mt. Shasta Blvd	Castle St	2 curb extensions and 2 high-visibility crosswalks across Mt. Shasta Blvd.
26	Chestnut St	Castle St	2 curb extensions on north and south legs of Chestnut Street.
27	Castle St	Alder St	1 standard crosswalk across Castle St on west side of intersection; 1 standard crosswalk across Alder St on north side of intersection.
28	Alma St	Cedar St	2 high-visibility crosswalks, 2 yield symbols, 1 curb ramp.
29	Pine St	Alma St	4 curb extensions and 4 high-visibility crosswalks at all legs of intersection.
30	Chestnut St	Alma St	3 curb extensions located on all legs with the exception of the east Alma St leg of the intersection and 2 high-visibility crosswalks across Alma St on both sides of the intersection, with leading pedestrian intervals.

PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION
31	Pine St	Ivy St	4 curb extensions across all legs of intersection; 2 high-visibility crosswalks across Pine St; 2 standard crosswalks across Ivy St.
32	Mt. Shasta Blvd	Ivy St	1 curb extension and 1 high-visibility crosswalk across Ivy St.
33	Chestnut St	Ivy St	1 curb extension across Chestnut St on south side of intersection; 1 high-visibility crosswalk across Ivy St on west side of intersection.
34	Rockfellow Dr	Ivy St / Kenneth Way	1 standard crosswalk across Kenneth Way.
35	Rockfellow Dr	Alma St	1 curb extension across Rockfellow Dr on east side of intersection.
36	Rockfellow Dr	Everitt Memorial Highway	2 high-visibility crosswalks, 1 pedestrian refuge island across Everitt Memorial Highway on north side of intersection, protected intersection to facilitate bike crossing.
37	Rockfellow Dr	N Adams Dr	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 analysis.
38	Lake St	Washington Dr / Everitt Memorial Highway	1 high-visibility crosswalk, 1 pedestrian refuge island and 1 RRFB across Lake St north of intersection with Washington Dr.
39	Pine St	Medical Center	1 curb extensions, 1 high-visibility crosswalk, 2 yield symbols across Pine St.
40	Pine St	Kingston Rd	1 standard crosswalk across Kingston Rd.

PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION
42	Everitt Memorial Highway	Mt. Shasta High School	2 curb extensions, 1 high-visibility crosswalk and an RRFB.
43	Mt. Shasta Blvd	Ski Village Dr	Additional study required for a signal or beacon.
46	Everitt Memorial Highway	Ski Village Dr	Additional study required for potential All-Way Stop.
54	Mt. Shasta Blvd	Spring Hill Dr	Additional study required for potential roundabout.
55	Mt. Shasta Blvd	Ida St	Upgrade crosswalk to high-visibility crosswalk with advance pedestrian yield markings and signage.
56	Mt. Shasta Blvd	Smith St	Upgrade crosswalk to high-visibility crosswalk with advance pedestrian yield markings and signage.
57	Everitt Memorial Hwy	Gateway Trailhead	Additional study: 4-way stop analysis.
58	Highway 89	Mt. Shasta Blvd	Additional study required for bike and pedestrian crossing and potential roundabout. Collaborate with Caltrans to add improvements to State Highway Operation and Protection Program (SHOPP) project ID: 0219000168 to make the intersection safer for people walking and biking.



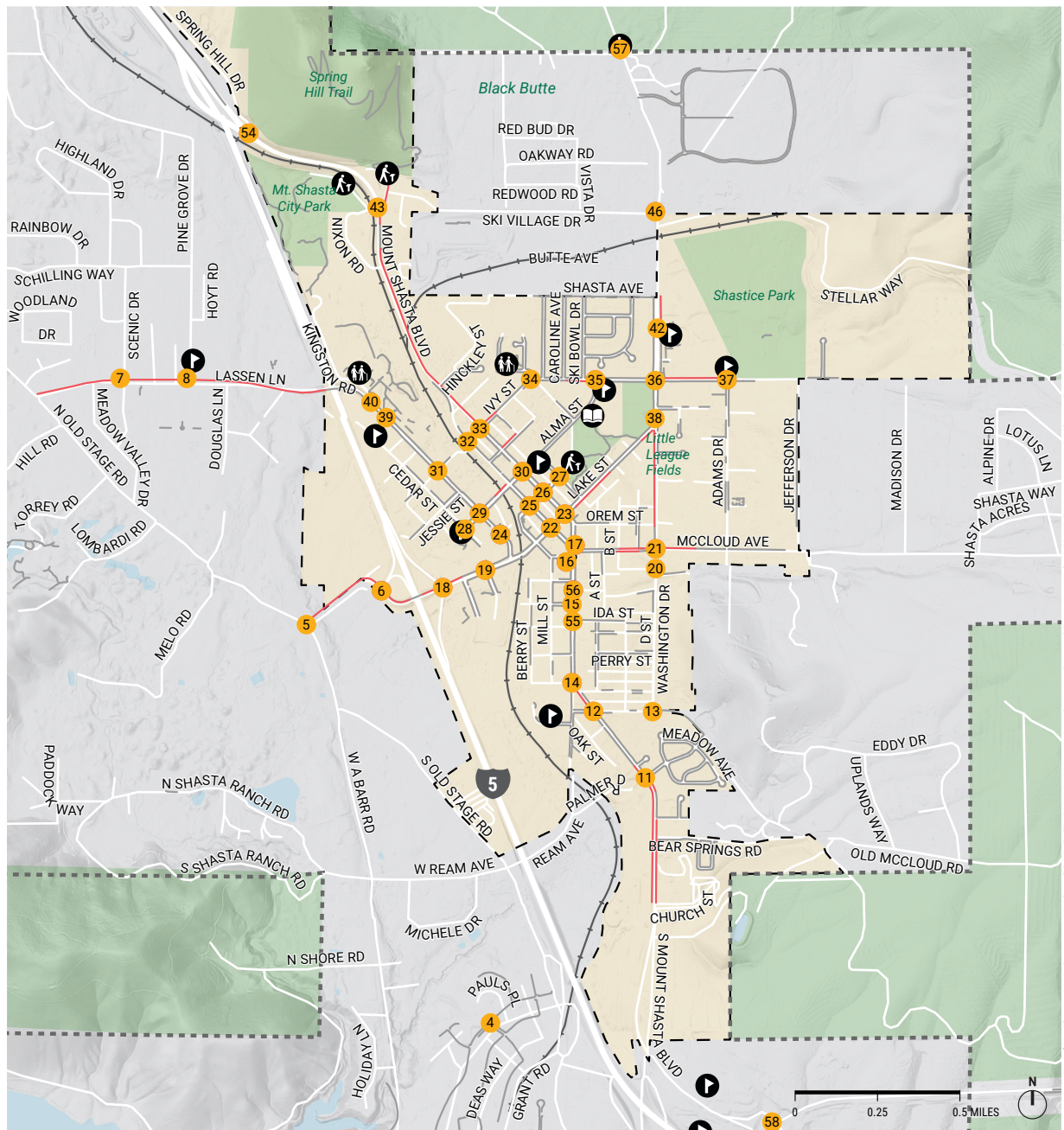
PEDESTRIAN CROSSING IMPROVEMENTS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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MAP 34 PEDESTRIAN CROSSING RECOMMENDATIONS
MT. SHASTA

Shows the recommended pedestrian crossing improvements in and around Mt. Shasta.



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PEDESTRIAN CROSSING IMPROVEMENTS (DOWNTOWN)

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PEDESTRIAN CROSSING IMPROVEMENTS

- Pedestrian Crossing Improvements

EXISTING + RECOMMENDED SIDEWALKS

- Existing
- Recommended

BOUNDARIES + DESTINATIONS

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

MAP 35 PEDESTRIAN CROSSING RECOMMENDATIONS (DOWNTOWN)

MT. SHASTA

Shows the recommended pedestrian crossing improvements in and around Mt. Shasta. (This map shows the same information as the map on the previous page, just at a smaller scale.)

Areas of Focus

Priority Corridor and Intersections

Through our community engagement process and other analysis, we identified Mt. Shasta Boulevard, through downtown, as well as the McCloud Avenue and Chestnut Street intersections as top priority locations that needed further analysis and improvement.

Mt. Shasta Boulevard/Chestnut Street One-Way Street Conversion

Traffic analysis was conducted to study the traffic effects of the conversion of Mt. Shasta Boulevard and Chestnut Street between their current southern intersection (one block south of Lake Street) and their current northern intersection (six blocks north of Lake Street) to one-way streets. The City is interested in understanding the benefits and trade-offs to changing traffic circulation patterns in downtown with the goal of expanding more economic activity on Chestnut Street. The following analysis was conducted to help advance this discussion and understand the impacts to traffic, however a dedicated community design process is needed to visualize roadway changes, establish more detailed cost estimates, and to build consensus among residents, businesses, and other stakeholders. This Plan recommends the City seek funding from the Caltrans Sustainable Transportation Planning Grant Program to conduct this broader community conversation. It is important to note that the cost of converting Chestnut and Mt. Shasta Boulevard to a one-way couplet will require great expense and is unlikely to be funded all at once. Rather, the changes will need to occur in stages as grant funding is awarded to the City.

CURRENT TRAFFIC CONDITIONS

A series of peak-hour traffic counts were conducted in the study area at six key intersections. As these counts were conducted at various times of the year, they were adjusted to reflect conditions during a busy summer day (the highest traffic activity season).

On a daily basis:

- ♦ **Mt. Shasta Boulevard carries 73% of the two streets' total traffic.**
- ♦ **Chestnut Street carries 27%.**

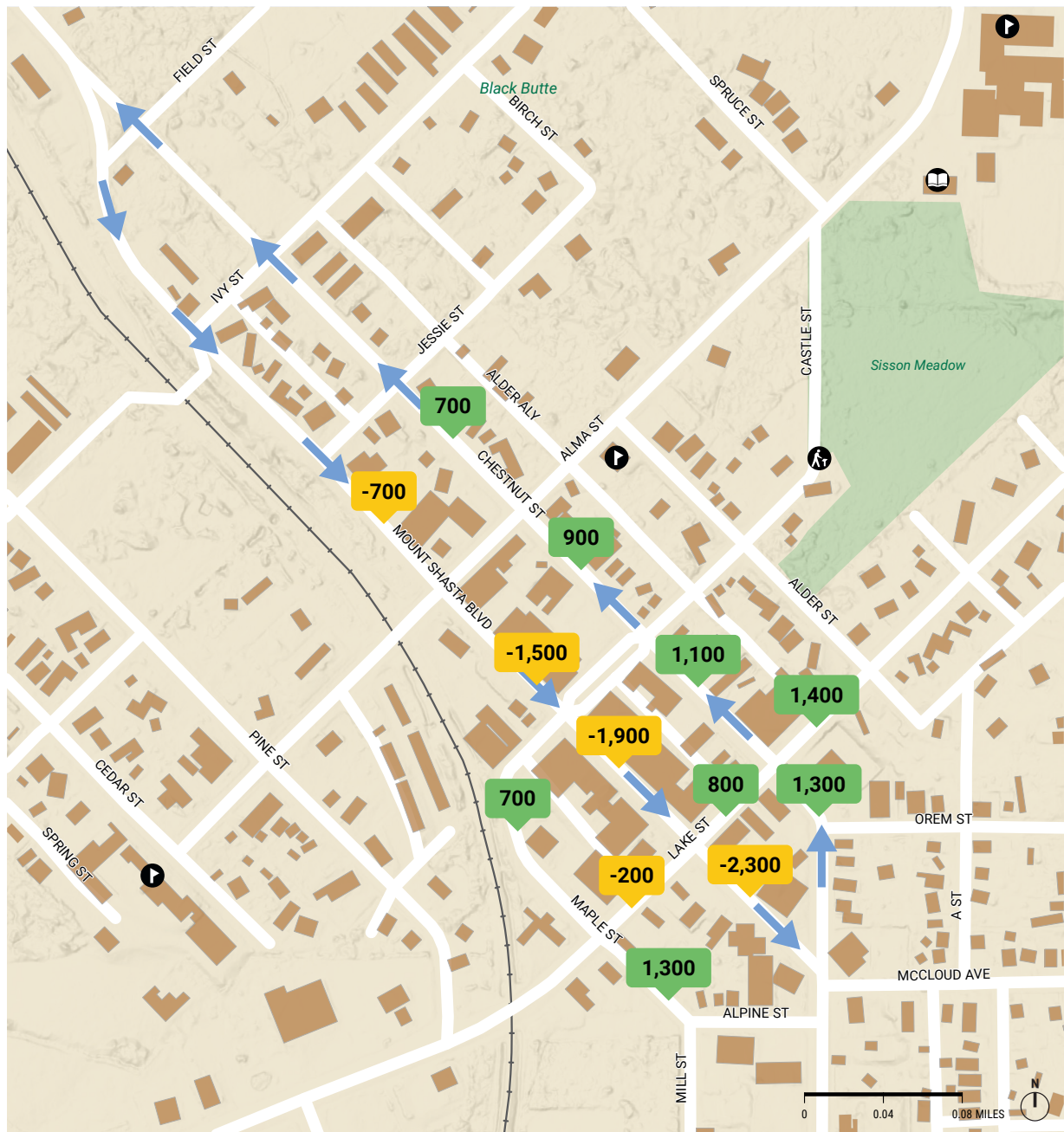
Traffic congestion is evaluated by “Level Of Service” (LOS). This scale ranges from LOS A (no or minimal delay) to LOS F (stop and go congestion, with very long delays). The City of Mt. Shasta has established an LOS standard of C, which indicates that delays at an unsignalized intersection should not exceed 25 seconds and delays at a signalized intersection should not exceed 35 seconds. The LOS of the existing intersections that would be most impacted by one-way street conversion was evaluated using the *Synchro* software package. As shown in Table 8, these key intersections all currently attain the LOS standard (C or better).



EXPECTED TRAFFIC IMPACTS

If Chestnut Street were to be converted to one-way northbound from Mt. Shasta Boulevard to Mt. Shasta Boulevard and Mt. Shasta Boulevard converted to one-way southbound from Chestnut Street to Chestnut Street, the following key changes in traffic volumes would occur:

1. At the north end of the pair, northbound traffic on Mt. Shasta Boulevard would shift to Chestnut Street and southbound traffic on Chestnut Street would shift to Mt. Shasta Boulevard. No change in overall north-south travel is expected to occur, as any changes in total trip delay would be minimal compared with the additional travel time needed to use alternate routes.
2. At the south end of the pair, most opposite-direction traffic would shift to the other street in the pair. However, exiting traffic making a northbound left from Mt. Shasta Boulevard to Lake Street would be faced with traveling another block to the east to turn left on Lake Street at Chestnut Street. Many of these drivers (particularly residents knowledgeable of the street grid) would choose to turn left on Alpine Street and use northbound Maple Street to make a left turn onto Lake Street, adding traffic to Alpine and Lake Streets.
3. Drivers leaving on-street parking along Chestnut Street between Lake and Castle Streets and heading east would tend to use Castle Street and Alder Street to access Lake Street, adding a modest level of traffic onto Castle and Lake Streets. While this happens today, with one-way northbound operation of Chestnut Street the amount of on-street parking requiring a northbound exit would roughly double.
4. Drivers arriving from the west and destined to on-street parking along Mt. Shasta Boulevard between Castle Street and Lake Street would tend to use Maple Street/Castle Street north of Lake Street.



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

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

IMPACT OF 1-WAY CONVERSION ON DAILY TRAFFIC VOLUMES

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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BOUNDARIES + DESTINATIONS

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

MAP 36 IMPACT OF 1-WAY CONVERSION ON DAILY TRAFFIC VOLUMES

MT. SHASTA

Illustrates the results of a traffic analysis conducted to study the effects of the conversion of Mt. Shasta Boulevard and Chestnut Street between their current southern intersection (one block south of Lake Street) and their current northern intersection (six blocks north of Lake Street) to one-way streets.

The existing peak-hour traffic volumes were reassigned based upon these factors. The ratio of daily to peak-hour volumes were then applied to estimate the impact on daily traffic volumes shown in Map 36. As indicated, the largest change would be along Mt. Shasta Boulevard just south of Lake Street, with a reduction of 2,300 vehicles per day (VPD). Just north of Lake Street, Mt. Shasta Boulevard volume would drop by 1,900 VPD, while Chestnut Street volumes would increase by 1,100. Impacts would drop further north along the corridor to a shift of approximately 700 vehicles per day from Mt. Shasta Boulevard to Chestnut Street. Mill Street would see an increase of 1,300 VPD.

LOS with the one-way conversion and assuming no changes in existing traffic controls is shown in the right portion of Table 8, below. As indicated, the Mt. Shasta Boulevard/Lake Street and the Mt. Shasta Boulevard/Alma Street intersections continue to meet LOS standards. However, the Lake Street/Chestnut Street intersection would operate at LOS E in peak conditions if left as-is, as drivers making northbound left turning movements would face relatively long delays. In addition, the diversion of northbound traffic onto Maple Street would cause the Lake Street/Maple Street to fall to LOS D, with an average of 30 seconds of delay for northbound left turning drivers.

POTENTIAL MODIFICATIONS

Several potential modifications to intersections could be made when converting the streets to one-way in order to achieve LOS standards and reduce the congestion impact, as shown in Table 8:

At the **Lake/Chestnut** intersection, one option would be to provide two northbound

lanes: one for through/left movement and one for through/right movements. This would improve LOS to a D, but still not achieve the LOS C standard. It is worth noting that the worst delay (27.3 seconds) is only 2.3 seconds above the delay level needed to achieve LOS C of 25.0 seconds. LOS A conditions could be provided if a traffic signal were provided at this intersection. Adding a traffic signal is a significant capital investment and the City will need to weigh the costs and benefits.

At the **Lake/Maple** intersection, the roadway to the west of the intersection could be restricted to provide a Two-Way Left-Turn Lane (TWLTL). This would allow northbound left turning drivers to make a two-step left turn, first pulling into the TWLTL and then moving over into the westbound through lane, resulting in LOS C. This would also benefit drivers making left turns to/from the adjacent commercial buildings. With 65 feet of total pavement width on Lake Street, there is sufficient width to provide this additional center lane while still providing the existing two westbound lanes at the tracks, though the existing three parallel on-street parking spaces in front of the Park Place building may need to be eliminated.

In addition, the existing signal at the **Mt. Shasta/Alma** street intersection could potentially be removed and replaced with a Stop sign on the southbound Mt. Shasta Boulevard approach. (No Stop signs would be provided along Alma Street to avoid the potential of queues forming back over the rail tracks). The existing southbound left and southbound through/right lanes would remain. This would operate at LOS B, with a worst delay of 13.5 seconds for the southbound left movement.

TABLE 8 MT. SHASTA - INTERSECTION LOS SUMMARY

INTERSECTION	CONTROL TYPE	EXISTING NO PROJECT		ONE-WAY SCENARIO	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
E Lake St. / Chestnut St.	TWSC	17.5	C	36.9	E
N Mt. Shasta Blvd. / Lake St.	Signalized	11.8	B	14.1	B
W Lake St. / Maple St.	TWSC	19.4	C	30.3	D
N Mt. Shasta Blvd. / Alma St.	Signalized	8.6	A	10.3	B

TABLE 9 MT. SHASTA - INTERSECTION LOS MITIGATION SUMMARY

INTERSECTION	CONTROL TYPE	MITIGATION	ONE-WAY SCENARIO	
			DELAY (SEC/VEH)	LOS
E Lake St. / Chestnut St.	TWSC	Change Northbound Left Turn lane to Northbound Left and Northbound Through lanes	27.3	D
		Add Traffic Signal	7.2	A
W Lake St. / Maple St.	TWSC	Add TWLTL	17.9	C
N Mt. Shasta Blvd. / Alma St.	Signalized	Convert to TWSC	13.5	B

Bold text indicates that the City of Mt. Shasta's LOS standard of C is exceeded.
 TWSC = Two-Way Stop-Control; AWSC = All-Way Stop-Control; TWLTL = Two-Way Left-Turn Lane
 Note 1: Level of service for signalized intersection is reported for the total intersection
 Note 2: Level of service for unsignalized intersection is reported for the worst movement
 Source: LSC Transportation Consultants, Inc.

Other Considerations

Beyond the traffic and LOS impacts discussed above, there are several other factors to be considered:

1. One-way streets are arguably safer for pedestrian crossings, as pedestrians only need to look for traffic approaching in a single direction. However, if the design of a one-way street encourages higher speeds due to greater lane width or longer uninterrupted segments, the severity of crashes (including pedestrian crashes) can increase. To preserve pedestrian safety, the City should only consider a scenario that has one vehicle travel lane on Mt. Shasta Boulevard and one on Chestnut Street.
2. Reducing travel lanes from 2 to 1 frees up existing pavement for new uses:
 - ♦ **On Chestnut Street it would be possible to increase the angle of the on-street parking from 45 degrees to 60 degrees. While the specific number of additional spaces depends on the available length of particular curb segments, overall this could increase parking spaces along Chestnut Street by roughly 10 percent.**
 - ♦ **Angled parking could also be provided along Mt. Shasta Boulevard, roughly doubling the existing number of parallel spaces.**
 - ♦ **Space on either street could also be provided for parklets, expanded bicycle facilities, and/or snow storage in the winter.**
3. One-way streets can slightly increase emergency response times as vehicles circle the block. All design scenarios should include input from emergency responders to mitigate this impact.
4. One-way streets tend to increase “sign clutter” as One-Way and Do Not Enter signs are needed. Additional signs may be particularly confusing to visitors.
5. Increased vehicle traffic alone on Chestnut Street may not result in greater commercial activity. The City should consider architecture and design policies that support uniform building setbacks, promotion of ground floor retail, adding pedestrian amenities like shade and benches, pedestrian scale lighting, street trees, wayfinding signage, and beautification/public art opportunities.

NEXT STEPS

The analysis for Mt. Shasta Boulevard and Chestnut Street was conducted to help advance this discussion and understand the impacts to traffic. With some modifications to the street layout, converting traffic to one-way could have minimal effects on traffic congestion.

As a next step the City should lead a dedicated community design process. The process will help to visualize roadway and community design changes, establish more detailed cost estimates, and build consensus for a preferred alternative among residents, businesses, and other stakeholders. This Plan recommends the City seek funding from external sources such as the Caltrans Sustainable Transportation Planning Grant Program to conduct this broader community conversation. It is important to note that, it may take several grant cycles from various agencies to complete the project.

Transit Recommendations

Many residents, particularly older adults, requested improvements to transit as a part of our community engagement process. Improving transit in Mt. Shasta has the potential to provide mobility opportunities to many who may not otherwise have access and increase connections with other transportation modes. We have several recommendations to make transit more enjoyable and efficient in Mt. Shasta.

Existing Transit Service

See map on the following page.

ON-DEMAND TRANSIT

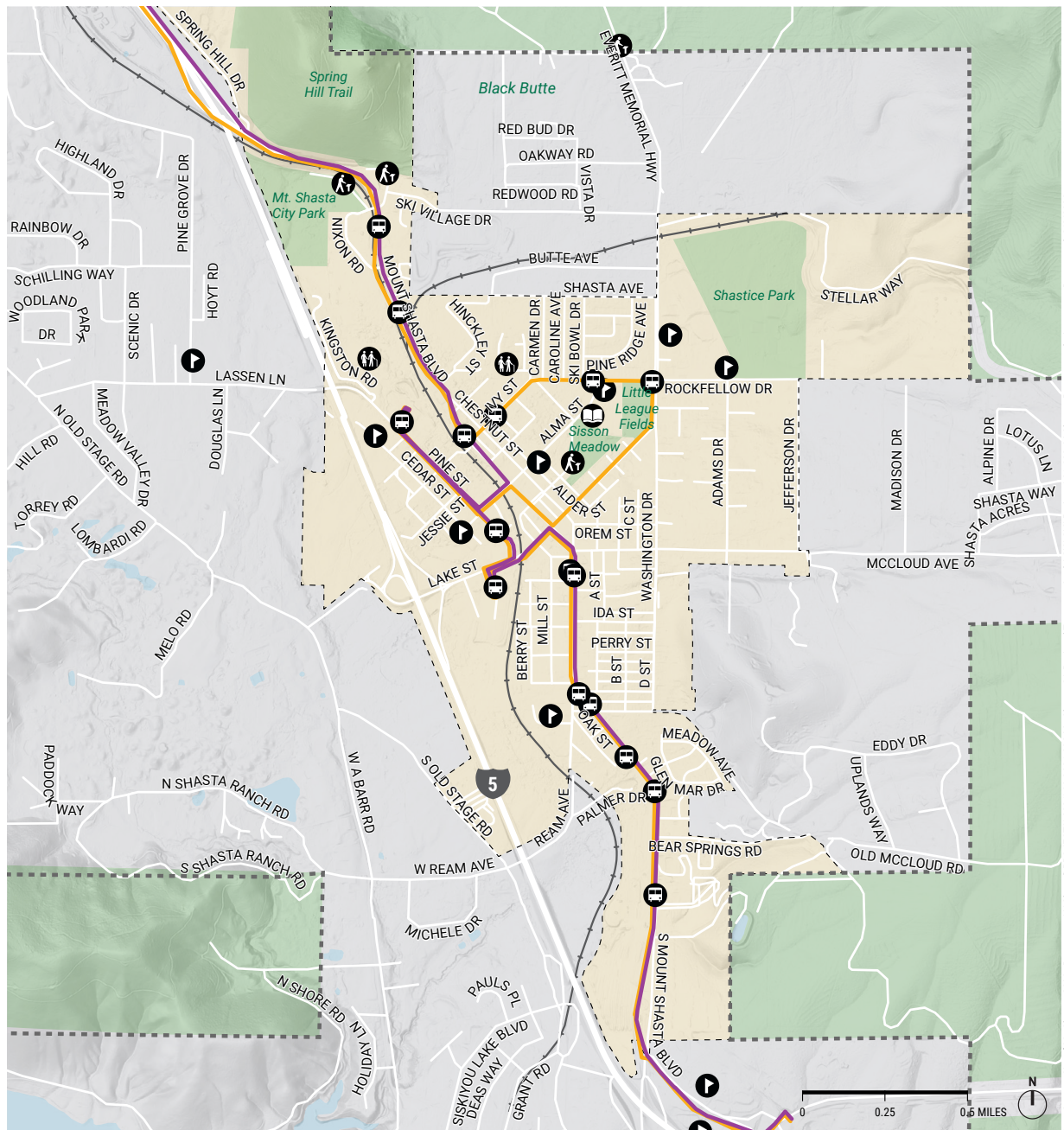
We recommend that Siskiyou Transit and General Express (STAGE) bus service explore opportunities to offer on-demand transit. On-demand transit applies the app-based technology developed for transportation network companies (such as Uber and Lyft) to provide a new form of public transit service in lower-demand and lower-density areas. While the concept of real-time, demand-response service has been envisioned for many years, it could not be effectively implemented until recently with the advent of new technology. Passengers typically use an app downloaded on their smartphone or computer to request a ride, and a routing algorithm (rather than a dispatcher) assigns the ride request to a specific driver/vehicle. The passenger is provided with an estimated service time (typically within 15 to 30 minutes), and fares are typically handled through the app. To ensure equitable accommodation, rides may also be requested over the phone. As microtransit is a shared-ride service, multiple passengers may be within the vehicle at

the same time. Requirements of the ADA may be met by ensuring that a sufficient number of accessible vehicles are available to serve those who require accessible service. Examples of microtransit services successfully implemented elsewhere include Sacramento's SmaRT, Regional Transportation Commission of Washoe County, Nevada's FLeXRIde, and Placer County's TART Connect service.

Transit Stop Improvements

Most of Mt. Shasta's bus stops are not signed and do not have seating. Only one stop (at the shopping center) has a shelter, while a bench or Simme-Seat (a seat bolted to the bus stop pole) is provided at three other locations. The appropriate level of bus stop improvements will depend on the future improvements in transit services. If existing services are continued without expansion, we recommend the following stop improvements:

- ◆ **Sign all stops to increase public awareness of STAGE's services and provide passengers and drivers with a common understanding of where the bus should stop.**
- ◆ **Post bus schedules at all stops. This is particularly important for visitors.**
- ◆ **Consider additional seating based on boarding activity at the individual stops. Simme-Seats are estimated at \$600 each.**
- ◆ **Provide lighting (street lighting or solar-powered lighting in the shelter) at the shopping center stop.**



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

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

STAGE TRANSIT (EXISTING)

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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TRANSIT INFRASTRUCTURE

- Transit Stops
- North Bound
- South Bound

BOUNDARIES + DESTINATIONS

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

The following table depicts the locations where we recommend improvements to bus stations.

TABLE 10 EXISTING BUS STOPS IN MT. SHASTA

STOP LOCATION	ROUTE DIRECTION	AMENITIES	SIGNAGE	SCHEDULE	RED CURB?	ADA ACCESSIBLE?
Mercy Hospital	N/S	Bench	N	N	N	Y
Big Red Barn	S	None	N	N	N	N
Evergreen Lodge	N	None	N	Y	N	N
Lai Lais	S	None	N	N	N	N
Alpine Lodge	N	None	N	Y	N	N
Fitness Club	N	None	N	N	N	N
Cold Creek Inn	N	None	N	Y	N	N
Cross Petroleum	N	None	N	N	N	N
Vet Clinic	N	None	N	N	N	N
Ivy Street	S	None	N	N	N	Y
Alma/Rockfellow	N	None	N	N	N	N
Pine St Dentist	S	None	N	N	N	Y
Pine St Dignity Health	N	None	N	N	N	Y
Shopping Center	N/S	Shelter	Y	Y	N	Y
Berryvale	S	Simme-Seat	Y	Y	Y	Y
Base Camp	N	Simme-Seat	Y	Y	Y	N
Forest Service	S	None	Y	Y	N	N



STAGE

Siskiyou County Local Transportation Commission has submitted an application to the Low Carbon Transit Operation Program (LCTOP) to fund through allocation some of these transit stop recommendations in Mt. Shasta. The City should work with Siskiyou County Local Transportation Commission (SCLTC) to expand transit stop improvements to more locations in Mt. Shasta in subsequent allocation cycles.

Program and Policy Recommendations

Capital investments in transportation infrastructure and services expand the range of transportation choices available to people getting around Mt. Shasta. Transportation-related programs make people aware of those choices, provide resources for daily transportation decisions, and encourage the options that support local goals.

We recommend the following programs and associated initiatives to enhance the infrastructure recommendations and add additional encouragement to using alternative modes to get around the city. The initiatives listed here expand on existing programs and activities and seek to further emphasize and advance our plan's vision and goals. In all instances, the recommendations are provided in addition to existing programs, and Walk Bike Ride Mt. Shasta recommends that the City continues all existing efforts.



Programs



SAFE ROUTES TO SCHOOL

♦ What is it?

Safe Routes to School initiatives provide education and encouragement to students, family, and school communities seeking to increase the use of active and shared modes of travel. This program can include a wide range of activities and events and may be accompanied through local street improvements.

♦ Where do we start?

As a complement to existing education- and encouragement-focused programs, we can establish a regular funding program that supports infrastructure improvements at and near schools to provide safer routes for travel. Improvements may include improved crossings, new or expanded sidewalks, and low-stress bikeways around schools, among others. Siskiyou Outdoor Recreation Alliance could expand their role in the region to include Safe Routes to School efforts. This role would align with other active transportation advocacy and educational work they do. They could apply for grants or host a coordinator.



WAYFINDING

- ◆ **What is it?** Wayfinding systems include a series of elements, such as signs, kiosks, pavement medallions, and other indicators to direct people traveling to their destinations. Signs typically include information such as destination or district names, an arrow to indicate the direction of travel, and a distance marker (in miles or travel time or both). System maps and digital materials can further supplement the wayfinding system. While systems will generally be mode-specific, they should be considered together for cohesion in design, as well as to limit sign clutter.
- ◆ **Where do we start?** We can develop and implement wayfinding systems for bicycle and pedestrian travel and specifically consider how the system can support travel to downtown and recreational opportunities, starting with distance and direction signs at major junctions in the active transportation network such as trailheads or bikeway crossings.



OPEN STREETS EVENTS

- ◆ **What is it?** Open Streets are part of a global movement to temporarily close major thoroughfares to car traffic, opening them to people biking, walking, and rolling. They provide

an opportunity to exercise, celebrate community, and connect with neighbors and local businesses.

- ◆ **Where do we start?**

The City should review its street closure policies and decide where streets could be temporarily closed to vehicle traffic. Ideally, an Open Streets event should connect streets with businesses. We can partner with a local advocacy group to help plan and raise awareness for the event, which can be on a single day or on recurring days throughout the year.



TRANSPORTATION DEMAND MANAGEMENT

- ◆ **What is it?** Transportation demand management initiatives provide support and encouragement to drive alone less. Often focused on commute trips, transportation demand management programs can include school, workplace, and resident-focused initiatives.
- ◆ **Where do we start?** Carpool and transit education and encouragement help connect people with the resources needed to feel comfortable traveling by carpool or transit. Our support might include connecting people to carpools, sharing information about how to find the best transit route, understanding schedules and travel times, paying for transit fare, and more. Focused programs may also consider incentives to encourage participants to try transit, such as free or reduced fares.



DATA COLLECTION AND REPORTING

◆ What is it?

Data collection initiatives support both the City's understanding of the transportation system and its use while also providing tools to help communicate with the public. Data collection is essential in tracking transportation benchmarks and performance measures.

◆ Where do we start?

We can establish a regular outlet for communicating the outcomes of Mt. Shasta's transportation investments. We could employ StoryMaps or similar web-based platforms to share reports. Not only will the data collected as part of this effort establish internal benchmarks and help the department track progress over time, the resulting reports can clearly describe to the public what has been accomplished in the last year and reinforce the value of continued investment.



BECOMING A BICYCLE-FRIENDLY COMMUNITY

◆ What is it?

The League of American Bicyclist's Bicycle Friendly America program provides advocates and change makers with a roadmap and hands-on assistance to build places more welcoming to people who bike. The program is a tool for states, communities, businesses, and universities to make bicycling a real transportation and recreation option for all people, and it recognizes those doing it well.

◆ Where do we start?

Start by joining other small towns in California by applying for a bicycle-friendly community designation and receive feedback for how to improve our rating over time.

Transportation Program Implementation

The City of Mt. Shasta is lucky to have many strong agency and community group partners to work with to implement transportation programming. The following groups are just a few of our partners:

- ◆ Mt. Shasta Union School District
- ◆ Siskiyou Union High School District
- ◆ Siskiyou Outdoor Recreation Alliance
- ◆ Northern United Siskiyou Charter School
- ◆ Golden Eagle Charter School
- ◆ Mt. Shasta Recreation and Park District
- ◆ Shasta Gravity Adventures, Gravity Groms Youth Cycling Program
- ◆ Mt. Shasta Community Resource Center
- ◆ Eskaton Washington Manner
- ◆ Trail Labs Inc./Deadwood Supply Co.
- ◆ The Fifth Season

Policies

The following policies are listed in the Goals and Actions section on page 11, but collected here for implementation reference.

ACCESSIBILITY

- ◆ Install or upgrade curb ramps, sidewalks, and traffic control devices to improve access for pedestrians with mobility challenges and visual impairments per current ADA standards.
- ◆ Ensure bikeway designs do not create additional barriers for people with varying mobility demands.

MULTIMODAL DESIGN AND DELIVERY

- ◆ Develop neighborhood greenways or bike boulevards, physically separated bikeways on higher-speed thoroughfares, and intersection crossings that prioritize pedestrian and bicycling safety for users of all comfort and ability levels.
- ◆ Prioritize City infrastructure improvements that remove barriers and make it safer and more comfortable for students to walk and bike to school.
- ◆ Prioritize city infrastructure improvements to enhance connections between downtown, surrounding neighborhoods, and trailheads.
- ◆ Seek quick-build solutions using durable low-cost materials such as paint, bolt-down precast curb stops and more to get projects on the ground while funding for

long term implementation is obtained. For more information on quick-build guidance and materials selection, see: <https://www.calbike.org/wp-content/uploads/2020/10/Quick-Build-Guide-White-Paper-2020.pdf> and <https://nacto.org/publication/urban-street-design-guide/interim-design-strategies/>.

- ◆ Update City Roadway Standards to restrict the use of solid yellow center lines to streets with over 6,000 vehicles per day to avoid conflicts with people walking and biking along narrow roadways.
- ◆ Institute pedestrian and bicycle design policies and guidelines as presented in this plan, as well as applicable state and federal design guidelines, innovative guidance from organizations such as the National Association of City Transportation Officials and Institute of Transportation Engineers, and the Federal Highway Administration Small Town and Rural Multimodal Networks Guide.

PROGRAMS

- ◆ Implement Safe Routes to School programming at elementary and middle schools within the planning area.

SPEED REDUCTION

- ◆ Adopt a 20-mile-per-hour speed limit within Mt. Shasta city limits, per AB-43 Traffic Safety legislation.
- ◆ Add: Partner with the Mt. Shasta Public Library to offer bike tools that can be checked out by the public.

WAYFINDING

- ◆ Design and implement a human-scale wayfinding system for the planning area to direct visitors to nearby attractions and indicate safe walking and biking routes.

SNOW REMOVAL

- ◆ Institute snow removal requirements at all stages of design and construction of active transportation facilities.

COLLABORATION

- ◆ Work with regional partners such as Siskiyou County, STAGE, and Mt. Shasta Trail Association during the design and implementation phase of regional active transportation, recreation, and transit facilities.

CITY FUNDING

- ◆ Evaluate the feasibility and community desire of an assessment district, metered parking, or other local sources of funding.

BIKE PARKING

- ◆ Require installation of bicycle parking and e-bike charging in downtown Mt. Shasta and at neighborhood destinations such as schools, grocery stores, trailheads, and offices as a condition of private development or redevelopment.



06

Where Do We Start?

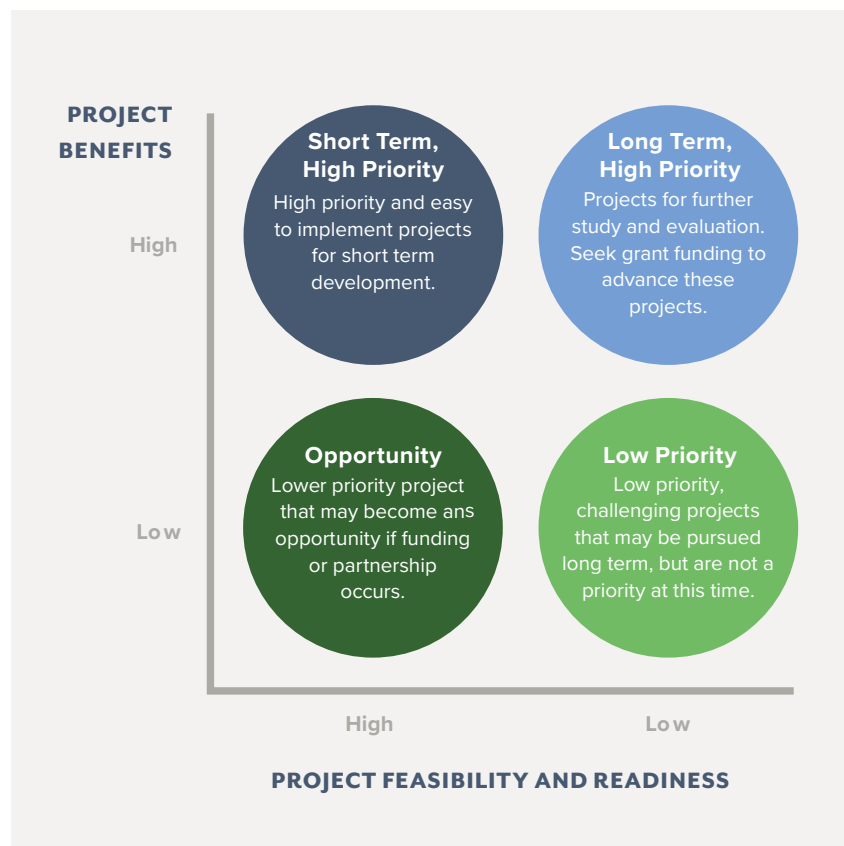
Project Prioritization and Implementation

Project Prioritization

Using data from early phases of this work, we developed a process to prioritize projects used to evaluate the priority of infrastructure projects. Input from the community, the Technical Advisory Committee, and other partner groups informed the weighting of these criteria in evaluating overall priority. Our process prioritizes projects into four project categories representing varying phases and approaches to project implementation. Two evaluations will be conducted for each project: project priority and project readiness. Each project will be evaluated as “high” or “low” on each axis, resulting in the four project categories represented by circles in the graphic below.

Project Types

The proposed network and spot improvements are intended to enhance the bicycle and pedestrian facilities. Network facilities include Class I shared-use paths, Class II bicycle lanes, Class IIB buffered bicycle lanes, Class III bike routes, Class III bicycle boulevards, Class IV separated bikeways, sidewalks, and studies. Intersection recommendations include marked crossings, enhanced crossings (with features like beacons, curb extensions, or other improvements), and studies.



- ◆ **Short term, high priority projects score high on benefit and high on project feasibility and readiness.**
- ◆ **Long term, high priority projects score high on benefit but low on project feasibility and readiness.**
- ◆ **Opportunity projects score low on benefit but high on project feasibility and readiness.**
- ◆ **Low priority projects score high on benefit and low on project feasibility and readiness.**

Project Evaluation Criteria and Methodology

This plan will result in prioritized system improvements consistent with state, regional, and local planning policies, and informed by the extensive public outreach process. Public outreach events provided feedback on the relative importance of the following criteria, which informed the weighting of each criterion in evaluating overall priority.

Each roadway segment or crossing location with improvement recommendations will receive a score ranging from 0 to 14 using

the criteria below. Whole projects are prioritized by aggregating all the relevant segments along its route and taking the highest segment score (intersection improvement projects and sidewalk projects still retain their individual scores). Projects with a total score lower than 8 will be considered to have a low prioritization score (for pedestrian projects, we use 7), and those projects that score 8 or greater for bikeway projects (and 7 or greater for pedestrian projects) will be considered to have a high prioritization score.

TABLE 11 PROJECT PRIORITIZATION METHODOLOGY (PROJECT BENEFITS)

CRITERIA	GOAL	DESCRIPTION	POINTS POSSIBLE
Collision Reduction	Safe and Comfortable	<p>Collisions involving bicyclists or pedestrians were evaluated to identify where collisions that result in either fatalities or severe injuries are occurring at a relatively high frequency.</p> <p><i>Projects located on roadway segments with higher collision intensities will receive up to 3 points. Projects located within 100 feet of a crash receive an extra 1 point.</i></p>	4
Connectivity	Connected, Fun	<p>Project improves walking or bicycling access to transit, schools, and trailheads.</p> <p><i>Projects within 0.1 miles of a school or within 250 feet of a major transit facility or trailhead will receive 1 point (for each).</i></p>	3

CRITERIA	GOAL	DESCRIPTION	POINTS POSSIBLE
Comfortable Network	Safe and Comfortable	<p>Based on results from the LTS analysis.</p> <p><i>Project segments will receive points according to their walking or biking LTS score. For example, a segment that is rated as a 4 (the most uncomfortable) will receive 4 points.</i></p>	4
Environmental Sustainability	Connected	<p>Potential to convert more driving trips to walking and biking trips and thus reduce vehicle miles traveled (VMT) and greenhouse gas emissions.</p> <p><i>Using the active trip potential analysis, projects located in zones with the highest number of vehicle trips under 3 miles are given the highest score (3). Zones with fewer potential walking and biking trips are given progressively less points.</i></p>	3
Community Interest		<p>The top 10% most frequently prioritized projects by the community are given 4 points, top 11–50% are given 2 points.</p> <p><i>Most frequently prioritized projects from Participatory Budgeting Virtual Open House.</i></p>	4

Project Feasibility or Readiness

In addition to the above criteria, the plan will capture the readiness of project implementation by defining the complexity to design, construct, maintain, or operate each project using the following two criteria:

project type and city jurisdiction. For example, based on the criteria evaluation, a project that is identified as a low priority may become an opportunity if the project type involves pavement markings only (low cost) and is located within the current public right-of-way.

TABLE 12 PROJECT PRIORITIZATION METHODOLOGY (FEASIBILITY AND READINESS)

CRITERIA	DESCRIPTION
Project Readiness	<p>Based on the complexity and cost of the project:</p> <p><i>Pavement markings only (bike lanes, bike routes, crosswalk markings, yield markings, and leading pedestrian intervals) will receive high project readiness scores.</i></p> <p><i>Studies will receive high project readiness scores.</i></p> <p><i>Roadway rebalancing (buffered and many separated bikeways), traffic calming (bicycle boulevards), trails, and hardscape improvements including curb extensions or median refuges will receive low project readiness scores.</i></p>
City Jurisdiction	<p>Project location on existing City property:</p> <p><i>Projects that do not require acquisition or coordination with the County will receive high project readiness scores.</i></p>

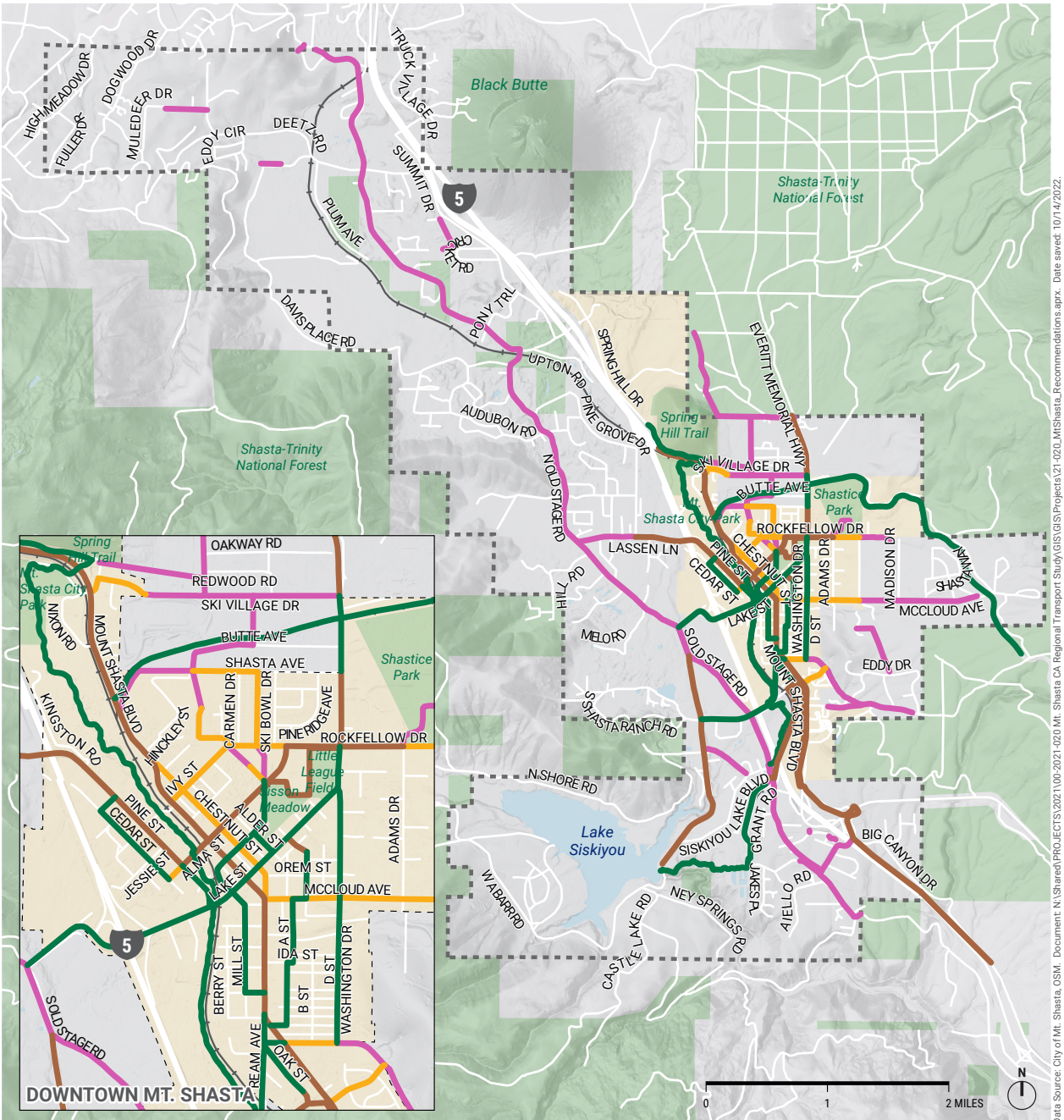
This project feasibility and readiness evaluation will weigh these criteria evenly and assign either a high or low designation for priority. City staff and the City Public Works Director will be invited to review the initial results of the project feasibility and readiness scores and, based on their institutional knowledge of the street

network, local construction costs, and project delivery timeline, recommend changes to project type scores to better reflect on-the-ground conditions. Project readiness will then be combined with the project benefits score to determine each facility's overall level of prioritization.

Prioritized Project List

PRIORITY BIKEWAYS

Map 38 illustrates how the bikeway recommendations in the study area were prioritized, according to this methodology.



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

PRIORITIZED BIKEWAYS

WALK BIKE RIDE
MT. SHASTA
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BIKEWAY PRIORITY

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

BOUNDARIES + DESTINATIONS

- Study Area Boundary
- City of Mt. Shasta Boundary

MAP 38 PRIORITY BIKEWAYS

MT. SHASTA

Illustrates how the bikeway recommendations in the study area were prioritized. The highest priority bikeway projects are shown in green.

Map 39 highlights the Short Term, High Priority projects, which are those that meet a high need and those that are more feasible to implement. The City should prioritize these projects as a low-cost network to implement simultaneously. Using low-cost materials, high priority projects will help provide more transportation options to key destinations quickly and inexpensively. This first phase network will grow ridership as people have more convenient routes to get to where they want to go. Drivers will also become accustomed to interacting with

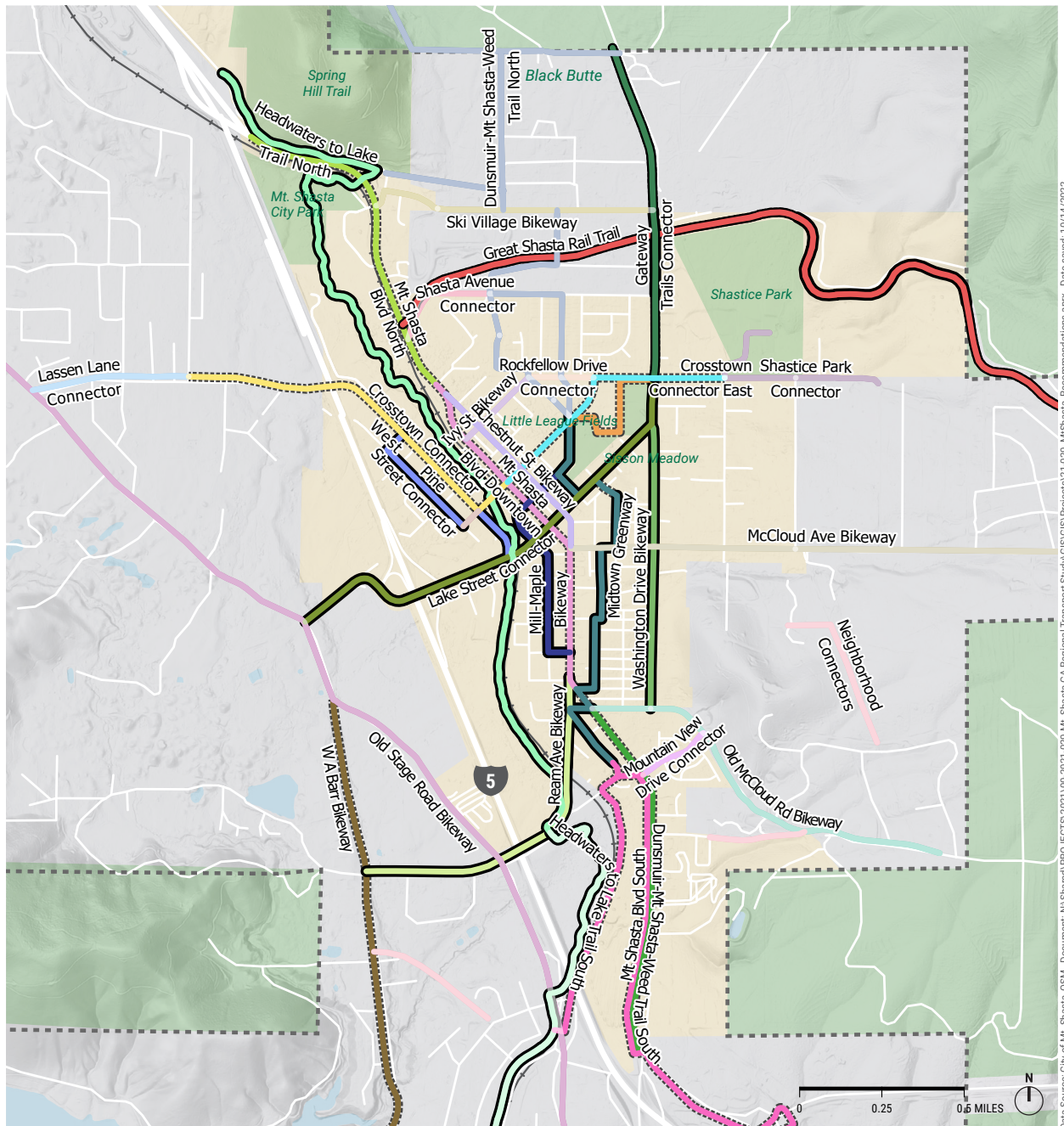
more people bicycling as the bike network expands. Implementing the first phase swiftly will lay the groundwork for more complex projects prioritized as long term.

The map also shows where Long Term, High Priority projects are located. These are projects that scored high on priority, but lack the ability to be quickly implemented. Additional engineering analysis and external funding is required to move these long term priorities forward.

TABLE 13 BIKEWAY BY TYPE TABLE

BIKEWAY TYPE	MILES	COST ESTIMATES
Class I Shared-Use Path	7.5	\$5,614,000
Class II Bicycle Lanes	19.5	\$2,574,000
Class III Bicycle Boulevard	6.9	\$240,000
Class IV Separated Bikeway*	5.6	\$1,730,000
Neighborhood Connector	2.6	\$1,918,000
Trail Study	11.9	\$550,000
Total	54.0	\$12,605,000

**This represents the cost for Long Term implementation of Separated Bikeways.. Short-term implementation of Class II Buffered Bicycle Lanes on these corridors would cost \$963,200.*



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

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

HIGH PRIORITY BIKEWAYS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

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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

- Study Area Boundary
- City of Mt. Shasta Boundary

TABLE 14 BIKEWAY BY PRIORITY TABLE

PRIORITIZATION CATEGORY	MILES	COST ESTIMATES
Short Term, High Priority	17.5	\$1,079,000**
Long Term, High Priority	13.7	\$5,822,000
Opportunity	3.4	\$215,000
Low Priority	19.2	\$5,511,000
Total	53.8*	\$12,627,000*

*Totals may differ slightly between tables due to rounding.

**Includes \$550,000 for two Trail Studies

TABLE 15 SIDEWALK BY PRIORITY TABLE

PRIORITIZATION CATEGORY	MILES	COST ESTIMATES
Long Term, High Priority	2.5	\$1,184,000
Low Priority	1.7	\$806,000
Total	4.2	\$1,990,000

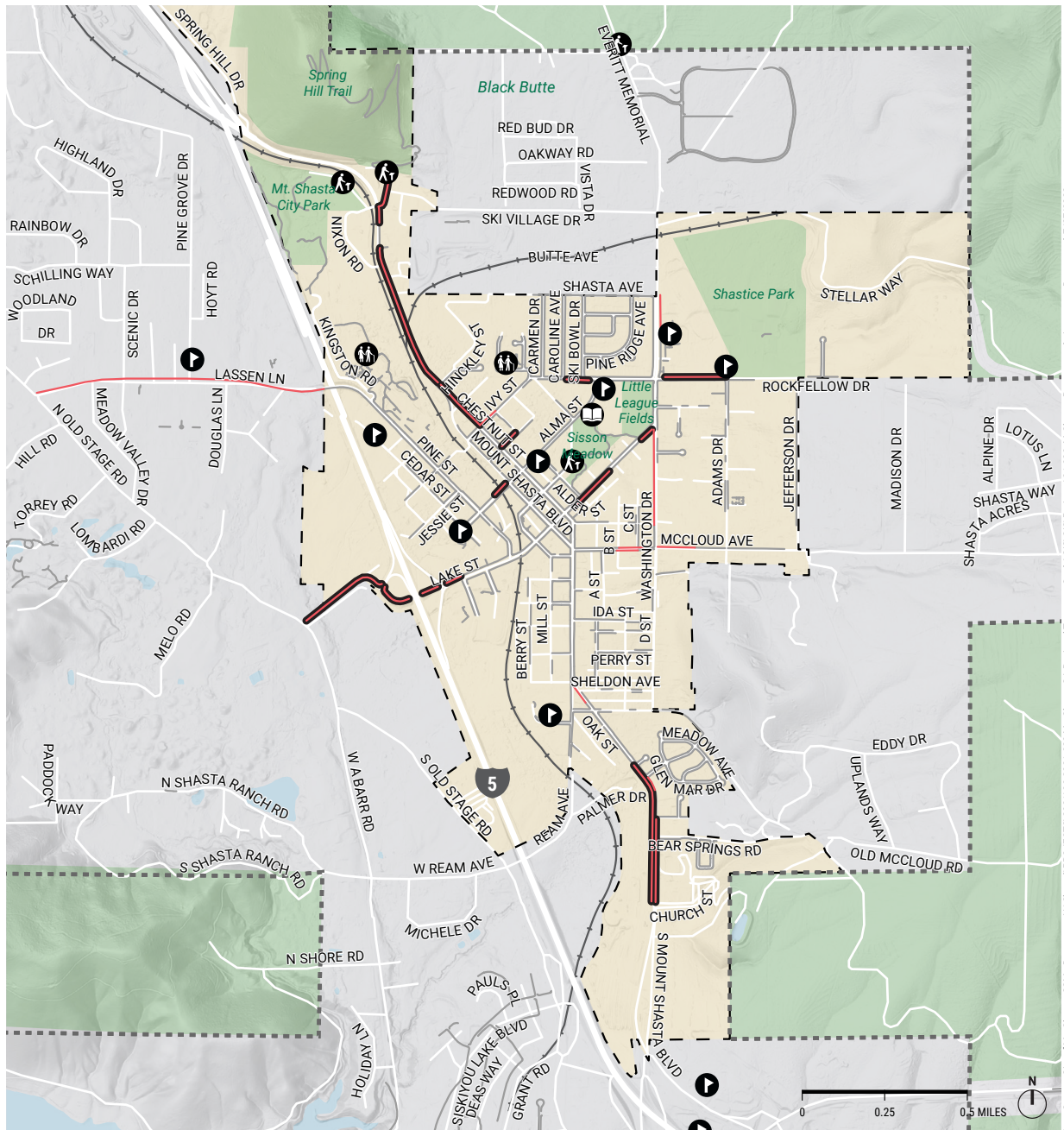
Priority Sidewalks

Map 40 illustrates the sidewalk infill projects that scored the highest in terms of feasibility and meeting an important community need. All priority sidewalks are classified as long term, because unlike striping new lanes with paint, sidewalks are more costly and thus are less readily implemented. Therefore, no sidewalk project was placed in the high priority list, despite high scores in need.

Priority Intersection Improvements

Map 41 shows how the intersection recommendations scored using our methodology and highlights the projects that scored the highest in terms of feasibility and meeting an important community need.

Similar to the bikeways priorities, high priority projects are those that provide the most benefits and are more feasible to implement.



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

PRIORITIZED SIDEWALK PROJECTS

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

alta

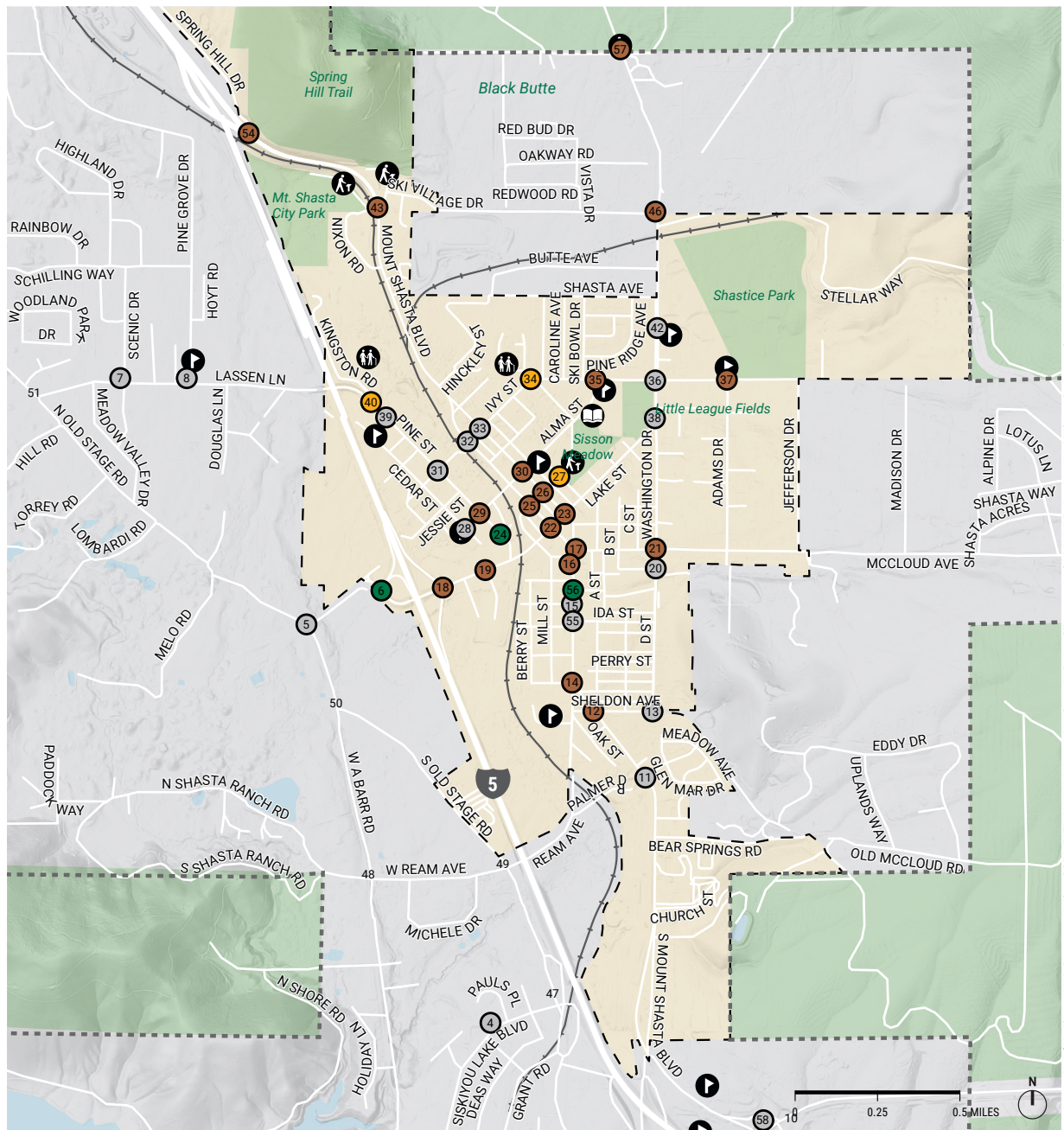
EXISTING + RECOMMENDED SIDEWALKS

- Existing
- Recommended
- Prioritized Sidewalk Projects

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

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



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

PRIORITIZED PEDESTRIAN CROSSING IMPROVEMENTS BY PRIORITY CATEGORY

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

alta

PEDESTRIAN CROSSING IMPROVEMENTS

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

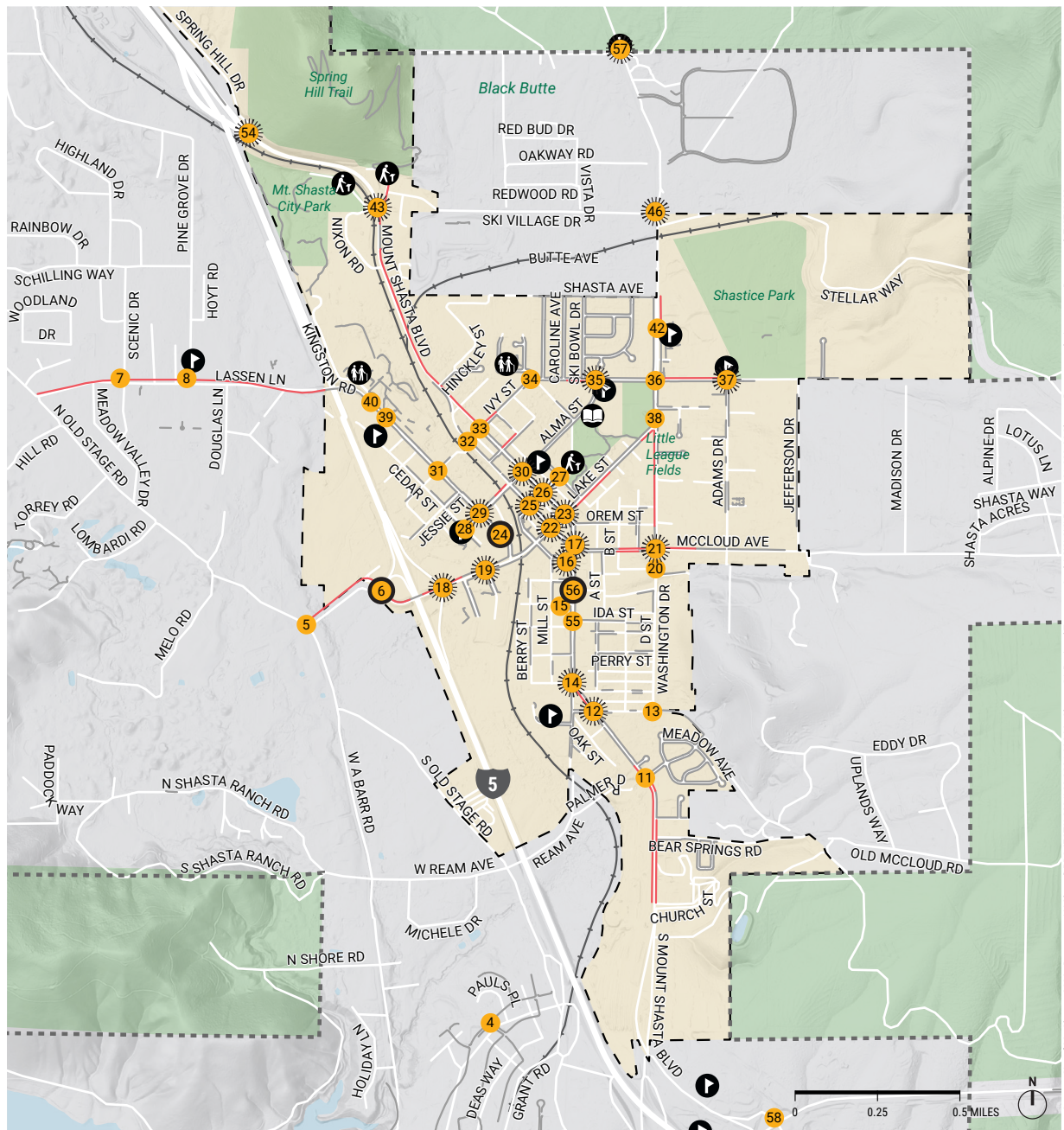
BOUNDARIES + DESTINATIONS

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

MAP 41 PRIORITIZED PEDESTRIAN CROSSING IMPROVEMENTS BY PRIORITY CATEGORY

MT. SHASTA

Illustrates how the pedestrian crossing improvement recommendations in the study area were prioritized. The highest priority pedestrian crossing projects are shown in green.



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

PRIORITIZED PEDESTRIAN CROSSING IMPROVEMENTS BY PROJECT NUMBER

WALK BIKE RIDE
MT. SHASTA
MOBILITY PLAN

alta

PEDESTRIAN CROSSING IMPROVEMENTS

● Pedestrian Crossing Improvements

● Prioritized Crossing Improvements*

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

Study Area Boundary

City of Mt. Shasta Boundary

Trailhead

Library

School

Senior Living Community

EXISTING + RECOMMENDED SIDEWALKS

— Existing — Recommended

MAP 42 PRIORITIZED PEDESTRIAN CROSSING IMPROVEMENTS BY PROJECT NUMBER

MT. SHASTA

Map 42 shows the Short Term, High Priority and Long Term, High Priority projects that have the greatest potential benefits. Project numbers are not in score order. These numbers relate to the project id number. Greater detail on each project can be found in Appendix C.

The three highest priority intersections are:

1. Mt. Shasta Boulevard and Smith Street (#56). The plan recommends upgrading the crosswalk to a high-visibility crosswalk with advance pedestrian yield markings and signage.
2. Hatchery Lane and I-5 Ramp (#6). The plan recommends adding one high-visibility crosswalk across I-5 ramp.
3. Pine Street and Castle Street (#24). The plan recommends adding a crosswalk on Castle Street.

The map also shows where Long Term,

High Priority projects are located. Long term projects scored high on need, but lack the ability to be quickly implemented. For example, the intersection of Mt. Shasta Boulevard, Chestnut Street, and McCloud Avenue (#17) is a high priority to improve safety and comfort, but will require greater investment than the three highest priority projects listed previously. At this intersection, the plan recommends three ADA curb ramps, one RRFB across Mt. Shasta Boulevard, and two high-visibility crosswalks including advance yield markings and signage. The City may also wish to convert the intersection to a roundabout, which will necessitate additional engineering analysis and higher cost.

TABLE 16 SPOT IMPROVEMENT BY PRIORITY TABLE

PRIORITIZATION CATEGORY	NUMBER OF SPOT IMPROVEMENTS	COST ESTIMATES
Short Term, High Priority	3	\$22,000
Long Term, High Priority	19	\$1,279,000
Opportunity	3	\$6,000
Low Priority	22	\$1,200,000
Total	47	\$2,507,000

Cost estimate assumptions. These are in 2022 dollars and will increase due to inflation over time.



Funding Sources

This section summarizes common funding mechanisms that can be used to advance implementation of the Walk Bike Ride Mt. Shasta Mobility Plan. It includes a variety of sources and partners that align with the goals and objectives of the mobility plan including competitive grants, impact fee/assessment district strategies, and formula-based funding methods. The City should explore opportunities to apply for available funds to advance the Walk Bike Ride Mt. Shasta Mobility Plan. Further, the City should coordinate with Siskiyou County Public Works, Siskiyou County Planning Department, Siskiyou Local Transportation Commission, Mt. Shasta Parks and Recreation District, and other project partners to identify opportunities to advance the objectives of this plan.

New Development or Redevelopment/Rehabilitation

- ◆ Future new development and redevelopment projects including new road construction, resurfacing, and construction projects provide an opportunity to

incorporate pedestrian improvements and bike facilities. To ensure that pedestrian and bicycle improvements are included in these projects, it is important that the review process includes an individual (designated active transportation coordinator such as the Public Works Director or City Planner) or committee to monitor the review process.

Funds are programmed by the City of Mt. Shasta and may come from external sources.

Assessment Districts

- ◆ Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscape Districts. These types of districts have specific requirements related to the establishment and use of funds.

Funds could be programmed by the City of Mt. Shasta.

Impact Fees

- ◆ Another potential local source of funding is developer impact fees, typically tied to trip generation and traffic impacts as a result of proposed projects. A developer may be required to help mitigate the overall impact of vehicular trips by paying an impact fee; the City should ensure that planning policies consider bicycle and pedestrian planning, design, and construction costs to be eligible uses of these fees.

Funds could be programmed by the City of Mt. Shasta.

State and Federal Grant Programs

CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

- ◆ California's Active Transportation Program funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include construction of bicycling and walking facilities, safe routes to schools projects, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically, no local match is required, though extra points are awarded to applicants who do identify matching funds.

Funds are programmed by the California Transportation Commission (CTC).

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021 (CRRSAA)

- ◆ The CRRSAA Program provided approximately \$182 million beginning May 2021. The apportionment distribution for the CRRSAA Program, approved on March 14, 2021 by the CTC, is consistent with the formula distribution of the Surface Transportation Block Grant Program; with a minimum guarantee of \$200,000 for each county per CTC Guidelines. Projects that were eligible under the Surface Transportation Block Grant Program (new and existing)

- › Routine maintenance/rehabilitation projects (new and existing)
- › Projects funding operations
- › Projects funding personnel - including salaries of employees or contractors
- › Debt service payments; availability payments and coverage for other revenue losses

Funds are programmed by Caltrans and administered locally by the Siskiyou County Transportation Commission.

COMMUNITY MOBILITY DESIGN CHALLENGE GRANT

- ◆ This grant program provides funds to communities for researching and creating innovative mobility solutions for community members who face transportation barriers in advancing their personal well-being.

Funds are programmed by the National Center for Mobility Management.

COMMUNITY TRAFFIC SAFETY GRANTS (ROAD TO ZERO)

- ◆ This grant program funds projects, programs, and research that helps achieve the mission of zero traffic deaths up to \$250,000.

Funds are programmed by the National Safety Council and the National Highway Transportation Safety Administration.

SUSTAINABLE TRANSPORTATION PLANNING GRANTS

- ◆ Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47% local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted. This source is appropriate for the trail studies recommended in the plan.

Funds are programmed by Caltrans.

SUSTAINABLE TRANSPORTATION EQUITY PROJECT

- ◆ The Sustainable Transportation Equity Project is a new transportation equity pilot that provides funding to communities with the goal of increasing access to key destinations; addressing community residents' transportation needs; and reducing greenhouse gas emissions by funding planning, clean transportation, and supporting projects. The program can fund bicycle or pedestrian facilities, active transportation plans, bicycle plans, new bicycle routes, and new walkways, among other infrastructure projects.

Funds are programmed by the California Air Resources Board.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

- ◆ Caltrans offers Highway Safety Improvement Program grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. The program focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Funds are programmed by Caltrans.

OFFICE OF TRAFFIC SAFETY

- ◆ Through grant funding made available to California by the National Highway Traffic Safety Administration (NHTSA), OTS annually funds over \$80 million dollars in innovative, evidence-based education and enforcement programs and technologies designed to make California's roadways safer. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Office of Traffic Safety.

RECREATIONAL TRAILS PROGRAM

- ◆ The Recreational Trails Program provides recreational trails for both motorized and nonmotorized use. Eligible products include trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more.

Funds are programmed by the California Department of Parks and Recreation.

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANTS

- ◆ This federal grant program provides funding for capital projects; pilot projects that result in long term, permanent surface transportation infrastructure; and planning projects with the goal of helping communities around the country to carry out projects with a significant local or regional impact. RAISE grant cycles occur annually and have a \$1,000,000 project minimum in rural areas and a maximum of \$25,000,000.

Funds are programmed by the US Department of Transportation.

RECONNECTING COMMUNITIES

- ◆ Reconnecting Communities provides planning grants and capital construction grants and technical assistance to restore community connectivity through removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities. These projects must be on eligible facilities such as highways, roads, streets, parkways, or rail lines that create a barrier to community connectivity—including barriers to mobility, access, or economic development—due to high speeds, grade separations, or other design factors. The program has annual grant cycles but is set to expire in 2026.

Funds are programmed by the US Department of Transportation.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

- ◆ The Affordable Housing and Sustainable Communities Program funds land-use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas emissions. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity, or rural innovation project areas. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.

Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.

URBAN GREENING GRANTS

- ◆ Urban Greening Grants support the development of green infrastructure projects that reduce greenhouse gas emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and nonmotorized urban trails.

Funds are programmed by the California Natural Resources Agency.

HABITAT CONSERVATION FUND

- ◆ The Habitat Conservation Fund supports projects that bring urban residents into park and wildlife areas, protect plant and animal species, and acquire and develop wildlife corridors and trails.

Funds are programmed by the California Department of Parks and Recreation.

SAFE STREETS FOR ALL (SS4A)

- ◆ Safe Streets for All provides funding for safety action plans; planning, design, and development activities in support of action plans; and projects and strategies identified in an action plan. These grant cycles occur annually, and expected funding ranges between \$200,000 and \$50,000,000.

STATEWIDE PARK PROGRAM

- ◆ The Statewide Park Program solicits competitive grants to fund new parks and recreation opportunities in critically underserved communities across California. Funds can be used to create and expand or renovate existing parks. All projects must include at least one “recreation feature,” which includes nonmotorized trails. No match is required.

Funds are programmed by the California Department of Parks and Recreation.

STATE HIGHWAY OPERATIONS AND PROTECTIONS PROGRAM

- ◆ The State Highway Operations and Protections Program is a state-led funding mechanism to rehabilitate and reconstruct all state highways and bridges through a performance-driven asset management process. Decisions about project locations are determined by the California Transportation Asset Management Plan.

Funds are programmed by Caltrans.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

- ◆ The State Transportation Improvement Program is the biennial five-year plan for California's future allocation of transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Each new iteration of the program update adds two new years of programming commitments.

Funds are programmed by the CTC and administered locally by the Siskiyou County Transportation Commission.



TRANSFORMATIVE CLIMATE COMMUNITIES

- ◆ Transformative Climate Communities provides funds to communities that are impacted by pollution to construct bicycle and pedestrian facilities, multi-use paths, and urban greenings for pedestrian facilities, and to create and consider transportation corridors for better nonmotorized connections among other qualifying activities. Grants typically range between \$9,000,000 and \$66,500,000, and applicants must leverage at least 50% of total requested grant funds from additional funding sources for use on the project.

Funds are programmed by the Strategic Growth Council and Department of Conservation.

Other State Funding Programs

SENATE BILL 1: LOCAL PARTNERSHIP PROGRAM

- ◆ This program provides local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are then eligible for a formulaic annual distribution of no less than \$100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by CTC.



SENATE BILL 1: ROAD MAINTENANCE AND REHABILITATION PROGRAM

- ◆ Senate Bill 1 created the Road Maintenance and Rehabilitation Program to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller's Office.

Potential Private Funds

- ◆ AARP Community Challenge
- ◆ America Walks Community Change Grant Program
- ◆ People for Bikes Community Grant Program
- ◆ Streets for Kids Leadership Accelerator
- ◆ Parking Meters
 - › The City of Nevada City (population 3,068 and 2 square miles) has installed 237 metered parking spaces and is estimated to generate \$550,000 annually. An additional benefit of parking meters is that it encourages walking and bicycling over driving.

TABLE 17 IMPLEMENTATION STRATEGY

TIMELINE	ACTION	RESPONSIBLE PARTY
Years 1–5	<p>Task 1: Create a Walk Bike Ride Mt. Shasta Implementation Committee that meets on a quarterly basis to review opportunities and progress in implementing the plan. Members should include but are not limited to the Public Works Director, City Planner, and City Engineer. This ad-hoc committee should report regularly to the City Council and Active Transportation Committee to share progress.</p>	City Manager
	<p>Task 2: Submit two applications to the Caltrans Sustainable Transportation Planning Grant Program to fund:</p> <ol style="list-style-type: none"> 1. Mt. Shasta Blvd and Chestnut Street One-Way Conversion Streetscape Community Redesign Process 2. Great Shasta Rail Trail and Headwaters to Lake Trail Studies <p><i>The annual grant program solicits proposals in the fall of each year.</i></p>	City Manager, City Planner
	<p>Task 3: Complete State Transportation Improvement Program (STIP) amendment (see Local Assistance Procedures Chapter 25) to add Class II bikeway striping and sidewalk infill and crossing improvements, to the funded Lake Street roadway reconstruction project from Mt. Shasta Boulevard to Rockfellow Drive. As of August 2022, the County’s unprogrammed STIP balance is \$325,500 but could be increased to up to \$2 million. This may be a financial source to supplement expanding the scope of work if additional funding is needed to implement the bikeway and other recommendations included in this plan but not originally scoped.</p>	Public Works Director
	<p>Task 4: Submit Highway Safety Improvement Program (HSIP) application for improvements at Mt. Shasta Blvd, Chestnut Street and McCloud Avenue.</p>	Public Works Director
	<p>Task 5: Submit CRRSAA/RSTP request for \$60,000 to fund a citywide walking/bicycling wayfinding program. The funds can be used to develop custom signage, sign placement plans, design intent drawings, cost estimates for fabrication, and preparation of a bid package.</p>	City Manager

TIMELINE	ACTION	RESPONSIBLE PARTY
Years 1–5	Task 6: Apply to the Active Transportation Program and other external grant sources to fund high priority projects, quick-build projects such as short-term Crosstown Connectors, using low-cost materials, and wayfinding fabrication. and wayfinding fabrication.	City Planner, Public Works Director
	Task 7: Staff should present updated sidewalk standard details to City Council for review and adoption.	City Planner, Council
	Task 8: Staff should present a business plan for generating funds for implementing plan recommendations, such as assessing the feasibility and community desire of an assessment district, metered parking, or other local sources of funding.	City Manager, Council
	Task 9: City staff should participate actively in the development of the Siskiyou County Active Transportation Plan to align with County projects and seek opportunities for multi-jurisdictional collaboration and cost-sharing.	City Manager, City Planner, and Council
	Task 10: 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: <ul style="list-style-type: none"> ◆ Coordinate Safe Routes to School educational programs. ◆ 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. ◆ 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. ◆ Certify local instructors to teach Smart Cycling and Bicycle Friendly Driver courses. 	City Planner, Siskiyou Outdoor Recreation Alliance (SORA), Mt. Shasta Recreation and Parks District, Siskiyou Union High School District, Mount Shasta Union School District, and/or other schools, non-profits, and government agencies to be determined.

TIMELINE	ACTION	RESPONSIBLE PARTY
	<p>Task 11: Staff will collaborate and support key partners to continue trail development, including aligning the Recreation and Parks Master Plan with WBR Mt. Shasta Mobility Plan.</p>	<p>City Planner, City Council, Siskiyou County, Siskiyou Outdoor Recreation Alliance, Mount Shasta Trail Association, the US Forest Service, and Mt. Shasta Recreation and Parks District</p>
<p>Years 6–10</p>	<p>Ongoing Activities:</p> <ul style="list-style-type: none"> ◆ As the City and County seek to fund short term projects listed in the 2021 Regional Transportation Plan (RTP), project scopes of work should be amended and additional funding added to implement recommendations in this plan. Streets identified in the RTP for street reconstruction, curb, gutter, and sidewalk improvements include: <ul style="list-style-type: none"> › Washington Drive › McCloud Ave › Ivy Street › Rockfellow Drive › Everitt Memorial Highway › Mt. Shasta Boulevard ◆ The City should also continue to apply for County, State, and Federal grants to fund high priority and long term projects. ◆ The City should condition developers to install sidewalk and trails where required and in alignment with this plan. ◆ The City should update this plan every ten years. 	<p>City Manager</p>



Appendix A

Bikeway Improvements and Costs

TABLE A1 BIKEWAY PROJECTS

NAME	DESCRIPTION	RECOMMENDATION	PRIORITI- ZATION SCORE
Mt. Shasta Blvd Downtown	From Hinckley St to Sheldon Ave, Class IV separated bikeway	Separated Bikeway (Class IV)	14
Mt. Shasta Blvd North	From Hinckley St to I-5, Class IV separated bikeway	Separated Bikeway (Class IV)	12
Ream Ave Bikeway	From W A Barr Rd to Mt. Shasta Blvd, Class II bike lanes	Bike Lane (Class II)	11
W A Barr Bikeway	From Old Stage Rd to Lake Siskiyou (in between Siskiyou Lake Blvd and Nev Springs Rd) Class II bike lanes	Bike Lane (Class II)	11
Gateway Trails Connector	From Rockfellow Dr to the Gateway Trail trailhead, part Class IV part Class II	Separated Bikeway (Class IV)	10
Great Shasta Rail Trail	Trail study, from Mt. Shasta Blvd to McCloud Rd	Trail Study	10
Midtown Greenway	From the southern end of Oak St to Alma St, mix of Class IV, III, II)	Bike Route (Class III)	10
Crosstown Connector East	From Mt. Shasta Blvd to Adams Drive, Class IV separated bikeway	Separated Bikeway (Class IV)	9
Crosstown Connector West	From Mt. Shasta Blvd to Pine Grove Dr, Class IV separated bikeway	Separated Bikeway (Class IV)	9
Headwaters to Lake Trail	From I-5 to the Spring Hill trailhead to Lake Siskiyou	Trail Study	9

Little League Field Connector	From Castle St to Rockfellow Dr, Class I shared-use path	Shared-use Path (Class I)	9
Dunsmuir-Mt. Shasta-Weed Trail South	Class I Shared-use Path from Dunsmuir Airport to Mountain View Drive to Old Stage Rd	Shared-use Path (Class I)	8
Lake Street Connector	Class I bike lanes from Old Stage Rd to Rockfellow Dr	Bike Lane (Class II)	8
Mill-Maple Bikeway	Class III and Class II mix from Mt. Shasta Blvd to Alder St	Bike Lane (Class II)	8
Mt. Shasta Blvd South	South From Old McCloud Rd to I-5 on ramp, Class IV separated bikeway	Separated Bikeway (Class IV)	8
Pine Street Connector	From Alma St to Lake Street Class II bike lanes and parallel bike boulevard on Cedar St.	Bike Lane (Class II)	8
Washington Drive Bikeway	From Old McCloud Rd to Lake St, Class II bike lanes	Bike Lane (Class II)	8
Alma Street Connector	From Cedar St to Pine St, Class II bike lanes	Bike Lane (Class II)	7
Chestnut St Bikeway	From Hinckley St to McCloud Ave, Class III bicycle boulevard	Bike Route (Class III)	7
Dunsmuir-Mt. Shasta-Weed Trail North	from Springhill Rd to Weed, Class I shared-use path	Bicycle Boulevard (Class III)	7
Ivy St Bikeway	from Mt. Shasta Blvd to Kenneth Way, Class III	Bike Route (Class III)	7
McCloud Ave Bikeway	from Mt. Shasta Blvd to Shasta Acres Rd, Class II bike lanes	Bike Route (Class III)	7

Old McCloud Rd Bikeway	from Ream Ave to Eddy Dr (East) Class III bike boulevard	Bike Route (Class III)	7
Rockfellow Drive Connector	From Kenneth Way to Alma St Class II bike lanes	Bike Lane (Class II)	7
Azalea Road Connector	From Old Stage Rd to Big Canyon Dr, Class II bike lanes and Class III for a small section	Bike Lane (Class II)	6
Lassen Lane Connector	From Old Stage Rd to Pine Grove Dr Class II bike lanes	Bike Lane (Class II)	6
Mountain View Drive Connector	From Mt. Shasta Blvd to Old McCloud Rd Class III	Bicycle Boulevard (Class III)	6
Neighborhood Connectors	Assorted	Neighborhood Connector	6
Old Stage Road Bikeway	From Dogwood Ct to Cantara Loop Rd Class II bike lanes	Bike Lane (Class II)	6
Ski Village Bikeway	From Mt. Shasta Blvd to Everitt Memorial Hwy, Class II bike lanes	Bike Lane (Class II)	6
Shastice Park Connector	From Madison Dr to Adams Dr to Mt. Shasta Skate Park, Class IV Class I and Class III mix	Bike Route (Class III)	5
Shasta Avenue Connector	Class I shared-use path from Mt. Shasta Blvd to Shasta Ave	Shared-use Path (Class I)	4

TABLE A2 BIKEWAY SEGMENT COSTS

NAME	START	END	RECOMMENDATION	GROUP	LENGTH (FT)	COST
Alma Street Connector	Cedar St	Pine St	Bike Lane (Class II)	Opportunity Project	343	\$9,000
Azalea Road Connector	Railroad	I-5	Bike Lane (Class II)	Low Priority	1,971	\$50,000
Azalea Road Connector	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Route (Class III)	Low Priority	308	\$3,000
Chestnut St Bikeway	Lake St	Ivy St	Bike Route (Class III)	Opportunity Project	1,919	\$13,000
Chestnut St Bikeway	Mt. Shasta Blvd	Lake St	Bike Route (Class III)	Opportunity Project	600	\$4,000
Chestnut St Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Route (Class III)	Opportunity Project	744	\$5,000
Crosstown Connector East	Chestnut St	Rockfellow Dr	Separated Bikeway (Class IV)	Long Term, High Priority	1,927	\$114,000
Crosstown Connector East	Alma St	Everitt Memorial Highway	Separated Bikeway (Class IV)	Long Term, High Priority	959	\$57,000
Crosstown Connector East	Everitt Memorial Highway	Adams Dr	Separated Bikeway (Class IV)	Long Term, High Priority	1,140	\$68,000
Crosstown Connector East	Mt. Shasta Blvd	Chestnut St	Separated Bikeway (Class IV)	Long Term, High Priority	303	\$18,000
Crosstown Connector West	City Boundary	Kingston Rd	Separated Bikeway (Class IV)	Long Term, High Priority	830	\$49,000

Crosstown Connector West	Hospital	Ivy St	Separated Bikeway (Class IV)	Long Term, High Priority	892	\$53,000
Crosstown Connector West	Ivy St	Alma St	Separated Bikeway (Class IV)	Long Term, High Priority	959	\$57,000
Crosstown Connector West	Pine St	Mt. Shasta Blvd	Separated Bikeway (Class IV)	Long Term, High Priority	658	\$39,000
Crosstown Connector West	Pine Grove Dr	City Boundary	Separated Bikeway (Class IV)	Long Term, High Priority	2,162	\$128,000
Crosstown Connector West	Kingston Rd	Hospital	Separated Bikeway (Class IV)	Long Term, High Priority	644	\$38,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Bicycle Boulevard (Class III)	Low Priority	1,179	\$8,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Low Priority	1,914	\$272,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Bicycle Boulevard (Class III)	Opportunity Project	355	\$3,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Low Priority	547	\$78,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Bicycle Boulevard (Class III)	Opportunity Project	1,145	\$8,000

Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Low Priority	670	\$96,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Low Priority	687	\$98,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Bicycle Boulevard (Class III)	Low Priority	1,380	\$10,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Low Priority	882	\$126,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Bicycle Boulevard (Class III)	Opportunity Project	2,493	\$17,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Bicycle Boulevard (Class III)	Low Priority	2,550	\$17,000
Dunsmuir-Mt. Shasta-Weed Trail North	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Low Priority	5,978	\$850,000
Dunsmuir-Mt. Shasta-Weed Trail South	Azalea Rd	State Route 89	Shared Use Path (Class I)	Long Term, High Priority	1,656	\$236,000
Dunsmuir-Mt. Shasta-Weed Trail South	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Long Term, High Priority	4,633	\$659,000

Dunsmuir-Mt. Shasta-Weed Trail South	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Long Term, High Priority	3,087	\$439,000
Dunsmuir-Mt. Shasta-Weed Trail South	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Long Term, High Priority	8,094	\$1,150,000
Dunsmuir-Mt. Shasta-Weed Trail South	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Long Term, High Priority	399	\$57,000
Dunsmuir-Mt. Shasta-Weed Trail South	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Long Term, High Priority	4,180	\$594,000
Dunsmuir-Mt. Shasta-Weed Trail South	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Long Term, High Priority	707	\$101,000
Gateway Trails Connector	Shasta Ave	Rockfellow Dr	Separated Bikeway (Class IV)	Long Term, High Priority	1,347	\$80,000
Gateway Trails Connector	Om Shasta Path	Ski Village Dr	Bike Lane (Class II)	Long Term, High Priority	2,714	\$68,000
Gateway Trails Connector	Ski Village Dr	Shasta Ave	Bike Lane (Class II)	Short Term, High Priority	1,351	\$34,000
Great Shasta Rail Trail	Refer to GIS Map for extents	Refer to GIS Map for extents	Trail Study	High Priority	32,379	\$200,000
Headwaters to Lake Trail	Refer to GIS Map for extents	Refer to GIS Map for extents	Trail Study	High Priority	30,251	\$350,000

Ivy St Bikeway	Chestnut St	Rockfellow Dr	Bike Route (Class III)	Opportunity Project	1,124	\$8,000
Ivy St Bikeway	Mt. Shasta Blvd	Chestnut St	Bike Lane (Class II)	Opportunity Project	288	\$8,000
Lake Street Connector	Lake St	Rockfellow Dr	Bike Lane (Class II)	High Priority	737	\$19,000
Lake Street Connector	I-5	I-5	Bike Lane (Class II)	High Priority	310	\$8,000
Lake Street Connector	Pine St	Maple St	Bike Lane (Class II)	High Priority	495	\$13,000
Lake Street Connector	City Boundary	I-5	Bike Lane (Class II)	High Priority	822	\$21,000
Lake Street Connector	Old Stage Rd	City Boundary	Bike Lane (Class II)	High Priority	1,158	\$29,000
Lake Street Connector	I-5	Morgan Way	Bike Lane (Class II)	High Priority	672	\$17,000
Lake Street Connector	Maple St	Chestnut St	Bike Lane (Class II)	High Priority	663	\$17,000
Lake Street Connector	Chestnut St	Washington Dr	Bike Lane (Class II)	High Priority	1,984	\$50,000
Lake Street Connector	Morgan Way	Pine St	Bike Lane (Class II)	High Priority	806	\$21,000
Lassen Lane Connector	Old Stage Rd	Pine Grove Dr	Bike Lane (Class II)	Low Priority	2,526	\$64,000

Little League Field Connector	Alder St	Spruce St	Shared Use Path (Class I)	Long Term, High Priority	2,440	\$347,000
McCloud Ave Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Route (Class III)	Opportunity Project	482	\$4,000
McCloud Ave Bikeway	Jefferson Dr	Cold Creek Cir	Bike Route (Class II)	Low Priority	5,156	\$129,000
McCloud Ave Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Route (Class II)	Opportunity Project	2,272	\$57,000
McCloud Ave Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Route (Class III)	Opportunity Project	846	\$6,000
Midtown Greenway	Alder St	Spruce St	Bike Route (Class III)	High Priority	1,684	\$12,000
Midtown Greenway	Southern end of Oak St	Mt. Shasta Blvd	Bike Route (Class III)	High Priority	1,482	\$10,000
Midtown Greenway	Old McCloud Rd	Sheldon Ave	Separated Bikeway (Class IV)	Long Term, High Priority	395	\$24,000
Midtown Greenway	Mt. Shasta Blvd	Northern end of B St	Bike Route (Class III)	High Priority	3,740	\$25,000
Midtown Greenway	B St	Alder St	Shared Use Path (Class I)	Long Term, High Priority	615	\$88,000
Mill-Maple Bikeway	Lake St	Castle St / end of angled parking	Bike Lane (Class II)	High Priority	323	\$9,000
Mill-Maple Bikeway	Mill St	Mt. Shasta Blvd	Bike Route (Class III)	High Priority	350	\$3,000

Mill-Maple Bikeway	Mt. Shasta Blvd	Chestnut St	Bike Lane (Class II)	High Priority	313	\$8,000
Mill-Maple Bikeway	Chestnut St	Alder St	Bike Route (Class III)	High Priority	362	\$3,000
Mill-Maple Bikeway	High St	Lake St	Bike Lane (Class II)	High Priority	1,077	\$27,000
Mill-Maple Bikeway	Maple St / end of angled parking	Beginning of angled parking	Bike Lane (Class II)	High Priority	211	\$6,000
Mill-Maple Bikeway	Beginning of angled parking	Mt. Shasta Blvd	Bike Lane (Class II)	High Priority	218	\$6,000
Mill-Maple Bikeway	Sisson St	High St	Bike Route (Class III)	High Priority	815	\$6,000
Mountain View Drive Connector	Mountain View Dr	Old McCloud Rd	Bicycle Boulevard (Class III)	Opportunity Project	1,205	\$8,000
Mt. Shasta Blvd Downtown	Sisson Ave	McCloud Blvd	Separated Bikeway (Class IV)	Long Term, High Priority	1,672	\$99,000
Mt. Shasta Blvd Downtown	McCloud Blvd	Alma St	Separated Bikeway (Class IV)	Long Term, High Priority	1,462	\$87,000
Mt. Shasta Blvd Downtown	Alma St	Hinckley St	Separated Bikeway (Class IV)	Long Term, High Priority	1,992	\$118,000
Mt. Shasta Blvd Downtown	Sheldon Ave	Sisson St	Separated Bikeway (Class IV)	Long Term, High Priority	617	\$37,000
Mt. Shasta Blvd North	Hinckley Rd	Nixon Rd	Separated Bikeway (Class IV)	Long Term, High Priority	2,130	\$126,000

Mt. Shasta Blvd North	Ski Village Dr	Spring Hill Dr	Separated Bikeway (Class IV)	Long Term, High Priority	2,429	\$144,000
Mt. Shasta Blvd North	Nixon Rd	Ski Village Dr	Separated Bikeway (Class IV)	Long Term, High Priority	970	\$58,000
Mt. Shasta Blvd South	Refer to GIS Map for extents	Refer to GIS Map for extents	Separated Bikeway (Class IV)	Long Term, High Priority	2,491	\$147,000
Mt. Shasta Blvd South	Refer to GIS Map for extents	Refer to GIS Map for extents	Separated Bikeway (Class IV)	Long Term, High Priority	1,364	\$81,000
Mt. Shasta Blvd South	Refer to GIS Map for extents	Refer to GIS Map for extents	Separated Bikeway (Class IV)	Long Term, High Priority	687	\$41,000
Mt. Shasta Blvd South	Refer to GIS Map for extents	Refer to GIS Map for extents	Separated Bikeway (Class IV)	Long Term, High Priority	1,353	\$80,000
Neighborhood Connectors	Quail Hill Dr	Eddy Dr	Neighborhood Connector	Low Priority	2,719	\$387,000
Neighborhood Connectors	Refer to GIS Map for extents	Refer to GIS Map for extents	Neighborhood Connector	Low Priority	1,535	\$219,000
Neighborhood Connectors	Refer to GIS Map for extents	Refer to GIS Map for extents	Neighborhood Connector	Low Priority	2,170	\$309,000
Neighborhood Connectors	Refer to GIS Map for extents	Refer to GIS Map for extents	Neighborhood Connector	Low Priority	1,070	\$153,000
Neighborhood Connectors	Refer to GIS Map for extents	Refer to GIS Map for extents	Neighborhood Connector	Low Priority	76	\$11,000
Neighborhood Connectors	Refer to GIS Map for extents	Refer to GIS Map for extents	Neighborhood Connector	Low Priority	1,765	\$251,000

Neighborhood Connectors	Refer to GIS Map for extents	Refer to GIS Map for extents	Neighborhood Connector	Low Priority	1,823	\$259,000
Neighborhood Connectors	Refer to GIS Map for extents	Refer to GIS Map for extents	Neighborhood Connector	Low Priority	344	\$49,000
Neighborhood Connectors	Refer to GIS Map for extents	Refer to GIS Map for extents	Neighborhood Connector	Low Priority	881	\$126,000
Neighborhood Connectors	Refer to GIS Map for extents	Refer to GIS Map for extents	Neighborhood Connector	Low Priority	390	\$56,000
Old McCloud Rd Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Route (Class III)	Low Priority	5,589	\$38,000
Old McCloud Rd Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Route (Class III)	Opportunity Project	936	\$7,000
Old Stage Road Bikeway	Southern Mt. Shasta Boundary	Northern Mt. Shasta Boundary	Bike Lane (Class II)	Low Priority	49,595	\$1,240,000
Pine Street Connector	Alma St	Lake St	Bike Lane (Class II)	High Priority	925	\$24,000
Ream Ave Bikeway	W A Barr Rd	City Boundary	Bike Lane (Class II)	Long Term, High Priority	4,221	\$106,000
Ream Ave Bikeway	City Boundary	Mt. Shasta Blvd	Bike Lane (Class II)	High Priority	1,456	\$37,000
Rockfellow Drive Connector	Ivy St	Alma St	Bike Lane (Class II)	Opportunity Project	1,049	\$27,000
Shasta Avenue Connector	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Low Priority	1,767	\$251,000

Shastice Park Connector	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Route (Class III)	Opportunity Project	1,140	\$8,000
Shastice Park Connector	Refer to GIS Map for extents	Refer to GIS Map for extents	Shared Use Path (Class I)	Low Priority	1,271	\$181,000
Shastice Park Connector	Refer to GIS Map for extents	Refer to GIS Map for extents	Neighborhood Connector	Low Priority	729	\$104,000
Shastice Park Connector	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Route (Class III)	Low Priority	624	\$5,000
Ski Village Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Lane (Class II)	Opportunity Project	1,216	\$31,000
Ski Village Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Lane (Class II)	Low Priority	1,541	\$39,000
Ski Village Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Lane (Class II)	Low Priority	882	\$23,000
Ski Village Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Lane (Class II)	Low Priority	867	\$22,000
Ski Village Bikeway	Refer to GIS Map for extents	Refer to GIS Map for extents	Bike Lane (Class II)	Low Priority	172	\$5,000
W A Barr Bikeway	Lake Siskiyou Dam Parking	Old Stage Rd	Bike Lane (Class II)	Long Term, High Priority	10,063	\$89,000
Washington Drive Bikeway	Lake St	Old McCloud Rd	Bike Lane (Class II)	High Priority	4,570	\$115,000
Neighborhood Connectors	Neighborhood Connector	0	0	Low Priority	344	\$98,000

Neighborhood Connectors	Neighborhood Connector	0	0	Low Priority	881	\$251,000
Neighborhood Connectors	Neighborhood Connector	0	0	Low Priority	390	\$111,000
Old McCloud Rd Bikeway	Bike Route (Class III)	7	1	Low Priority	5,589	\$38,000
Old McCloud Rd Bikeway	Bike Route (Class III)	4	2	Opportunity Project	936	\$7,000
Old Stage Road Bikeway	Bike Lane (Class II)	6	1	Low Priority	49,595	\$3,636,000
Pine Street Connector	Bike Lane (Class II)	8	2	High Priority	4,093	\$68,000
Ream Ave Bikeway	Bike Lane (Class II)	11	1	Long Term, High Priority	4,221	\$310,000
Ream Ave Bikeway	Bike Lane (Class II)	8	2	High Priority	1,456	\$107,000
Rockfellow Drive Connector	Bike Lane (Class II)	7	2	Opportunity Project	1,049	\$77,000
Shasta Avenue Connector	Shared Use Path (Class I)	4	1	Low Priority	1,767	\$502,000
Shastice Park Connector	Bike Route (Class III)	5	2	Opportunity Project	1,140	\$8,000
Shastice Park Connector	Shared Use Path (Class I)	5	1	Low Priority	1,271	\$361,000

Shastice Park Connector	Neighborhood Connector	4	0	Low Priority	729	\$208,000
Shastice Park Connector	Bike Route (Class III)	4	1	Low Priority	624	\$5,000
Ski Village Bikeway	Bike Lane (Class II)	6	2	Opportunity Project	1,216	\$90,000
Ski Village Bikeway	Bike Lane (Class II)	3	1	Low Priority	1,541	\$113,000
Ski Village Bikeway	Bike Lane (Class II)	3	1	Low Priority	882	\$65,000
Ski Village Bikeway	Bike Lane (Class II)	3	1	Low Priority	867	\$64,000
Ski Village Bikeway	Bike Lane (Class II)	3	1	Low Priority	172	\$13,000
W A Barr Bikeway	Bike Lane (Class II)	11	1	Long Term, High Priority	10,063	\$738,000
Washington Drive Bikeway	Bike Lane (Class II)	8	2	High Priority	4,570	\$335,000

Appendix B

Pedestrian Network Improvements and Costs

TABLE B1 SIDEWALK PROJECTS

STREET	SIDE	START	END	LENGTH (FT)	RECOMMEN- DATION	PRIORI- TIZATION SCORE	FEASI- BILITY SCORE	PRIORI- TIZATION CATEGORY
Rockfellow Dr	South	Existing sidewalk	Alma St	363	Sidewalk	8	1	Long Term, High Priority
Rockfellow Dr	North	Everitt Memorial Hwy	Adams Dr	979	Sidewalk	8	1	Long Term, High Priority
Mt. Shasta Blvd	East	Hinckley St	Reginato Rd	2,378	Sidewalk	15	1	Long Term, High Priority
Mt. Shasta Blvd	East	Existing sidewalk	Ski Village Dr	258	Sidewalk	9	1	Long Term, High Priority
Ski Village Dr	East	Mt. Shasta Blvd	Spring Hill Trail	578	Sidewalk	9	1	Long Term, High Priority
Chestnut St	North	Ivy St	Hinckley St	902	Sidewalk	7	1	Long Term, High Priority
Jessie St	North	Chestnut St	Alder St	306	Sidewalk	7	1	Long Term, High Priority
Lake St	South	Existing sidewalk (between Chestnut St and Alder St)	Existing sidewalk (between Birch St and Spruce St)	778	Sidewalk	8	1	Long Term, High Priority
Lake St	South	Existing sidewalk at midblock crossing	Washington Dr	234	Sidewalk	8	1	Long Term, High Priority
Alma St	North	Mt. Shasta Blvd	Existing Sidewalk	247	Sidewalk	11	1	Long Term, High Priority

Mt. Shasta Blvd	East	Church St	Loveta Ln	1,325	Sidewalk	7	1	Long Term, High Priority
Hatchery Ln	North	Existing sidewalk at I-5 overpass	I-5 ramp	532	Sidewalk	9	1	Long Term, High Priority
Hatchery Ln	North	I-5 ramp	City Boundary	1,144	Sidewalk	8	1	Long Term, High Priority
Hatchery Ln	North	Existing sidewalk at I-5 overpass	I-5 ramp	272	Sidewalk	8	1	Long Term, High Priority
Lake St	North	I-5 ramp	Morgan Way	252	Sidewalk	9	1	Long Term, High Priority
Hatchery Ln	North	City Boundary	Old Stage Rd	338	Sidewalk	8	0	Long Term, High Priority
Mt. Shasta Blvd	West	Roelofs Ct	Church St	2,270	Sidewalk	7	1	Long Term, High Priority
Everitt Memorial Hwy	East	Existing sidewalk in front of school	Shasta Ave	539	Sidewalk	5	1	Low Priority
Ivy St	North	Chestnut St	Ivy St	339	Sidewalk	6	1	Low Priority
Mt. Shasta Blvd	West	Ream Ave	Existing sidewalk north of Old McCloud Rd	333	Sidewalk	6	1	Low Priority
Mt. Shasta Blvd	East	Existing sidewalk	Mountain View Dr	231	Sidewalk	4	1	Low Priority
Lassen Ln	South	Old Stage Rd	Existing sidewalk at I-5 overpass	4,637	Sidewalk	5	0	Low Priority

Washington Dr	West	Lake St	Orem St	1,529	sidewalk	3	1	Low Priority
McCloud Ave	north	A St	C St	401	Sidewalk	4	1	Low Priority
McCloud Ave	South	B St	C St	342	Sidewalk	4	1	Low Priority
McCloud Ave	North	Washington Dr	Adams Dr	600	Sidewalk	4	1	Low Priority

TABLE B2 SIDEWALK SEGMENT COSTS

SIDEWALK (PRIORITY, STREET, SEGMENT)	SUM OF LENGTH (FEET)	COST
Long Term, High Priority	13,156	\$1,185,000
Alma St	247	\$23,000
From Mt. Shasta Blvd to Existing Sidewalk	247	\$23,000
Chestnut St	902	\$82,000
From Ivy St to Hinckley St	902	\$82,000
Hatchery Ln	2,286	\$208,000
From Existing sidewalk at I-5 overpass to I-5 ramp	532	\$48,000
From I-5 ramp to City Boundary	1,144	\$104,000
From Existing sidewalk at I-5 overpass to I-5 ramp	272	\$25,000
From City Boundary to Old Stage Rd	338	\$31,000
Jessie St	306	\$28,000
From Chestnut St to Alder St	306	\$28,000
Lake St	1,264	\$115,000
From Existing sidewalk (between Chestnut St and Alder St) to Existing sidewalk (between Birch St and Spruce St)	778	\$70,000
From Existing sidewalk at midblock crossing to Washington Dr	234	\$22,000
From I-5 ramp to Morgan Way	252	\$23,000

Mt. Shasta Blvd	6,230	\$563,000
From Hinckley St to Reginato Rd	2,378	\$214,000
From Existing sidewalk to Ski Village Dr	258	\$24,000
From Church St to Loveta Ln	1,325	\$120,000
From Roelofs Ct to Church St	2,270	\$205,000
Rockfellow Dr	1,342	\$122,000
From Existing sidewalk to Alma St	363	\$33,000
From Everitt Memorial Hwy to Adams Dr	979	\$89,000
Ski Village Dr	578	\$53,000
From Mt. Shasta Blvd to Spring Hill Trail	578	\$53,000

Low Priority	8,951	\$806,000
Everitt Memorial Hwy	539	\$49,000
From Existing sidewalk in front of school to Shasta Ave	539	\$49,000
Ivy St	339	\$31,000
From Chestnut St to Ivy St	339	\$31,000
Lassen Ln	4,637	\$418,000
From Old Stage Rd to Existing sidewalk at I-5 overpass	4,637	\$418,000
McCloud Ave	1,344	\$123,000
From A St to C St	401	\$37,000
From B St to C St	342	\$31,000
From Washington Dr to Adams Dr	600	\$55,000
Mt. Shasta Blvd	564	\$51,000
From Ream Ave to Existing sidewalk north of Old McCloud Rd	333	\$30,000
From Existing sidewalk to Mountain View Dr	231	\$21,000
Washington Dr	1,529	\$138,000
From Lake St to Orem St	1,529	\$138,000

Appendix C

Intersection Improvements and Costs

TABLE C1 PEDESTRIAN CROSSING IMPROVEMENT PROJECTS

PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION	PRIORITIZATION SCORE	FEASIBILITY SCORE	PRIORITIZATION CATEGORY
1	W A Barr Rd	Cable Beach Trailhead	1 high-visibility crosswalk and 1 RRFB across W A Barr Rd.	5	0	Low Priority
2	W A Barr Rd	Siskiyou Lake Blvd	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.	4	0	Low Priority
3	Siskiyou Lake Blvd	Mt. Shasta Resort	1 high-visibility crosswalk across Siskiyou Lake Blvd.	1	1	Low Priority
4	Siskiyou Lake Blvd	Christian Way	1 high-visibility crosswalk across Siskiyou Lake Blvd at existing curb ramps on west side of Christian Way.	1	1	Low Priority
5	Old Stage Rd	Hatchery Ln	2 standard crosswalks: 1 across Hatchery Ln and 1 across Old Stage Rd.	5	1	Low Priority
6	Hatchery Ln	I-5 Ramp	1 high-visibility crosswalk across I-5 ramp.	9	2	Short Term, High Priority
7	Lassen Ln	Scenic Dr	1 standard crosswalk across Scenic Dr on south side of Lassen Ln.	4	1	Low Priority
8	Lassen Ln	Pine Grove Dr / Mount Shasta Memorial Chapel and Park	1 high-visibility crosswalk across Lassen Ln; 1 standard crosswalk across entrance to Mount Shasta Memorial Chapel and Park.	5	1	Low Priority
9	Old Stage Rd	Deetz Rd	Additional study required for potential roundabout or curb radius reduction.	4	0	Low Priority

PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION	PRIORITIZATION SCORE	FEASIBILITY SCORE	PRIORITIZATION CATEGORY
11	Mt. Shasta Blvd	Mountain View Dr	1 high-visibility crosswalk and 1 curb ramp across Mountain View Dr with advance pedestrian yield markings and signage.	6	1	Low Priority
12	S Mt. Shasta Blvd	Old McCloud Rd	4 curb extensions and 4 high-visibility crosswalks across all legs; 2 RRFBs across Mt. Shasta Blvd on the north side of the intersection.	8	1	Long Term, High Priority
13	Washington Dr	Old McCloud Rd	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 2 on the northwest corner of the intersection.	5	1	Low Priority
14	Mt. Shasta Blvd	Ream Ave	1 curb extension, 1 high-visibility crosswalk, 2 RRFBs.	8	1	Long Term, High Priority
15	Mt. Shasta Blvd	High St	1 high-visibility crosswalk, 1 pedestrian hybrid beacon, and 1 curb ramp across Mt. Shasta Blvd; 1 standard crosswalk across High St.	6	1	Low Priority
16	Mt. Shasta Blvd	Alpine St	1 high-visibility crosswalk, 2 RRFBs, 3 curb extensions, advance yield markings and signage.	16	1	Long Term, High Priority
17	Mt. Shasta Blvd	McCloud Ave / Chestnut St	3 ADA curb ramps, 1 RRFB across Mt. Shasta Blvd, 2 high-visibility crosswalks including advance yield markings and signage. Additional study may be required to convert intersection to roundabout.	9	1	Long Term, High Priority

PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION	PRIORITIZATION SCORE	FEASIBILITY SCORE	PRIORITIZATION CATEGORY
18	Lake St	I-5 Ramp	2 high-visibility crosswalks, 1 pedestrian refuge island, 1 RRFB across I-5 ramp.	9	1	Long Term, High Priority
19	Lake St	Commercial Ave	1 curb extension across Commercial Ave; 1 high-visibility crosswalk and 1 pedestrian refuge island across Lake St; 2 leading pedestrian intervals (at each crosswalk).	8	1	Long Term, High Priority
20	Washington Dr	Ackley Ave	1 high-visibility crosswalk and 2 curb ramps across Washington Dr; 1 standard crosswalk across Ackley Ave.	5	1	Low Priority
21	Washington Dr	McCloud Ave	4 high-visibility crosswalks and 4 curb ramps across all legs of intersection.	8	1	Long Term, High Priority
22	Mt. Shasta Blvd	Lake St	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.	13	1	Long Term, High Priority
23	Lake St	Chestnut St	2 curb extensions, 1 high-visibility crosswalk, 1 pedestrian refuge island, 2 RRFBs.	11	1	Long Term, High Priority
24	Pine St	Castle St	1 standard crosswalk across Castle St.	7	2	Short Term, High Priority
25	Mt. Shasta Blvd	Castle St	2 curb extensions and 2 high-visibility crosswalks across Mt. Shasta Blvd.	7	1	Long Term, High Priority

PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION	PRIORITIZATION SCORE	FEASIBILITY SCORE	PRIORITIZATION CATEGORY
26	Chestnut St	Castle St	2 curb extensions on north and south legs of Chestnut St.	8	1	Long Term, High Priority
27	Castle St	Alder St	1 standard crosswalk across Castle St on west side of intersection; 1 standard crosswalk across Alder St on north side of intersection.	6	2	Opportunity Project
28	Alma St	Cedar St	2 high-visibility crosswalks, 2 yield symbols, 1 curb ramp.	5	1	Low Priority
29	Pine St	Alma St	4 curb extensions and 4 high-visibility crosswalks at all legs of intersection.	7	1	Long Term, High Priority
30	Chestnut St	Alma St	3 curb extensions located on all legs with the exception of the east Alma St leg of the intersection and 2 high-visibility crosswalks across Alma St on both sides of the intersection, with leading pedestrian intervals.	10	1	Long Term, High Priority
31	Pine St	Ivy St	4 curb extensions across all legs of intersection; 2 high-visibility crosswalks across Pine St; 2 standard crosswalks across Ivy St.	5	1	Low Priority
32	Mt. Shasta Blvd	Ivy St	1 curb extension and 1 high-visibility crosswalk across Ivy St.	5	1	Low Priority
33	Chestnut St	Ivy St	1 curb extension across Chestnut St on south side of intersection; 1 high-visibility crosswalk across Ivy St on west side of intersection.	4	1	Low Priority
34	Rockfellow Dr	Ivy St / Kenneth Way	1 standard crosswalk across Kenneth Way.	5	2	Opportunity Project

PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION	PRIORITIZATION SCORE	FEASIBILITY SCORE	PRIORITY CATEGORY
35	Rockfellow Dr	Alma St	1 curb extension across Rockfellow Dr on east side of intersection.	8	1	Long Term, High Priority
36	Rockfellow Dr	Everitt Memorial Highway	2 high-visibility crosswalks, 1 pedestrian refuge island across Everitt Memorial Highway on north side of intersection, protected intersection to facilitate bike crossing.	6	1	Low Priority
37	Rockfellow Dr	N Adams Dr	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 analysis.	7	1	Long Term, High Priority
38	Lake St	Washington Dr / Everitt Memorial Highway	1 high-visibility crosswalk, 1 pedestrian refuge island and 1 RRFB across Lake St north of intersection with Washington Dr.	6	1	Low Priority
39	Pine St	Medical Center	1 curb extensions, 1 high-visibility crosswalk, 2 yield symbols across Pine St.	5	1	Low Priority
40	Pine St	Kingston Rd	1 standard crosswalk across Kingston Rd.	4	2	Opportunity Project
42	Everitt Memorial Highway	Mt. Shasta High School	2 curb extensions, 1 high-visibility crosswalk and an RRFB.	6	1	Low Priority
43	Mt. Shasta Blvd	Ski Village Dr	Additional study required for a Signal or Beacon.	13	1	Long Term, High Priority

PROJECT ID #	CROSS-STREET A	CROSS-STREET B	RECOMMENDATION	PRIORITIZATION SCORE	FEASIBILITY SCORE	PRIORITIZATION CATEGORY
46	Everitt Memorial Highway	Ski Village Dr	Additional study required for potential All-Way Stop.	7	0	Long Term, High Priority
54	Mt. Shasta Blvd	Spring Hill Dr	Additional study required for potential roundabout.	8	1	Long Term, High Priority
55	Mt. Shasta Blvd	Ida St	Upgrade crosswalk to high-visibility crosswalk with advance pedestrian yield markings and signage.	3	1	Low Priority
56	Mt. Shasta Blvd	Smith St	Upgrade crosswalk to high-visibility crosswalk with advance pedestrian yield markings and signage.	10	2	Short Term, High Priority
57	Everitt Memorial Hwy	Gateway Trailhead	Additional study: 4-way stop analysis.	7	0	Long Term, High Priority
58	Highway 89	Mt. Shasta Blvd	Additional study required for bike and pedestrian crossing and potential roundabout. Collaborate with Caltrans to add improvements to State Highway Operation and Protection Program (SHOPP) project ID: 0219000168 to make the intersection safer for people walking and biking.	1	1	Low Priority

TABLE C2 SIDEWALK SEGMENT COSTS

PRIORITY AND PROJECT ID #	RECOMMENDATION	COST
Short Term, High Priority		
56	Upgrade crosswalk to high-visibility crosswalk with advance pedestrian yield markings and signage.	\$10,000
6	1 high-visibility crosswalk across I-5 ramp	\$10,000
24	1 standard crosswalk across Castle St	\$1,500
Long Term, High Priority		
16	1 high-visibility crosswalk, 2 RRFBs, 3 curb extensions, advance yield markings and signage	\$160,000
22	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.	\$70,000
43	Additional study required for a Signal or Beacon	\$20,000
23	2 curb extensions, 1 high-visibility crosswalk, 1 pedestrian refuge island, 2 RRFBs	\$160,000
30	3 curb extensions located on all legs with the exception of the east Alma St leg of the intersection and 2 high-visibility crosswalks across Alma St on both sides of the intersection, with leading pedestrian intervals	\$50,000
17	3 ADA curb ramps, 1 RRFB across Mt. Shasta Blvd, 2 high-visibility crosswalks including advance yield markings and signage. Additional study may be required to convert intersection to roundabout.	\$81,000
18	2 high-visibility crosswalks, 1 pedestrian refuge island, 1 RRFB across I-5 ramp	\$90,000

12	4 curb extensions and 4 high-visibility crosswalks across all legs; 2 RRFBs across Mt. Shasta Blvd on the north side of the intersection	\$200,000
14	1 curb extension, 1 high-visibility crosswalk, 2 RRFBs	\$140,000
21	4 high-visibility crosswalks and 4 curb ramps across all legs of intersection	\$60,000
35	1 curb extension across Rockfellow Dr on east side of intersection	\$10,000
26	2 curb extensions on north and south legs of Chestnut Street	\$20,000
19	1 curb extension across Commercial Ave; 1 high-visibility crosswalk and 1 pedestrian refuge island across Lake St; 2 leading pedestrian intervals (at each crosswalk)	\$30,000
54	Additional study required for potential roundabout	\$50,000
29	4 curb extensions and 4 high-visibility crosswalks at all legs of intersection	\$80,000
46	Additional study required for potential All-Way Stop	\$3,200
25	2 curb extensions and 2 high-visibility crosswalks across Mt. Shasta Blvd	\$40,000
57	Additional study: 4-way stop analysis	\$3,200
37	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 analysis	\$81,500

Low Priority		
36	2 high-visibility crosswalks, 1 pedestrian refuge island across Everitt Memorial Highway on north side of intersection, protected intersection to facilitate bike crossing	\$30,000
11	1 high-visibility crosswalk and 1 curb ramp across Mountain View Dr with advance pedestrian yield markings and signage.	\$15,000
38	1 high-visibility crosswalk, 1 pedestrian refuge island and 1 RRFB across Lake St north of intersection with Washington Dr	\$80,000
42	2 curb extensions, 1 high-visibility crosswalk and an RRFB	\$90,000
15	1 high-visibility crosswalk, 1 pedestrian hybrid beacon, and 1 curb ramp across Mt. Shasta Blvd; 1 standard crosswalk across High St	\$516,500
5	2 standard crosswalks: 1 across Hatchery Ln and 1 across Old Stage Rd	\$3,000
13	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 intersection	\$35,000
32	1 curb extension and 1 high-visibility crosswalk across Ivy St	\$20,000
8	1 high-visibility crosswalk across Lassen Ln; 1 standard crosswalk across entrance to Mount Shasta Memorial Chapel and Park	\$11,500
28	2 high-visibility crosswalks, 2 yield symbols, 1 curb ramp	\$26,000
20	1 high-visibility crosswalk and 2 curb ramps across Washington Dr; 1 standard crosswalk across Ackley Ave	\$21,500

31	4 curb extensions across all legs of intersection; 2 high-visibility crosswalks across Pine St; 2 standard crosswalks across Ivy St	\$63,000
39	1 curb extensions, 1 high-visibility crosswalk, 2 yield symbols across Pine St	\$21,000
1	1 high-visibility crosswalk and 1 RRFB across W A Barr Rd	\$70,000
7	1 standard crosswalk across Scenic Dr on south side of Lassen Ln	\$1,500
33	1 curb extension across Chestnut St on south side of intersection; 1 high-visibility crosswalk across Ivy St on west side of intersection	\$20,000
9	Additional study required for potential roundabout or curb radius reduction	\$50,000
2	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	\$85,000
55	Upgrade crosswalk to high-visibility crosswalk with advance pedestrian yield markings and signage.	\$10,500
4	1 high-visibility crosswalk across Siskiyou Lake Blvd at existing curb ramps on west side of Christian Way	\$10,000
3	1 high-visibility crosswalk across Siskiyou Lake Blvd	\$10,000
Opportunity Project		
27	1 standard crosswalk across Castle St on west side of intersection; 1 standard crosswalk across Alder St on north side of intersection	\$3,000
34	1 standard crosswalk across Kenneth Way	\$1,500
40	1 standard crosswalk across Kingston Rd	\$1,500

Appendix D

Cost Assumptions

TABLE D1 COST ASSUMPTIONS

FACILITY TYPE	COST ESTIMATE	ASSUMPTION
Shared Use Path/ Neighborhood Connector (Class I)	\$750,000.00	Includes asphalt path and minor crossing improvements. Does not include signal modification or right-of-way acquisition.
Bike Lane (Class II)	\$132,000.00	Assumes signage, striping.
Bicycle Boulevard/ Bike Route (Class III)	\$35,000.00	Assumes signage, striping, wayfinding
Separated Bikeway (Class IV)	\$311,000.00	Assumes signage, striping, and a painted buffer with flexible delineators.
Trail Study	\$200,000 - \$350,000	
Sidewalks	\$15/sq ft	This assumes \$15 per square foot and 6 feet wide completely rebuilt concrete sidewalks
Curb Extension	\$10,000.00	Per corner. No utility or storm drain relocations. Cost depends on size of intersection, whether regrading of intersection required.
High-visibility Crosswalk Marking	\$10,000.00	High-visibility Crosswalk - medium (4-5 lanes)
Advance Yield/Stop Line	\$500.00	Thermoplastic paint
Curb Ramp	\$5,000.00	No utility or storm drain relocations
Pedestrian Refuge Island	\$10,000	No utility or storm drain relocations. Cost varies with size of crossing.
Pedestrian Hybrid Beacon/Hawk	\$500,000.00	
Leading Pedestrian Interval	\$5,000	Per intersection. Costs vary by type of change and equipment required.
Stop Sign Warrant Analysis	\$3,200.00	Covers warrant analysis and cost of sign installation.



WALK BIKE RIDE

Mt. Shasta Mobility Plan

