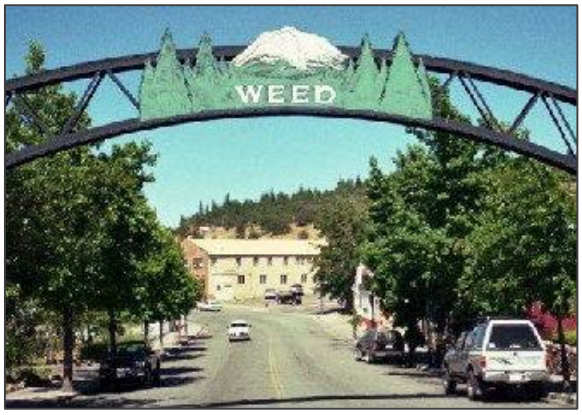
City of Weed

Bicycle and Pedestrian Master Plan

June 7, 2016



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1 INTRODUCTION

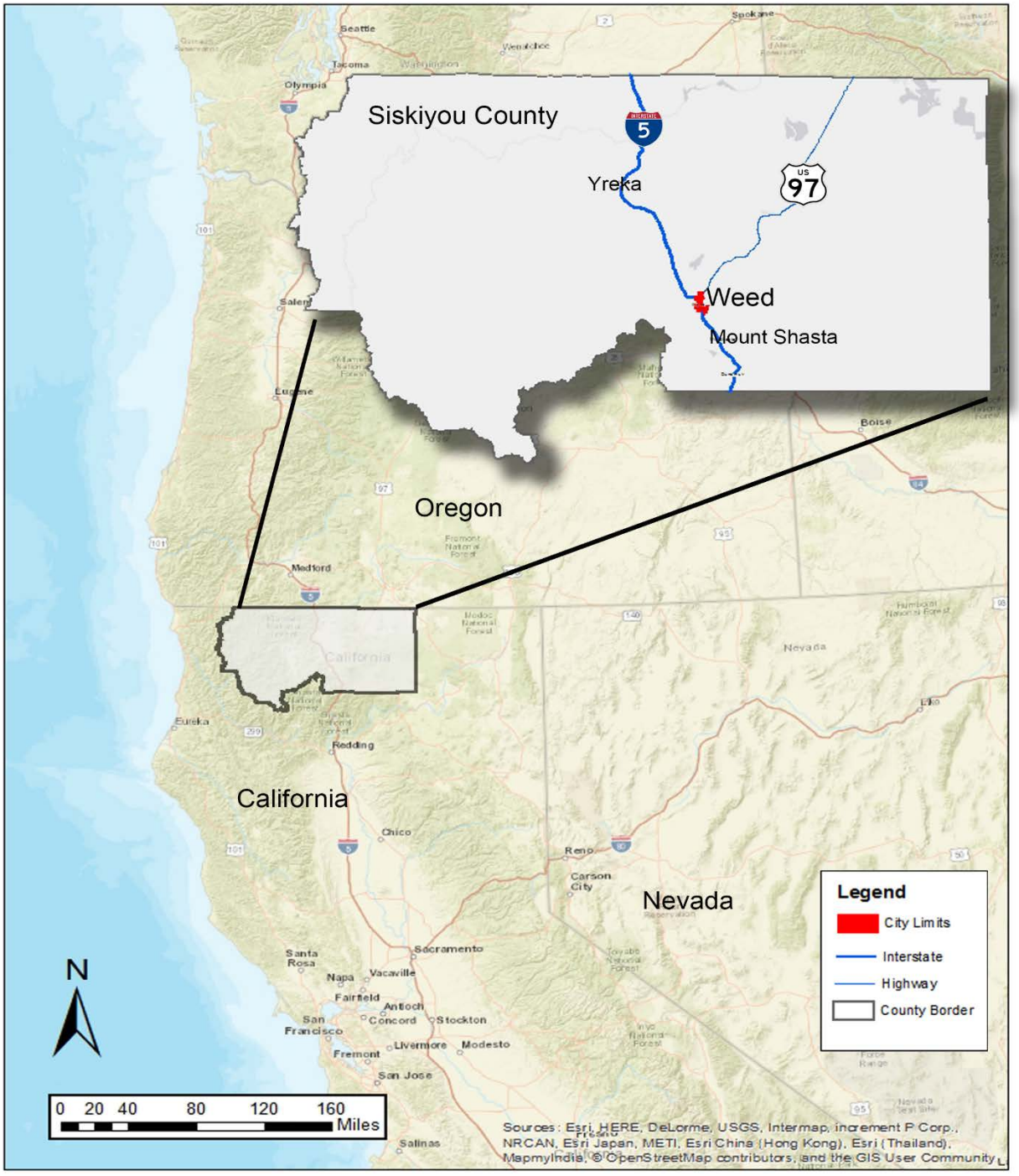
1.1 Plan Summary

The Weed Bicycle and Pedestrian Master Plan serves to guide the development of a city-wide bicycle and pedestrian transportation network that is safe, connected, accessible, and promotes mobility within local and regional contexts. The plan is founded on existing conditions as well as community outreach gathered through public meetings, surveys, and personal interviews. By identifying goals, objectives, policies and implementation programs, the Weed Bicycle and Pedestrian Master Plan (BPMP) aims to promote biking and walking as viable forms of transportation and accessible recreational activities to residents and visitors. The California Bicycle Transportation Act outlines requirements for bicycle plans developed in California. The Weed BPMP meets the required criteria outlined under section 890-894 of the California Streets and Highway Code.

1.2 History and Setting

The City of Weed is located in Siskiyou County just 50 miles south of the Oregon/California border and 70 miles north of Redding, CA. Weed is about five square miles, with a Sphere of Influence of about 28 square miles. Figure 1.1 shows the location of Weed. The City is bisected by Interstate Highway 5 (I-5) from north to south and is situated about halfway between San Francisco and Portland, making it an attractive place for visitors to stop, re-fuel, and enjoy the City's quaint and scenic atmosphere. US Route 97 (US 97) terminates in Weed at one of the City's central junctions: North and South Weed Boulevard, which serves as an important regional connection throughout Siskiyou County.

The City of Weed was founded by Abner Weed in 1897, a local pioneer who saw the City's timber and high-speed winds as an opportunity for logging. The City developed as a logging town and was incorporated in 1961. Today, the City has one of the remaining lumber mills in the State, and has diversified its economy by providing educational services through the College of the Siskiyous as well as commercial services geared towards travelers along I-5. With a total population of 2,699, Weed still retains its small-town character and historic reputation as a lumber town (Department of Finance, 2015). The City is also characterized by stunning views of Mount Shasta, which are visible from nearly every corner of the City.



Locator Map

Weed Bicycle and Pedestrian Master Plan

Figure 1.1 Locator Map

1.3 Statement of Purpose and Need

The City has great potential to improve healthy living and quality of life through active transportation. Due to the small size of the City, most destinations in Weed are located within walking or biking distance of residential areas. The Weed Bicycle and Pedestrian Master Plan aims to harness the City's potential for active transportation by guiding the development and implementation of safe, complete, and accessible bicycle and pedestrian infrastructure and educational programs that encourage biking and walking. Bicycle and pedestrian plans have been adopted in cities across California and are becoming standard implementation tools at the local and regional planning level. Under the Complete Streets Act of 2008, cities and counties are required to address the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects. The Weed Bicycle and Pedestrian Master Plan ensures that the City meets and exceeds this requirement.

Active transportation is an increasingly important component of urban transportation systems, as it continues to hold promise for increased health, sustainability, and economic vitality. As of 2012, about 31 percent of Siskiyou County's population was considered obese (California Department of Public Health, 2012). The County also has one of the highest cancer rates in the state of California. According to the American Heart Association, about 20 minutes of moderate physical activity per day can significantly improve mental and physical health (American Heart Association, 2016). Promoting safe, attractive, and convenient active transportation networks will provide residents with the opportunity to choose a healthier daily lifestyle. While many of the City's residents commute on foot, bicycle ridership is very low. Multiple field surveys have revealed that there are a lack of bicycle and pedestrian facilities within Weed, and limited accessibility to multiple routes due to the City's street network formation. The purpose of the Weed Bicycle and Pedestrian Master Plan is to identify priority active transportation projects, promote biking and walking as viable forms of transportation, and enhance education and enforcement in order to increase public health, safety, and livability within the City of Weed.

1.4 Plan Development

The Weed Bicycle and Pedestrian Master Plan was developed based on existing conditions in Weed and feedback gathered over a six month community outreach process from September 2015 to February 2016. Initial data collection was conducted through secondary research that targeted community conditions such as commuter characteristics, mode split information, and prior efforts related to active transportation in Weed. Sociodemographic information was obtained from the U.S. Census Bureau.

Primary data was gathered through multiple field study assessments and traffic counts that included bicycle and pedestrian volumes on March 31, 2016.

Community outreach was mainly conducted in conjunction with the development of the City of Weed 2040 General Plan. The outreach process consisted of four public meetings that facilitated focus groups and voting exercises to determine the main strengths, barriers, and preferences for the future of Weed. Street-side outreach and online surveys were also conducted to ensure representation of community members who may not have been able to participate in formal meetings. Much of the General Plan outreach commentary focused on improving active transportation infrastructure.

An online survey targeted at bicycle and pedestrian transportation was also distributed to gather more specific information about existing conditions in Weed. The survey yielded over 100 responses, and serves as the main foundation in developing the plan. To supplement the online survey, 20 phone interviews were conducted with stakeholders from various sectors of the population. Based on existing conditions and community outreach, a list of strengths, opportunities, weaknesses, and threats was developed to guide the visioning of a feasible active transportation network. This vision is reflected in the goals, objectives, and recommendations included in the plan.

1.5 Definitions

The following definitions are intended to provide readers with a basic familiarity with transportation planning vocabulary that is used frequently throughout this document.

Active Transportation: Any form of human-powered transportation, including walking, cycling, using a wheelchair, in-line skating or skateboarding. There are many ways to engage in active transportation, whether it is walking to the bus stop, or cycling to school/work.

Multimodal: The consideration and accommodation of multiple modes of transportation including pedestrians, cyclists, motor vehicles, scooters, skateboards, and buses.

Complete Streets: Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

Traffic Calming: Traffic calming consists of physical design and other measures, including narrowed roads and speed humps, put in place on roads for the intention of slowing down or reducing motor-vehicle traffic as well as to improve safety for pedestrians and cyclists.

Right-of-Way: The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use and for lateral support of sub-base, base, and surface courses.

Source: AASHTO Guide for the Development of Bicycle and Pedestrian Facilities

1.6 Benefits of Bicycle and Pedestrian Transportation

Health Benefits

Incorporating active transportation into daily life has proven to yield tremendous health benefits by increasing daily levels of physical activity (Victoria Transport Policy Institute, 2014). Development patterns over the last 60 years have resulted in transportation systems that are predominantly auto-oriented. While cars can be convenient and save time, they tend to perpetuate sedentary lifestyles, especially as commute distances grow and jobs require more time sitting in the office. Promoting active transportation has become a focal point for planners, government agencies, and public health professionals aiming to reduce the risk of life-threatening diseases that can result from physical inactivity. These diseases include heart disease, hypertension, stroke, diabetes, obesity, osteoporosis, depression and dementia, and certain types of cancer (Killingsworth and Lamming, 2001). Increasing access to bicycle and pedestrian transportation can enable residents to incorporate physical activity into their daily life. Biking and walking can also improve quality of life by fostering community interaction, enhancing neighborhood walkability, and improving safety by having more eyes on the street.

Economic Benefits

Active transportation can stimulate economic activity by attracting businesses, increasing revenue, and reducing household transportation costs. Multiple studies have revealed the impacts of increased bicycle and pedestrian activity on local businesses (Litman, 2016). Provisions for biking and walking are typically accompanied by streetscape improvements that can enhance a street's visual appeal, therefore attracting new businesses. Additionally, studies have shown that people who walk and bike make more frequent trips and stop in to businesses along their travel path more often (Clifton et al., 2012). Aside from improving economic conditions, biking and walking can reduce individual spending by providing a low-cost transportation option. Owning a vehicle costs the average person about 20 percent of their total income, not including vehicle maintenance, tolls, and parking fees (Federal Highway Administration, 2015). Making active transportation safe and accessible provides residents with the option to increase savings by spending less on transportation. It is especially important

to improve mobility for economically disadvantaged groups who may not be able to afford the expenses of an automobile.

Environmental Benefits

The environmental benefits of planning for bicycle and pedestrian transportation are vast. Automobile emissions contain many pollutants that are harmful to environmental systems and public health, including carbon monoxide, nitrogen oxides, volatile organic compounds, and particulate matter. In addition, carbon dioxide (CO^2) emissions from the transportation sector comprise about 30 percent of total greenhouse gas emissions in the U.S. (World Resources Institute, 2011). Greenhouse gas emissions have the potential to cause a range of environmental problems due to drastic temperature changes, including floods, fires, food security, species extinction, and natural resource degradation. Heavy automobile usage also has a direct impact on public health by exposing people to harmful pollutants. Promoting walking and biking not only improves public health on an individual level, but reduces greenhouse gas emissions from automobiles that would have otherwise been on the road.

Equity Benefits

The cost of owning and maintaining a car is expensive. Families and individuals who are cost-burdened typically end up spending more money on transportation due to the need to travel longer distances to reach retail and employment centers. A recent Safe Routes to School report indicates that low-income households spend about 40 percent of income on transportation, while middle-income households typically spend about 20 percent (Safe Routes to School, 2012). The study also shows that the average annual cost of vehicle ownership is $8,220, while the annual cost of owning a bicycle is $308 (Safe Routes to School, 2012). Investing in bicycle and pedestrian infrastructure can alleviate household transportation costs by promoting biking and walking as viable forms of transportation.

1.7 Goals and Recommendations

The Weed Bicycle and Pedestrian Master Plan aims to increase bicycle and pedestrian activity throughout the City by establishing the following goals.

Goal 1: A complete and connected bicycle and pedestrian network.
Goal 2: A safe bicycle and pedestrian network.
Goal 3: A robust network of multi-use trails.
Goal 4: A healthy and active community.

Chapter 6 details objectives, policies, and programs that support the attainment of these goals. The major recommendations included in the plan are:

1. **Link activity centers.**
2. **Prioritize improvements along commercial corridors.**
3. **Implement traffic calming near schools.**
4. **Increase regional coordination.**
5. **Implement educational programs.**

1.8 Caltrans Bicycle Transportation Account Compliance Checklist

The Caltrans Bicycle Transportation Account (BTA) is an annual program that provides state funds for city and county projects that improve safety and convenience for bicycle commuters. BTA projects must be designed and developed to achieve the functional commuting needs and physical safety of all cyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan that complies with Streets and Highways Code Section 891.2 (Caltrans, 2015). The Bicycle Transportation Plan must be approved by the Siskiyou County Local Transportation Commission before being eligible for funding. Table 1.1 lists section of this plan where each funding requirement is met.

Table 1.1

Caltrans Bicycle Transportation Account Checklist

CA Code Section	Required Element	Plan Section
a.	Estimated number of existing bicycle commuters and estimated increase in the number of bicycle commuters.	3.4
b.	Map and description of existing and proposed land use and settlement patterns.	3.2
c.	Map and description of existing and proposed bikeways.	3.5 , 7.3
d.	Map and description of existing and proposed end-of-trip bicycle parking facilities.	7.3
e.	Map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes.	7.3
f.	Map and description of existing and proposed facilities for changing and storing clothes and equipment.	7.3 , 7.6
g.	Description of bicycle safety and education programs conducted in the area included within the plan, efforts by the	Chapter 8

	law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	
h.	Description of the extent of citizen and community involvement in development of the plan.	2.4.3
i.	Description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans.	2.3
j.	Description of the projects proposed in the plan and a listing of their priorities for implementation.	Chapter 8 & 9
k.	Description of past expenditures for bicycle facilities and future financial need for projects that improve safety and convenience for bicycle commuters.	9.1

2 PLAN FOUNDATION

2.1 Introduction

This chapter describes the foundational elements of the Weed Bicycle and Pedestrian Master Plan, including the regulatory framework, consistency with other plans, and characteristics of the local community. The regulatory framework and plan consistency sections provide external information that guides the development of bicycle and pedestrian facilities, while the community profile contains demographic information, community characteristics, and themes in community feedback gathered throughout the public outreach process.

2.2 Regulatory Framework

California Streets and Highway Code Section 890-892
The California Streets and Highway Code establishes criteria that are intended to guide the development of a bicycle transportation system that achieves the functional commuting needs of employees, students, business persons, and shoppers, maintains the physical safety of bicyclists and their property, and has the capacity to accommodate cyclists of all ages and skills (CA Code Section 890-892). This section of the California Code provides the definition of a bicycle, bicycle commuter, and the different types of bicycle infrastructure classifications.

Americans with Disability Act (ADA): Standards for Accessible Design (2010)
The 2010 ADA Standards for Accessible Design, prepared by the Department of Justice, establishes minimum requirements for all newly designed, constructed or altered state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities.

U.S. Department of Transportation (DOT): Policy Statement on Bicycle and Pedestrian Accommodation
The Federal Highway Administration (FHWA) under the U.S. Department of Transportation adopted a policy statement in 2015 that requires transportation agencies to “incorporate safe and convenient walking and bicycling facilities into transportation projects” (FHWA, 2015). The policy is based on Title 23 - Highways, Title 49 - Transportation, and Title 23 - The Public Health and Welfare, which describe how bicycle and pedestrian facilities should be incorporated throughout the planning process (FHWA, 2015).

The Complete Streets Act, 2008
The California Complete Streets Act of 2008 requires cities and counties to include complete streets policies as part of their general plans. The Act delineates specific requirements for the needs of travelers of all ages and abilities, for all modes of transportation, and for programming, design, construction, operations, and maintenance activities on all state highways. It complements an existing policy, which directs Caltrans to address the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects.

California Global Warming Solutions Act AB-32, 2006
Assembly Bill 32 is a state legislation that aims to achieve a sharp reduction in greenhouse gas emissions to 1990 levels by 2020. AB 32 impacts regional planning by requiring counties to consider smart growth development strategies in regional transportation plans in order to reduce vehicle trips.

2.3 Consistency with Other Plans

Siskiyou County Regional Transportation Plan (RTP); 2010
The County of Siskiyou Local Transportation Commission (LTC) is the regional transportation planning agency for Siskiyou County. The LTC developed and adopted the Regional Transportation Plan (RTP) in June 2010, which serves as a long-range planning document that establishes goals, policies, and actions to guide development of the transportation systems (including multimodal) in Siskiyou County. The LTC is not an official MPO, and is therefore not subject to SB 375 which requires the preparation of a Sustainable Communities Strategy.

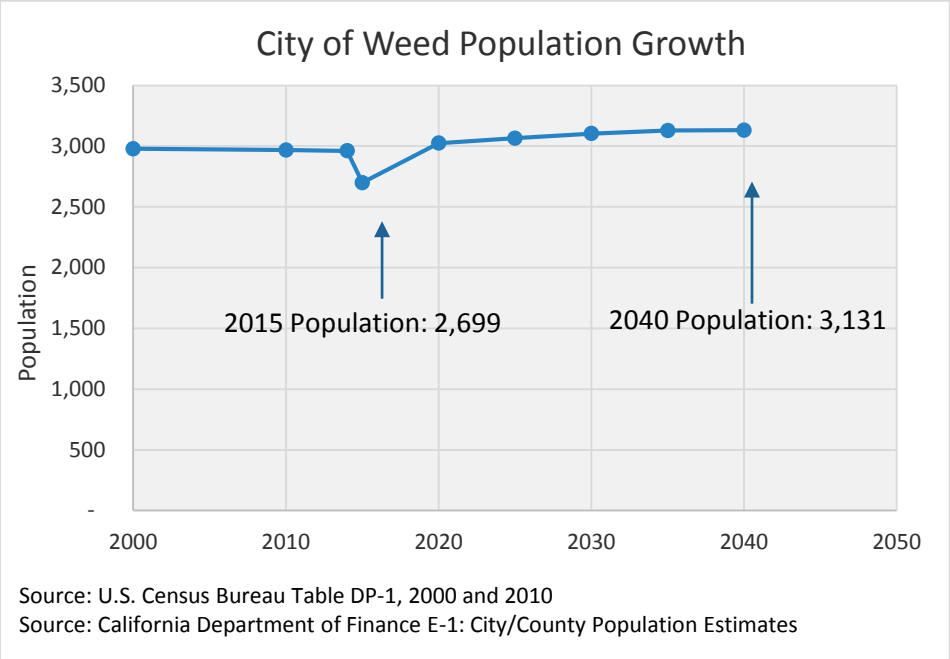
Draft City of Weed 2040 General Plan Update
The Draft 2040 General Plan update contains guidance for future land use and planning decisions including, but not limited to, land use, circulation, housing, open space, economic development, and public facilities. The growth projections and land use plan proposed in the General Plan update have the potential to greatly impact transportation systems in Weed. The Circulation Element guides the expansion and improvement of transportation infrastructure and emphasizes the incorporation of Complete Streets principles that accommodate all road users. The Bicycle and Pedestrian Master Plan was developed in accordance with the goals, objectives, policies, and programs included in the 2040 General Plan update.

2.4 Community Profile

2.4.1 Demographics

This section describes the demographic characteristics of Weed. Community characteristics are important to consider in transportation planning because they define the population that plan is intended to serve. Population, employment, income, race, age, and sex can all influence transportation choices, and it is important to ensure that infrastructure and programs meet the diverse needs of every community.

In 2015, Weed's population was 2,699, which is a 9 percent decrease from the previous year due to the 2014 Boles Fire, which destroyed homes and displaced many residents. Before 2015, Weed's population remained relatively stable at approximately 3,000 total residents. Based on historic population growth, Weed is projected to grow to a total of 3,131 residents by 2040 (2040 Draft General Plan, 2016). Figure 2.1 shows the City's population trajectory from 2000 to 2040.

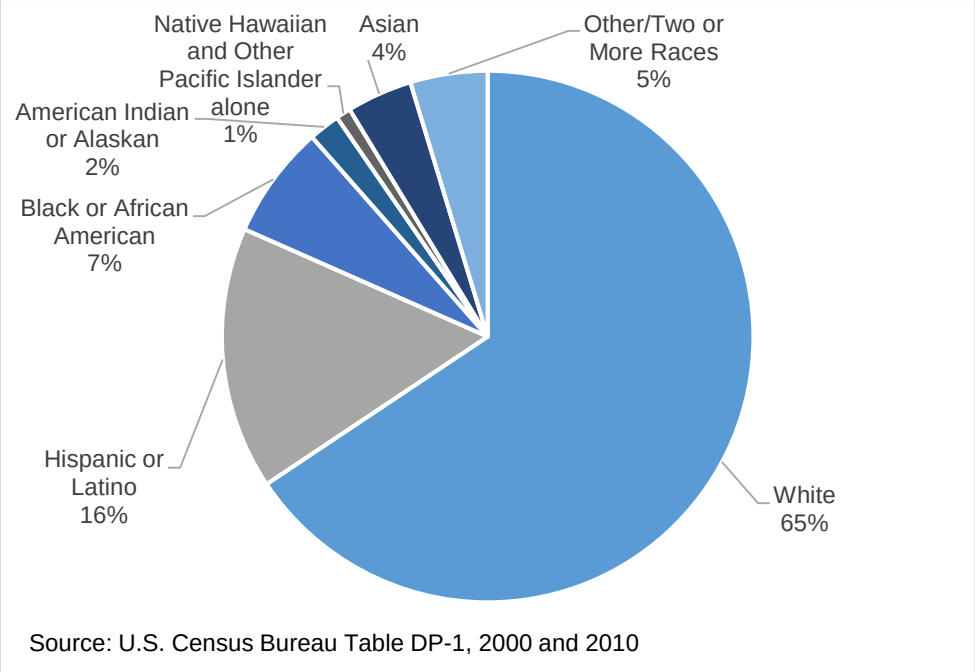


Source: U.S. Census Bureau Table DP-1, 2000 and 2010
Source: California Department of Finance E-1: City/County Population Estimates

Figure 2.1 Population Forecast

The majority of Weed's population is below 34 years old, with a median age of 32.7 (American Community Survey, 2013). The relatively young population is likely due to the presence of the College of the Siskiyous, which has an enrollment of over 2,000 students, some of whom live in Weed. The City also has a concentration of residents in the 50 to 60 year age cohort, with an equal distribution of males to females across all age cohorts. The median income in Weed is $28,170, which is about half the median income of the State of California. Additionally, the City has a greater number of

households earning less than $15,000 annually than Siskiyou County or California and no households earning over $100,000. These figures are likely skewed due to the large college population in Weed. Compared to Siskiyou County, Weed is a relatively diverse city. The majority of the population is White, with Hispanic or Latino comprising 16 percent of the total population and 7 percent Black or African American (U.S. Census Bureau, 2010). Figure 2.2 shows the ethnic composition of Weed.



Source: U.S. Census Bureau Table DP-1, 2000 and 2010

Figure 2.2 Ethnicity of Weed

2.4.2 Commuting Characteristics

Table 2.1 shows the commuter mode split in Weed in comparison to Siskiyou County, California, and the United States. The City of Weed has a significantly larger percentage of commuters that walk to work, as well as a slightly larger percentage of workers commuting by taxicab, motorcycle, or other means. The percentage of commuters that drive alone, carpool, or work at home is relatively similar to the County, State, and Country. A notable difference in Weed's commuter mode split is that the percentage of the population that uses a bicycle or public transit to get to work is zero.

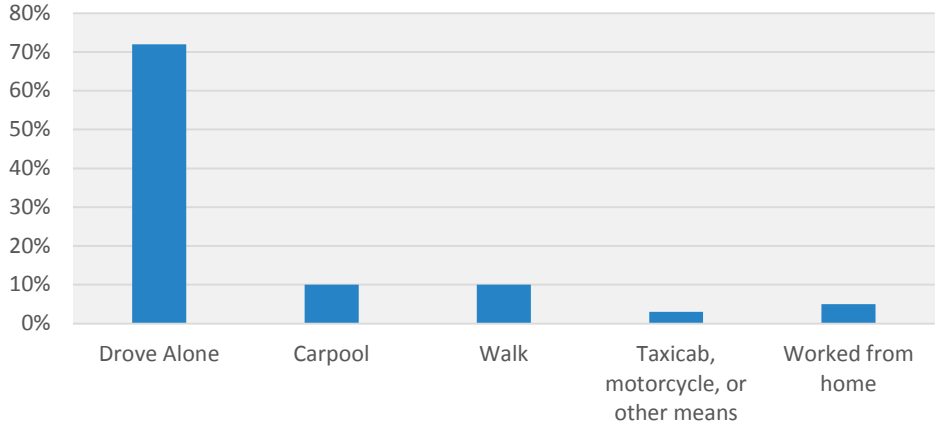
Table 2.1

Means of Transportation to Work for the City, County, State and Country, 2013

Mode	Weed	Siskiyou County	California	United States
Drive Alone	72.3%	71.3%	73.2%	76.3%
Carpool	10.3%	12.0%	11.3%	9.8%
Public Transportation (excluding taxicab)	0.0%	0.7%	5.2%	5.0%
Walk	10.1%	5.2%	2.7%	2.8%
Bicycle	0.0%	0.3%	1.1%	0.6%
Taxicab, motorcycle, or other means	2.3%	1.4%	1.3%	1.2%
Worked at home	5.0%	9.2%	5.2%	4.3%

Source: U.S. Census, Table S0801 Commuting Characteristics by Sex, 2009-2013 American Community Survey 3 Year Estimates

Figure 2.3 shows a breakdown of the means of transportation to work in Weed. These commuter characteristics demonstrate that Weed's existing condition is suitable to pedestrian activity, and that improving the existing pedestrian network could encourage even more residents to walk to work. Additionally, the lack of bicycle commuters demonstrates that significant improvements are needed to make biking a more attractive commuting option for the City's residents.

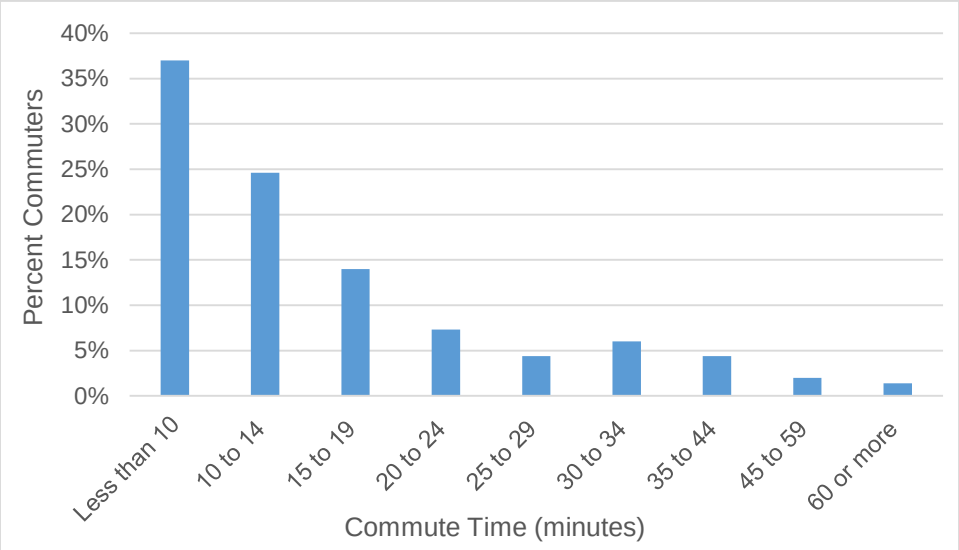


Source: U.S. Census, Table S0801 Commuting Characteristics by Sex, 2009-2013 American Community Survey 3 Year Estimates

Figure 2.3 Means of Transportation to Work, 2013

Figure 2.4 shows the distribution of mean travel time to work in Weed. Residents have a mean travel time to work of 14.4 minutes, indicating that many places of employment are located within relatively close proximity to the City. Most residents (43%) travel less than 10 minutes to work, with very few residents commuting more than 19 minutes. Commuting time is an important consideration for bicycle and pedestrian planning because home and work-based trips are the most common trip purposes.

Understanding commute times and routes is important for determining the type and location of infrastructure to best fit commuters' needs.



Source: U.S. Census, Table S0801 Commuting Characteristics by Sex, 2009-2013 American Community Survey 3 Year Estimates

Figure 2.4 Travel Time to Work in Weed

2.4.3 Themes in Community Feedback

This section summarizes the results of community feedback gathered from September, 2015 through February, 2016. Four public meetings were held as part of the 2040 General Plan update project, which included feedback related to active transportation in Weed. An online survey was also distributed to businesses, schools, and residents of Weed. The complete results of the online survey are listed in Appendix A. In addition, stakeholder interviews were conducted to ensure representation from all groups within the community.

Focus Group Meetings

Community Meeting #1

During the first community meeting held on October 10, 2015, residents were asked to comment on the strengths and barriers of the City, as well as their wishes for the future. Participants did not express any strengths in terms of the City's bicycle and pedestrian network. The barriers identified were that Weed has limited infrastructure and services for alternative transportation as well as insufficient access to parks and youth-centered recreation programs. Participants wished for better connectivity between parks and

public open space as well as improved safety and accessibility for alternative modes of transportation.

Community Meeting #2

During the second community meeting on November 22, 2015, residents were asked to vote on their preferences for circulation in Weed. When asked what modes of transportation to prioritize, the majority of participants expressed that the City should focus on biking and walking. Participants were also asked where sidewalk repair should be prioritized. Central Weed received the majority of votes, with Angel Valley and Bel Air following consecutively.

Community Meeting #3

Community meeting #3 was held on February 20, 2016 to gather resident's opinions on three different growth alternatives for the future of Weed, each of which contained a distinctive circulation plan. Participants were invited to vote on the outcomes of each alternative plan. A strong majority of participants liked the idea of enhancing mobility and connectivity within Weed, improving bicycle infrastructure, and increasing access to parks, open space and public transportation.

Survey Results

The online survey was the primary tool used to gather thoughts, opinions, and feedback about active transportation in Weed. The survey was distributed through various community stakeholders, postings on Facebook, local businesses, and schools. The survey questions aimed to gather information on why and how frequently people use active transportation in Weed, the most common bicycle and pedestrian routes, and what improvements might encourage people to walk and bike more. The results are summarized below.

General:

- 90 percent of respondents drive frequently.
- 25 percent of respondents walk frequently.
- 13 percent of respondents bike frequently.
- The majority of respondents have a commute time of 6 to 10 minutes.

Pedestrians:

- Most respondents walk daily for recreation, commuting, or to walk a pet.
- People primarily walk in the following areas: downtown, College of the Siskiyous, the Bear Trail, South Weed Boulevard, and School House Hill.
- Most respondents expressed that better sidewalk conditions would encourage them to walk more.

Bicyclists:

- Most respondents bike regularly for recreation, shopping, or commuting.
- People primary bike along the following roads: Main Street, College Avenue, and South Weed Boulevard.
- Most respondents expressed that bike lanes that are separated from vehicle traffic would encourage them to bike more.

Summary of other comments:

- More bike parking around the City.
- More bike lanes.
- Multi-use trails throughout the City that connect to surrounding areas.
- Improved crossing conditions along South Weed Boulevard.
- Improved lighting and signage.
- A more complete sidewalk network.
- Better enforcement of speed laws.
- Bicycle and pedestrian improvements around schools.

Stakeholder Interviews

To supplement the online survey, 20 phone interviews were held in order to ensure representation from all sectors of the community. Many of the interviewees were people who are involved with advancing active transportation or who frequently bike or walk in Weed to gain a better assessment of the strengths and barriers. The feedback gathered during the interview process is summarized below.

- Low accessibility due to street network layout
- Improve pedestrian crossings along South Weed Boulevard and Main Street
- Focus on bike and pedestrian improvements in near Weed High School and Weed Elementary School
- Expand trail network, especially focusing on a connection between Weed and Mount Shasta.
- Focus on bike routes through central Weed and in Bel Air
- Improve connection between north and south Weed
- Improve signage for bikes and pedestrians
- More bike parking
- Need a strong focus on safety

3 EXISTING CONDITIONS

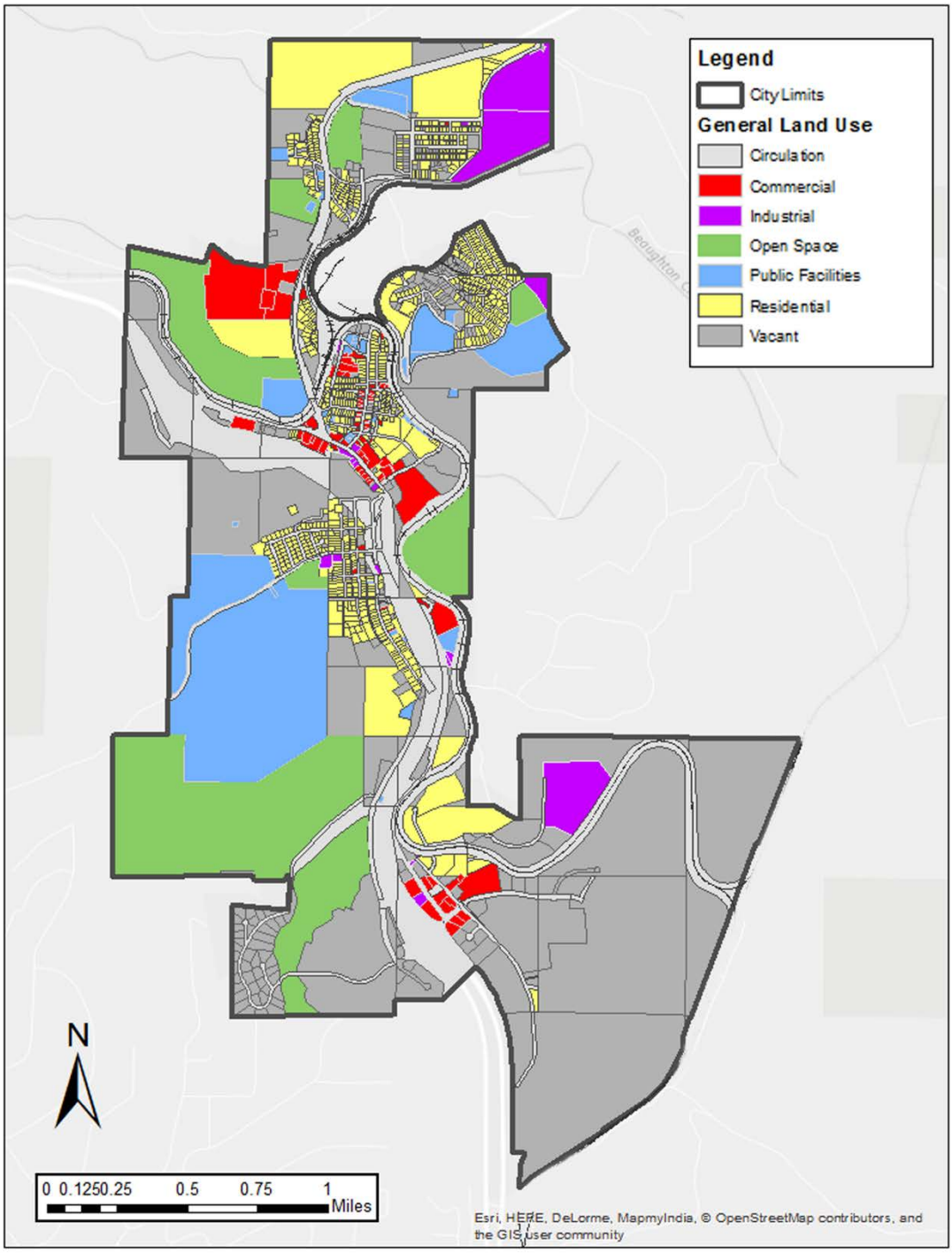
3.1 Introduction

This chapter describes existing conditions in the City of Weed as they relate to active transportation. A City's land use patterns and street network can significantly impact transportation decisions. Understanding these conditions is fundamental to improving mobility, connectivity, and accessibility for all users. This chapter also provides a description of regional bicycle routes, sidewalk conditions, and bicycle and pedestrian count volumes that were observed during a field study on March 31, 2016. These existing conditions serve as a foundation for the development of the proposed bicycle and pedestrian network.

3.2 Land Use

Land use plays a strong role in a city's circulation network. When land uses are located in close proximity to one another, they are more accessible on foot or by bike. On the contrary, sprawling land uses can discourage bicyclists and pedestrians by requiring long travel times, more physical effort, and fewer destinations concentrated in a given area. Additionally, the scale of sprawling development and accompanying roadways typically do not contribute to a safe and comfortable biking or walking experience.

Figure 3.1 shows the existing land uses in Weed. Most of the developed land in Weed is residential, with single-family homes comprising the majority of the City's housing stock. There is also a significant amount of open space, with three recreational parks located within city limits and a large plot of passive open space south of College of the Siskiyous (COS). COS and other public facilities make up about 10 percent of Weed's total land, including the Weed Elementary School and High School, Cal Fire, and the Weed Volunteer Fire Department. Commercial and industrial land make up a small percentage of land in Weed. Highway-serving commercial development in South Weed consists of large-scale retailers that cater to passersby on I-5. However, mixed-use and retail land uses in downtown are more pedestrian-oriented and have potential to accommodate active modes of transportation.



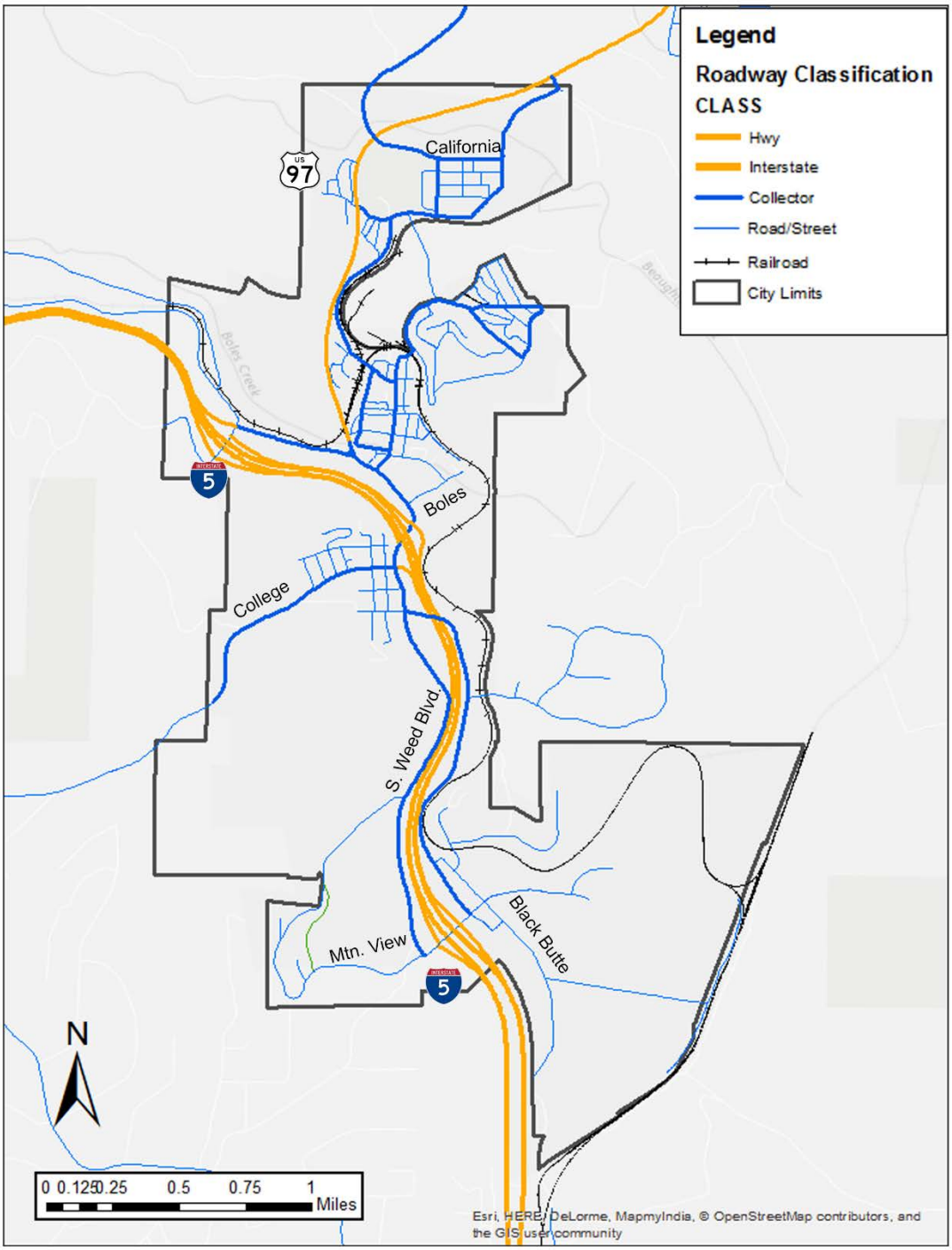
General Land Use Map

Weed Bicycle and Pedestrian Master Plan

Figure 3.1 General Land Use Map

3.3. Roadway Network

Weed's circulation network is predominantly auto-oriented. While some neighborhoods are characterized by a grid network, the City's streets are generally laid out in a curvilinear pattern that follows I-5. I-5 is the main connection between north and south Weed, with South Weed Boulevard serving as the only non-freeway alternative. US 97 is also an important connection between Weed and surrounding areas north of the City. Figure 3.2 shows the City's roadway network. Each residential neighborhood has two to three collector roads (bolded in blue) which collect traffic from smaller "local" roads. These collector roads typically have higher traffic speeds and volumes, which can be perilous for people walking or biking. Collector roads typically have a larger right-of-way, and are therefore more likely to have space to accommodate separated bicycle and pedestrian infrastructure. Local roads can provide a more comfortable experience for cyclists and pedestrians due to lower traffic volumes and speeds. However, Weed's circulation network has poor connectivity between neighborhoods, which limits access to safe routes and forces people to use roadways with unsafe conditions.



Street Network Map

Weed Bicycle and Pedestrian Master Plan

Figure 3.2 Street Network Map

3.4 Estimated Number of Bicycle and Pedestrian Commuters

On March 31, 2016, a field survey was conducted to gather information about bicycle and pedestrian volumes at specific intersections in Weed. Data was collected during the AM peak period from 7:00 AM to 9:00 AM at the intersections of US 97 and Main Street, US 97 and Boles Street, South Weed Boulevard and College Avenue, and Main Street and Davis Street. Mid-day counts were observed from 12:00 PM to 1:00 PM at US 97 and Main Street, US 97 and Boles Street, and Vista Drive and Shastina Boulevard in South Weed. PM peak counts were observed at the same intersections as the AM peak from 4:00 PM to 6:00 PM. The temperature during the AM peak was approximately 34 degrees, which could explain why there were less pedestrians observed in the morning. The PM peak temperature was about 73 degrees. About twice as many pedestrians were observed during the PM peak period. Many bicyclists and pedestrians were observed crossing at undesignated locations and bicyclists were observed riding on sidewalks. Bicyclists and pedestrians who crossed the street mid-block were not included in the count data. The majority of bicyclists observed seemed to be riding for recreational purposes, with a few students and commuters making up the remainder. It should be noted that although the census maintains a 0.0% bicycle commuter mode split in Weed, there are in fact residents to commuter by bike. Table 3.1 and Table 3.2 show the observed bicycle and pedestrian count volumes.

Table 3.1

Observed Bicycle Counts			
Intersection	AM Peak	Mid-day	PM Peak
US 97 & Main St.	5	3	3
US 97 & Boles St.	3	0	4
Vista Drive & Shastina Blvd.	--	0	--
S. Weed Blvd. & College Ave.	4	--	3
Main St. and Davis St.	1	--	2

Table 3.2

Observed Pedestrian Counts			
Intersection	AM Peak	Mid-day	PM Peak
US 97 & Main St.	12	17	22
US 97 & Boles St.	14	16	28
Vista Drive & Shastina Blvd.	--	5	--
S. Weed Blvd. & College Ave.	7	--	13
Main St. and Davis St.	2	--	25

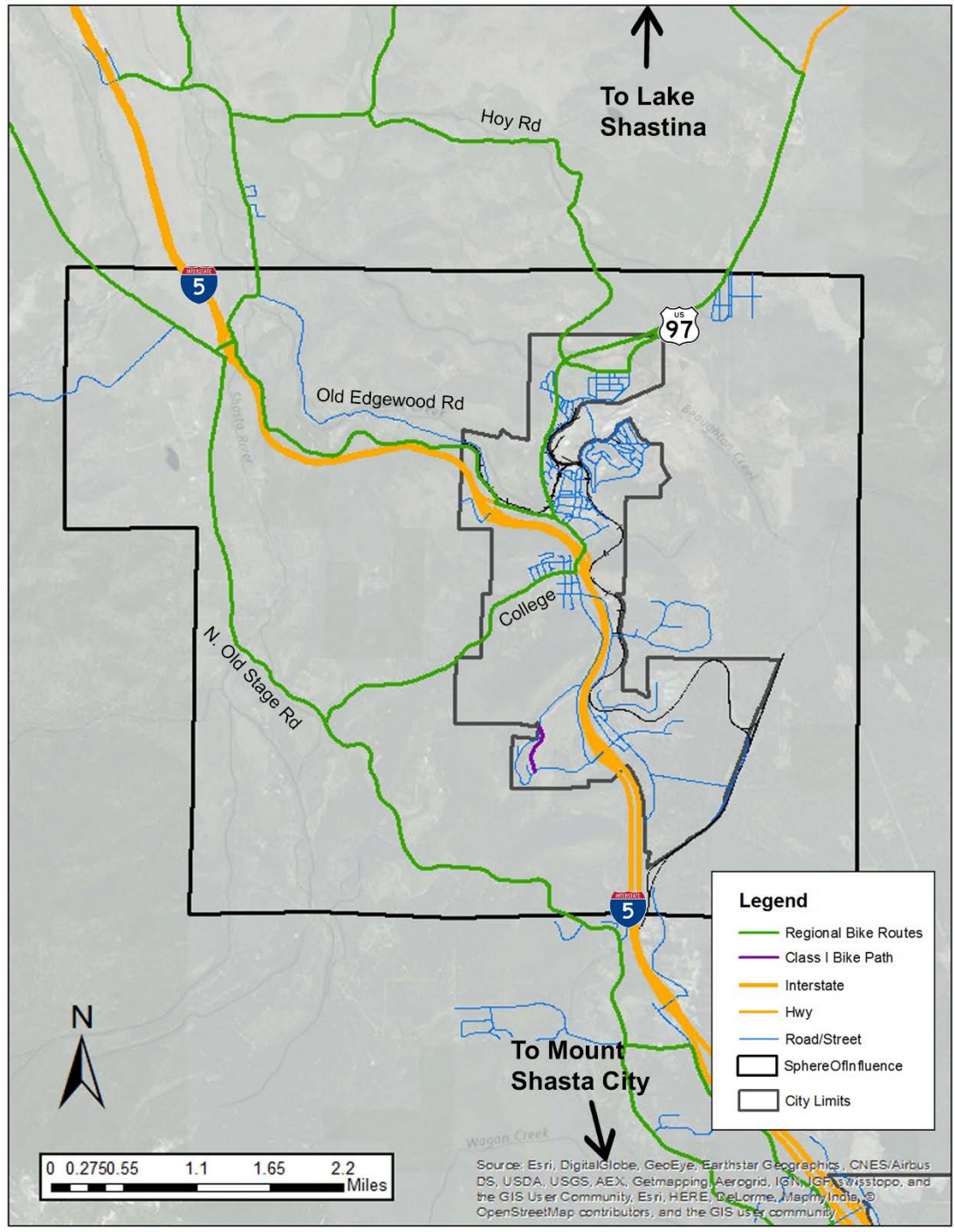
3.5 Bicycle Facilities

Section 890.4 of the California Streets and Highways Code provides standard definitions of bicycle facility types. The Code categorizes the following bicycle facility types:

Class I: Bike paths or shared use paths provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.	
Class II: Bike lanes provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.	
Class III: Bike routes provide a right-of-way on-street or off-street and are designated by signs or permanent markings and shared with pedestrians and motorists.	
Class IV: Cycle tracks or separated bikeways promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway which is separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.	
Source: California Streets and Highways Code Section 890.4.	

Figure 3.3 Bicycle Facility Types

There are very few official bicycle facilities in Weed. The City has no Class II bike lanes or Class III shared roadway facilities; however, there is a paved multi-use path (Class I) in South Weed that connects the northern and southern segments of the Mountain View Drive loop. During the land use inventory, bicycle parking was observed at the Weed Mercantile Mall at the northern end of Main Street and at the College of the Siskiyous. Although there are minimal provisions for cyclists in Weed, the surrounding area is considered a prime location for recreational road biking, with many scenic routes that connect the area's peaks and valleys. Unlike many highways in California, bicycles are permitted to ride along the shoulder of I-5 in the area's surrounding Weed due to the lack of other options. In relatively rural areas like Siskiyou County, road shoulders are often the only viable space for cyclists to ride, and should therefore be included in the consideration of regional bicycle routes. Figure 3.4 shows the on-road bicycle routes surrounding Weed that are primarily used for recreational purposes. These routes were determined from community outreach, online resources that list bicycle routes in Siskiyou County, and bicycle route data from Strava. These routes are important to consider to ensure that the City's bicycle network is connected to regional bike routes.



Regional Bike Route Map

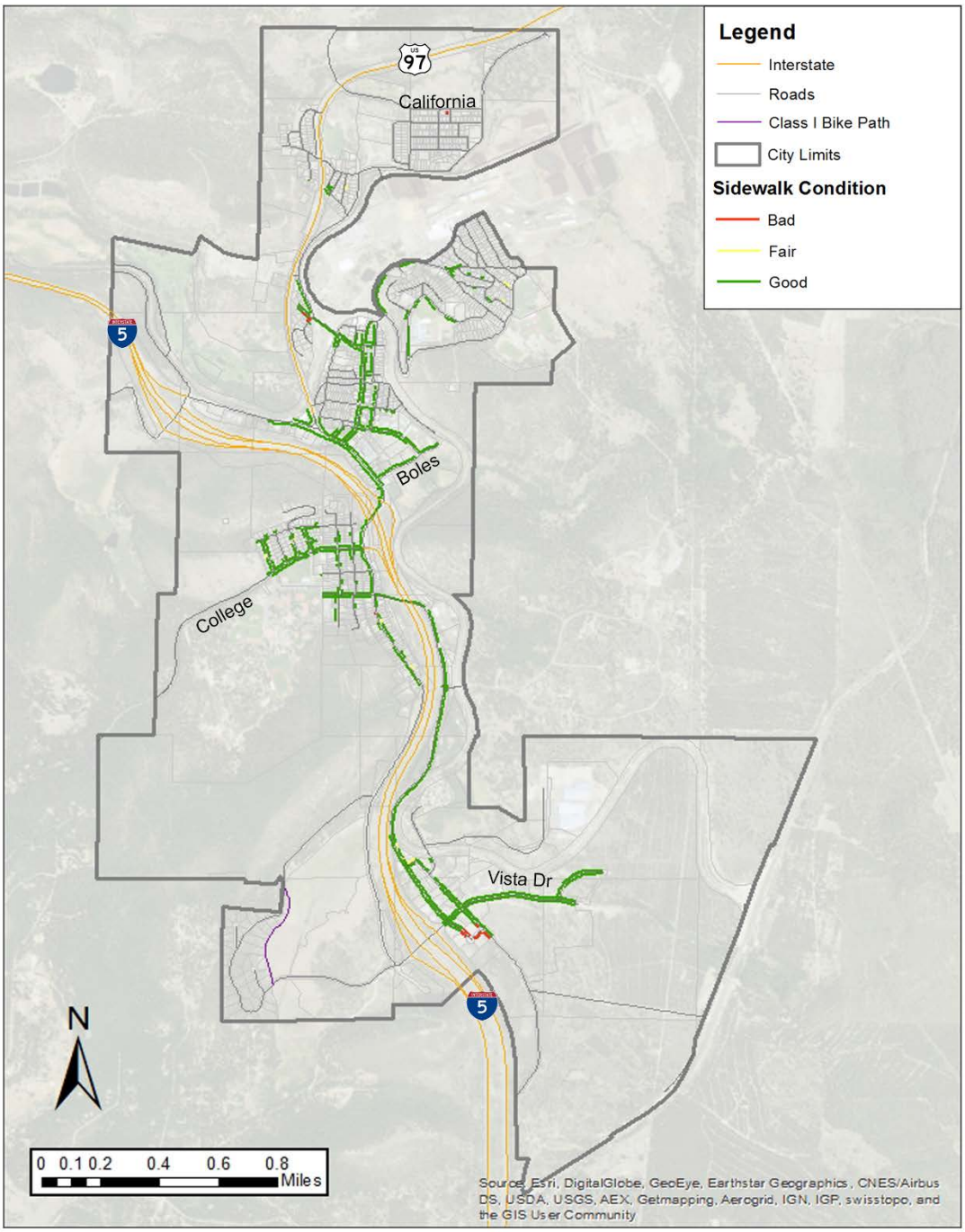
Weed Bicycle and Pedestrian Master Plan

Figure 3.4 Regional Bike Route Map

3.6 Pedestrian Facilities

Sidewalks

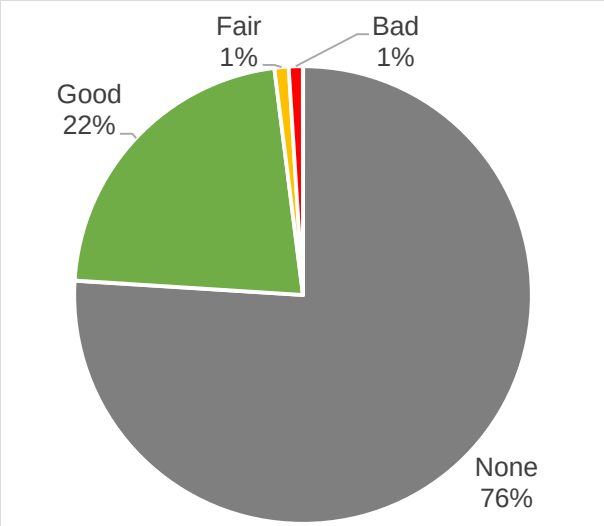
During the land use inventory, sidewalk data was collected for every parcel in Weed that indicated whether the sidewalk was in ‘good’, ‘fair’, or ‘poor’ condition. Sidewalk infrastructure in Weed is generally lacking. Most residential areas lack sidewalks altogether, especially in Angel Valley, Lincoln Heights, School House Hill, and Historic Downtown. Bel Air has the most complete network of sidewalks compared to the rest of the City’s neighborhoods. South Weed has relatively good sidewalk conditions due to commercial development that requires developers to provide adequate sidewalks on the property. South Weed Boulevard and Main Street also have adequate sidewalk conditions, which is where the majority of pedestrian activity occurs in Weed. Although the majority of the City’s roads lack sidewalks, the sidewalks that do exist are in good condition. Very few parcels contain sidewalks that are in fair or poor condition. Figure 3.5 shows the sidewalk conditions in Weed by location. Figure 3.6 shows the breakdown of sidewalk conditions by mileage.



Sidewalk Conditions Map

Weed Bicycle and Pedestrian Master Plan

Figure 3.5 Sidewalk Conditions Map



Source: Cal Poly Land Use Inventory, 2015

Figure 3.6 Sidewalk Conditions

Crosswalks

California Vehicle Code Section 275 defines a crosswalk as: (a) a portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street or (b) any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Crosswalks are a critical piece of infrastructure that contribute to pedestrian safety, comfort, and accessibility. There are only a handful on intersections in Weed with official designated crosswalks. South Weed Boulevard has crosswalks at three locations: the intersection of North Weed Boulevard at Ray's Grocery, the Main Street Crossing, and at Boles Street. All three of the intersections have ADA accessible ramps, and the first two contain hand-activated walk beacons that coordinate pedestrian movement with signal timing. The conditions of these three intersections are shown below. The bottom three figures show intersections that are frequently used by pedestrians but do not contain designated crosswalks or pedestrian amenities. Crosswalks also exist along South Weed Boulevard along the east side of the I-5 underpass. Lastly, there are textured crosswalks with ADA accessible ramps along Main Street that enhance the street's walkability.

US 97 / North Weed Boulevard

US 97 / Main Street

US 97 / Boles Street

South Weed Boulevard / College Ave

Main Street / Davis Street

Vista Drive / Shastina Drive

Figure 3.7 Crossing Conditions in Weed

Recreational Paths

There are many recreational paths throughout Weed and the surrounding area. Black Butte in South Weed is a popular recreation are, with a trail leading up to the summit that begins along the Everett Memorial Highway about halfway between Weed and Mount Shasta. There are also some undesignated pedestrian paths in the open space west of I-5 in South Weed, which was the proposed location of the Weed Botanical Gardens. Another undesignated path begins at the tip of South Davis Street and connects to Hidden Meadow Drive to the east of the railroad tracks.

Bear Trail

The Bear Trail is the most popular pedestrian path in Weed, which was frequently referenced throughout the community outreach process. The trail begins at the College of the Siskiyous and spans 1.7 miles around the campus. Figure 3.8 shows a map of the Bear Trail in relation to the COS campus.

Figure 3.8 Bear Trail

4 NEEDS ASSESSMENT

4.1 Introduction

The purpose of the Needs Assessment is to identify gaps in the City's existing active transportation network in order to prioritize areas for improvement. The Needs Assessment takes into consideration the current conditions in Weed, as well as projected future conditions based on the 2040 General Plan. Future land uses will significantly influence transportation demand, and must be considered in order to ensure that biking and walking are accessible options. The Needs Assessment identifies current and future activity centers, connectivity between activity centers, an inventory of bicycle and pedestrian infrastructure to identify deficiencies, and safety needs based on the City's collision history.

4.2 2040 Vision

Bicycle and pedestrian needs in the City of Weed were identified based on existing conditions as well as proposed land uses in the 2040 General Plan update. The 2040 General Plan accommodates growth in population, housing, and employment by concentrating development in core areas of the City. The Plan establishes neighborhood commercial centers in six key growth areas in order to stimulate economic growth and foster vibrant and walkable neighborhoods. One of the Plan's fundamental concepts is improved mobility, access, and connectivity for all modes of transportation. Identifying the needs of bicyclists and pedestrians is the first step to developing an implementation tool that can be used to realize this vision.

Figure 4.1 shows the proposed land uses in the 2040 General Plan and Figure 4.2 shows the proposed circulation network. The Bicycle and Pedestrian Master Plan should aim to support future growth by planning an active transportation network that connects key growth areas and ensures that residents have adequate access to parks and open space, schools, community facilities, and retail establishments. Based on the land uses proposed in the 2040 General Plan, Weed will experience increased commuter travel throughout the City to access office and retail establishments located in each neighborhood center. Office jobs are expected to increase along Main Street, North Weed Boulevard, and College Avenue; therefore, the Bicycle and Pedestrian Master Plan should aim to accommodate bicycle and pedestrian commuters between these corridors and the City's residential areas. The Plan also proposes an increase in parks and open space, especially in South Weed, which should be connected to provide safe and comfortable recreational routes throughout the City. Safe and convenient

active transportation routes should also be prioritized near College of the Siskiyou, Weed Elementary School, and Weed High School to ensure that students and faculty can access these destinations on foot or by bike.

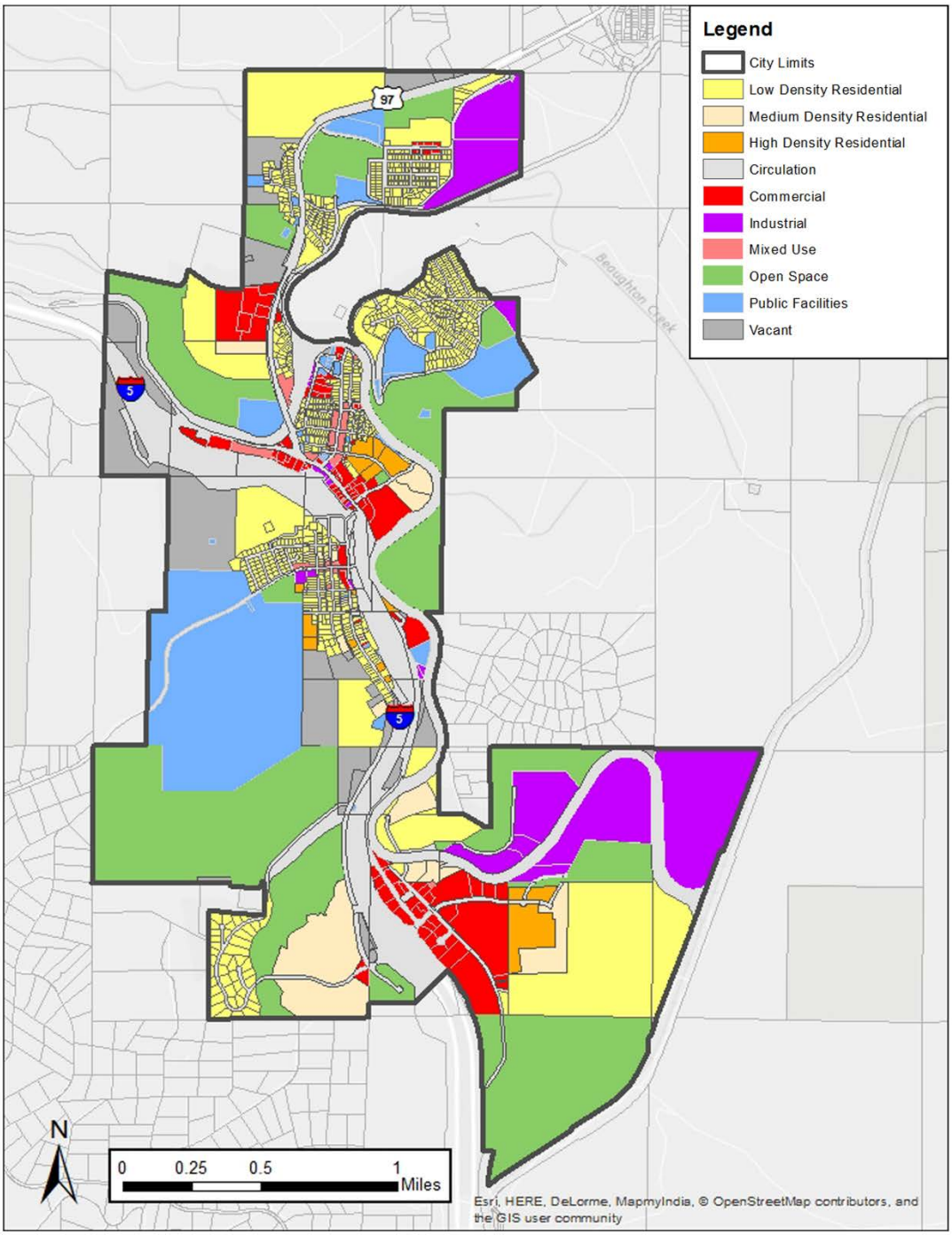
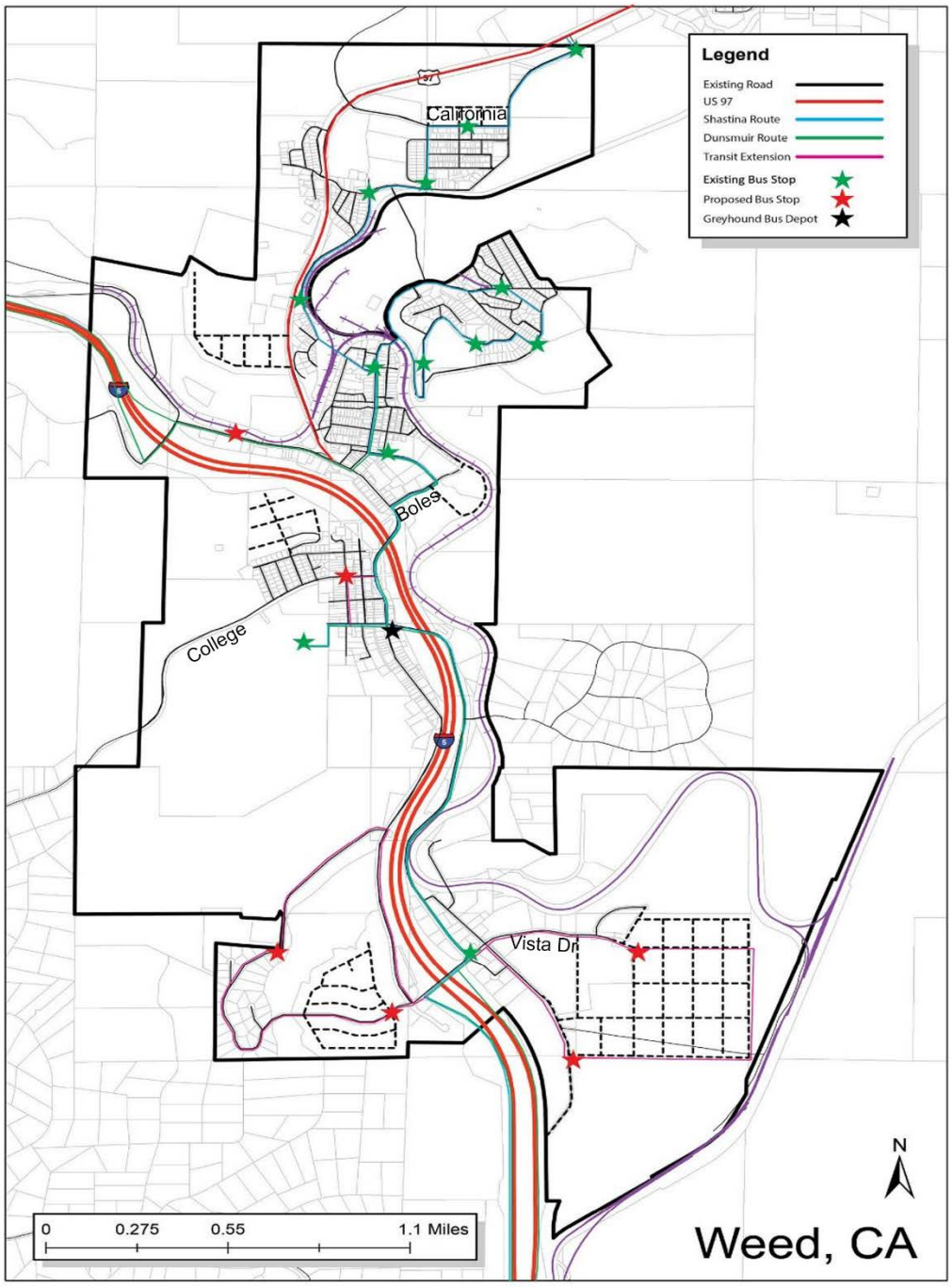


Figure 4.1 2040 General Land Use Map



2040 General Plan Circulation Map

Weed Bicycle and Pedestrian Master Plan

Figure 4.2 2040 General Plan Circulation Map

4.3 Activity Centers

Identifying major activity centers in Weed is important to identifying transportation routes that connect the City's trip generating land uses. For the purpose of the Needs Assessment, trip-generating land uses include neighborhood commercial centers, parks, and schools. Connectivity between parks and recreational activities was repeatedly mentioned as a priority throughout the community outreach process. Connecting neighborhood commercial centers will ensure that residents can commute on foot or by bike, and that retail establishments can be accessed from residential areas. Schools were considered trip-generating land uses (especially College of the Siskiyous) because students typically have a high potential for using active transportation. Due to the City's street network formation and the constraints of I-5 and the CORP rail line, there are limited options for bicyclists and pedestrians to travel between activity centers. This lack of accessibility will require improvement along the City's existing roads (which have minimal space for expansion), or the establishment of alternative bicycle and pedestrian routes.

Figure 4.3 shows the location of trip generating activity centers in Weed. The roadways highlighted in orange represent links between activity centers that provide the shortest and most efficient access routes. Bicycle and pedestrian improvements that focus on safety and accessibility should be prioritized along these routes in order to achieve a connected active transportation network throughout the City. Residential land uses are not shown on the map because they are distributed throughout each of the City's neighborhoods; thus, connecting each growth area will ensure that residents have access between neighborhoods. The following sections provide further detail on the specific needs for bicyclists and pedestrians along these routes.

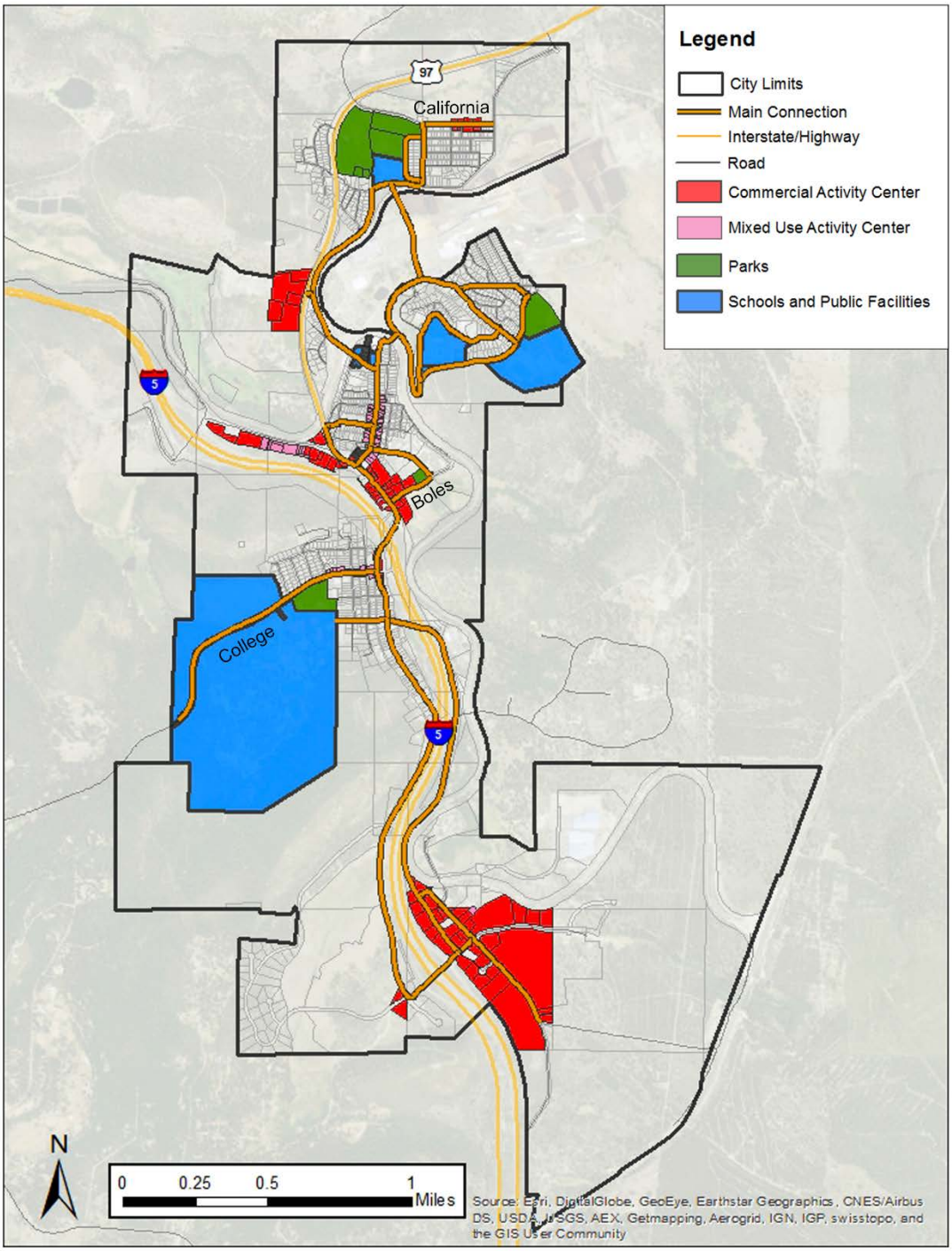


Figure 4.3 Activity Centers Map

4.4 Bicycle Facility Evaluation

Bicycle Facility Inventory

A bicycle facility inventory was conducted to determine the primary needs of each roadway segment in Weed. The selected segments are based on the main roadway connectors between activity centers; however, some additional roads were included that are important connections within neighborhoods. The purpose of the inventory is to determine the strengths and deficiencies of Weed's roadway infrastructure as it relates to biking in order to identify areas that require improvement. Road width data was collected to determine the spatial feasibility of bicycle facilities along Weed's roads, which is important when determining design recommendations. Street classification is included because it can be an indicator of the speed and volume of vehicular traffic, which greatly affects a street's suitability to bicycle travel. Pavement quality also contributes to the comfort and safety of cyclists. Roadways with poor pavement quality located along main connector roadways are areas where pavement repair should be prioritized. It is also important to distinguish the number of conflict points (commercial driveways and intersections) along each segment to determine areas where intersection treatment is necessary. Table 4.1 lists the identified needs of each segment based on these factors.

Table 4.1

Inventory of Bicycle Conditions							
Neighborhood	**Road Segment**	**Road Width (ft)**	**Street Classification**	**Pavement Quality**	**Shoulder**	**Conflict Points**	**Identified Needs**
Angel Valley	US 97: Angel Valley Rd - Hoy Rd	48	Highway	Good	12ft	1	
	US 97: Hoy Rd - E. Lincoln Ave	48	Highway	Good	12ft	1	
	US 97: E Lincoln Ave - Alamo Ave	48	Highway	Good	12ft	0	
	California St: US 97 - Morris St	25	Collector	Fair	0	0	Paved shoulder
	California St: Morris St - Angel Valley Rd	**25**	**Collector**	**Fair**	**8ft - not paved**	**2**	**Paved shoulder**
	E Lincoln Ave: US 97 - Railroad Ave	30	Collector	Fair	0	3	Shared roadway amenities
	E Lincoln Ave: Railroad Ave - Roseburg Pkwy	**38**	**Collector**	**Fair**	**0**	**0**	**Bike lane, traffic calming**
	Broadway Ave: Roseburg Pkwy - Union St	**36**	**Collector**	**Fair**	**0**	**1**	**Bike lane**
	Union St: Broadway Ave - Angel Valley Rd	20	Collector	Poor	0	2	Paving, sharrows
	Angel Valley Rd: California St - US 97	20	Collector	Fair	0	0	Shared roadway amenities
	Morris St: Broadway Ave - California St	**20**	**Collector**	**Good**	**6ft - not paved**	**4**	**Shared roadway amenities**
	Railroad Ave: E Lincoln St - Alamo Ave	**26**	**Collector**	**Fair**	**0**	**1**	**Bike lanes**
School House Hill							
	N Davis Ave: Main St - Shasta Ave	**30**	**Collector**	**Poor**	**0**	**3**	**Paving, sharrows**
	N Davis Ave: Shasta Ave - Hillside Dr	18	Collector	Poor	0	5	Shared roadway amenities
	S Davis Ave: Main St - Hillside Dr	**30**	**Collector**	**Fair**	**0**	**0**	**Shared roadway amenities**
	S Davis Ave: Hillside Dr - Weed Library	**30**	**Collector**	**Fair**	**0**	**3**	**Shared roadway amenities**
	S Davis Ave: Weed Library - Shasta Ave	**25**	**Collector**	**Fair**	**0**	**1**	**Shared roadway amenities**
	Hillside Dr: S Davis Ave - Como St	**20**	**Collector**	**Fair**	**0**	**5**	**Shared roadway amenities**
	Shasta Ave: N Davis Ave - Hillside Dr	**30**	**Collector**	**Fair**	**0**	**2**	**Shared roadway amenities**
	Mill St: N Davis Ave - Liberty Ave	15	Local	Fair	0	4	
North/South Weed Blvd							
	US 97: N Weed Blvd - Main St	**60**	**Highway**	**Good**	**12ft**	**ıny drivewa**	**Bike lanes, physical separation**
	US 97: Main St - Boles St	**60**	**Highway**	**Good**	**12ft**	**ıny drivewa**	**Bike lanes, physical separation**
	US 97: Boles St - College Ave	**60**	**Highway**	**Good**	**12ft**	**I-5 Ramps**	**Bike lanes**

Historic Downtow							
	Main St: US 97 - W Inez St	**40**	**Collector**	**Fair**	**0**	**1**	**Shared roadway amenities**
	Main St: W Inez St - Camino Ave	**40**	**Collector**	**Fair**	**0**	**1**	**Shared roadway amenities**
	Main St: Camino Ave - Park Way	**45**	**Collector**	**Fair**	**0**	**2**	**Shared roadway amenities**
	Alamo Ave: Railroad Ave - Main St	**38**	**Collector**	**Good**	**0**	**6**	**Bike lanes**
	Park St: Alamo Ave - W Division St	36	Collector	Fair	0	3	Shared roadway amenities
	Park St: W Division St - Grove St	20	Collector	Fair	0	1	Shared roadway amenities
	Grove St: Park St - Main St	20	Collector	Poor	0	0	
	East Lake St: Main St - Boles St	**36**	**Local**	**Fair**	**0**	**7**	**Bike lanes**
	Clay St	34	Local	Fair	0	0	Shared roadway amenities
	Gilman Ave	25	Local	Fair	0	2	
	Boles St	**37**	**Local**	**Fair**	**0**	**1**	**Bike lanes from Lake to US 97**
Bel Air							
	S Weed Blvd: College Ave - Siskiyou Way	**40**	**Collector**	**Fair**	**0**	**1**	**Bike lanes**
	S Weed Blvd: Siskiyou Way - Mtn View Dr	**30**	**Collector**	**Fair**	**0**	**0**	**Shared roadway amenities**
	College Ave: S Weed Blvd - Dakota St	**40**	**Collector**	**Good**	**0**	**2**	**Bike lanes**
	College Ave: Dakota St - Bel Air Ave	**40**	**Collector**	**Good**	**0**	**2**	**Bike lanes**
	Oregon St: College Ave - Siskiyou Way	22	Local	Fair	0	1	
	Walnut St: College Ave - Siskiyou Way	25	Local	Fair	8ft - not paved	1	
	Siskiyou Way: COS - Shastina Dr	**30**	**Local**	**Fair**	**0**	**5**	**Bike lanes**
South Weed							
	Shastina Dr: College Ave - Black Butte Dr	**35**	**Collector**	**Good**	**0**	**3**	**Bike lanes**
	Shastina Dr: Black Butte Dr - Vista Dr	**60**	**Collector**	**Good**	**12ft - paved**	**ıny drivewa**	**Shared roadway amenities**
	Black Butte Dr: Shastina Dr - Vista Dr	**40**	**Collector**	**Good**	**12ft - paved**	**1**	**Shared roadway amenities**
	Vista Dr: Black Butte Dr - I-5N Ramp	**58**	**Collector**	**Good**	**12ft - paved**	**2**	**Shared roadway amenities**
	Vista Dr: I-5N Ramp - Sugar Pine Rd	**40**	**Collector**	**Good**	**3ft - not paved**	**2**	**Shared roadway amenities**
	Mountain View Dr	22	Collector	Good	0	1	Shared roadway amenities

Level of Service

In addition to the bicycle facility inventory, a bicycle level of service (BLOS) analysis was conducted using the methodology from the Highway Capacity Manual (HCM). The BLOS analysis is based on traffic count data that is used to determine the relative cycling conditions of the City's most heavily used intersections. BLOS can be calculated for a given roadway link, intersection, or segment depending on the data available. BLOS is determined by physical roadway characteristics such as lane width, number of traffic lanes, shoulder width, number of driveways, percentage of parked cars along a given segment, pavement condition, sidewalk width, and bicycle facility type. Traffic flow characteristics are input as well, including through, left, and right turn volumes, percentage of truck traffic, and vehicle speed. Each of these characteristics are assigned a weight and are summed to determine the overall score. Link and intersection BLOS are calculated separately and summed based on a weighted adjustment factor to obtain the segment level of service. Table 4.2 shows the threshold values for bicycle and pedestrian level of service. Table 4.3 shows the results of the BLOS analysis. The results indicate that bicycling conditions along US 97/South Weed Boulevard are poor, particularly at the segment between Main Street and Boles Street. This is likely due to the lack of adequate bicycle facilities and the high volume of truck along the corridor.

Table 4.2

BLOS and PLOS Thresholds	
Max Score	**LOS**
< 2.00	A
2.75	B
3.50	C
4.25	D
5.00	E
> 5.00	F

Table 4.3

Bicycle Level of Service		
Segment	**Score**	**Rating**
US 97: Main - Boles	5.08	F
US 97: Boles - College	3.90	D
US 97: College - Siskiyou	4.57	E
College: Dakota - US 97	3.69	D
Boles: Lake - US 97	3.48	C
Main: US 97 - Camino	3.69	D

Main: Camino - Davis	3.81	D
N. Davis: Roseburg - Main	3.43	C
S. Davis: Main - Hillside	3.14	C
Shastina: Black Butte - Vista	4.03	D
Vista: I-5 NB On-Ramp - Black Butte	4.03	D

Summary of Bicycle Needs

Based on the bicycle facility inventory, bicycle level of service evaluation, community outreach, and existing conditions, the following list summarizes the primary needs for biking in Weed:

- Improved bicycle connectivity between north and south Weed
- Separated bicycle infrastructure along South Weed Boulevard
- Improved bicycling conditions in Bel Air and around College of the Siskiyous
- Improved bicycling conditions in School House Hill, especially surrounding Weed Elementary School and Weed High School
- Bike lanes along collector roads that link activity centers
- Shared roadway amenities along collector roads with lower traffic volumes
- Expansion of multi-use trails and Class I bike paths
- Signage and wayfinding that indicates bicycle routes throughout the City
- Increased bicycle parking
- Marketing Weed as a bicycle friendly city

4.5 Pedestrian Facility Evaluation

Pedestrian Facility Inventory

Similar to the bicycle facility inventory, an inventory of pedestrian conditions was conducted to identify the most beneficial treatments along each segment. The pedestrian facility inventory assesses the same roadway segments as the bicycle facility inventory, which are the main connections between the City's activity centers. The assessment includes sidewalk conditions along each segment, which is intended to supplement Figure 3.5, which shows the location of sidewalks in Weed. The data on sidewalk conditions gathered during the pedestrian facility inventory provide more detail on the condition and completeness of sidewalks along Weed's primary pedestrian corridors. Crosswalk conditions were observed as well. The majority of segments do not contain crosswalks, with the exception of intersections that cross US 97. The inventory of pedestrian amenities is intended to gather information on the state of signage, curb

ramps, street furniture, and other types of amenities that enhance the pedestrian experience. Many of the intersections that contain sidewalks also contain curb ramps, which can significantly affect the mobility of people with disabilities. Table 4.4 lists the identified needs of each segment based on sidewalks conditions, crosswalk conditions, and pedestrian amenities.

Table 4.4

Inventory of Pedestrian Conditions					
Neighborhood	**Road Segment**	**Sidewalk Condition**	**Crosswalk Conditions**	**Pedestrian Amenities**	**Identified Needs**
Angel Valley	US 97: Angel Valley Rd - Hoy Rd	None	None	None	
	US 97: Hoy Rd - E. Lincoln Ave	None	Across US 97	None	Improved crossing conditions at Lincoln
	US 97: E Lincoln Ave - Alamo Ave	None	None	None	
	California St: US 97 - Morris St	None	None	None	
	California St: Morris St - Angel Valley Rd	**None**	**None**	**Undesignated path**	**Sidewalks/walking path**
	E Lincoln Ave: US 97 - Railroad Ave	Incomplete	None	None	Sidewalks
	E Lincoln Ave: Railroad Ave - Roseburg P	**None**	**None**	**None**	**Sidewalks**
	Broadway Ave: Roseburg Pkwy - Union S	**None**	**None**	**None**	**Sidewalks**
	Union St: Broadway Ave - Angel Valley Rd	None	None	None	Sidewalks
	Angel Valley Rd: California St - US 97	None	None	None	Sidewalks
	Morris St: Broadway Ave - California St	**None**	**None**	**None**	**Sidewalks**
	Railroad Ave: E Lincoln St - Alamo Ave	**Undesignated**	**None**	**None**	**Sidewalks**
School House Hill					
	N Davis Ave: Main St - Shasta Ave	**North side - narrow**	**None**	**Curb ramps at White Ct.**	**Expand sidewalk, crosswalk at Roseburg Pkwy**
	N Davis Ave: Shasta Ave - Hillside Dr	None	None	None	Sidewalks
	S Davis Ave: Main St - Hillside Dr	**None**	**None**	**None**	**Sidewalks, crosswalk at Hillside**
	S Davis Ave: Hillside Dr - Weed Library	**Next to school - 4 ft**	**None**	**None**	**Extend sidewalk, schoolzone signs**
	S Davis Ave: Weed Library - Shasta Ave	**Incomplete**	**One at Shasta Dr.**	**None**	**Buffered sidewalk, improved crossing at Shasta Ave**
	Hillside Dr: S Davis Ave - Como St	**None**	**None**	**None**	**Sidewalk (one side), schoolzone signs, crossings to sch**
	Shasta Ave: N Davis Ave - Hillside Dr	**None**	**None**	**Stop controlled int.**	**Sidewalks, improved crossing at S. Davis**
	Mill St: N Davis Ave - Liberty Ave	None	None	Stop controlled int.	Sidewalks, Improve RR crossing
North/South Weed Blvd					
	US 97: N Weed Blvd - Main St	**Both Sides - Good**	**Long crossing distance**	**HAWK beacons, curb ran**	**Traffic calming, bulbouts, tree coverage**
	US 97: Main St - Boles St	**Both Sides - Good**	**Poor crossing conditions**	**Street lights**	**Improved crossing conditions, traffic calming, remove sidwalk obstructions**
	US 97: Boles St - College Ave	**One Side - Good (West)**	**Fair**	**Curb ramps/crossing at I-**	**Traffic calming, signage, sidewalk on east side**

Historic Downtow					
	Main St: US 97 - W Inez St	**Both sides -Good (tiled)**	**Good parallel to Main St**	**Curb ramps, streetlights**	**Crossings across Main St, bulbouts**
	Main St: W Inez St - Camino Ave	**Both sides -Good (tiled)**	**Good parallel to Main St**	**Curb ramps, streetlights**	**Expanded sidewalks, bulbouts, improved crossings**
	Main St: Camino Ave - Park Way	**Both sides - Narrow (wes**	**None**	**Some curb ramps**	**Curb ramps at S. Camino, crossing at City Hall**
	Alamo Ave: Railroad Ave - Main St	**Both sides - Good**	**None**	**some curb ramps**	**extend sidewalk north of RR crossing**
	Park St: Alamo Ave - W Division St	None	None	None	Sidewalks, crosswalk at Nursing Home
	Park St: W Division St - Grove St	None	None	None	Sidewalks
	Grove St: Park St - Main St	None	None	None	Sidewalks
	East Lake St: Main St - Boles St	**Both sides - Fair**	**None**	**Some curb ramps**	**Complete sidewalks**
	Clay St	One side - Good (east)	None	None	Sidewalk on west side
	Gilman Ave	One side - Fair (west)	None	None	Sidewalk on east side
	Boles St	**One side - Good (north)**	**Good - across Boles at US**	**None**	**Sidewalk on south side, crossing at Lake**
Bel Air					
	S Weed Blvd: College Ave - Siskiyou Way	**One side - Good (west)**	**None**	**School crossing sign**	**Sidewalk on east side, crossing at College and Siskiyou**
	S Weed Blvd: Siskiyou Way - Mtn View D	**Incomplete**	**None**	**None**	**Complete sidewalks**
	College Ave: S Weed Blvd - Dakota St	**Both sides - Good**	**None**	**None**	**Widen sidewalks, bulbouts, traffic calming**
	College Ave: Dakota St - Bel Air Ave	**Both sides - Good**	**None**	**Buffered sidewalk by par**	**Improved crossings to COS, bulbouts, traffic calming**
	Oregon St: College Ave - Siskiyou Way	None	None	None	Sidewalks
	Walnut St: College Ave - Siskiyou Way	None	None	None	Sidewalks
	Siskiyou Way: COS - Shastina Dr	**Good (one missing sectic**	**None**	**Curb ramps**	**Complete sidewalks, crossing to COS**
South Weed					
	Shastina Dr: College Ave - Black Butte Dr	**One side - Good (east)**	**None**	**None**	**Widen east sidewalk**
	Shastina Dr: Black Butte Dr - Vista Dr	**Both sides - Good**	**None**	**None**	**Crossings**
	Black Butte Dr: Shastina Dr - Vista Dr	**Both sides - Good**	**None**	**None**	**Crossings**
	Vista Dr: Black Butte Dr - I-5N Ramp	**Incomplete**	**None**	**None**	**Lights along underpass, complete sidewalks**
	Vista Dr: I-5N Ramp - Sugar Pine Rd	**None**	**None**	**None**	**Sidewalks**
	Mountain View Dr	None	None	None	Sidewalk (one side)

Level of Service

The level of service methodology was also used to evaluate the relative suitability of pedestrian conditions at five locations in Weed. Pedestrian level of service (PLOS) is based on many of the same factors as BLOS, but places more importance on characteristics that impact pedestrian comfort and safety, including sidewalk width, crossing distance, vehicle turn volumes, and average delay to cross the street. Table 4.5 shows the results from the PLOS analysis. The US 97/South Weed Boulevard corridor was ranked PLOS “C” for both the northbound and southbound direction, indicating that there is room for improvement. Some of the high-scoring characteristics of the segment include the large sidewalk width, relatively short crossing distance, and short delay times. Similar to the BLOS analysis, high truck volumes and fast traffic speeds detract from pedestrian comfort and safety along the corridor. In terms of intersection PLOS, the intersection of Main Street and Davis Street scored an “A” due to very low traffic volumes, even through the intersection lacks sufficient sidewalks. Similarly, Vista Drive and Shastina Boulevard received a “B” score due to low traffic volumes and short crossing distances despite heavier truck traffic at the intersection.

Table 4.5

Pedestrian Level of Service		
Segment	**Score**	**Rating**
US 97: Main - Boles	3.38	C
US 97: Boles - College	3.62	D
US 97: College - Siskiyou	3.74	D
College: Dakota - US 97	3.00	C
Boles: Lake - US 97	2.37	B
Main: US 97 - Camino	2.23	B
Main: Camino - Davis	2.02	B
N. Davis: Roseburg - Main	2.22	B
S. Davis: Main - Hillside	2.20	B
Shastina: Black Butte - Vista	3.04	C
Vista: I-5 NB On-Ramp - Black Butte	2.93	C

Summary of Pedestrian Needs

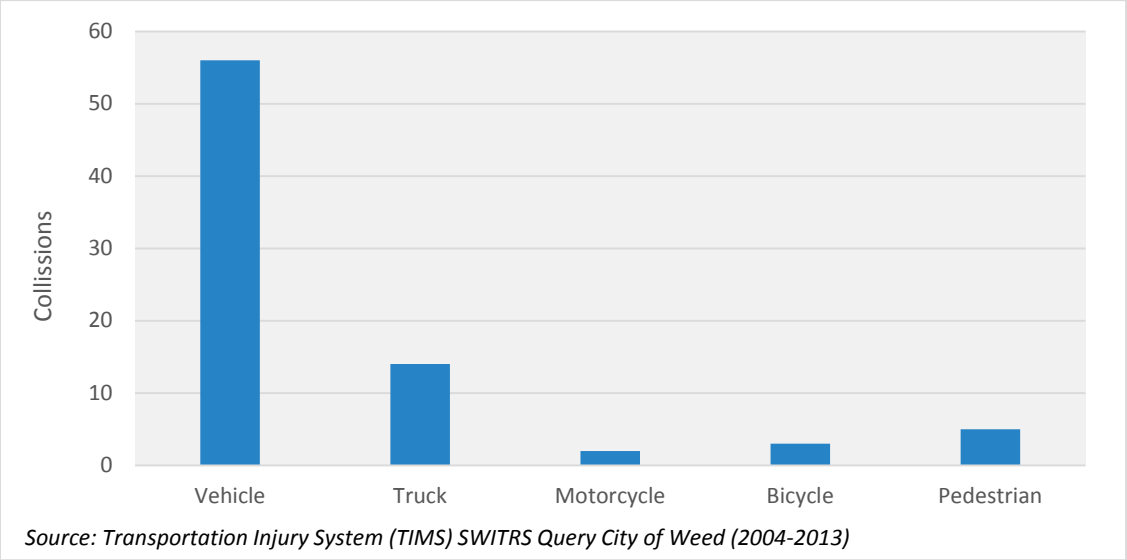
Based on the pedestrian facility inventory, pedestrian level of service evaluation, community outreach, and existing conditions, the following list summarizes the primary needs for pedestrians in Weed:

- Expansion of sidewalks along collector roads linking activity centers
- Paving undesignated pedestrian paths adjacent to roadways
- Improved pedestrian connections between neighborhoods
- Sidewalk expansion focused in Angel Valley and School House Hill, especially near Weed High School and Weed Elementary School
- Completion of the sidewalk network in downtown and near College of the Siskiyous
- Improved crossing conditions along South Weed Boulevard/US 97
- Traffic calming along South Weed Boulevard/US 97
- Official pedestrian paths that provide a direct connection between neighborhoods
- Expansion of recreational walking trails within Weed and improved access between the sidewalk network and recreational trails
- Enhanced streetscaping and pedestrian amenities such as lighting, street furniture, and trash cans along main commercial corridors
- Expanded sidewalks along Main Street and other pedestrian-oriented commercial areas to accommodate pedestrian amenities and promote active use of the street
- Improved signage and wayfinding that assists residents and visitors navigating the City
- Improved ADA accessibility by relocating sidewalk obstructions and increasing curb ramps and factors that improve visibility

4.6 Safety Analysis

Crash data from the Transportation Injury Mapping System (TIMS) and the Weed Police Department were analyzed to determine the frequency and severity of bicycle and pedestrian collisions in Weed. Figure 4.4 shows the frequency of collisions by mode between 2004 and 2013. Pedestrian collisions comprised about 6 percent of total collisions, whereas bicycles comprised 4 percent. Table 4.6 lists each bicycle or pedestrian crash from 2011 to 2015 and provides a description of the incident. The City recorded 12 crashes over the four-year period, whereas only eight crashes were recorded by TIMS over a nine year period. Based on the crash details provided by the Weed Police Department, the majority of crashes involved pedestrians who were crossing the street at inappropriate times or locations, were not visible at night, or were

struck in a parking lot. Details of bicycle crashes were not recorded. The location of each incident is also not available, which would have been beneficial in determining specific areas to target improvements.



Source: Transportation Injury System (TIMS) SWITRS Query City of Weed (2004-2013)

Figure 4.4 Collisions by Vehicle Involvement, 2004-2013

Table 4.6

Bicycle and Pedestrian Collisions, 2011 - 2015

Date	Crash Type	Crash Details
01/2010	Pedestrian	Crossing outside of crosswalk
04/2010	Bicycle	--
12/2010	Pedestrian	Victim walked in front of passing car
02/2011	Wheelchair user	Travelling in roadway at night
09/2011	Bicycle	--
01/2012	Pedestrian	Private parking lot
08/2012	Pedestrian	Struck by turning car at intersection
12/2013	Wheelchair user	Crossing outside of crosswalk
05/2014	Pedestrian	Driver struck flagman while making right turn at construction site
09/2014	Pedestrian	Struck in COS parking lot
04/2015	Pedestrian	Walking in the middle of US 97 at night
06/2015	Skateboarder	Riding on I-5 ramp at night

Source: City of Weed Police Department

4.7 School Zone Safety

Students often make up a large percentage of a city's total bicycle and pedestrian commuters. According to the National Center for Safe Routes to School, about 31 percent of students living within a mile of their school walk or ride a bike (Safe Routes to School, 2011). Promoting active transportation as a viable form of transportation to and from school can increase student's sense of independence, reduce the amount of time spent in the car, and encourage a healthy lifestyle. Prioritizing transportation projects that improve bicycle and pedestrian safety, comfort, and accessibility near schools is important to ensuring that students have a non-driving option.

There are two schools in Weed not including College of the Siskiyous: Weed Elementary School and Weed High School. The schools are located adjacent to each other on Hillside Drive in the School House Hill neighborhood northeast of downtown. The neighborhood is primarily residential and lacks sufficient sidewalk infrastructure altogether. The only roads that provide access to School House Hill are North and South Davis Street which connect to downtown, and Roseburg Parkway which connects to Angel Valley. Within School House Hill, the main collector roads that connect to Hillside Drive where the schools are located include Shasta Avenue, Stringtown Avenue, Liberty Avenue, and North and South Davis Street. The following sections provide a more detailed assessment of the conditions surrounding each school and Figure 4.5 shows the location of the schools within the School House Hill neighborhood.

Weed Union Elementary School

Weed Union Elementary School is located at the top of South Davis Street. There are no sidewalks along South Davis Street; however, there is an undesignated pedestrian path that leads up the hillside to the school. North of Hillside Drive, there is a sidewalk adjacent to the school boundary that terminates at the end of the parking lot. There is one school-zone safety sign on South Davis Street just before the school entrance that limits vehicle speeds to 15 mph. Hillside Drive has sufficient space for a pedestrian to walk along side the road, but there are no paved sidewalks. Additionally, the curvilinear nature of South Davis Street and Hillside Drive limit drivers' sight distance, which can reduce visibility and awareness of bicyclists and pedestrians.

Weed High School

Weed High School is located along the eastern span of Hillside Drive, which is a residential collector road with low traffic volumes. In its existing condition, traffic volumes are so low along Hillside Drive that the street would be relatively safe for a bicyclist or pedestrian; however, as the City continues to grow and traffic volumes increase, Hillside Drive may become more unsafe due to the lack of sidewalks or provisions for cyclists. Some segments of the road, including an unpaved shoulder

adjacent to Lobis Field, could easily accommodate a paved sidewalk or pedestrian path. Poor pavement quality along Hillside Drive and many of the intersecting roadways may also deter people from walking or biking to Weed High School. Lastly, there are no formal crosswalks, signage, or pedestrian amenities at any of the intersections that lead to the High School.

Figure 4.5 Weed Elementary School and High School Location

4.8 Opportunities and Constraints

This section describes the physical and non-physical opportunities and constraints to implementing an active transportation network in Weed. Opportunities and constraints identified in this section are based on existing conditions, the needs assessment, and community feedback. Figure 4.6 maps the location of physical opportunities and constraints, and Table 4.7 lists both physical and non-physical opportunities and constraints.

Main Street is considered an opportunity because it is a main connection between the City's neighborhoods and has sufficient right-of-way to accommodate expansion of bicycle and pedestrian facilities. Additionally, the mixed-use structures along Main Street provide an opportunity for pedestrian-oriented commercial development, which could attract additional foot traffic. College of the Siskiyous is considered an opportunity because the campus is the most densely populated area in Weed and many college students walk or bike as their primary mode of transportation. The 2040 General Plan designates College Avenue as a mixed-use corridor, and the street has sufficient space to accommodate bicycle lanes, sidewalk expansion, and other pedestrian amenities. Lastly, Shastina Drive is one of two connections between the City's north and south,

and has a wide right-of-way that could easily accommodate bicycle lanes to complete the City's north-south bicycle connection.

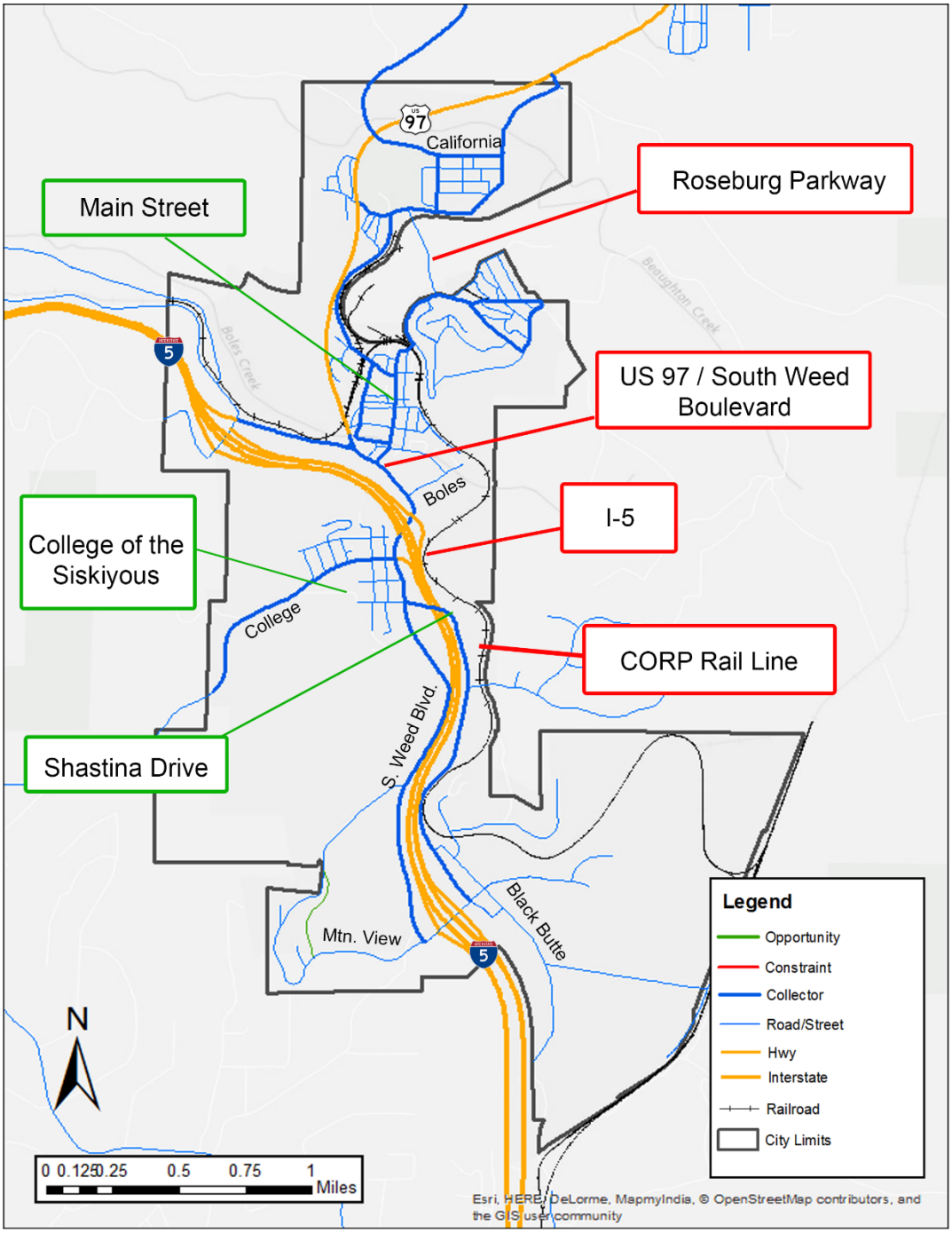
The two primary constraints that limit the implementation of a connected bicycle network are I-5 and the CORP rail line, which both run through the City in the north-south direction. There are four crossings under I-5 within the City, two of which are used commonly: South Weed Boulevard and Shastina Drive. Constructing and underpass or overpass can be prohibitively expensive. Therefore, additional connections across I-5 are not likely to be implemented. Railroad crossings can also be difficult to plan, design, and implement, as negotiations must be made with the owner and operator, and safety is a heightened concern. A bike path from north to south Weed continuing to Mount Shasta would require two railroad crossings points, which are a constraint to implementation. South Weed Boulevard (US 97) is also considered a constraint, as it is the only connection between north and south Weed and exhibits high truck volumes with minimal provisions for bicyclists and pedestrians. Although there is a complete sidewalk, the streetscape and crossing conditions contribute to an unenjoyable and unsafe pedestrian experience. South Weed Boulevard must retain 12-foot vehicular traffic lanes and a two way left turn lane, which limits design potential for expanding non-driving facilities. Lastly, Roseburg Lumber Mill is considered a constraint to connecting School House Hill and Angel Valley. Roseburg Parkway is owned by the Mill yet is available for public use and is a popular route for bicyclists and pedestrians. However, improvements would need to be coordinated with the Mill. Expanding connectivity between School House Hill and Angel Valley is not possible due to mill activities.

Table 4.7

Opportunities and Constraints

	Opportunity	Constraint
Physical	• Close proximity of activity centers • Quaint and compact Main Street • Recreational bike routes surrounding Weed • Short commute distances • Space for bike parking along commercial corridors • Low traffic speeds along residential roads	• Interstate 5 • Railroad right-of-way • Limited right-of-way for expansion • Limited accessibility between neighborhoods • Roseburg Parkway • High traffic speeds and truck volumes along South Weed Boulevard • Weather and topography

Non-Physical	• Small-town character • High pedestrian mode split • Growing recreational tourism industry • Large student population • Strong local interest in active transportation	• Minimal funding • Auto-dependent community • Personal safety/security concerns • Minimal bicycle and pedestrian data



Opportunity and Constraint Map

Weed Bicycle and Pedestrian Master Plan

Figure 4.6 Opportunity and Constraint Map

5 DESIGN GUIDELINES AND STANDARDS

5.1 Introduction

This chapter contains design guidelines and standards that are applicable to the Weed Bicycle and Pedestrian Master Plan. The purpose of this chapter is to lay the foundation for Chapter 7 – Proposed Bicycle and Pedestrian Network, which details recommendations for the City. Some of the most common resources consulted throughout the design process include the Caltrans Highway Design Manual, the NACTO Urban Street Design Guide and Bikeway Design Guide, and the Manual for Uniform Traffic Control Devices (MUTCD). However, numerous additional resources published at the state and federal level provide planners and engineers with design guidance.

5.2 Bicycle Facility Design Guidelines

Caltrans Highway Design Manual, Chapter 1000 Bicycle Transportation Design

The Caltrans Highway Design Manual contains overarching guidance on appropriate bicycle facility design based on need and location. Chapter 1000 provides some specific dimensional requirements that should be met when planning and designing bike infrastructure. The following figure displays the recommended design and dimensional requirements of a typical two-way Class I bike path.

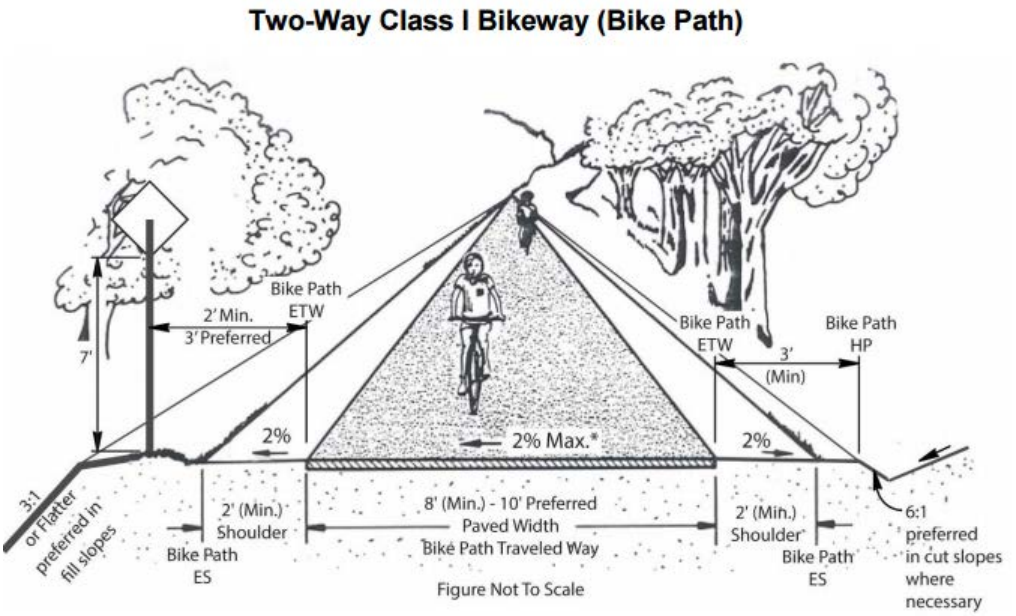


Figure 5.1 Caltrans Class I Bikeway Recommended Design

Source: http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp1000.pdf

AASHTO Guide for the Development of Bicycle Facilities, 4th Edition

The American Association of State Highway Transportation Officials (AASHTO) is a non-governmental organization that establishes guidelines, standards, procedures, and protocols that assists state and local agencies throughout the transportation planning process. The 2012 Guide for the Development of Bicycle Facilities provides technical recommendations for bicycle facilities that are flexible yet provide some baseline dimensional requirements. The Guide contains detailed information on the design of on-street facilities, shared use paths, bike parking, and maintenance and operation. AASHTO recommends a minimum operating requirement of 4 feet for cyclists, as shown in the following figure.

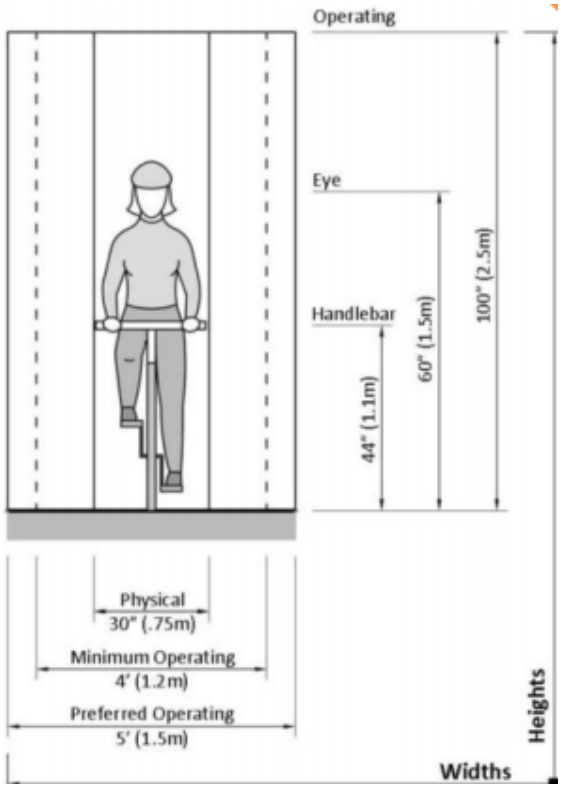


Figure 5.2 AASHTO Recommended Bicycle Operating Space

NACTO Urban Bikeway Design Guide

The National Association of City Transportation Officials (NACTO) is a non-profit organization that aims to improve street design throughout U.S. cities by fostering interagency coordination and sharing best practices. Although NACTO focus on large metropolitan areas, the Urban Bikeway Design Guide provides facility-level recommendations that are applicable to the proposed bike network in Weed. Applicable design recommendations include guidelines for bike lanes, intersection treatments, and bikeway signage and markings.

Conventional Bike Lanes

NACTO recommends conventional bike lanes, as shown below, when average daily traffic (ADT) exceeds 3,000 vehicles, when the posted speed limit exceeds 25 mph, and on streets with high transit volumes, truck volumes, and high parking turnover (NACTO, 2014).

Figure 5.3 NACTO Conventional Bike Lane

Buffered Bike Lanes

Buffered bike lanes provide additional separation between cyclists and vehicles, thereby increasing safety and providing cyclists with a larger right-of-way. NACTO recommends implementing buffered bike lanes on all roads where there is sufficient space to expand the standard bike lane. The following photo shows an example of a buffered bike lane (NACTO, 2014).

Figure 5.4 NACTO Buffered Bike Lane

Intersection Treatment

Although there are few signalized intersections in Weed, NACTO recommends treatments that can reduce conflict between modes and increase visibility of all users. Recommendations include color, signage, and pavement markings.

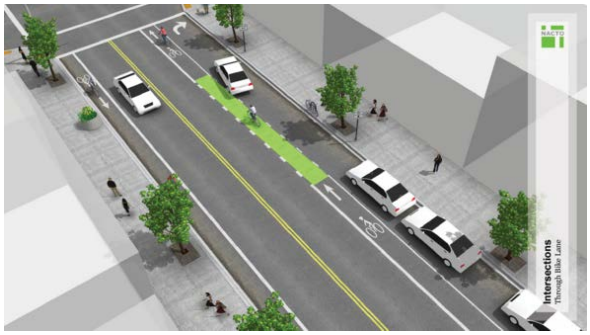
Intersection Crossing Markings

Intersections are often confusing to navigate, and having proper markings to guide cyclists through the intersection can greatly improve safety and visibility. The figure below shows an example of intersection markings that indicate the boundary between bicycle and vehicular traffic. Such markings are typically applied at wide, signalized intersections as an extension of the bike lane, and at freeway on and off ramps (NACTO, 2014).

Figure 5.5 NACTO Intersection Crossing

Through Bike Lanes

Through bike lanes are beneficial at intersections where there is high likelihood for conflict between through-travelling bicyclists and right-turning vehicles. Instead of routing bicyclists adjacent to the curb where there is high potential to be ‘right-hooked’, a through bike lane can be positioned between the right turn lane and through lane. Oftentimes, green paint is used to signify conflict points where vehicles move across the bike lane into the right turn lane. Examples of these treatments are shown below.



Bikeway Signage and Marking

NACTO defines bikeway signage and marking as “any treatment or piece of infrastructure whose primary purpose is either to indicate the presence of a bicycle facility or to distinguish that facility for bicyclists, motorists, and pedestrians.” Signage

can include wayfinding, route signage, regulatory signage, and warning signs. Markings signify any area where bicyclists share the right-of-way or where there is a potential conflict. The purpose of on-road markings is to improve visibility, direct cyclists where to ride, and notify drivers of cyclists' presence. More specific guidance and requirements for signage and markings is available in the Manual for Uniform Traffic Control Devices (MUTCD).

Colored Bike Facilities

Colored bike facilities or "green lanes" are typically applied at high-conflict areas such as driveways, on and off ramps, and intersections. Green paint can be solid, striped, or intermittent depended on the specific needs of the city and roadway segment.

Figure 5.6 NACTO Colored Bike Lanes

Shared Lane Markings

NACTO recommends implementing shared lane markings, or "sharrows", along roads where there is a low speed differential between bicycle and vehicular traffic, along downhill segments, where right-of-way cannot accommodate bicycle lanes, along transitions between bicycle facilities, and at locations where cyclists may require guidance (NACTO, 2014). Shared lane markings are proposed along many residential collector roads in Weed. The following figure shows an example of a shared lane marking.

Figure 5.7 NACTO Shared Lane Markings

Wayfinding and Signage

Wayfinding is an important navigational component of a city's bike network. Signage serves as a guide at decision points and identifies bicycle routes throughout the City. Wayfinding signs should be applied along the entirety of a bikeway, and can be beneficial at confusing intersections or locations where a bike facility is discontinuous. It is important that signage contains purpose, information, and proper placement. NACTO identifies three types of wayfinding signs: confirmation signs, turn signs, and decision signs. These are exemplified below.

Bicycle Parking

There are many different types of bicycle parking which can vary based on demand and location. Many cities adopt design guidelines that include bicycle parking requirements to ensure consistency and reflect the City's character. However, there are no specific

requirements for bicycle parking facilities. The Association of Pedestrian and Bicycle Professionals (APBP) published a guide titled *The Essentials of Bicycle Parking,* which details short and long-term bicycle parking solutions. The guide contains the bicycle parking options displayed in Figure 5.8. Figure 5.9 shows an example of peak racks, a brand manufactured and installed in many cities in California's Central Coast. Peak racks are design to fit more bicycles by staggering parking, and contain two points of contact, which provides greater security than other types of bicycle parking.

Inverted U | Post & Ring | Corral

Figure 5.8 APBP Bicycle Parking Designs

Source:http://c.ymcdn.com/sites/www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINA.pdf

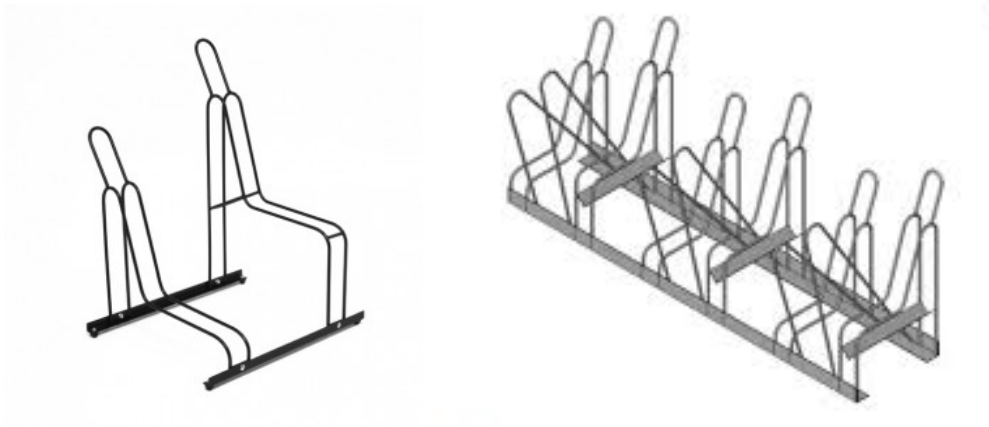


Figure 5.9 Peak Racks Design

Source: http://www.peakracks.com

5.3 Pedestrian Design Guidelines

Pedestrian design guidelines are divided into three sections: sidewalks, crosswalks, and traffic calming. The following guidelines are included in the Plan because they are applicable to the specific needs and design challenges in Weed. The location and type of improvements are described in Chapter 7.

5.3.1 Sidewalks

Guidelines for sidewalk expansion and improvement are drawn from three sources: 1) the Caltrans Highway Design Manual, 2) the Americans with Disabilities Act Accessibility Guidelines (ADAAG), and 3) the NACTO Urban Street Design Guide. Sidewalk design can vary depending on context. For example, commercial sidewalks might be wider and feature more interactive elements, whereas residential sidewalks might be narrower due to less pedestrian activity.

Caltrans Highway Design Manual, Chapter 100

The Caltrans Highway Design Manual, Chapter 100, states that many cities choose to adopt sidewalk design guidelines based on the zoning code. The manual defines the standard sidewalk width as *"8 feet between a curb and a building when in urban and rural main street place types. For all other locations the minimum width of the sidewalk should be 6 feet when contiguous to a curb or 5 feet when separated by a planting strip."* (Caltrans, Chapter 100). Since sidewalk expansion in Weed will be designed on a project-by-project basis, it is recommended that developers follow the minimum sidewalk width defined by Caltrans.

Americans with Disabilities Act Accessibility Guidelines

The ADAAG establishes a minimum requirement of 3-foot sidewalks to ensure sufficient access for wheelchair users. The guidelines also indicate that obstructions should not limit the sidewalk width to less than 32 inches for a duration of 2 feet. While 3-foot sidewalks is the minimum requirement, the ADAAG recommends that sidewalks be at least 4 feet wide or more if two wheelchair users need to pass each other. The ADAAG also establishes guidelines for cross slopes, ramp grades, and ADA compliant crosswalk treatments.

NACTO Urban Street Design Guide

The NACTO Urban Street Design Guide provides detailed recommendations for sidewalk design. Based on numerous state and federal guidelines, NACTO recommends a minimum sidewalk width of 5 feet solely allocated to pedestrians (ie. not including plantings and street furnishings). NACTO establishes four sidewalk zones that are typically present along commercial corridors. They include:

1) **Frontage Zone**: The area directly adjacent to building facades that can contain entryways, signage, or other interactive elements.
2) **Pedestrian Through Zone:** The portion of the sidewalk that is unobstructed that facilitates pedestrian movement. Every sidewalk must prioritize the pedestrian through zone, as it encompasses the primary purpose of the sidewalk, which is to transport people.
3) **Street Furniture/Curb Zone:** This part of the sidewalk can contain benches, street trees, bike parking, lighting, trash cans, planters, signage, parking meters, or other pedestrian elements that are located on the curb-side of the sidewalk.
4) **Enhancement/Buffer Zone:** Enhancement zones typically include features such as parklets, bike corrals, curb extensions, cycle tracks, or other elements that extend the pedestrian network beyond the sidewalk.

The four zones are shown in the image below. Many of Weed's roads do not have sufficient space to accommodate all four pedestrian zones; however, elements of each may be appropriate based on the street's context.

Figure 5.10 NACTO Sidewalk Zones

Source: http://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/

The figure below shows an example of a residential sidewalk configuration based on the NACTO Urban Street Design Guide.

Figure 5.11 NACTO Residential Sidewalk

Source: http://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/

5.3.2 Crosswalk Treatments

Marked Crossings

Marked crossings refers to striped or texturized crosswalks that are intended to increase pedestrian visibility at intersections. Texturized crosswalks can be raised, tiled, or contain a physical pattern that differs from the roadway pavement. Texturized crosswalks create a dedicated space for pedestrians, can reduce vehicle speeds, and create an enhanced streetscape. Crosswalks can be striped with paint in many different patterns including diagonal or longitudinal lines as shown in the example figure from the Manual for Uniform Traffic Control Devices (MUTCD).

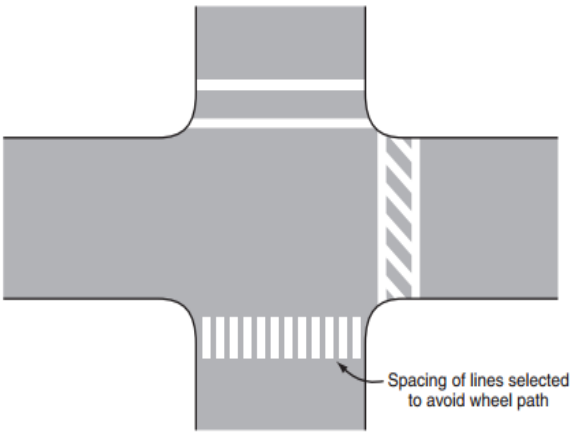


Figure 5.12 MUTCD Crosswalk Markings

Source: MUTCD, Figure 3B-16

Curb Extensions

Curb extension are extensions of the sidewalk that can greatly increase pedestrian comfort and safety. Curb extensions can reduce crossing distance, increase pedestrian visibility, enhance a street's aesthetic quality, and create more space for pedestrian activity. Curb extensions are often located at intersections with on-street parking, but can be placed mid-block or as 'pinchpoints' that mimic a bottleneck effect, thereby encouraging drivers to slow down.

Figure 5.13 Example Curb Extension

Source: https://en.wikipedia.org/wiki/Traffic_calming#/media/File:Curb_extensions_at_midblock_crosswalk.jpg

Curb Ramps

Curb ramps are a pedestrian design element that significantly affect the mobility of people with disabilities. Curb ramps provide a transition between the sidewalk and crosswalk, and often contain "truncated domes" (the yellow bumps shown in the image below) that provide a textural indication of the crossing to users. There are many different types of curb ramp designs, and every intersection should contain a ramp design that enables the appropriate turning radius for a user in a wheelchair. Curb ramps should also be installed at mid-block crossings.

Figure 5.14 Example Curb Ramp

Source:http://www.cselandscapearchitect.com/

Lighted Crosswalk Systems

Lighted crosswalk systems, otherwise known as embedded flashing light systems or in-pavement flashing light systems are typically used at uncontrolled mid-block crossings. Flashing LED lights warn drivers of pedestrians and can be activated only when pedestrians are crossing the street. Lighted crosswalk systems can be effective where driver visibility is low, and when pedestrian crossings are frequent, yet signalization is

not required. Lighted crosswalk systems should always be accompanied by signage to notify users of the systems presence.

Figure 5.15 Lighted Crosswalk System Example

Source: http://www.tapconet.com/solar-led-division/pedestrian-crosswalk-solutions
http://www.aecinfo.com/carmanah-r920-rectangular-rapid-flashing-beacon-89925/news.html

5.3.3 Traffic Calming

Speed Humps

Speed humps are a “parabolic vertical traffic calming device intended to slow traffic speeds on low volume, low speed roads”. (NACTO, 2013). Speed humps are most typically implemented along residential local roads where a wide right-of-way can cause drivers to violate the speed limit. Speed humps can reduce vehicle speeds to 15 - 20 mph and must be accompanied by a warning sign to notify drivers of the device’s presence (NATCO, 2013). The NACTO Urban Street Design Guide contains specific dimensional requirements for speed humps. There are a number of residential roads in Weed that could benefit from the implementation of speed humps, particularly in School House Hill and Angel Valley.

Figure 5.16 NACTO Speed Hump

Source: http://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-hump/

6 GOALS AND OBJECTIVES

6.1 Introduction

This chapter presents the policy and actions items that can be implemented to achieve the City's goal of increasing biking and walking as viable modes of transportation. The following goals, objectives, policies, and programs were developed based on state and federal regulations, maintaining consistency with regional planning efforts, community feedback, existing conditions, and the needs assessment. These measures focus on improving active transportation infrastructure, enhancing safety, mobility, and connectivity, and increasing education and awareness for bicyclists and pedestrians.

6.2 Goals, Objectives, Policies, and Programs

Goal 1

A complete and connected bicycle and pedestrian network.

Objective 1.1

Incorporate State-mandated "Complete Streets" principles into all roadway repair and expansion projects to accommodate non-motorized modes of transportation.

Policy 1.1.1

The City shall comply with the California Complete Streets Act (AB 1358).

Policy 1.1.2

New facilities must meet or exceed standards set forth in the Caltrans Highway Design Manual and the California Streets and Highways Code.

Objective 1.2

Improve linkages between major activity centers.

Policy 1.2.1

Prioritize active transportation improvements along collector roads.

Program 1.2.1.1

Implement provisions for bicyclists and pedestrian that connect residential areas and employment centers to retail establishments.

Policy 1.2.2

Promote the construction of bicycle and pedestrian facilities and provisions in conjunction with major roadway repair projects or addition of new roads within the City.

Policy 1.2.3

The City shall collaborate with the College of the Siskiyous on projects that enhance bicycle and pedestrian accessibility in and around the campus.

Objective 1.3

Improve connectivity within each of Weed's neighborhoods.

Policy 1.3.1

New homes constructed in Weed's residential neighborhoods must include the provision of a sidewalk.

Program 1.3.1.1

Provide resources to developers and land owners that facilitate the successful design and implementation of sidewalks along properties.

Program 1.3.1.2

Inspect residential building plans to ensure that sidewalk provision is adequate and meets standards.

Program 1.3.1.3

Seek funding opportunities and promote neighborhood collaboration in order to develop and implement sidewalks in residential areas where they are lacking.

Objective 1.4

Improve connectivity between north and south Weed.

Policy 1.4.1

The City shall explore feasible routes between north and south Weed that provide bicyclists and pedestrians with a safe and direct alternative to South Weed Boulevard.

Policy 1.4.2

The City shall utilize the right-of-way along existing connections between north and South Weed to better accommodate bicyclists and pedestrians.

Objective 1.5

Improve connectivity to regional bicycle and pedestrian facilities surrounding Weed.

Policy 1.5.1

Collaborate with neighboring municipalities and the Siskiyou County Local Transportation Commission to plan and implement projects that extend beyond city limits.

Policy 1.5.2

Collaborate with Caltrans to ensure that roadway shoulders along US 97 and other state-operated roads along bicycle routes are well-maintained.

Objective 1.6
Increase the mileage of bicycle facilities throughout the City.

Policy 1.6.1
The City shall implement Class II bicycle facilities along roads with traffic speeds above 30 miles per hour.

Policy 1.6.2
The City shall ensure that bike lanes are implemented along roads with sufficient right-of-way when funding becomes available for repaving and restriping.

Policy 1.6.3
The City shall prioritize shared roadway amenities such as sharrows and signage along residential collector roads and roadways with insufficient right-of-way to accommodate bike lanes.

Objective 1.7
Increase the mileage of sidewalks throughout the City.

Policy 1.7.1
The City shall prioritize sidewalks along commercial corridors with high pedestrian traffic.

Policy 1.7.2
Require new development to include sidewalks that meet or exceed that standards set forth by Caltrans.

Goal 2
A safe bicycle and pedestrian network that is accessible to people of all ages and abilities.

Objective 2.1
Increase bicycle and pedestrian access to public transportation.

Policy 2.1.1
Coordinate with STAGE to ensure that buses are equipped with bike racks and that bus stops adequately meet the needs of bicyclists and pedestrians using transit.

Program 2.1.1.1
Implement secure bicycle parking near transit stops.

Program 2.1.1.2
Prioritize sidewalk maintenance near transit stops.

Objective 2.2
Reduce bicycle and pedestrian exposure to risk along roads with heavy truck traffic, high vehicle volumes, and at railroad crossings.

Policy 2.2.1
The City will provide and maintain adequate sidewalks along South Weed Boulevard, Shastina Drive, Vista Drive, and Black Butte Drive.

Policy 2.2.2
The City will aim to increase the visibility of cyclists along heavily used truck routes.

Program 2.2.2.1
Implement signage that notifies truck drivers and other vehicular traffic of cyclist's presence.

Policy 2.2.3
The City will ensure that railroad crossings meet the safety standards set forth in the MUTCD.

Objective 2.3
Improve pedestrian crossing conditions in Weed, especially along roadways with heavy vehicular traffic.

Policy 2.3.4
The City shall prioritize bicycle and pedestrian safety improvements along South Weed Boulevard.

Program 2.3.4.1
Assess the feasibility of curb extensions to reduce pedestrian crossing distances.

Program 2.3.4.2
Maintain crosswalk conditions by ensuring that paint is visible, that crossings are painted to increase pedestrian visibility, and that crosswalk markings are consistent with MUTCD design standards.

Policy 2.3.5
The City shall implement traffic calming mechanisms that signify the transition from I-5 and US 97 into the City.

Policy 2.3.6
New signalized intersections must have official pedestrian crossings.

Objective 2.4
Increase bicycle and pedestrian safety near Weed Union Elementary School and Weed High School.

Policy 2.4.1
The City shall prioritize active transportation and safety enhancement along roads that are adjacent to or lead to Weed Union Elementary School and Weed High School.

Program 2.4.1.1
Collaborate with school administration, local organizations, and public agencies to develop a Safe Routes to School program in Weed.

Objective 2.5
Increase streetscaping amenities that cater to a safe pedestrian experience.

Policy 2.5.1
The City shall ensure that heavily used pedestrian areas along commercial corridors are adequately lit at night.

Program 2.5.1.1
Adopt a streetlight ordinance that guides the placement and design of streetlights within the City.

Program 2.5.1.2
Develop a feedback system where residents can request minor streetscape improvements such as trash cans, bike racks, and benches at different locations.

Objective 2.6
Establish a roadway network that is safe and accessible for people with disabilities.

Policy 2.6.1
The City shall comply with the standards set forth in the Americans with Disabilities Act of 1990 (ADA).

Policy 2.6.2
All new roadways and sidewalks constructed must contain curb ramps to provide wheelchair users with access to crosswalks.

Policy 2.6.3
The City shall reduce and prevent sidewalk obstructions including trees, poles, and fire hydrants that limit sidewalk accessibility.

Objective 2.7
Increase the amount of secure bicycle parking throughout the City.

Policy 2.7.1
New development should include bike parking that provides enough spaces to accommodate 10 percent of the spaces allocated to vehicle parking

Policy 2.7.2
Bike parking must be located within closer proximity to the establishment than the closest parking spot.

Objective 2.8
Improve city data that relates to bicycle and pedestrian safety.

Policy 2.8.1
The City shall keep a detailed record of crashes that includes the time, location, and nature of the incident.

Program 2.8.1.1
Review the history of bicycle and pedestrian incidents annually to prioritize treatments in unsafe areas.

Goal 3
A robust network of multi-use trails.

Objective 3.1
Complete a bicycle trail between Weed and the City of Mount Shasta by 2025.

Policy 3.1.1
The City shall collaborate with the City of Mount Shasta and adjacent property owners to obtain easements that will allow the construction of a multi-use trail between Weed and Mount Shasta.

Objective 3.2
Expand the mileage of multi-use trails throughout the City.

Policy 3.2.1
Maintain consistency with the Trails Master Plan.

Program 3.2.1.1
Prioritize the expansion of multi-use trails throughout the abundance of open space land in South Weed.

Program 3.2.1.2
Prioritize the construction of multi-use trails in areas that facilitate connection between Weed’s parks and recreational spaces.

Policy 3.2.2

Multi-use trails should be designed to take advantage of Weed's scenic landscapes and viewsheds.

Objective 3.3
Reduce conflict between bicyclists, pedestrians, and other users along Weed's trails.

Policy 3.3.1
All trails designed and built within the City must comply with Caltrans standards.

Goal 4
A healthy and active community.

Objective 4.1
Achieve a 10 percent bicycle mode share by 2040.

Policy 4.1.1
The City shall promote biking for commuting and other utilitarian trips within Weed.

Program 4.1.1.1
Work with local agencies and organizations to ensure that residents who are low-income or who have limited resources to obtain a bicycle have the opportunity to rent or purchase one.

Program 4.1.1.2
Work with local agencies and organizations to offer educational opportunities as described in Chapter 8 – Education, Encouragement, and Enforcement.

Program 4.1.1.3
Coordinate with the College of the Siskiyous to promote biking on and around campus.

Program 4.1.1.4
Routinely update the City's website with bicycle routes, maps, and safety tips for biking in Weed.

Program 4.1.1.5
Develop pamphlets and hard-copy maps with bicycle routes, maps, and safety tips that are available to residents that do not have web access.

Program 4.1.1.6
Encourage employers to include end-of-trips facilities such as bike lockers and showers.

Policy 4.1.2
The Bicycle Level of Service along a given roadway shall not fall below the score included in the Bicycle and Pedestrian Master Plan and the City should aim to increase the Bicycle Level of Service to meet or exceed the Auto Level of Service.

Objective 4.2
Achieve a 30 percent pedestrian mode share by 2040.

Policy 4.2.1
The City shall prioritize sidewalk repair and expansion in a manner consistent with the Sidewalk Capital Improvement Plan.

Policy 4.2.2
The City shall promote the enhancement of streetscape amenities including street trees, benches, trash cans, and lighting along commercial corridors.

Policy 4.2.3
The Pedestrian Level of Service along a given roadway shall not fall below the score included in the Bicycle and Pedestrian Master Plan and the City should aim to increase the Pedestrian Level of Service to meet or exceed the Auto Level of Service.

Objective 4.3
Increase signage and wayfinding that caters to bicyclists and pedestrians.

Policy 4.3.1
The City shall prioritize the implementation of signage along linkages between major activity centers.

Policy 4.3.2
Signage shall be consistent.

Program 4.3.2.1
Adopt a sign ordinance that guides the design of signage within the City.

Program 4.3.2.2
Work with local artists and citizens to develop unique signage that is legible and highlights Weed's unique character.

Objective 4.4
Increase the involvement of community members in planning, designing, and implementing active transportation projects.

Policy 4.4.1

The City shall make all bicycle and pedestrian project proposals publicly available.

Policy 4.4.2

The City shall seek feedback from the public regarding major transportation projects, especially those that include bicycle and pedestrian improvements.

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7 PROPOSED BICYCLE AND PEDESTRAN NETWORK

7.1 Introduction

This chapter describes the proposed bicycle and pedestrian network throughout Weed. The proposed bicycle and pedestrian network aims to promote active transportation as a safe, fun, and healthy alternative to driving, especially for short trips within the City. The Plan focuses on the strategic location of active transportation infrastructure and facilities in order to address the most pressing needs and gaps in the existing network. The bicycle circulation plan was developed based on connectivity between activity centers, spatial feasibility, and community feedback pertaining to the type and location of bicycle improvements. The pedestrian circulation plan was developed in conjunction with the Sidewalk Capital Improvement Plan, which details priority locations for sidewalk repair. The proposed pedestrian network goes beyond sidewalk improvements by determining priority locations for traffic calming and recommending design treatments that will enhance pedestrian safety and mobility in Weed. This chapter focuses on physical infrastructure improvements and design recommendations. Programmatic components of the Plan are presented in Chapter 8 – Education, Encouragement, and Enforcement.

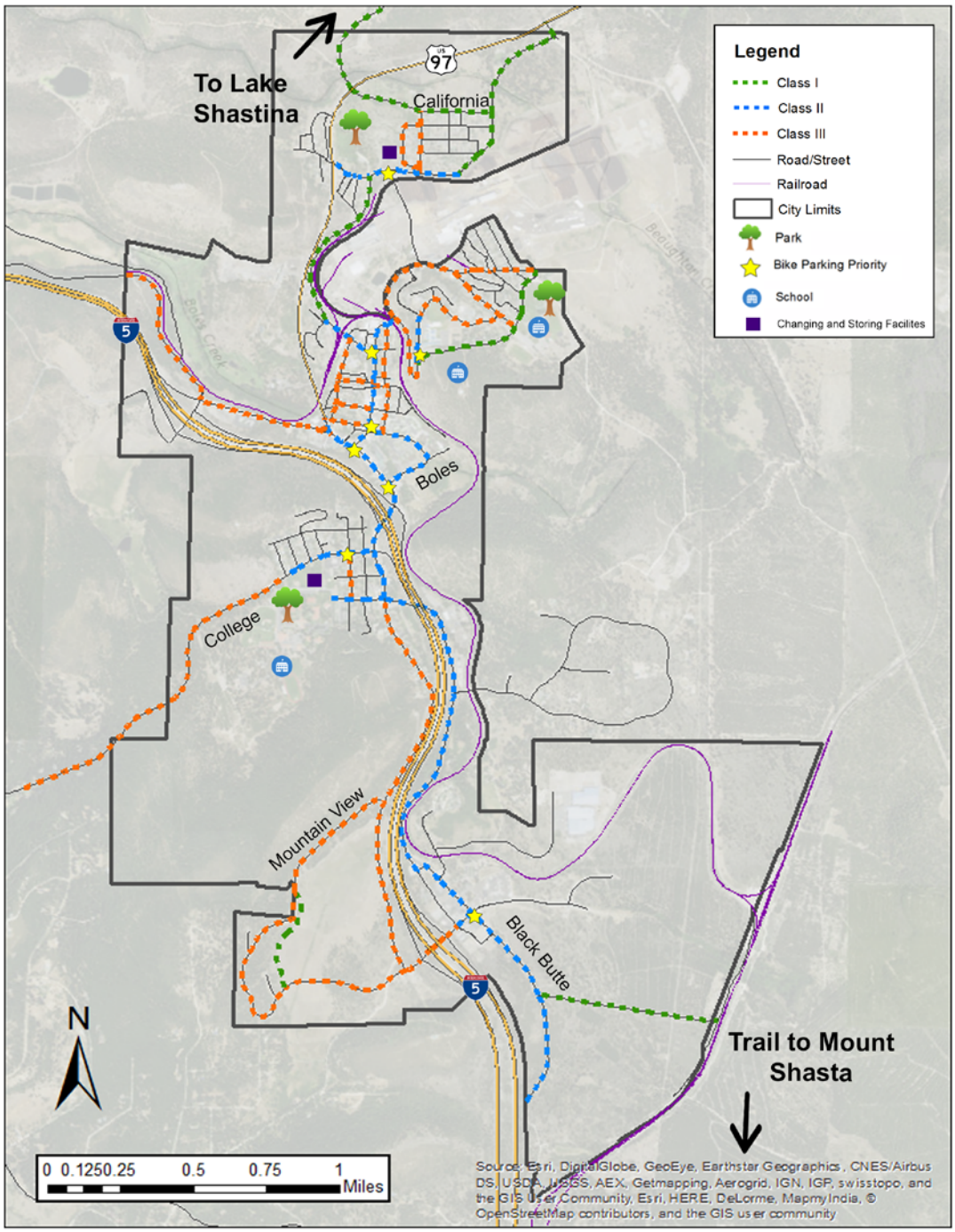
7.2 Vision

The Weed Bicycle and Pedestrian Master Plan envisions a community where biking and walking are valued as a healthy, fun, and practical modes of transportation. The Plan aims to create an active transportation network that caters to people of all ages, incomes, and abilities, and promotes biking and walking for short trips between the City's activity centers. Enabling residents to walk or bike for trips within the City will improve community health, reduce vehicle emissions, strengthen the local economy, and foster more vibrant streets with a strong sense of place. The Plan also aims to increase biking and walking as a popular recreational activity for locals and tourists by enhancing connectivity to the regional trail system and promoting Weed as a bike-friendly community.

7.3 Proposed Bicycle Network

The Bicycle Circulation Plan proposes 16.6 miles of bicycle facilities throughout the City, about half of which are separated from vehicular traffic. About 5 miles of Class II facilities are proposed along collector roads with sufficient right-of-way to accommodate 4-foot bike lanes in each direction at minimum. Approximately four miles of Class I facilities are proposed adjacent to roadways where physical separation is necessary but cannot be accommodated within the existing right-of-way. Class I (multi-use) paths are strategically located to enhance connectivity to parks and regional bike routes. The Plan proposes 7.3 miles of Class III bike facilities (shared roadways) along residential collector roads with low traffic volumes. Figure 7.1 shows the proposed bicycle network. The proposed bicycle network was developed based on the following factors and considerations:

- Connection to activity centers
- Proximity to neighborhood commercial centers, parks, and schools
- Road width and feasibility for accommodating bicycle infrastructure
- The need for separation based on traffic speeds and volumes
- Truck and heavy-vehicle volumes
- Concurrent pedestrian needs
- Pavement quality
- Intersection conditions
- Directness
- Aesthetics
- User needs (ie. schoolchildren vs. experienced riders)



Proposed Bike Network Map

Weed Bicycle and Pedestrian Master Plan

Figure 7.1 Proposed Bike Network Map

Table 7.1

Proposed Bike Network Mileage

Bike Facility Type	Existing Mileage	Proposed Mileage
Class I	0.37	3.98
Class II	0.0	5.32
Class III	0.0	7.3
Total	0.37	16.6

Proposed Class I

While the proposed network of Class I facilities does not connect throughout the City, the Plan ensures continuity of the bicycle network by connecting Class I bike routes to Class II or III facilities. Although Class I paths are geared towards improving the bicycle network, the physical design and implementation of these facilities will be multi-use in order to accommodate bicyclists and pedestrians. The proposed Class I facilities primarily aim to connect Weed's parks as well as other recreational trails within the City and surrounding area.

- **Union Street and Angel Valley Road:** This segment connects the City's northern boundary of US 97 to Angel Valley. A Class II facility was considered for this segment; however, limited right-of-way, poor pavement conditions, and recreational demand necessitate the development of a fully separated bicycle path to the east of the existing roadway. Angel Valley is a residential neighborhood that is separated from the rest of the City by Roseburg Lumber Mill. The neighborhood features Charlie Byrd Park (a popular recreation area) and large plot of adjacent vacant land that will be transformed into a recreational area with trails, user amenities, and a community center. Throughout the interview process, many recreational cyclists reported riding along US 97 to access Lake Shastina and other scenic locations north of the City. The Union Street and Angel Valley Road bike path would provide a connection that is geared towards recreational cyclists leaving or entering the City from the north.

- **California Street:** Similar to the Union Street and Angel Valley Road segment, California Street has a limited right-of-way and poor pavement conditions. While the southern side of the street is developed with residences, the 2040 General Plan proposes a small-scale neighborhood center along California Street with

residential expansion to the north. A multi-use trail (Class I bike path) along California Street would connect this neighborhood center to Charlie Byrd Park as well as the rest of the City. The path would also connect to Hoy Road, which is a major recreational cycling route just outside the city limits.

- **Railroad Avenue:** Railroad Avenue is the only roadway that could feasibly provide a bicycle connection between Angel Valley and downtown Weed. US 97 runs adjacent to Railroad Avenue, but has high traffic volumes and truck volumes that might inhibit a young or inexperience cyclist from even riding on the shoulder. Roseburg Parkway also connects Angel Valley to downtown via School House Hill; however, Roseburg Parkway is not within the City's jurisdiction as it is owned and operated by Roseburg Lumber Mill. Railroad Avenue is approximately 26 feet wide and therefore could not support the implementation of on-street separated bike lanes in both directions. A Class I path is proposed adjacent to the roadway that would allow residents to safely walk or bike between Angel Valley and downtown Weed.

- **Hillside Drive:** Hillside Drive is a narrow residential collector road with very low traffic volumes. However, the road is a major access point to Weed Union Elementary School and Weed High School. The road's curvilinear nature contributes to poor sight distance and visibility, which is a safety concern considering the lack of bicycle and pedestrian facilities along the route. A Class I bike path is proposed to the south of Hillside Drive that would cater to students walking or biking to school. Ideally, this path would connect to other trails that lead to downtown or South Weed in the future.

Proposed Class II

- **Lincoln Avenue/Broadway Avenue:** The right-of-way along Lincoln and Broadway Avenue in Angel Valley ranges from 30 to 38 feet wide, which is wide enough to accommodate a 4-foot bike lane in each direction. This segment would connect the multi-use path along Angel Valley Road to Roseburg Parkway, Railroad Avenue, and US 97. Additionally, bike lanes along this segment would ensure that residents in all neighborhoods can access the new Angel Valley community center by bike.

- **Alamo Avenue:** This segment would connect the multi-use path along Railroad Avenue to the northern end of Main Street (near City Hall). Alamo Avenue contains sidewalks that are in good condition and has a wide right-of-way that could accommodate a 4 to 5-foot bike lane in each direction.

- **Main Street:** Implementing bike lanes along Main Street is critical to promoting and enhancing biking in Weed. Main Street is the main commercial corridor in the City and is an important connection between each neighborhood. Street parking is a potential barrier to implementing bike lanes along Main Street; however, street parking is underutilized, and removing parking from one side of the street would provide sufficient space to install bike lanes in each direction and expand the pedestrian right-of-way. Design recommendations for Main Street are discussed in more detail in section 7.4.

- **East Lake/Boles Street:** This segment connects Main Street to US 97 at the intersection of Boles. This route would allow cyclists to bypass the section of South Weed Boulevard that has the heaviest vehicle traffic. Additionally, there are many conflict points and trucks travelling along South Weed Boulevard, whereas Boles Street and East Lake Street have a wide right-of-way and slow vehicle speeds and volumes, which may be more suitable to less experienced cyclists.

- **South Weed Boulevard:** South Weed Boulevard is the only non-freeway connection between north and south Weed, and should therefore contain adequate separated bicycle facilities. While there are design constraints, ensuring that cyclists feel safe and comfortable along this segment must be a priority if the City is to have a complete and connected bicycle network. Design recommendations for South Weed Boulevard are discussed in more detail in section 7.4.

- **College Avenue:** College Avenue is the main point of access to the College of the Siskiyous, which is the City's largest activity center. Many college students rely on active transportation and travel along College Avenue to access the rest of the City. Additionally, College Avenue connects to Old Stage Road, which is a popular recreational biking route that connects Weed to Mount Shasta. Installing bike lanes along College Avenue would enhance safety for all road users and encourage more students to bike to school.

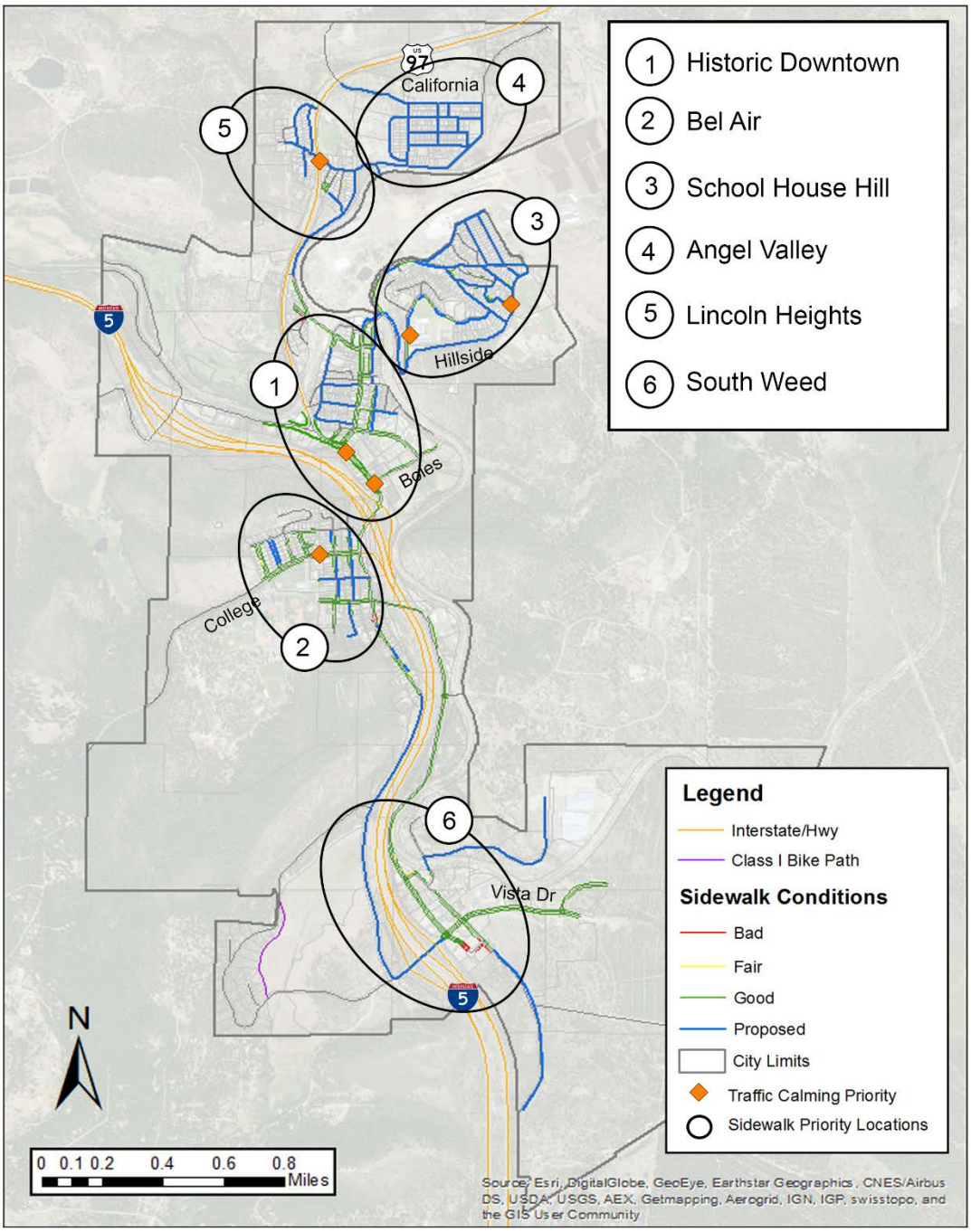
- **Shastina Drive:** Implementing bike lanes along Shastina Drive would ensure a complete, separated bicycle route from north to south. Shastina Drive has sufficient right-of-way to accommodate bike lanes in each direction without infringing upon pedestrian or vehicular traffic.

Proposed Class III

- **Morris Street/Oak Street Loop:** Morris Street is a residential collector road in Angel Valley that connects Broadway and California Avenue. Oak Street runs parallel to Morris Street and provides access to the expansive vacant lot adjacent to Charlie Byrd Park. This land was recently purchased by the Weed Recreation and Parks District with the intention of transforming it into a recreational area with a trail network. Oak Street is a low-volume residential road, and therefore does not warrant a physically separated bicycle facility. However, sharrow markings and signage will notify drivers of cyclists' presence and highlight the route as part of the City's bike network.
- **North/South Davis Street:** This segment is an important connection between downtown and School House Hill; however, a physically separated bicycle facility is not feasible due to limited right-of-way and topographic constraints. Sharrow markings will indicate to drivers to share the road with cyclists and proper signage should be installed at curved locations with poor sight distance. South Davis Street is of particular importance, as it serves as the main access point to Weed Elementary School.
- **Clay Street/Gilman Street:** This route runs parallel to Main Street and serves as an alternative connection through downtown. Clay and Gilman Street are residential roads with lower traffic speeds and volumes, which may be more appealing to younger or less experienced cyclists.
- **South Weed Boulevard (Siskiyou Way to Vista Drive):** This segment connects north and south Weed to the west of I-5. Unlike Shastina Drive (the alternative north/south connection), South Weed Boulevard has a smaller right-of-way and lower traffic volumes (including trucks). Therefore, shared roadway amenities are an appropriate treatment for this segment.
- **Mountain View Drive Loop:** Mountain View Drive is a steep two-lane road with very low traffic volumes that will eventually serve the residential neighborhood at the City's southwest corner. The only existing Class I bike path in Weed connects Mountain View Drive. A Class III bike facility would establish a continuous bicycle route throughout the area and provide access to additional trails that will likely be constructed in the expansive open space within the Mountain View Drive Loop.

7.4 Proposed Pedestrian Network

Proposed pedestrian improvements are broken down into two components: the sidewalk network and specific design recommendations, which are included in the following section. The sidewalk priority plan is shown on Figure 7.2, with proposed sidewalks highlighted in blue. Expansion of the sidewalk network is based on commercial areas, population density, locations near the City's center, and connections between activity centers. The sidewalk priority plan was developed in conjunction of the Sidewalk Capital Improvement Plan, which provides a more detailed assessment of the network gaps and cost of improvements. Figure 7.2 also shows priority locations for bicycle parking and traffic calming, which is intended to enhance safety by reducing vehicle speeds and allocating more street space to pedestrian activity. Each priority area is discussed in further detail below.



Sidewalk Improvement Priority Map

Weed Bicycle and Pedestrian Master Plan

Figure 7.2 Sidewalk Improvement Priority Map

1. Historic Downtown

Sidewalk improvements should be prioritized in downtown Weed because it is the City's commercial center and serves an important connection between neighborhoods. Main Street has a continuous sidewalk network that carries much of the City's pedestrian activity. Enhancing the streetscape along Main Street and improving crossing conditions would make the corridor even more accessible to pedestrians. Throughout the community outreach process, residents continually expressed a desire to improve walkability along South Weed Boulevard. The Bicycle and Pedestrian Master Plan proposes numerous improvements, including crosswalks and traffic calming treatments that would cater to a more enjoyable pedestrian experience along South Weed Boulevard. Lastly, the Plan proposes infilling sidewalks along collector roads and larger residential roads in Historic Downtown to ensure that residents and visitors can access Main Street from locations throughout the City. The proposed pedestrian improvements are described below and conceptual design diagrams are displayed in the following section.

US 97/South Weed Boulevard

- Marked crossings at the intersections of Main Street, North Weed Boulevard, and Boles Street
- Curb extension at Main Street and Boles Street intersection along the west side of the street
- Rectangular Rapid Flashing Beacon at Boles Street intersection
- Street trees and street furniture

Main Street

- Curb extensions along the east side of Main Street at W. Lake Street and W. Inez Street.
- Striped crosswalks across Main Street at Lake Street, Inez Street, Division Street, and Alamo Avenue.
- Alternating parklets and parking spaces along the east side of the street
- Street trees and street furniture

2. Bel Air

Improving the sidewalk network in Bel Air is important due to the large college population in the neighborhood. The 2040 General Plan proposes to transform College Avenue into a mixed-use corridor, which would generate additional pedestrian activity. College Avenue consists of 7-foot sidewalks in its existing state; however, the 40-foot vehicular right-of-way encourages drivers to speed down the street. Allocating more

space to pedestrians and implementing traffic calming treatments to reduce vehicle speeds will ensure that College Avenue becomes a walkable, pedestrian-oriented commercial corridor. As shown on Figure 3.5, nearly half of the residential roads in Bel Air contain sufficient sidewalks. Filling in the sidewalk network along the remainder of the neighborhood's residential roads will ensure a complete sidewalk network that will serve the growing population. The following pedestrian improvements are proposed along College Avenue and are displayed conceptually in the following section.

- Marked crosswalks at Dakota Street, Walnut Avenue, and Dollar Avenue
- Parklets interspersed with parking along the southern side of the street
- Expanded sidewalk along Bel Air Park frontage

3. School House Hill

Although there are no commercial establishments in School House Hill, sidewalk expansion should be prioritized to enhance safety and accessibility to Weed Elementary School and High School. As discussed in the Needs Assessment, many students walk to school in Weed; however, sidewalk infrastructure in the neighborhood is lacking. Figure 7.2 shows the roads where sidewalk expansion should be prioritized. The orange diamonds show the two locations adjacent to the neighborhoods schools where traffic calming treatments should be implemented. The traffic calming improvements include:

- Speed humps in front of school entrances
- Marked crosswalks at school entrances with school zone crossing signs

4. Angel Valley

As shown on Figure 7.2, there are no existing sidewalks in Angel Valley. The 2040 General Plan projects significant residential growth in Angel Valley, as well as neighborhood-serving commercial development along California Avenue. Many of the roads in Angel Valley have sufficient right-of-way to accommodate sidewalks, particularly California Avenue, Lincoln Avenue, Broadway Avenue, and Union Street. These roads are also the main collector roads in the neighborhood. Prioritizing sidewalk expansion along these roads will ensure that residents can walk between Angel Valley and surrounding neighborhoods safely. Sidewalks should also be prioritized along Morris Street and Oak Street to enhance access to the expanded open space and new community center that will occupy the adjacent lot.

5. Lincoln Heights

Lincoln Heights is similar to Angel Valley and School House Hill in that the neighborhood has very few paved sidewalks. Additionally, Lincoln Heights residents must cross US 97 to access the rest of the City. The intersection at US 97 and Lincoln

Avenue has a posted speed limit of 50 mph, high truck volumes, and is not signalized, all of which contribute to unsafe pedestrian conditions. The following traffic calming treatments would improve safety at the intersection of US 97 and Lincoln Avenue.

- Marked crosswalks
- Pedestrian warning signs
- Curb ramps

6. South Weed

Although South Weed consists predominantly of large-scale commercial development, the area is the lowest priority for pedestrian improvements due to minimal residential development and a sufficient existing sidewalk network. As shown in Figure 7.2, Shastina Drive, Black Butte Drive, and Vista Drive east of I-5 all contain sidewalks of adequate width. Sidewalk extension is proposed along Black Butte Drive, which will be implemented as commercial development expands to the south. South Weed is highly auto-oriented with high volumes of truck traffic from I-5. The Bicycle and Pedestrian Master Plan encourages minor traffic calming treatments including signage and crosswalk markings to increase driver's awareness of pedestrians.

7.5 Design Recommendations

This section provides visual representations of the bicycle and pedestrian improvements described in the previous sections. The previous sections include network-level improvements targeted at enhancing connectivity and accessibility. The recommendations included in this section focus on specific design elements that will enable the City to achieve a safe and complete bicycle and pedestrian network that meets the needs of all users. The designs provided below are conceptual and are intended to provide decision-makers with guidance on the general types of improvements that could be implemented when funding becomes available.

South Weed Boulevard

The proposed design for South Weed Boulevard includes the removal of one 12-foot shoulder/parking lane along the east side of the street to accommodate 5-foot buffered bike lanes in each direction. Parking along this segment is underutilized, as most businesses and gas stations along the corridor contain surface parking. The 13-foot center turn lane, 12-foot through traffic lanes, west-side shoulder/parking lane, and 9-foot sidewalks will not be modified in order to maintain Caltrans lane-width standards and ensure a sufficient right-of-way to accommodate high truck volumes. Figures 7.3

and 7.4 show the existing and proposed cross section along South Weed Boulevard. The bicycle network recommendations are summarized as follows:

- 5-foot bike lanes in each direction.
- Striped buffers to increase separation between vehicles and bicyclists.
- Striped green paint at heavily used driveways to indicate conflict areas.
- Through bike lane in the northbound direction to reduce conflict with right-turning vehicles.

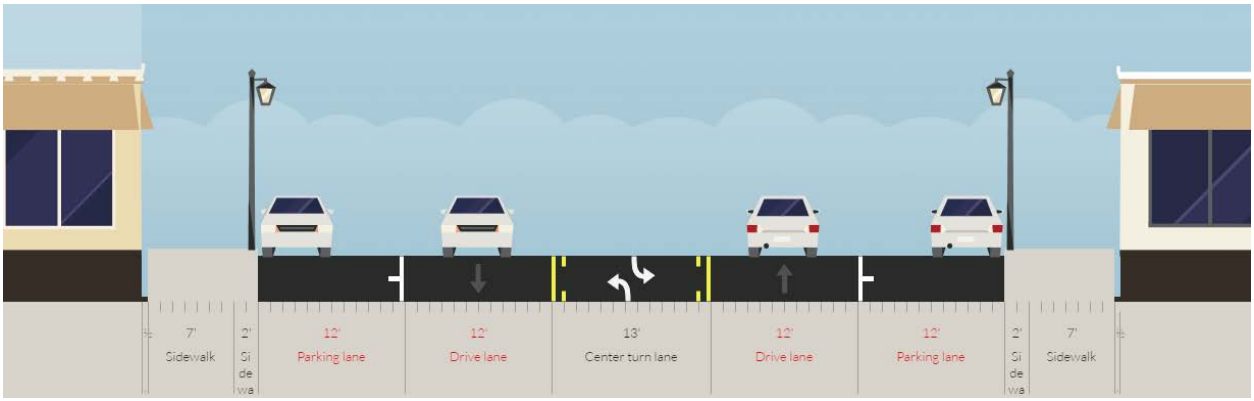


Figure 7.3 South Weed Boulevard Existing Cross Section

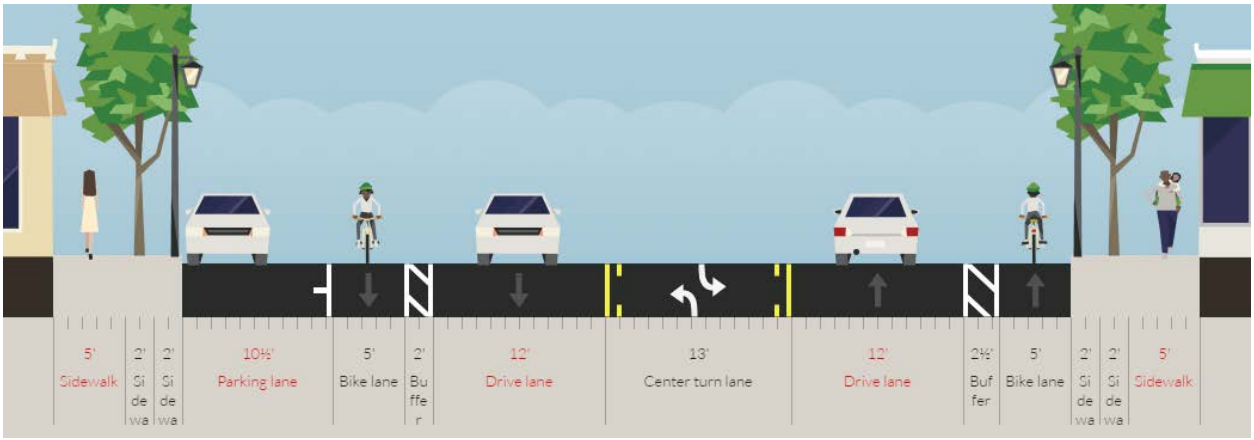


Figure 7.4 South Weed Boulevard Proposed Cross Section

Figure 7.5 shows the proposed pedestrian improvements for the Main Street intersection, which is a focal point of the City that carries the highest volume of pedestrian traffic. As displayed in the figure, a curb extension along the west-side of the street is proposed to create more space for pedestrians and reduce crossing distance along South Weed Boulevard. Curb ramps are proposed at all crossing locations to provide access and enhance safety for users with disabilities. In its existing condition, the intersection has transect crosswalks along the north and east-side crossings.

Implementing ladder crosswalks at all three crossing locations will enhance pedestrian visibility and improve safety for all users.

Figure 7.5 also displays the proposed bicycle improvements demonstrated in the cross-sectional representations. The northbound bicycle lane configuration is proposed as a “though lane”, which routes right-turning vehicles to the curb-side lane in order to prevent conflict with through-travelling cyclists. Cyclists turning right are encouraged to use the right turn lane. The striped painting at the conflict point is intended to heighten driver’s awareness of cyclists when moving into the right turn lane. Bike lanes are displayed in green to help visualize their presence; however, engineering judgement and further design review should be used to determine if green lanes are necessary along this corridor. The Weed Bicycle and Pedestrian Master Plan recommends striping bike lanes at major driveways and conflict points along the corridor.

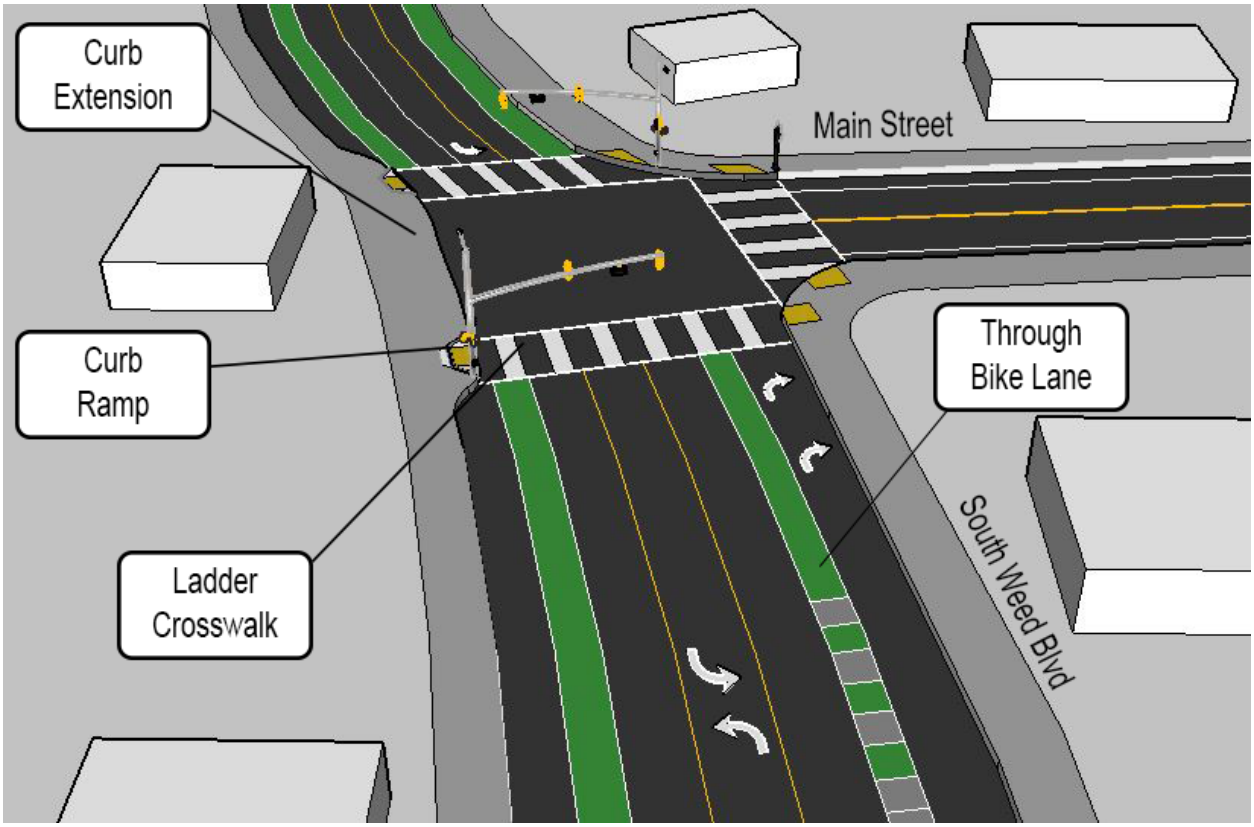


Figure 7.5 Conceptual Design for South Weed Boulevard/Main Street Intersection

Main Street

The proposed design for Main Street is similar to South Weed Boulevard by removing one lane of parking to accommodate bike lanes. Street parking along Main Street is underutilized; therefore, removing one 9-foot parking lane along the south side of the

street could accommodate a 4-foot bike lane in each direction. There are no signalized or stop-controlled intersections along Main Street, and therefore no intersection treatments for bicyclists are recommended. A 1-foot buffer is proposed to further separate bicyclists from vehicular traffic. Figure 7.6 and 7.7 show a cross section of Main Street in its existing condition compared to the proposed design.

Figure 7.8 shows the recommended bicycle and pedestrian improvements. Curb extensions are displayed along the north side of the street, with mid-block curb space reserved for parking. In its existing state, Main Street contains textured crosswalks that run parallel to the street; however, there are no formal pedestrian crossings across Main Street. The diagram shows where textured crosswalks are proposed across Main Street, which will become necessary as traffic volumes increase city wide.

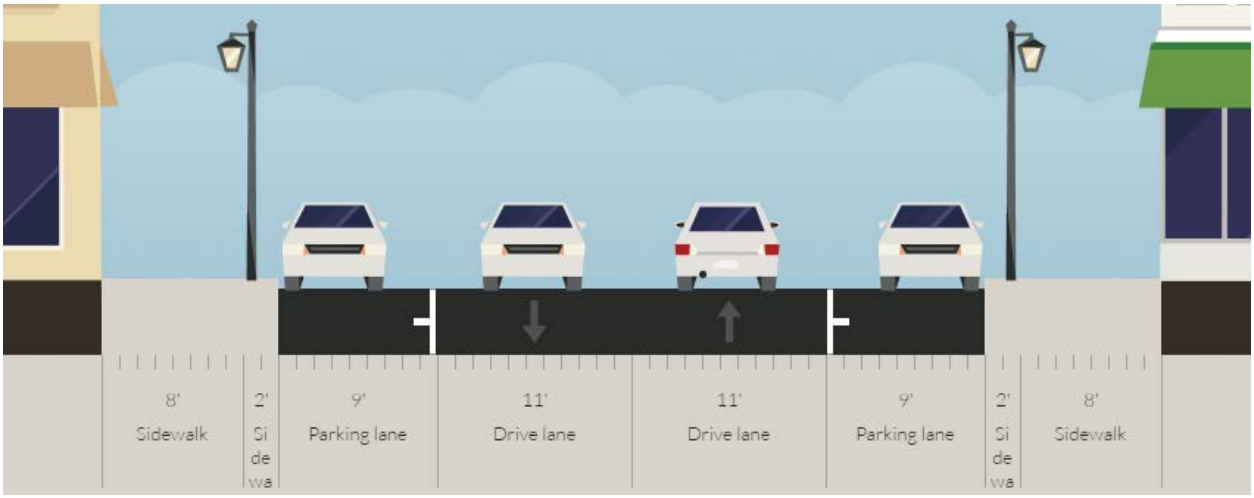


Figure 7.6 Main Street Existing Cross Section

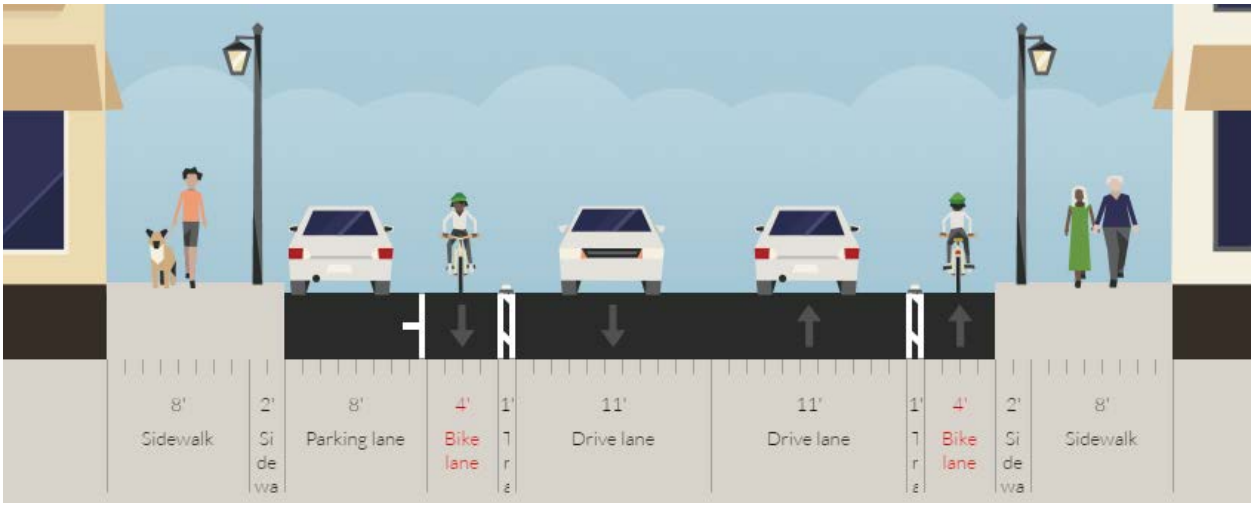


Figure 7.7 Main Street Proposed Cross Section

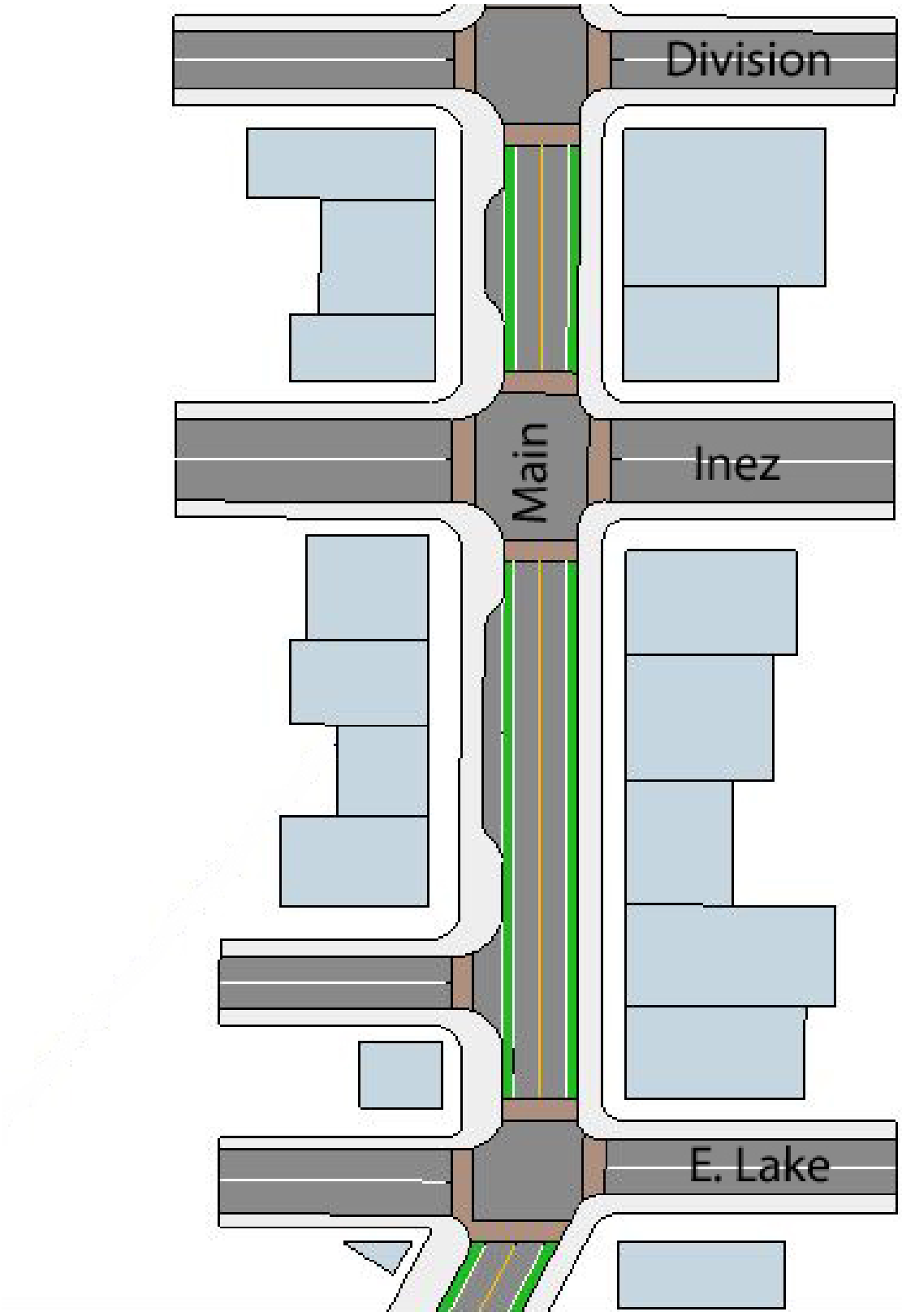


Figure 7.8 Main Street Conceptual Design

College Avenue

The proposed design for College Avenue includes the removal of on-street parking in the northbound direction to allocate more space to bicyclists and pedestrians. Angled parking adjacent to Bel Air Park will remain in its existing state; however, parking along the remainder of the corridor is highly underutilized. The 2040 General Plan designates College Avenue as a mixed-use zone, which will likely generate more bicycle and pedestrian trips. By removing one parking lane, sidewalks could be expanded and the street could accommodate 5-foot bike lanes in each direction. 11-foot vehicle lanes would remain in place, and traffic calming treatments could be installed to reduce vehicle speeds and increase bicycle and pedestrian safety. Figure 7.9 and 7.10 show the existing and proposed cross section along College Avenue.

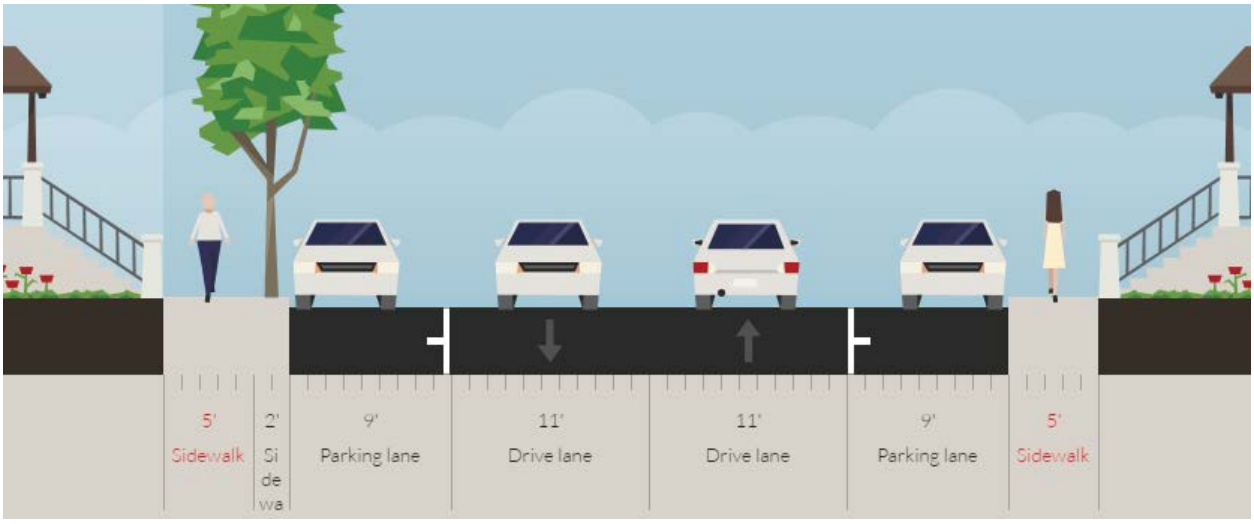


Figure 7.9 College Avenue Existing Cross Section

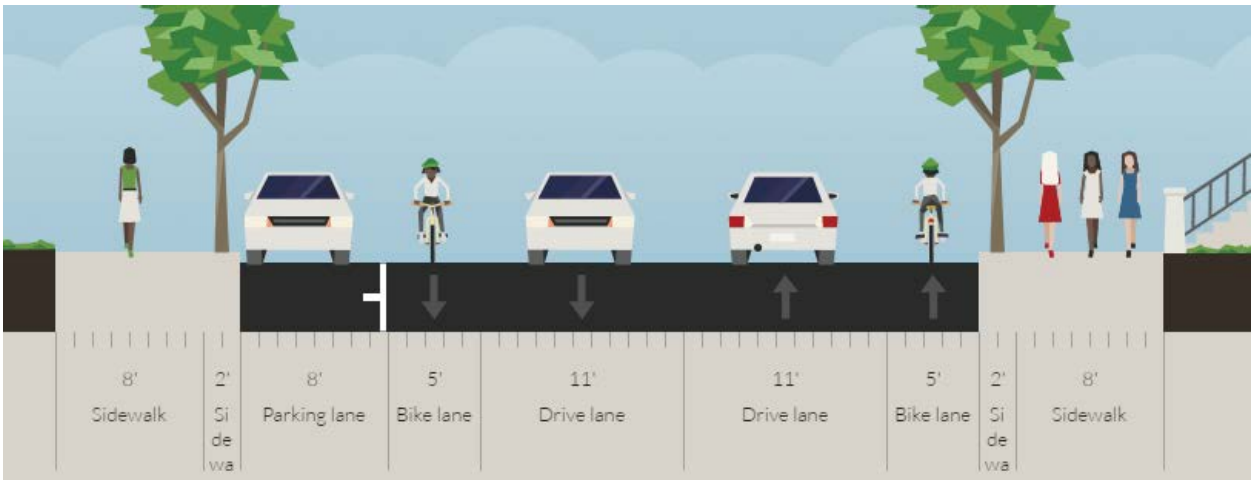


Figure 7.10 College Avenue Proposed Cross Section

Figure 7.11 shows the conceptual design for College Avenue, including bicycle and pedestrian improvements. As shown in the figure, enhancement/buffer zones are proposed along the west-side of the street to foster interactive pedestrian spaces. Parking supply will be maintained by interspersing on-street parking with parklets, curb extensions, or other pedestrian enhancements that utilize the on-street parking lane. Angled parking adjacent to Bel Air Park should be maintained to ensure additional parking capacity. Crosswalks are proposed at the intersections of Terrace Street, Dakota Street, and Walnut Avenue.

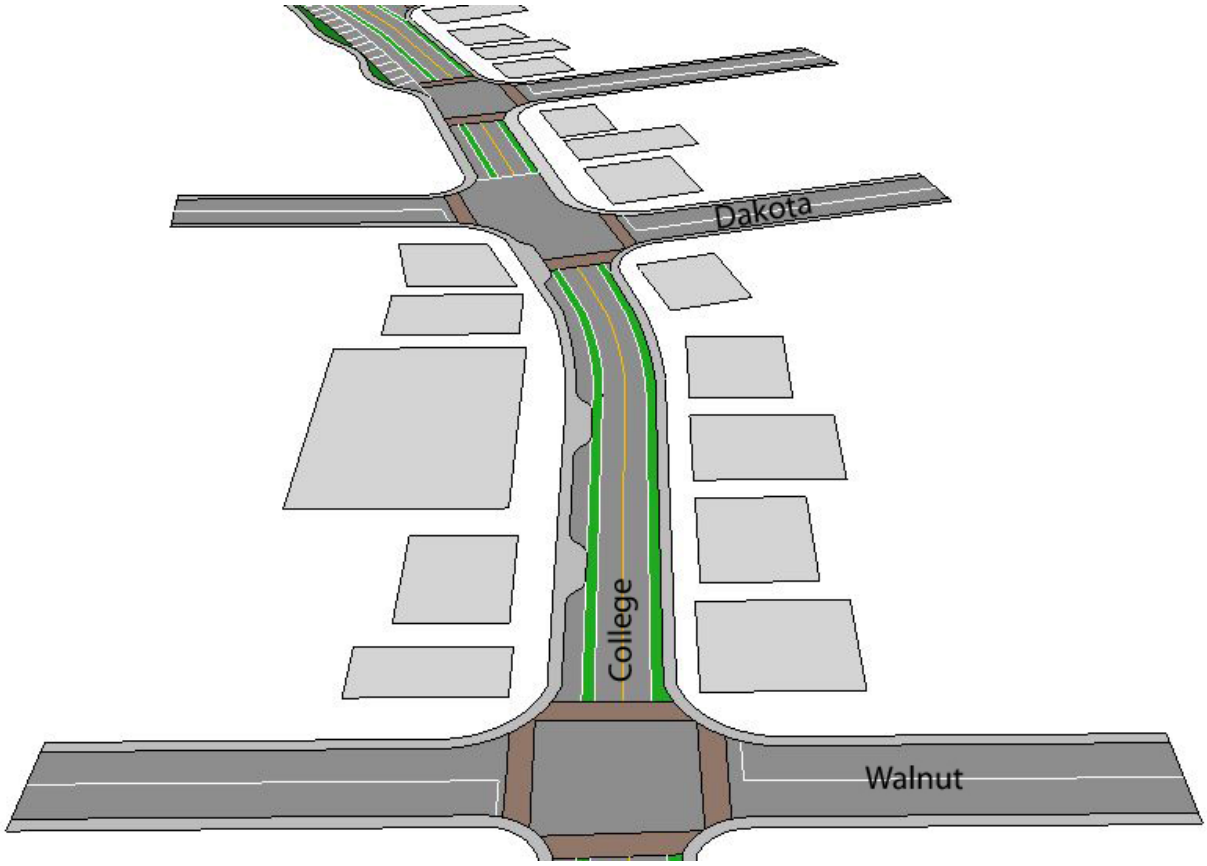


Figure 7.11 College Avenue Conceptual Design

School House Hill

Recommended improvements for School House Hill include a series of traffic calming improvements that focus on enhancing safety near Weed Elementary School and Weed High School. The recommended improvements include:

- Speed humps located near school entrances

- Yellow continental crosswalk markings at school crossings
- Improved school zone signage

Speed humps are an effective traffic calming mechanism for ensuring that vehicles slow down near school zones, and should always be accompanied by signage warning drivers of their presence. Additionally, the MUTCD recommends yellow crosswalk markings adjacent to school zones. South Davis Street and Hillside Drive do not contain sufficient right-of-way to accommodate bicycle lanes, and traffic volumes do not warrant their implementation. Therefore, shared roadway amenities are proposed along the roads adjacent to school entrances.

US 97/Lincoln Avenue

The intersection of US 97 and Lincoln Avenue carries high-speed vehicle traffic from the northern part of Siskiyou County into the City, and also carries a large volume of truck traffic. The intersection connects Lincoln Heights to the rest of the City, and should therefore be considered a priority location for pedestrian improvements. Design recommendations for the intersection include:

- Continental striped crosswalks
- Curb ramps
- Rectangular rapid flashing beacon

Other Recommendations

On/Off Ramps and Underpasses

Freeway on and off-ramps are often high conflict areas between vehicular and non-motorized modes due to the speed differential between freeways and local roads. Intersections treatments at on and off ramps can increase safety by encouraging all road users to be aware of conflicting traffic. One treatment is to install signage that signifies to drivers to slow down and be cautious of bicyclists and pedestrians upon exiting the freeway. When signalization is not feasible, intersection markings such as high-visibility crosswalks and striped bike lanes can reduce the risk of a collision. The following figure provides an example of how a bicycle lane can be painted to enhance cyclist safety at freeway on/off-ramps and underpasses. Implementing this type of treatment along the I-5 on and off ramps on South Weed Boulevard is especially important because it is the only bicycle and pedestrian connection between north and South Weed.

Figure 7.12 Example Design for Underpass

Source: http://la.streetsblog.org/2016/03/02/eyes-on-the-street-new-green-bike-lane-merge-zones-on-vineland-avenue/

7.6 End-of-trip Facilities

Bicycle Parking

Part of enhancing safety for bicyclists is ensuring that there are safe, secure, and convenient end-of-trip bicycle parking options. Implementation programs regarding bicycle parking are discussed in more detail in Chapter 5 – Goals and Objectives. The Plan requires that new development includes sufficient bicycle parking that is 10 percent of the total vehicle parking spaces and is closer to the building entrance than the closest vehicle parking space. The proposed bicycle network identifies eight priority locations for bicycle parking. These locations are in the public right-of-way, and are therefore the City's responsibility to install. These locations were determined based on proximity to existing and future activity centers, commercial corridors, and routes with the largest amount of bicycle traffic. The priority locations include the following:

- Broadway at Roseburg Parkway
- South Davis at Hillside Drive
- Main Street at Alamo Street
- Main Street at East Lake Street
- Main Street at US 97/South Weed Boulevard
- US 97/South Weed Boulevard at Boles Street

- College Avenue at Dakota Street
- Black Butte at Vista Drive

The recommended types of bicycle parking include Peak Racks and inverted-U racks. These bicycle parking designs are not only the most cost-effective options, but provide two points of contact which increases the security of parked bikes.

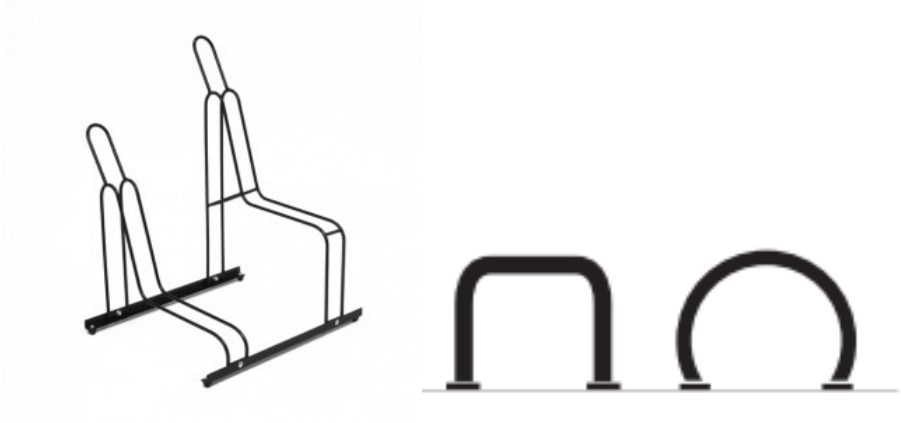


Figure 7.13 Recommended Bicycle Parking

Changing and Storing Facilities

Access to changing and storage facilities is an important consideration in promoting biking as a form of transportation and recreation. Figure 7.1 shows the proposed location of public changing and storing facilities within the City of Weed. The two proposed locations are at Charlie Byrd Park in Angel Valley, which can be incorporated into the proposed Community Center, and at Bel Air Park. The City should collaborate with the Parks and Recreation District as well as the College of the Siskiyous to ensure adequate provision of changing and storing facilities at these key locations.

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8 EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT

8.1 Introduction

This chapter describes education, encouragement, and enforcement programs that can supplement the physical infrastructure improvements recommended in this plan. Ensuring that residents feel comfortable, safe, and aware while walking and biking is a fundamental aspect of comprehensive bicycle and pedestrian planning. Many of the following programs are included in the City of Mount Shasta Bicycle, Pedestrian, and Trails Master Plan. The City of Weed should collaborate with the City of Mount Shasta to strengthen these programs and expand accessibility to Weed's residents. The following programs are recommended to achieve the goals set forth in the Bicycle and Pedestrian Master Plan and 2040 General Plan.

8.2 Programs

Bike Rodeo/Bike to School Day

Program Type: Encouragement and Education
Target Audience: Youth and students
Potential Agency Involvement: City of Weed, City of Mount Shasta, Weed Elementary School, Weed High School, Great Northern Services
Program Elements: Teach kids how to ride a bike safely, help kids feel comfortable on a bike by riding in a group.
Time Frame: Annual
Potential Funding Sources: Local business donations, Volunteer staff, Safe Routes to School grants
Additional Resources:
http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf
http://www.bicyclinglife.com/SafetySkills/

Urban Cycling Skills Classes

Program Type: Education
Target Audience: Potential/interested cyclists
Potential Agency Involvement: City of Weed, City of Mount Shasta, Weed Community Center, Great Northern Services, Weed Police Department, College of the Siskiyou

Program Elements: How to navigate the City safely on a bike, selecting the right bike, fitting a helmet, how to navigate intersections, and how to signal to drivers and other road users.
Time Frame: Flexible
Potential Funding Sources: Local Transportation Commission, Office of Traffic Safety Donations and volunteer efforts
Additional Resources:
http://bikeleague.org/content/find-take-class

Police Force Education

Program Type: Enforcement
Target Audience: Police Force
Potential Agency Involvement: Weed Police Department, City of Weed, City of Mount Shasta, Siskiyou County Sheriff's Department
Program Elements: Increase police awareness of bicycle and pedestrian laws and safety hazards; improve crash documentation and data collection.
Time Frame: Annual
Potential Funding Sources: State and federal grant funding
Additional Resources:
http://www.pedbikeinfo.com/enforcement/training.cfm

Bicycle and Pedestrian Routes and Maps

Program Type: Education and Encouragement
Target Audience: Residents and visitors
Potential Agency Involvement: City of Weed, Great Northern Services, Weed Chamber of Commerce
Program Elements: Maps on the City's website that include both local and regional bike routes; printed maps or pamphlets at City Hall or other public locations around the City.
Time Frame: One time with updates
Potential Funding Sources: Collaborate with COS students, donations
Additional Resources:
http://police.ucdavis.edu/docs/bikemap.pdf
http://www.sfbike.org/download/map.pdf

Bicycle and Pedestrian Counts

Program Type: Evaluation
Target Audience: n/a
Potential Agency Involvement: City of Weed, College of the Siskiyou

Program Elements: Bicycle and pedestrian counts at intersection (incorporate with vehicular traffic counts)
Time Frame: Annual
Potential Funding Sources: Local Transportation Commission, Collaborate with COS students (interns)
Additional Resources:
http://www.pedbikeinfo.org/planning/tools_counts.cfm

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9 PLAN IMPLEMENTATION

9.1 Introduction

This chapter describes the funding and implementation strategy for the Bicycle and Pedestrian Master Plan. The Plan is primarily conceptual by providing a network-level bicycle and pedestrian plan with overarching design recommendations. Individual projects should be planned according to engineering judgement and will be implemented based on funding availability and need. Therefore, this chapter includes short, mid, and long-term project prioritization, as well as cost estimation and potential funding sources. The City of Weed has not spent any money of bicycle related improvements in the City's history.

9.2 Implementation Process

The following steps describe the typical process between plan adoption and project construction. These steps may vary depending on each project.

1. Plan adoption by the Weed City Council.
2. Conduct feasibility studies for individual projects that includes more detailed designs and cost estimates.
3. Apply for grant funding or allocate funds from impact fees.
4. Obtain applicable permits and environmental approvals.
5. Individual project approval by the Weed City Council and identification of reserve funding sources.
6. Final plan completion, full project cost and budget, advertise for bids, award to contractor.
7. Construct project.

9.3 Project Prioritization

Priority projects were selected based on connectivity to major activity centers, population density, community feedback, gaps in the exiting network, and cost considerations. Identifying priority projects will help streamline the implementation process and ensure that the most needed and cost-effective projects are implemented first.

*note about sidewalk completion (many projects contingent upon)

9.3.1 Bicycle Projects

Short-Term

Class I Facilities: There are no proposed short-term Class I facilities.

Class II Facilities:

- Alamo Avenue from Main Street to Railroad Avenue
- Siskiyou Way from Shastina Avenue to College of the Siskiyous

Class III Facilities

- North Davis Street
- South Davis Street
- Shasta Ave
- Gilman/Clay Street
- Park Street/Grove Street
- College Air from Bel Air Street to Old Stage Road

Mid-Term

Class I Facilities:

- Railroad Avenue multi-use path from Alamo Ave to Broadway

Class II Facilities:

- Lincoln/Broadway Ave from US 97 to Roseburg Pkwy
- South Davis Street from Hillside Drive to White Ave
- Main Street
- South Weed Blvd from Shastina Drive to North Weed Blvd
- College Avenue from South Weed Blvd to Bel Air
- Shastina Drive

Class III Facilities:

- Oak Street/Morris Street Loop

- Edgewood Road
- College Ave from Bel Air to Old Stage Road

Long-Term

Class I Facilities:

- Broadway/Union/Angel Valley Road to US 97
- California Ave from Angel Valley Road to US 97
- Black Butte Road connector from Weed to Mount Shasta

Class II Facilities:

- Black Butte Drive from Shastina Drive to Vista Drive

Class III Facilities:

- South Weed Boulevard from Shastina Drive to Vista Drive in South Weed
- Mountain View Drive Loop

9.3.2 Pedestrian Projects

Short-Term

Striped Crossings:

- South Weed Blvd/Main Street Intersection
- Boles Street Intersection
- Freeway on and off-ramps along South Weed Blvd
- Main Street
- Weed Elementary School and High School crossings
- Roseburg Pkwy/Broadway Intersection

Speed Humps:

- College Avenue
- Weed Elementary School and High School

Curb Ramps:

- Roseburg Pkwy/Broadway intersection

Mid-Term

Curb Extensions:

- South Weed Blvd/Main Street intersection
- Main Street intersections

Rectangular Rapid Flashing Beacon (RRFB):

- Boles Street across US 97

Street Trees:

- South Weed Blvd between North Weed Blvd and College Ave
- Main Street

Benches:

- Main Street
- College Ave

Striped Crossings:

- College Ave intersections
- California/Morris intersection
- US 97/Lincoln Ave intersection (one striped crossing across Lincoln Ave and one high visibility crossing along US 97)
- Black Butte Drive at Shastina and Vista Drive intersections
- Shastina/Vista Drive intersection
- Freeway on and off-ramp crossings along Vista Drive in South Weed.

Curb Ramps:

- California/Morris intersection
- US 97/Lincoln intersection

Long-Term

Curb Extensions:

- College Ave (once sidewalk network is built out)
- California St

Curb Ramps:

- California St (connect crosswalks once sidewalk network is built out)

Parklets:

- South Weed Blvd at Main Street intersection (west side of street in existing shoulder/parking right-of-way)
- Main Street alternating with parking along south side of street)
- College Ave alternating with parking along south side of the street

Striped Crossings:

- College Ave intersections
- California/Morris intersection
- US 97/Lincoln Ave intersection (one striped crossing across Lincoln Ave and one high visibility crossing along US 97)
- Black Butte Drive at Shastina and Vista Drive intersections
- Shastina/Vista Drive intersection
- Freeway on and off-ramp crossings along Vista Drive in South Weed.

Lighting:

- I-5 underpass along South Weed Boulevard
- I-5 underpass along Vista Drive

Raised Crossing:

- College Avenue at Dakota intersection
- California Avenue at location of future neighborhood center

Street Trees:

- College Ave (as sidewalk network is built out)
- California St

9.4 Cost Estimation

This section includes cost estimates for all short, mid, and long-term bicycle and pedestrian projects proposed in this plan. Table 9.1 shows bicycle facility costs broken down by classification and Table 9.2 shows pedestrian projects by neighborhood and location. Cost estimates were obtained from a report published by the University of North Carolina Highway Safety Research Center, which contains costs for 77 types of bicycle and pedestrian projects with over 1,700 observations that were compiled to present minimum, maximum, median, and average costs for each project type. The unit costs as well as minimum, median, maximum, and average cost are presented in Table 9.3. The cost estimates presented below serve as an approximation to aid stakeholders and decision-makers throughout the project development phase. More detailed cost estimates will need to be developed on an individual project basis.

The total bicycle facility costs amount to nearly $2 million over the long-term, including administrative and planning costs. It should be noted that costs were calculated based on improvements within the city limits, even though the Bicycle and Pedestrian Master Plan proposes projects that continue outside the city limits. The City of Weed should coordinate with neighborhood municipalities as well as the Siskiyou County Local Transportation Commission to fund and implement projects in unincorporated areas.

The pedestrian improvement projects total about $3.75 million, with the majority of costs incurring by School House Hill due to the lack of sidewalks. As mentioned previously, many of the pedestrian projects are contingent upon the completion of the sidewalk network. Curb extensions, curb ramps, street trees and benches, and streetlights cannot be implemented until the sidewalk has been installed. These improvements are classified as short, mid, or long-term based on priority locations of the Sidewalk Capital Improvement Plan. The sidewalk costs listed in Table 9.2 are directly from the Sidewalk Capital Improvement Plan, and are listed as ‘long-term’ to reflect the cost when the plan has been built out.

Table 9.1

Bicycle Network Cost Estimation						
Class I						
Segment Name	**Begin**	**End**	**Length (mi)**	**Short-term**	**Mid-term**	**Long-term**
Angel Valley Road	Roseburg Pkwy	US 97	0.7			$ 336,798
California Avenue	Angel Valley Road	US 97	0.67			$ 322,364
Railroad Avenue	Alamo Avenue	Broadway Avenue	0.6		$288,684	
Black Butte Road	Black Butte Drive	Mount Shasta	0.62			$ 298,307
			Total	$ -	$288,684	$ 957,469
			Total Class I Estimate			$1,246,153
Class II						
Segment Name	**Begin**	**End**	**Length (mi)**	**Short-term**	**Mid-term**	**Long-term**
Broadway Avenue	Union St	US 97	0.43		$ 57,263	
South Davis Street	Hillside Drive	White Ave	0.17		$ 22,639	
Alamo Avenue	Main Street	Railroad Ave	0.21	$ 27,966		
Main Street	South Weed Blvd	Davis Street	0.53		$ 70,580	
South Weed Blvd	North Weed Blvd	Shastina Drive	0.75		$ 99,878	
College Ave	South Weed Blvd	Bel Air	0.33		$ 43,946	
Siskiyou Way	South Weed Blvd	COS	0.18	$ 23,971		
Shastina Drive	South Weed Blvd	Black Butte	1.17		$155,809	
Black Butte Drive	Shastina Drive	End	1.03			$ 137,165
			Total	$ 51,936	$450,115	$ 137,165
			Total Class II Estimate			$ 639,216
Class III						
Segment Name	**Begin**	**End**	**Length (mi)**	**Short-term**	**Mid-term**	**Long-term**
Oak Street/Morris Loop			1.48		$ 6,226	
North Davis	Main Street	Hillside Drive	0.65	$ 3,071		
South Davis	Main Street	Shasta Ave	0.62	$ 3,157		
Shasta Ave	North Davis Ave	Hillside Drive	0.28	$ 1,464		
Gilman/Clay Street	Lake Street	Main Street	0.45	$ 2,111		
Park Street/Grove Street	Alamo Avenue	Main Street	0.67	$ 3,147		
Edgewood Road	South Weed Blvd	City Limit	1.07		$ 4,668	
College Ave	Bel Air	City Limit	0.68		$ 2,985	
South Weed Blvd	Shastina Drive	Vista Drive	1.43			$ 5,836
Mountain View Drive	South Weed Blvd	Vista Drive	1.21			$ 5,200
			Total	$ 12,950	$ 13,879	$ 11,036
			Total Class III Estimate			$ 37,866
Bicycle Parking Cost						
			8 Locations	$ 2,640	$ 2,640	
			Total Bike Parking Cost			$ 5,280
			Short Term Total			$ 67,527
			Mid Term Total			$ 755,318
			Long Term Total			$1,105,670
			Grand Total			$1,928,514

Table 9.2

Pedestrian Network Cost Estimation					
Project Location					
Historic Downtown	**Proposed Improvements**	**Quantity**	**Short-term**	**Mid-term**	**Long-term**
South Weed Blvd/Main Street Intersection	Striped Crossing	2	$ 1,540		
	Curb Extension/Parklet	1			$ 20,000
South Weed Blvd/Boles Street Intersection	Curb Extension	2		$ 26,000	
	Rectangular Rapid Flashing Beacon	1		$ 22,250	
	Striped Crossing	1	$ 770		
South Weed Blvd (N. Weed Blvd - College)	Street Trees	20		$ 8,600	
	Striped Crossing	4	$ 3,080		
	Lighting (Underpass)	2			$ 9,760
Main Street	Parklet	2			$ 40,000
	Striped Crossing	4	$ 3,080		
	Curb Extensions	6		$ 78,000	
	Street Trees	16		$ 6,880	
	Benches	6		$ 9,300	
Neighborhood Sidewalk Estimate*					$ 750,000
		Total	$ 8,470	$ 151,030	$ 819,760
		Historic Downtown Cost Estimate			**$ 979,260**
Bel Air	**Proposed Improvements**	**Quantity**	**Short-term**	**Mid-term**	**Long-term**
College Ave (S. Weed Blvd - Bel Air)	Speed Hump	2	$ 5,280		
	Striped Crossing	6		$ 4,620	
	Raised Crossing	2			$ 16,340
	Parklet	2			$ 40,000
	Benches	8		$ 12,400	
	Curb Extension	4			$ 52,000
	Street Trees	10			$ 4,300
Neighborhood Sidewalk Estimate*					$ 550,000
		Total	$ 5,280	$ 17,020	$ 662,640
		Bel Air Cost Estimate			**$ 684,940**
School House Hill	**Proposed Improvements**	**Quantity**	**Short-term**	**Mid-term**	**Long-term**
Weed Elementary School (S. Davis)	Speed Hump	1	$ 2,640		
	Yellow Striped Crossing	2	$ 2,480		
Weed High School (Hillside Dr.)	Speed Hump	2	$ 5,280		
	Yellow Striped Crossing	2	$ 2,480		
Neighborhood Sidewalk Estimate*					$ 1,080,000
		Total	$ 12,880	$ -	$ 1,080,000
		School House Hill Cost Estimate			**$ 1,092,880**
Angel Valley	**Proposed Improvements**	**Quantity**	**Short-term**	**Mid-term**	**Long-term**
Roseburg Pkwy/Broadway Intersection	Striped Crossing	1	$ 770		
	Curb Ramp	3	$ 2,556		
California/Morris Intersection	Striped Crossing	3		$ 2,310	
	Curb Ramp	4		$ 3,408	
California (future neighborhood center)	Raised Crossing	2			$ 16,340
	Curb Ramp	4			$ 3,408
	Curb Extension	2			$ 26,000
	Street Trees	10			$ 4,300
	Benches	4			$ 6,200
Neighborhood Sidewalk Estimate*					$ 905,000
		Total	$ 3,326	$ 5,718	$ 961,248
		Angel Valley Cost Estimate			**$ 970,292**

Lincoln Heights	Proposed Improvements	Quantity	Short-term	Mid-term	Long-term
US 97/Lincoln Ave Intersection	Striped Crossing	1		$ 770	
	High Visibility Crossing	1		$ 2,540	
	Curb Ramp	3		$ 2,556	
Neighborhood Sidewalk Estimate*					$ 30,000
		Total	$ -	$ 5,866	$ 30,000
		Lincoln Heights Cost Estimate			**$ 35,866**

South Weed	Proposed Improvements	Quantity	Short-term	Mid-term	Long-term
Black Butte/Shastina Intersection	Striped Crossing	1		$ 770	
Black Butte/Vista Drive Intersection	Striped Crossing	2		$ 1,540	
Vista Drive/Shastina Drive Intersection	Striped Crossing	2		$ 1,540	
Freeway Ramp Crossings	Striped Crossing	4		$ 3,080	
Underpass	Streetlight	2			$ 9,760
		Total	$ -	$ 6,930	$ 9,760
		South Weed Cost Estimate			**$ 16,690**
		Total Pedestrian Project Cost			**$ 3,779,928**

Table 9.3

Bicycle and Pedestrian Improvement Unit Cost Estimation

Bicycle and Pedestrian Improvement	Median	Average	Minimum	Maximum
Bicycle Locker	$ 2,140	$ 2,090	$ 1,280	$ 2,680
Bicycle Rack	$ 540	$ 660	$ 64	$ 3,610
Paved Multi-Use Trail	$ 261	$ 481,140	$ 64,710	$ 4,288,520
Unpaved Multi-use Trail	$ 83,870	$ 121,390	$ 29,520	$ 412,720
Pavement Marking (Shared Lane Marking)	$ 160	$ 180	$ 22	$ 600
Curb Extension	$ 10,150	$ 13,000	$ 1,070	$ 41,170
Raised Crosswalk	$ 7,110	$ 8,170	$ 1,290	$ 30,880
Speed Hump	$ 2,130	$ 2,640	$ 690	$ 6,860
Curb Ramp (Wheelchair Ramp)	$ 740	$ 810	$ 89	$ 3,600
Truncated Domes	$ 37	$ 42	$ 6	$ 260
Lighting (In pavement)	$ 18,250	$ 17,620	$ 6,480	$ 40,000
Lighting (Streetlight)	$ 3,600	$ 4,880	$ 310	$ 13,900
Overpass/Underpass (Wooden bridge)	$122,610	$ 124,670	$ 91,010	$ 165,710
Overpass/Underpass (Pre-Fab Steel bridge)	$191,400	$ 206,290	$ 41,850	$ 165,710
Street Trees	$ 460	$ 430	$ 54	$ 940
Bench	$ 1,660	$ 1,550	$ 220	$ 5,750
Trash/Recycling Receptacle	$ 1,330	$ 1,420	$ 310	$ 3,220
High Visibility Crosswalk	$ 3,070	$ 2,540	$ 600	$ 5,710
School Crossing	$ 520	$ 470	$ 100	$ 1,150
Striped Crosswalk	$ 340	$ 770	$ 110	$ 2,090
Rectangular Rapid Flashing Beacon	$ 14,160	$ 22,250	$ 4,520	$ 52,310
Stop/Yield Sign	$ 220	$ 300	$ 210	$ 560

Source:http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf

9.5 Maintenance

Maintenance is essential to ensuring that bicycle and facilities remain safe, comfortable, and user-friendly. The maintenance guidelines presented in Table 9.4 are from the Mount Shasta Bicycle, Pedestrian, and Trails Master Plan. These tasks pertain to the proposed off-street (Class I) multi-use paths. On-street facilities should be maintained based on Caltrans standards or existing standards in the City of Weed for maintaining roadway facilities.

Table 9.4

Maintenance Task	Frequency
Inspections	Seasonal - at beginning and end of summer
Signage Replacement	1-3 years
Site furnishings, replace damaged components	As needed
Fencing Repair	Inspect monthly for holes and damage, repair immediately
Pavement marking replacement	1-3 years
Pavement sweeping/blowing	As needed; before high use season
Pavement sealing; pothole repair	5-15 years
Introduced tree and shrub plantings, trimming	1-3 years
Shrub/tree irrigation for introduced planting areas	Weekly during summer months until plants are established
Shoulder plant trimming (weeds, trees, branches)	Twice a year; middle of growing season
Major damage response (fallen trees, washouts, flooding)	Scheduled based on priorities
Culvert inspection	Before rainy season; after major storms
Maintaining culvert inlets	Inspect before onset of wet season
Trash Disposal	Weekly during high use; twice monthly during low use
Litter pick-up	Weekly during high use; twice monthly during low use
Graffiti Removal	Weekly; as needed

Source: Mount Shasta Bicycle, Pedestrian, and Trails Master Plan

9.6 Funding Opportunities

Funding for bicycle and pedestrian projects are available through a range of sources including federal, state, and local grant programs, private sector funding, development impact fees, and local tax initiatives. Most grant programs require extensive project documentation, applications, and cost benefit analysis before being subject to a highly competitive review process. Bicycle and pedestrian projects are typically funded through Transportation Development Act (TDA) funds, which are apportioned to each County; however, the Siskiyou County Local Transportation Commission has not historically allocated funding for active transportation projects. The following sections list potential funding sources that can be used to support the implementation of the Weed Bicycle and Pedestrian Master Plan.

9.6.1 Federal Funding Sources

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act), which authorized $305 billion for surface transportation planning and investment through 2020. The FAST Act superseded the Moving Ahead for Progress in the 21st Century Act (MAP-21), but retains the core apportionment features while adding new program components. FAST Act funding is apportioned to states and divided amongst individual programs. The following programs are applicable to the Weed Bicycle and Pedestrian Master Plan.

- **Surface Transportation Block Grant Program (STBG):** This program allocates approximately $11 billion annually to funding for transportation alternatives (TA). Funds are available for small-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.
- **Highway Safety Improvement Plan (HSIP):** The HSIP is intended to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned roads and tribal lands. The FAST Act authorized $3.5 million in additional funding to the HSIP program, which can be applied to projects including pedestrian hybrid beacons, roadway improvements that provide separation between pedestrians and motor vehicles (including medians and pedestrian crossing islands), and workforce development, training, and educational activities.

- **Recreational Trails Program (RTP):** The FAST Act reauthorized funding for the RTP, which is administered by the California Department of Parks and Recreation. RTP funds can allocated towards hiking, biking, skating, and equestrian paths for purposes of maintenance and restoration, purchase and lease of trail construction and maintenance equipment, construction of new trails, acquisition of easements, administrative costs, and operation of educational programs that promote safety and environmental protection.

- **Safe Routes to School (SR2S):** Federal funding for SR2S programs was extended through 2020 by the FAST Act, which authorizes $835 million through 2018 and $850 million from 2018 through 2020. SR2S funding can be used for infrastructure or non-infrastructure projects, but must be met by a state of local match of 20%.

9.6.2 State Funding Sources

California is expected to receive an average of $3.88 billion annually from the FAST Act through 2020, which will be apportioned to MPOs. However, the State also draws on internally generated funding sources to implement surface transportation projects. The following programs are available through statewide funding sources.

- **Active Transportation Program (ATP):** The ATP was signed into action by Governor Brown on September 26, 2013 to consolidate the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S) into a single program. The purpose of the ATP is to increase the proportion of bicycle and pedestrian trips, increase safety and mobility for non-motorized users, reduce GHG emissions, enhance public health, and ensure that disadvantaged communities have access to program benefits.

- **Bicycle Transportation Account (BTA):** The BTA program apportions approximately $7.2 million annually to projects that improve safety and convenience for bicycle commuters. BTA funding is available for project planning and construction and requires the applicant to furnish a minimum of 10% of the total project cost. BTA funding is also contingent upon completing a Bicycle Transportation Plan. The elements of the Weed Bicycle and Pedestrian Master Plan meet the BTA funding requirements.

- **California Conservation Corps (CCC):** In 2013, Governor Brown signed SB 99 (authorizing the ATP), which encouraged partnerships between conservation corps programs and ATP projects. Projects eligible for partnership must be location on public lands and do not include ongoing maintenance efforts.

- **Office of Traffic Safety (OTS) Grants:** Bicycle and pedestrian safety grants are available through OTS, and are primarily geared towards increasing awareness of traffic rules, rights, and responsibilities on behalf of all age groups. Grant funds typically go towards projects such as bike rodeos, presentations, youth-centered education, and multicultural approaches to addressing safe driving and walking behaviors.

- **Sustainable Transportation Planning Grant:** Caltrans has allocated $9.8 million for statewide transportation planning projects through 2017, which will likely be continued into the future.

9.6.3 Local Funding Sources

Most local funding for bicycle and pedestrian improvements will come from developer impact fees, as the Siskiyou County Local Transportation Commission (LTC) allocates a majority of alternative transportation funding to public transit. The Weed Bicycle and Pedestrian Master Plan encourages projects that can be included in major roadway repairs that are eligible for funding from the Local Transportation Fund (LTF). Descriptions of local funding sources are provided below.

- **Transportation Development Act (TDA):** Article 3 of the TDA consists of a state block grant that awards local jurisdictions with funding for bicycle, pedestrian, and transit projects. The Siskiyou County LTC is responsible for distributing LTF funds for bicycle and pedestrian projects including construction and engineering, maintenance, bicycle safety education programs, and plan development. The total budget for transit and non-motorized improvements in FY 2015-2016 amounted to $25,000, making up less than 1% of the County's total budget. The City of Weed is eligible to apply for LTF funding for bicycle and pedestrian projects once every five years, and funds are typically used to match federal or state funding sources.

- **Developer Impact Fees:** Developer impact fees are generated by potential developers who are required to mitigate transportation impacts of development by investing in bicycle and pedestrian projects (on or off-site) that reduce vehicular trips. The 2040 General Plan contains policies and programs that aim to attract developers to Weed, which would generate impact fees to fund projects in the Bicycle and Pedestrian Master Plan. Under California Law, there must be a clear nexus between impact fees and project spending. Oftentimes, impact fees can be used to attract matching funds from state or federal sources.

- **Business Improvement Districts (BID):** A BID is a defined area where businesses pay a small tax to generate funding for streetscape and retail beautification projects within the commercial area. BIDs often fund projects such as sidewalk widening, bicycle parking, landscaping, ADA compliance, street furnishings, street tree planting, parklets, and other improvements that generate pedestrian activity and boost potential revenue.

- **Local Improvement Districts (LID):** An LID is similar to a BID in that properties within a given area pay a small fee towards transportation improvement projects that benefit the entire neighborhood. LID funds can be used to fund sidewalk

projects along collector roads or to fill in sidewalk gaps in residential neighborhoods.

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APPENDICIES

Appendix A: Online Survey Results

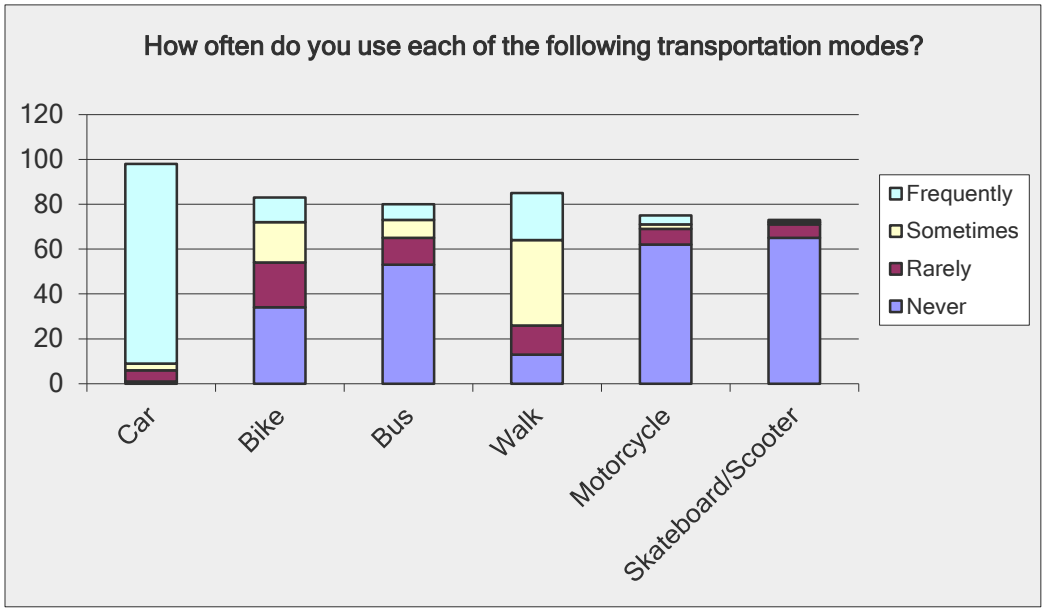
Question 1: What part of Weed do you live in?

Total Responses: 99

What part of Weed do you live in?		
Answer Options	**Response Percent**	**Response Count**
North Weed	11.1%	11
Central Weed/Downtown	10.1%	10
College of the Siskiyous Area	19.2%	19
South Weed	4.0%	4
Outside City Limits	55.6%	55
	answered question	99

Question 2: How often do you use each of the following transportation modes?

Total Responses: 100



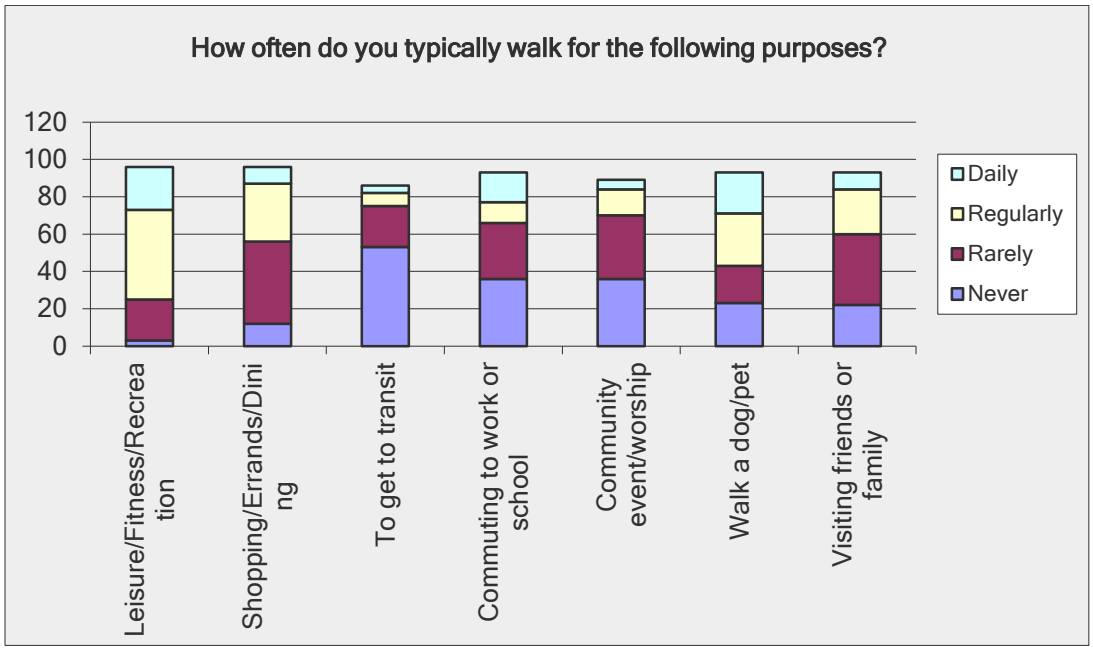
Question 3: How long is your commute to work or school?

Total Responses: 100

Answer Options	Response Percent	Response Count
Less than 5 minutes	16.0%	16
6 to 10 minutes	21.0%	21
11 to 15 minutes	19.0%	19
16 to 20 minutes	5.0%	5
21 to 25 minutes	3.0%	3
26 to 35 minutes	15.0%	15
36 to 45 minutes	8.0%	8
46 minutes to an hour	3.0%	3
More than an hour	4.0%	4
Not applicable	6.0%	6
	answered question	100

Question 4: How often do you typically walk for the following purposes?

Total Responses: 100



Question 5: Where do you walk in Weed?

Total Responses: 68

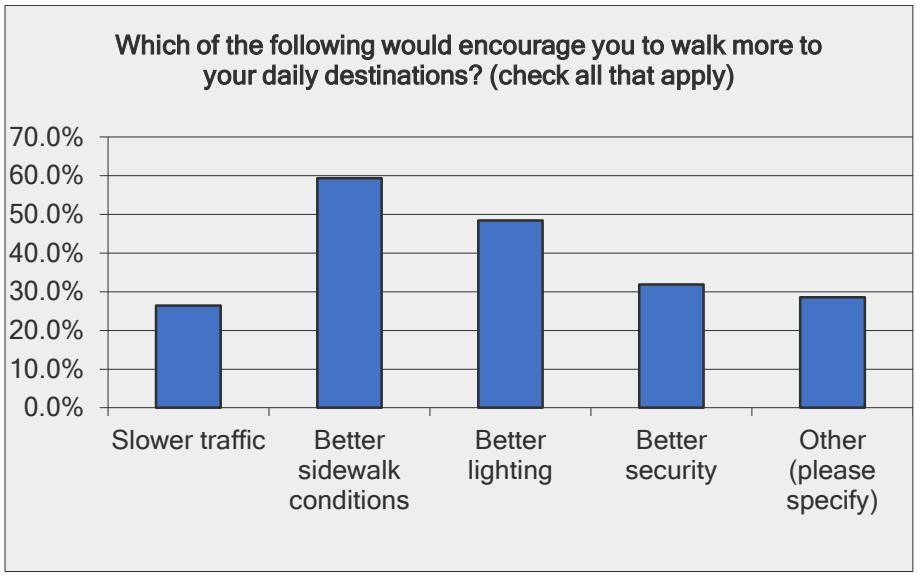
School house hill. ...downtown. ..sometimes string town area. ..but to many dogs there
The bear trail, in the woods any place to adventure.
My Neighborhood (Subdivision 2), College, Downtown

Usually to work, sometimes downtown, sometimes to a friend's house.
to Cos to library and rays
Dollar General
Mostly to North Weed, and throughout Downtown
All over, From COS to places to get food and things.
To my classes from the dorms
I dont I live in yreka and walk sometimes to campus
Town
From home to school
To College of the Siskiyous, to Ellie's, and home along Old Stage
Anywhere from stringy own to the greyhound area
College of the siskiyous campus, the Park next to the college and in the woods in Hammond Ranch.
I do not live in Weed
Nowhere
lake shastina and golf club
Around Town
around the COS campus
School
Between Hilo and cedar lanes
around main street area and COS
At the college
To store for groceries, to school, to restaurant, i have no car there are no buses weekends or nights so trapped here i hate it we need buses at night and weeksnds so can have soc i al life here there is no laundromat in weed have to take laundry on bus to shasta give us a campus laundromat - i HATE it here as trapped due to no transportation plus buses are outrageous pr i ce $5 each way just to go from weed to yreka, the onlyplacewith a freakin bank of amer i ca within 50 miles
Local shops.
to friend's houses or the gas station
In my neighborhood of on Hoy Road
Bear Trail, South Weed Blvd
Nowhere
To the high school or elementary school
I live in Mt. Shasta so I take my car to go to Weed for school, but I occasionally walk to work in Mt. Shasta.
Nowhere
On campus at COS.
I normally walk around my house, so not truly in Weed.
College of the Siskiyous, hikes
To classes and work
in our neighborhood . We live 2 miles out of town and walking anywhere from home is not too safe- no pathways
Hwy 97 to Downtown to COS
Around campus.
College of the Siskiyous, rays, subway
I Don't live in Weed. Just attend COS
COS area and Grammar School Area Water towers
Just the campus
Mostly in the college
Around cos
Shastina, South Weed Blvd. College ave, parks
Bear Trail

Roseburg property behind the High School
Near college
to COS and around downtown. parks for exercise
Around the college is where I feel it is safest to walk.
Trails/woods near College of the Siskiyous Area and downtown Weed.
black butte, parks
South Weed at subdivision across from McDonalds.
Neighborhood
to friends that live around me in north weed
I walk through downtown occasionally or to south weed blvd
North weed to downtown, parks
Downtown, college, belair
USFS outside city limits. Bear Trail at COS. Around downtown.
To the post office and the mercantile for dance classes.
Hoy Rd, Angel Valley (old dump area)
neighborhoods, PCT area, Black Butte, ETC
Downtown
COS campus
To and from COS campus
Primarily from the Mt. View Apartments where I live in the down two central Weed CA area, to my place in Angel Valley in "North Weed."

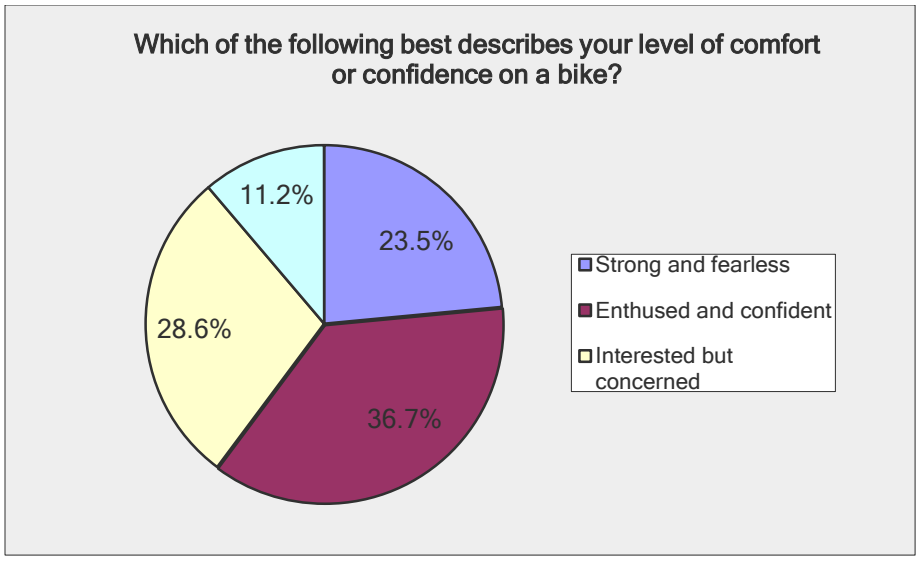
Question 6: Which of the following would encourage you to walk more to your daily destinations? (check all that apply)

Total Responses: 91

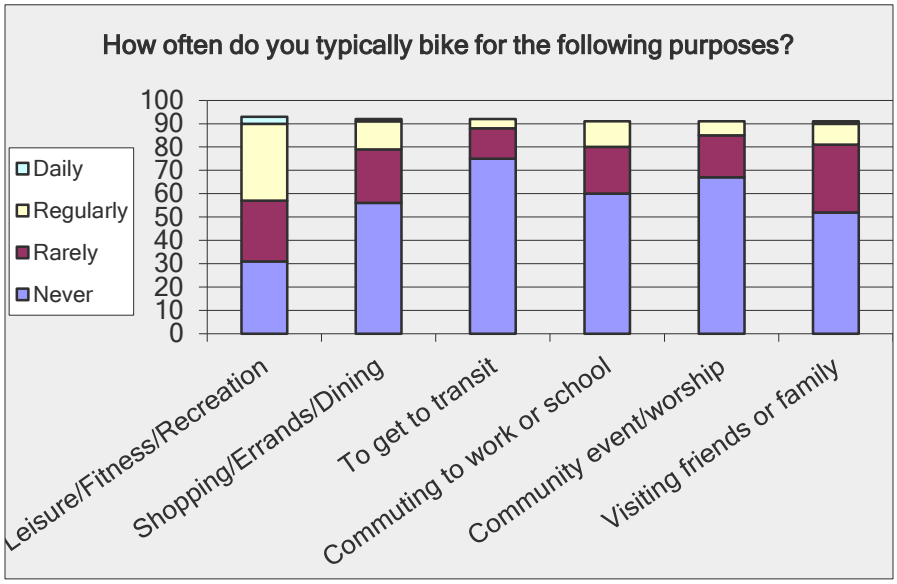


Question 7: Which of the following best describes your level of comfort or confidence on a bike?

Total Responses: 98



Question 8: How often do you typically bike for the following purposes?
Total Responses: 93



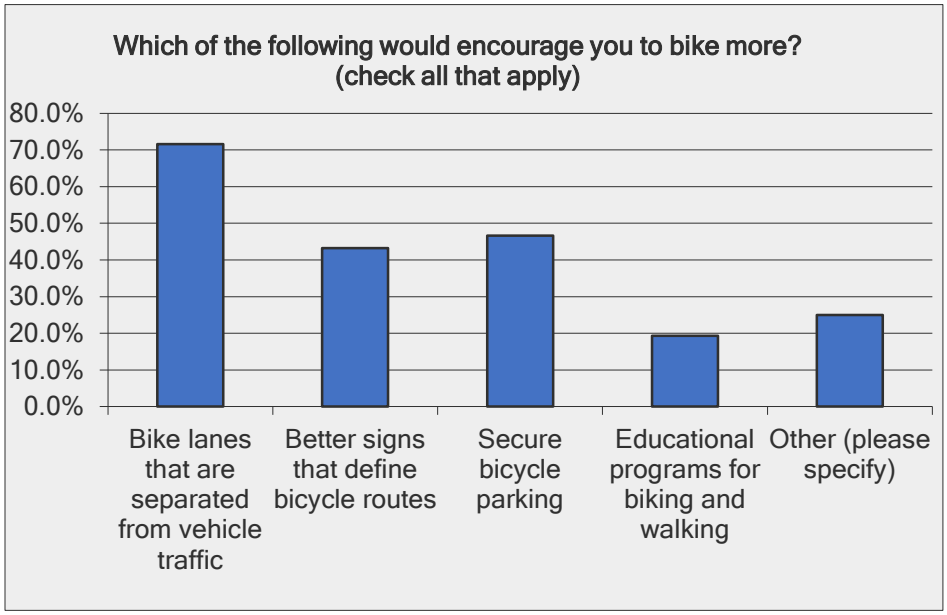
Question 9: If you ride a bike in Weed, please list the streets you typically ride on.
Total Responses: 31

S Davis. ...shasta. Camino or whatever the name is the street is that goes along behind Main st
COS/downtown area
Alamo, Main, N. Weed Blvd., S. Weed Blvd, College Ave
Everywhere
north old stage and college
Siskiyous, Black Butte
Anywhere from string town to grey hound station
Strictly side roads, the trucks going through town to hwy 97 are dangerous and at certain hours are relentless.
Weed blvb

highway 97
Main Street, south weed blvd
Hoy road
through neighborhoods to get to various trails, Old Stage
Hwy 97 to Angel Valley Rd to California Ave to Roseberg Ave to N Davis to Main Street to COS
Bel Air Collage Ave S Davis N Davis Shasta
Weed Blvd, Main Street, basically from COS area to the High School
Main St, N.Davis, California St, Gilman, Clay, Hiway-97, College Ave, Shastina Dr, Weed Blvd.
Main street. Traffic is too fast on south weed boulevard and no bike lane
Siskiyou Way, College Avenue, Weed Boulevard.
Downtown. Railtoad...Main Street. Weed Blvd.
Main street, college ave, davis
College, Weed Boulevard, Boles, Main
Angel Valley, through downtown, Weed Bl, College Av.
I road bike out to Edgewood and back through Hoy Road. I do this for exercise and rarely ride my bike anywhere else in Weed.
College,Main, Hoy, Old Stage.
Californina to Weed Blvd, Main St, College Ave, Siskiyou Way
Old Stage, 99, parks Creek, Hoy, old edgewood, edgewood, Jackson Ranch, pretty much all the roads every day.
Hoy, California, Morris, N. Davis, Main, E. Lake, Boles, College Ave
College Ave., Old Edgewood Weed Rd., Hoy Rd., Hwy 97 through town (under I-5).
North Weed Blvd, Main Street, College Blvd, Shastina Dr., N Old Stage Rd.
CLAY STREET across the railroad tracks to ROSEBURN PARKWAY to BROADWAY to ANGEL VALLEY ROAD to my place, there.

Question 10: Which of the following would encourage you to bike more? (check all that apply)

Total Responses: 88



Question 11: What improvements would you make to bicycle and pedestrian facilities in Weed?

Total Responses: 42

I like it like it is. ..keeps out the riffraff
Interconnecting trail from Weed to Mt Shasta
Improved lighting
Bike racks, bike lanes.
covered bike parking and covered bus stops
I currently feel safe riding a bicycle in town, but I would definitely add more sidewalks, and improve existing ones that are in need.
I currently feel safe riding a bicycle in town, but I would definitely add more sidewalks, and improve existing ones that are in need.
I don't have any improvements that I would make.
Ive seen it more clearly marked and more caution signs or something that makes cars more aware of that white line to the right of them means bike lane with or without bicycles in it it doesnt mean they can drive in it
I don't live in Weed or have much of a need to get around in town so hard to say.
A few improvements to sidewalks.
Better and more complete sidewalks for pedestrians, bike lanes and a public information service for best routes, and increase public awareness about bike and pedestrian safety, police enforcement of child helmets laws.
Make a bike lane so people don't have to ride next to people who are walking
Some areas that don't turn into ice rinks. Like a covered bike rack area so snow doesn't rust our bikes.
Crosswalks/traffic lights on the main street
I do not have enough experience to say.
Better security not to be stolen. Being able to ensure someone's safety
Side walks on all streets, as well as bike lanes
Cheap bikes
more sidewalks
Bike lanes and secure bicycle pkg. More sidewalks and better lighting.
Better security, better lighting, bicycle parking
We need more sidewalks on both sides of the street. Siskiyou Way to COS doesn't have a sidewalk on the south side and students walk in the street.
wide, designated bike lanes
pathways, bike maps and marked bike lanes
Secure bike parking at bus stops
Sidewalks in the grammar school and high school area are VERY important so that private property is respected. So bike lanes separated would be nice but don't even have sidewalks
Places to secure a bike without worries.
more paths/trails separate from traffic
A trail system similar to many communities in Oregon.
good pavement marking, e.g. bike lanes
More paths that do not put pedestrians and bicyclists at risk from fast traffic
Bike racks in town where to lock bikes.
Need more crossings on south weed blvd, it is not safe
More enforcement of speed laws
Add single track routes from Angel Valley to COS & Lake Shastina

A bike rack ....anywhere. some paint thinner to wash away the painted on tire tracks on signs telling ppl to run us over. "Share the road " signs are dangerous. They tell ppl to try and fit in a single lane with us. That's not sharing or safe.
more awareness of how dangerous cars are - more bike paths... seriously more bike paths. more enforcement of auto harrassment. I get stuff thrown at me, ran off the road, honking,
Complete proposed Mount Shasta to Weed trail.
Bike lanes, strict enforcement of bike laws for riders and drivers (after an educational campaign). I don't think WEED PD has ever written a helmet ticket to a minor!
More bike lanes and more bike parking.
The best bicycle route is down HOY ROAD (off of California Street, just North of Angel Valley. A great tourist attraction is, that... Hoy Road to Edgewood, and back to the GOLF COURSE to RAYS food place. Another good route is to the COLLEGE from downtown Weed. But, it's dangerous traveling under the FREEWAY OVERPASS>

Question 12: Do you have any other comments:

Total Responses: 17

The city of Weed was not designed for bike lanes that are so popular in larger cities. Attempting to add them at the taxpayer expense will incur more cost than value as a well as create potential traffic hazards. As long time resident, homeowner, and student I see more value in paving the horribly maintained streets and adding adequate lighting as having more value for pedestrians and cyclists than designated lanes in the existing roadways.
I generally will walk or run 4.5 miles each way to College of the Siskiyous, depending on weather.
I'm excited about this idea!!!
The main st by the overpasses are very busy and dangerous to those walking or biking. Stop lights would be effective
We DESPERATELY need BUSES AT NIGHT AND WEEKENDS
Good luck- it will take time and money to do this- but it's a great idea!
STAGE bus routes need regular maintainance for schedule changes for the CalPoly student and other colleges that are studying the events of Kitty Lyons and Alan Meyer.
The city relegated the trail from S. Davis up the hill to the grammar school back to the property owner (they cited liability reasons) when she subdivided the property and there is no sidewalk so is a dangerous mess for walkers and bike riders along S. Davis around hill. This situation was bad before fire and is much worse now.
advertise that Weed is 'Bike Friendly'
riding a bike and walking are already viable options in Weed without investing money.
Most people in weed drive. Streets have slower and less traffic in residential areas which makes it more appealing to walk there. Better sidewalks would be a nice improvement
I think most of the walking &/or biking is from COS students to shopping. this is where the most benefit would come from improvements.
Unfortunately I work and mostly shop in Mt. Shasta. I do shop at Rays in Weed however biking there is never appealing due to truck traffic on 97 and I also have two small kids. A bike path between Weed and Mt. Shasta would be awesome!
Bike thieves like to drive along old stage and force ppl off thier bikes with their vehicles. Happened to me luckily I had a support vehicle watching. Watch out for white windo
Hope this effort is successful in promoting active transportation.
I'd like to see more bike connections between towns like Mt. Shasta and Weed. There is a bike tourism route from the adventure cycling association called the Sierra Cascade Route that travels from Canada to Mexico through Siskiyou County. The city could take advantage of these tourists with better signage off N Old Stage Rd. The specific route can be found in the road biking section of cyclesiskiyou.com and is called the North to South route. Thanks!

I don't think that a bicycle lane in the City of Weed is necessary. In fact, I think it is kind of city. There are not enough bicyclists to justify a bicycle lane for adults. Now, with the new community building being built near Charlie Byrd Park (Lincoln Park) perhaps, there could be a bicycle lane around that (for the youth), also, bicycle lanes that would go down Oak Street to Morris Street, to California Street, or, something like that... And, then, loop around.... Mostly for recreation for the children and youth. I don't think that adults would ride bicycles.

Appendix B: Traffic Count Sheet