



**Siskiyou County Local Transportation Commission**  
REGIONAL TRANSPORTATION PLANNING AGENCY

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Melissa Cummins, Executive Director  
melissa@siskiyoucoltc.org

1312 Fairlane Road, Suite 2  
Yreka, California 96097  
Phone: 530.709.5060

**Regular Meeting** of the Siskiyou County Local Transportation Commission

**Date:** Tuesday, February 27, 2024

**Time:** 10:00 A.M. PST

In-Person Location: Board of Supervisors' Chambers  
Siskiyou County Government Center  
311 Fourth Street (Second Floor)  
Yreka, CA 96097

\* Note in-person meeting  
location has changed for  
this meeting.

Information to participate by Zoom:

Conference Call In Number: +1.669.444.9171 US  
Meeting ID: 828 0264 8487

All agendas are available at: [https://www.co.siskiyou.ca.us/recent\\_meetings](https://www.co.siskiyou.ca.us/recent_meetings)

Siskiyou County Local Transportation Commission Members

Representatives of the Siskiyou County Board of Supervisors

Nancy Ogren, Chair	County Supervisor – District 4
Michael Kobseff	County Supervisor – District 3
Ed Valenzuela	County Supervisor – District 2
Brandon Criss (Alternate)	County Supervisor – District 1

Representatives of the League of Local Agencies

Bruce Deutsch, Vice Chair	Councilmember, City of Dunsmuir
Susan Tavalero	Councilmember, City of Weed
Paul McCoy	Councilmember, City of Yreka
Julia Mason (Alternate)	Councilmember, Town of Fort Jones



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The agenda items are as follows:

**1) Roll Call**

**2) Pledge of Allegiance**

**3) Presentation from the Public**

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

**4) Consent Agenda**

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

- a) Fiscal Reporting – Informational Only - Reports of Expenditures and Revenues from January 1, 2024, to December February 13, 2024, for:
  - i. Local Transportation Commission (Fund: 2505)
  - ii. Regional Transportation Planning (Fund: 2506)
  - iii. Local Transportation Funds (Fund: 2536)
  - iv. Regional Surface Transportation Block Grant Program (Fund: 2537)
  - v. State Transit Assistance (Fund: 2538)
  
- b) Transportation Staff Report - Monthly report from General Services on transportation activities and ridership.
  
- c) Commission Staff Report - Monthly report from Executive Director on activities, reporting, and other projects.



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d) Consent Agenda Action Items

- i. Approval of Minutes of the Regular Meeting held on January 9, 2024.
- ii. STAGE – Modification Request for State of Good Repair Program – Request to approve modification to the State of Good Repair program allocations for FY 2020/2021, FY 2021/2022, and FY 2022/2023 cycles from purchase of new vehicles to rehabilitation of existing vehicles.
- iii. Contract with Optimize Worldwide – Approve contract with Optimize Worldwide for the term of February 28, 2024, to February 27, 2029, for a not-to-exceed of \$ 17,000.00 for the development and ongoing maintenance of a website for the Commission.
- iv. Caltrans State Route 3 Corridor Plan – Presentation of the final draft of the California State Route 3 Corridor Plan and adopt resolution of concurrence for the plan.
- v. Evacuation and Emergency Preparedness Plan Grant Application – Approve Resolution authorizing the submission of an Evacuation and Emergency Preparedness Plan grant application to Caltrans' Sustainable Transportation Planning Grant Program for \$ 282,544 and authorize the Auditor-Controller to establish budget if awarded.
- vi. Remote Attendance Policy for Committees – Approval of revised policy #23-001 regarding remote attendance policy by sub-committees appointed by the Commission.

**5) New Business**

- a) Development of a Transit Authority or Agency – Discussion, direction, and possible action regarding establishment of a joint powers agreement that would establish the Commission as the Board of Directors governing transit operations within the region.
- b) Election of 2024 Chair and Vice Chair – Discussion and action regarding election of the Chair and Vice Chair for 2024.
- c) 2024 Commission Meetings – Discussion regarding modification to start time of 2024 Commission meetings due to LAFCo.



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**6) Other Business**

- a) Other Business – Items from Commission or Staff that do not require an agenda item or requests for future agenda items.
  
- b) Next Regular Meeting – Tuesday, April 9, 2024, at 10:00 a.m. PST

**7) Adjournment**

Topic: Siskiyou County Local Transportation Commission Meeting

Time: February 27, 2024 – 10:00 a.m. Pacific Time (US and Canada)

Zoom Attendees:

Conference Call In Number: +1.669.444.9171 US

Meeting ID: 828 0264 8487

I declare a copy of this agenda was posted at the Siskiyou County Transit Center at 190 Greenhorn Road, Yreka, CA 96097, by February 22, 2024, by 5:00 PM.

A printed agenda packet will be available for public review by 5:00 p.m. on the Friday preceding the meeting date at the Siskiyou County Transit Center and online at:  
[https://www.co.siskiyou.ca.us/recent\\_meetings](https://www.co.siskiyou.ca.us/recent_meetings)

**NOTE:**

Public participation is encouraged. In compliance with Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and in compliance with the Ralph M. Brown Act, if you plan on attending the public meeting and need a special accommodation because of a sensory or mobility impairment or disability, or have a need for an interpreter, please contact Melissa Cummins at 530.709.5060, 48 hours in advance of the meeting to arrange for those accommodations. (Government Code 53953)



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**NOTE:**

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



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Melissa Cummins, Executive Director

1312 Fairlane Road, Suite 2  
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To: Siskiyou County Local Transportation Commission

Agenda Item: 4(a)

Date: February 27, 2024

Subject: Report of Expenses and Revenues through February 13, 2024

### **Past Action**

As requested by the Commission staff includes a summary of expenses and revenues for all budgets under the Commission's jurisdiction.

### **Background**

The attached reports provide the Commission with an opportunity to review, and if necessary, seek clarification on any expenditure authorized by the Executive Director during the course of business.

Included for the Commission's information are reports for the following budgets:

- Fund 2505 – Local Transportation Administration
- Fund 2506 – Regional Planning Assistance (Overall Work Program)
- Fund 2536 – Local Transportation Funds
- Fund 2537 – Regional Surface Transportation Block Grant Program
- Fund 2538 – State Transit Assistance

### **Discussion**

If necessary, review any items the Commission wishes to seek clarification on.

### **Recommended Action**

None. This is an information item only.

### **Attachments (5)**

4a(i) – Report of revenues and expenses for Local Transportation Administration (Fund 2505)

4a(ii) – Report of revenues and expenses for Regional Planning Assistance (Fund 2506)

4a(iii) – Report of revenues and expenses for Local Transportation Funds (Fund 2536)

4a(iv) – Report of revenues and expenses for Regional Surface Transportation Block Grant (Fund 2537)

4a(v) – Report of revenues and expenses for State Transit Assistance (Fund 2538)













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To: Siskiyou County Local Transportation Commission

Agenda Item: 4(b)

Date: February 27, 2024

Subject: Staff Report from General Services on STAGE and Airports

### **Past Action**

This is a monthly report from Transportation Staff on transit and airport related items.

### **Background**

Staff from Siskiyou County General Services – Transportation Division provide a monthly update on ongoing projects related to STAGE and Airports.

#### Report for February 27, 2024

- We currently have seven bus drivers. Five are driving routes, one is a fill in for vacations and sick days, and one is currently going through training, she takes her test on February 23, 2024. We are working with the Executive Director and TAC team to add a sixth route to the schedule.
- We are modifying three routes to meet some of the unmet needs.
  - AM drop off at Probation from South County.
  - PM pickup at Probation to South County.
  - 3:30 pm pickup at Miner Diner to deliver Yreka High School Students to Etna – this will require a schedule modification.
  - 7:30 am pickup in McCloud to deliver students to Mt. Shasta High School – this will require a schedule modification.
- Our Transportation Services Worker will start bus training in March to become a backup driver.
- Bus 3032 engine rebuild was completed and is now in service. The total amount was \$58,230.86.
- Bus 3039 (Happy Camp bus) is at Yreka Ford for power steering bracket assembly and front crank seal repairs as well as a safety recalls. We are currently waiting on an estimated quote.
- We have one and half driver positions available and one heavy equipment mechanic. We continue to post the available positions and conduct interviews.
- We expect our two new diesel mid-size buses to be here sometime in March.
- We have the opportunity to purchase two more diesel mid-size buses that meet the current CARB compliance specks. STAGE and the LTC Executive Director have met with the CalAct consultant to discuss availability options and financial availability.

### **Discussion**

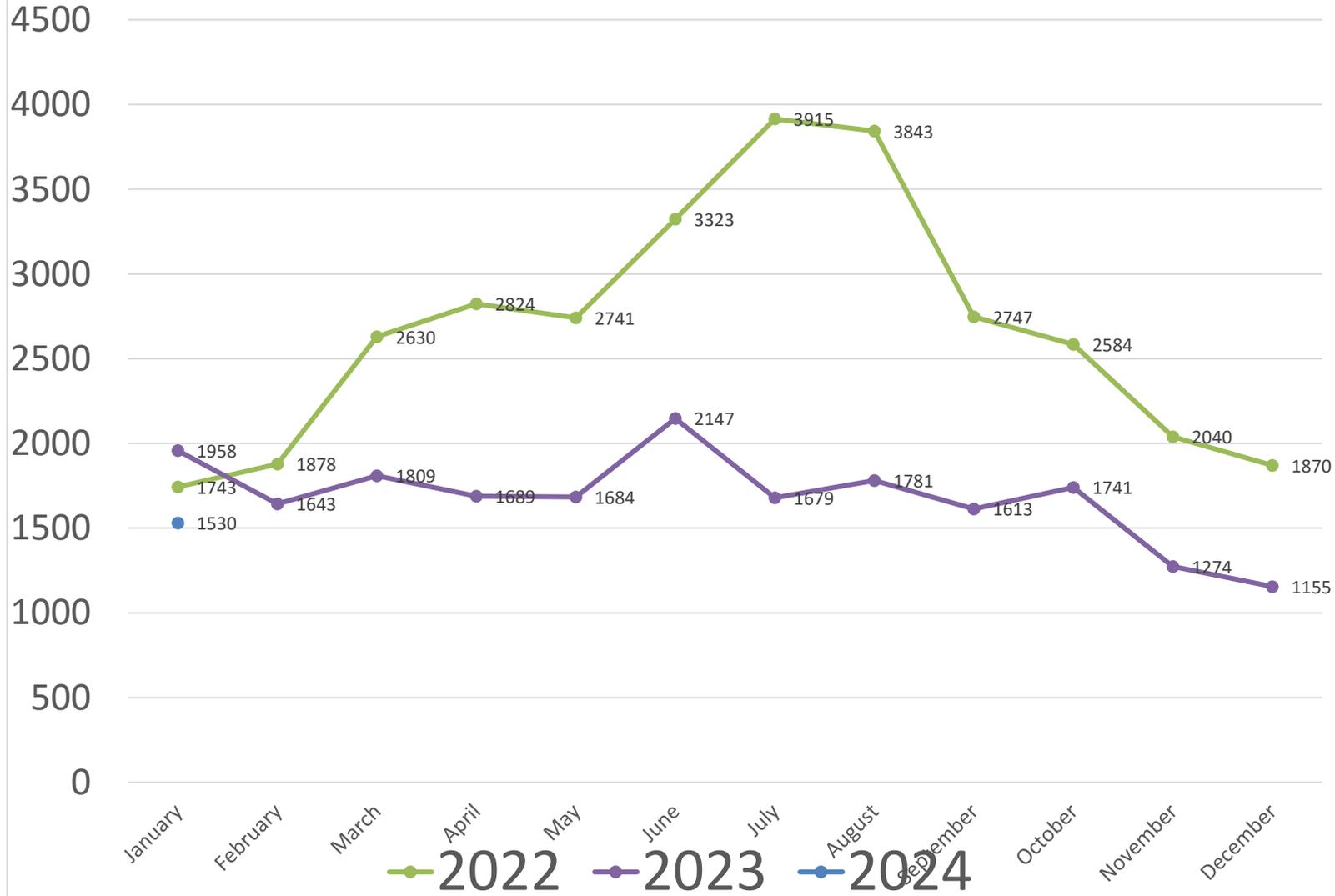
If necessary, review any items the Commission wishes to seek clarification on.

### **Recommendation**

None. This is an information item only.

Attachments (1)

# Historical Ridership Comparison 2022,2023,2024



May 2020 thur June 2022  
7 Routes, Free fares

June 2022 thur Feb 2023  
6 Routes, \$1 fares

Feb 2023 thru today  
5 Routes, Full fares

February 2023 the new  
schedule came out



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To: Siskiyou County Local Transportation Commission

Agenda Item: 4(c)

Date: February 27, 2024

Subject: Report of Activities by Commission Staff through February 22, 2024

### **Past Action**

As requested by the Commission staff are providing the following summary of activities since the last meeting.

#### **I. Commission Activities:**

- Drafted contract with Optimize Worldwide for Commission's new website.
- Coordinated meeting with Ms. Mia Lewis (UCLA Student) and STAGE for February 22, 2024.
- Submitted a grant application to the Sustainable Transportation Planning Grant program for an Evacuation and Emergency Preparedness Plan. (See agenda item 4h.)
- Drafting updated Title VI Program and Public Participation Plan for the SCLTC.
- Assisted Auditor-Controller's Office with reviewing funding sources and determining actions required to clean up old funds and establish budgets for new funds.
- Attended the Low Carbon Transit Operations Program Draft Guidelines workshop on January 30, 2024.

#### **II. Regional Surface Transportation Program (RSTP)**

- Processed invoice from City of Montague's S 6<sup>th</sup>/King Street Project. They have claimed all funds awarded by the Commission.
- Coordinated and attended a meeting with the City of Tulelake to discuss their RSTP projects.

#### **III. Overall Work Program**

- Submitted 2<sup>nd</sup> Quarter invoice to Caltrans.
- Drafted the unmet transit needs hearing advertisements for 2024/2025. The public hearing will be held on Tuesday, April 9<sup>th</sup> during the Commission's regular meeting. Ads will be going to the local newspaper the week of February 26<sup>th</sup> to meet the public notice posting requirements outlined in the Transportation Development Act.

#### **IV. Coordination Activities:**

- Coordinated follow-up meeting with representatives from Pacific Power and STAGE to discuss transportation needs during future power shutoffs.
- Coordinated a meeting with stakeholders on the unmet needs request.
- Attended the Weed City Council meeting on January 11, 2024.
- Attended the Etna City Council meeting on January 22, 2024.
- Attended the Dunsmuir City Council on February 1, 2024.
- Attended the League of Local Agencies meeting on February 7, 2024.
- Attended the Fort Jones Town Council meeting on February 12, 2024.
- Met with city staff regarding RSTP, STIP, and CRRSAA projects and attended the Tulelake City Council meeting on February 20, 2024.



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- Attending the Mt Shasta City Council meeting on February 26, 2024.
- Attended Happy Camp Complete Streets Project Development Team meeting on January 16, 2024.
- Attended Fort Jones Pavement Project meeting on January 17, 2024.
- Coordinated with County Administration and Siskiyou County Public Works on Happy Camp Complete Streets project and subsequent presentation of project information to Siskiyou County Board of Supervisors.
- Attended Rural Counties Task Force meeting on January 19, 2024.
- Attended a coordination meeting with Caltrans District 2 Office Chief for Local Assistance on February 12, 2024.
- Attended Grass Lake Pavement Project team meeting on February 14, 2024.

### **V. Pavement Management System Update**

- Coordinated kick off meeting with consultant and local agency representatives.

### **VI. Active Transportation Plan Grant:**

- Met with Caltrans and CTC staff to discuss potential need for extension on grant.
- Received second reimbursement from ATP Grant.
- Attended Project Management meetings with Alta Planning on January 10<sup>th</sup>, January 26<sup>th</sup>, February 7<sup>th</sup>, and February 23, 2024.
- Submitted the required progress report to Caltrans on January 10, 2024.

### **VII. Regional Transportation Improvement Program**

- Virtually attended the 2024 North STIP Hearing on January 24, 2024.
- Virtually attended the California Transportation Commission meeting on January 25<sup>th</sup> and January 26, 2024.
- Virtually attended the 2024 North SHOPP Hearing on February 13, 2024.

### **VIII. Upcoming Items**

- Technical Advisory Committee meeting to review Active Transportation Plan Existing Conditions Report – February 28, 2024
- Draft Overall Work Program (OWP) for FY 2024-2025 - Due March 1<sup>st</sup>
- Presentation to Dorris City Council – March 4, 2024
- Presentation to Yreka City Council – April 2, 2024
- Presentation to Montague City Council – April 4, 2024
- Open House for Active Transportation Plan – Siskiyou County Transit Center – April 24, 2024
- Walk Audits for Active Transportation Plan – April 22<sup>nd</sup> and April 26<sup>th</sup>.

### **Discussion**

If necessary, review any items the Commission wishes to seek clarification on.

### **Recommended Action**

None. This is an information item only.



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To: Siskiyou County Local Transportation Commission

Agenda Item: 4(d)

Date: February 27, 2024

Subject: Approval of Minutes for Previous SCLTC Meetings

**Past Action**

Not applicable.

**Background**

Staff is submitting the enclosed minutes for the January 9, 2024, meeting for review and approval by the Commission.

**Discussion**

If necessary, as requested by the Commission.

**Recommended Action**

Approval of minutes with amendments if necessary.



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Minutes of the Siskiyou County Local Transportation Commission

Date: January 9, 2024

The Siskiyou County Local Transportation Commission meeting of January 9, 2024, was called to order by Commissioner Tavalero at 10:00 a.m. at the Siskiyou County Transit Center conference room located at 190 Greenhorn Road, Yreka, California.

Commissioners in attendance included:

Susan Tavalero	Paul McCoy
Ed Valenzuela	Michael Kobseff

Commissioners absent from the meeting:

Bruce Deutsch  
Nancy Ogren  
Julia Mason (Alternate)  
Brandon Criss (Alternate)

Other Staff Present In-Person:

Melissa Cummins, Executive Director  
Joy Hall, Director of General Services  
Angie Stumbaugh, Transportation Services Manager  
Andy Gilman, Transportation Services Coordinator  
Steve Serdahl, Deputy Director of General Services

The agenda items included:

- 1) Roll Call – Commissioner Tavalero called the meeting to order at 10:00 a.m.

Commissioners present included Kobseff, McCoy, Tavalero and Valenzuela.

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

Ben Worrell from Mt Shasta Taxi introduced himself to the Commission. He was in attendance for the unmet needs item for the Mt Shasta Ski Park.



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4) Consent Agenda

a) Fiscal Reporting – Informational Only

Reports of Expenditures and Revenues from December 1, 2023, to December 31, 2023, for:

- i. Local Transportation Commission (Fund: 2505)
- ii. Regional Transportation Planning (Fund: 2506)
- iii. Local Transportation Funds (Fund: 2536)
- iv. Regional Surface Transportation Block Grant Program (Fund: 2537)
- v. State Transit Assistance (Fund: 2538)

b) Transportation Staff Report - Monthly report from General Services on transportation activities and ridership.

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

d) Approval of Minutes of the Regular Meeting held on December 11, 2023

e) Audited Financial Statements – FY 2022/2023 - Presentation and acceptance of audited financial statements for FY 2022/2023 for Commission funds.

f) SB 125 Initial Allocation Package - As authorized by the SCLTC the SB 125 Initial Allocation Package was submitted on December 31, 2023. A copy of the proposed project and associated activities is included for the Commission's review.

A motion was made by Commissioner Valenzuela and seconded by Commissioner Kobseff to approve items a through f of the consent agenda as presented.

Ayes: Deutsch, Kobseff, McCoy, Ogren, Valenzuela

Noes: None

Absent: Criss, Mason, Tavalero

Motion passed unanimously.

5) Public Requests

a) Pacific Power Presentation - Public Safety Power Shutoffs

Tyler Averyt, Emergency Management Program Manager, and Jill Drinkwater, Regional Business Manager, provided the Commission with information on the Public Safety Power



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Shutoffs. Their goal is to establish a Memorandum of Understanding with STAGE for transportation services for residents impacted by power shutoffs during events. Staff will coordinate a meeting with Pacific Power and General Services to discuss the needs and how we might be able to work with our local agencies to provide transportation when needed.

## 6) **New Business**

### a) Unmet Needs Request – Mt Shasta Ski Park

Executive Director Cummins provided the Commission with a summary of various data points related to the criteria as established by Resolution of the Commission. The Commission heard from Ben Worrell, Mt Shasta Taxi, and Jim Mullins, General Manager for Mt Shasta Ski Park. Discussion followed between the Commission and staff regarding the equipment needs and staffing needs.

Ideas that were discussed included using existing STAGE routes as they were returning from McCloud to meet a private shuttle at the intersection of State Route 89 and Ski Park Highway. This idea included offering the service on existing days of operations and not adding additional days of service.

After additional discussion between the Commission, General Services staff, Jim Mullins, and Ben Worrell the Commission provided direction to staff to coordinate a meeting to discuss with stakeholders regarding providing shuttle services between the Ski Park and a meeting location at the intersection of State Route 89. Staff will bring this item back to the Commission at the next meeting.

### b) State of STAGE

Steve Serdahl, Deputy Director of General Services, provided the Commission with an overview of current operations, successes, and challenges related to STAGE operations.

### c) Discussion and Direction – STAGE Operations

Executive Director Cummins provided recommendations that the following items be brought before the Commission prior to being taken to the Board of Supervisors for final input. These items include reductions in service, changes that result in increased costs, capital projects or investments, operational statistics (budget, ridership), and annual and triennial performance audits.

Discussion followed regarding the formation of a transit agency or authority, different roles and responsibilities.



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Angie Stumbaugh provided the Commission examples of items that STAGE has not been bringing before the Commission for review. These included the Transit Asset Management Plan and other requests for route modifications that they could easily meet.

Commissioner Valenzuela stated that the operational manager should have the ability to implement certain changes without having to take them up and down the chain.

The Commission agreed with the recommended list provided by Ms. Cummins.

7) Other Business

a) Other Business

Executive Director Cummins advised the Commission that she was coordinating a meeting with Supervisor Haupt and Caltrans concerning recent snowplow operations in Scott Valley.

b) Next Regular Meeting – Tuesday, February 13, 2024, at 10:00 a.m. PST

8) Adjourn – Acting Chair Tavalero adjourned the meeting at 12:10 p.m.



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To: Siskiyou County Local Transportation Commission

Agenda Item: 4(d)ii

Date: February 27, 2024

Subject: STAGE – Modification Request for State of Good Repair Program Allocations

**Past Action**

- The Commission adopted Resolution No. 20-13 on September 8, 2020, approving the FY 2020/2021 project list to purchase transit vehicles to replace part of STAGE’s aging fleet.
- The Commission adopted Resolution No. 21-11 on August 10, 2021, approving the FY 2021/2022 project list to purchase transit vehicles to replace part of STAGE’s aging fleet.
- The Commission adopted Resolution No. 22-23 on August 10, 2022, approving the FY 2022/2023 project list to purchase transit vehicles to replace part of STAGE’s aging fleet.

**Background**

On April 28, 2017, Governor Brown signed Senate Bill (SB) 1 known as the Road Repair and Accountability Act of 2017. Senate Bill 1 will provide over \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects. This program is referred to as the State of Good Repair Program (SGR).

Per PUC Section 99312.2 (c), only Regional Entities (transportation planning agencies or county transportation commissions) shall be eligible to receive direct allocations from the SCO. Funds allocated per PUC Sections 99313 and 99314 shall then be sub-allocated by the Regional Entities to those public transit operators in their purview which have submitted the required project information to their respective Regional Entities for review and have been evaluated to be eligible to receive SGR funding and determined to best meet local transportation needs.

Eligible uses as defined in PUC Section 99212.1(c) includes:

- Transit capital projects or services to maintain or repair a transit operator’s existing transit vehicle fleet or transit facilities, including the rehabilitation and/or modernization of the existing vehicles or facilities.
- The design, acquisition, and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Transit operations, transit agency administration, and program management are not eligible expenses under this program.

STAGE has submitted a request to the Commission to approve modifications to three existing cycles of State of Good Repair funding. The request is to modify the approved project list from the purchase of replacement vehicles to the rehabilitation of existing vehicles in the fleet.



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**Discussion**

If necessary, review any items the Commission wishes to seek clarification on.

**Recommendation**

Adopt Resolution No. 24-01 approving the revised use of funds from the State of Good Repair Program for the FY 2020/2021, FY 2021/2022, and FY 2022/2023 cycles for the rehabilitation of existing transit vehicles.

Siskiyou County Local Transportation Commission

Resolution No. \_\_\_\_\_

Resolution Approving Modification to Project List for FY 2020/2021,  
FY 2021/2022, and FY 2022/2023 for the California State of Good Repair Program

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Siskiyou County Local Transportation Commission, as the designated regional transportation planning agency, is the eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds for eligible transit capital projects;

WHEREAS, the Siskiyou County Local Transportation Commission is responsible for distributing State of Good Repair funds to eligible transit operators under its regional jurisdiction; and

WHEREAS, the Siskiyou Transit and General Express’s (STAGE) has submitted a request to modify the intended use of State of Good Repair Program funds from FY 2020/2021, FY 2021/2022, and FY 2022/2023 cycles; and

WHEREAS, the requested changes will be used for the following list project; and

Cycle Year	Original Project Title	New Project Title	Total Funds
FY 2020/2021	Vehicle Replacement	Vehicle Rehabilitation	\$ 133.93
FY 2021/2022	Vehicle Replacement	Vehicle Rehabilitation	\$ 12,544.51
FY 2022/2023	Vehicle Replacement	Vehicle Rehabilitation	\$ 71,106.99

WHEREAS, the Siskiyou County Local Transportation Commission concurs with the revised project list as submitted for the State of Good Repair Program funds;

NOW, THEREFORE, BE IT RESOLVED, that the Siskiyou County Local Transportation Commission hereby approves the modified SB1 State of Good Repair Project List for the identified years and authorized the Executive Director to execute all documents necessary to submit the modification request to the SB1 State of Good Repair program.

Signatures Follow on Next Page

PASSED AND ADOPTED this 27<sup>th</sup> day of February 2024, by the following vote:

AYES:

NOES:

ABSENT:

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Chairperson

ATTEST:

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Melissa Cummins  
Executive Director



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To: Siskiyou County Local Transportation Commission

Agenda Item: 4(d)iii

Date: February 27, 2024

Subject: Contract with Optimize Worldwide for Development and Ongoing Maintenance of Commission Website

### **Past Action**

None.

### **Background**

On August 31, 2023, the Executive Director issued a Request for Proposals for Website Development and Ongoing Maintenance. Proposals were due on September 28, 2023. The scope of work in the RFP included the development of a website for the Commission and ongoing maintenance as needed.

A panel was formed to review and rate each proposal. The top four firms were invited to a second-round interview via Zoom with the interview panel. A final selection was made after the interviews were completed.

The following are the highlights of the proposed contract:

- 5-Year Term (February 28, 2024, through February 27, 2029)
- Funding for the project will come from the Commission's Overall Work Program
- The contract not-to-exceed is \$ 17,000, which includes the initial build of the website, annual hosting and backup fees, and as-needed maintenance or updates.

### **Discussion**

If necessary, review any items the Commission wishes to have clarified.

### **Recommended Action**

Authorize the Chair to execute the contract between Optimize Worldwide and the Commission.

Attachments (1)

Contract between Optimize Worldwide and SCLTC with Exhibit A.

**SISKIYOU COUNTY LOCAL TRANSPORTATION COMMISSION (SCLTC)  
CONTRACT FOR WEBSITE CONSULTING SERVICES**

This Contract made this \_\_\_\_\_ day of \_\_\_\_\_, 2024 between:

SCLTC: Siskiyou County Local Transportation Commission  
1312 Fairlane Road, Suite 2  
Yreka, California 96097  
Phone: (530) 709-5060

And

CONTRACTOR: Optimize Worldwide, Inc.  
23 Kirkwood Ct  
Concord, California 94521  
Phone: (925) 338-7368

**ARTICLE 1. TERM OF CONTRACT**

- 1.01** Contract Term: This Contract shall become effective on February 28, 2024, and shall terminate on February 27, 2029, unless terminated in accordance with the provisions of Article 7 of this Contract or as otherwise provided herein.

**ARTICLE 2. INDEPENDENT CONTRACTOR STATUS**

- 2.01** Independent Contractor: It is the express intention of the parties that Contractor is an independent contractor and not an employee, agent, joint venture or partner of SCLTC. Nothing in this Contract shall be interpreted or construed as creating or establishing the relationship of employer and employee between SCLTC and Contractor or any employee or agent of Contractor. Both parties acknowledge that Contractor is not an employee for state or federal tax purposes. Contractor shall retain the right to perform services for others during the term of this Contract.

**ARTICLE 3. SERVICES**

- 3.01** Specific Services: Contractor agrees to furnish the following services:  
Contractor shall provide the services described in Exhibit "A" attached hereto.

No additional services shall be performed by Contractor unless approved in advance in writing by the SCLTC stating the dollar value of the services, the method of payment, and any adjustment in contract time or other contract terms. All such services are to be coordinated with SCLTC and the results of the work shall be monitored by the SCLTC.

- 3.02** Method of Performing Services: Contractor will determine the method, details, and means of performing the above-described services including measures to protect the safety of the traveling public and Contractor's employees. SCLTC shall not have the right to, and shall not, control the manner or determine the method of accomplishing Contractor's services.

#### **ARTICLE 4. COMPENSATION**

- 4.01** Compensation: In consideration for the services to be performed by Contractor, SCLTC agrees to pay Contractor in proportion to services satisfactorily performed as specified in Exhibit "A". Payment shall not exceed amount appropriated by the SCLTC for such services for the fiscal year.
- 4.02** Invoices: Contractor shall submit detailed invoices for all services being rendered.
- 4.03** Date for Payment of Compensation: SCLTC shall pay within 30 days of receipt of invoices from the Contractor to the SCLTC, and approval and acceptance of the work by the SCLTC.
- 4.04** Expenses: Contractor shall be responsible for all costs and expenses incident to the performance of services for SCLTC, including but not limited to, all costs of materials, equipment, all fees, fines, licenses, bonds or taxes required of or imposed against Contractor and all other of Contractor's costs of doing business. SCLTC shall not be responsible for any expense incurred by Contractor in performing services for SCLTC.

#### **ARTICLE 5. OBLIGATIONS OF CONTRACTOR**

- 5.01** Contractor Qualifications: Contractor warrants that Contractor has the necessary licenses, experience and technical skills to provide services under this Contract.
- 5.02** Contract Management: Contractor shall report to the SCLTC who will review the activities and performance of the Contractor and administer this Contract.
- 5.03** Tools and Instrumentalities: Contractor will supply all tools and instrumentalities required to perform the services under this Contract. Contractor is not required to purchase or rent any tools, equipment or services from SCLTC.
- 5.04** Workers' Compensation: Contractor shall maintain a workers' compensation plan covering all its employees as required by California Labor Code Section 3700, either through workers' compensation insurance issued by an insurance company or through a plan of self-insurance certified by the State Director of Industrial Relations. If Contractor elects to be self-insured, the certificate of insurance otherwise required by this Contract shall be replaced with a consent to self-insure issued by the State Director of Industrial Relations. Proof of such insurance shall be provided before any work is commenced

under this contract. No payment shall be made unless such proof of insurance is provided.

- 5.05** Indemnification: Contractor shall indemnify and hold SCLTC harmless against any and all liability imposed or claimed, including attorney's fees and other legal expenses, arising directly or indirectly from any act or failure of Contractor or Contractor's assistants, employees or agents, including all claims relating to the injury or death of any person or damage to any property. Contractor agrees to maintain a policy of liability insurance in the minimum amount of (\$1,000,000) One Million Dollars, to cover such claims or in an amount determined appropriate by the SCLTC. If the amount of insurance is reduced by the SCLTC such reduction must be in writing. Contractor shall furnish a certificate of insurance evidencing such insurance and naming the SCLTC as an additional insured for the above-cited liability coverage prior to commencing work. It is understood that the duty of Contractor to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by SCLTC of insurance certificates and endorsements required under this Contract does not relieve Contractor from liability or limit Contractor's liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply. By execution of this Contract, Contractor acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.
- 5.06** General Liability and Automobile Insurance: During the term of this Contract, Contractor shall obtain and keep in full force and effect a commercial, general liability and automobile policy or policies of at least the minimums required by the laws of the State of California, combined limit for bodily injury and property damage; the SCLTC, its officers, employees, volunteers and agents are to be named additional insured under the policies, and the policies shall stipulate that this insurance will operate as primary insurance for work performed by Contractor and its sub-contractors, and that no other insurance effected by SCLTC or other named insured will be called on to cover a loss covered thereunder. All insurance required herein shall be provided by a company authorized to do business in the State of California and possess at least a Best A: VII rating or as may otherwise be acceptable to SCLTC. The General Liability insurance shall be provided by an ISO Commercial General Liability policy, with edition dates of 1985, 1988, or 1990 or other form satisfactory to SCLTC. The SCLTC will be named as an additional insured using ISO form CG 2010 1185 or the same form with an edition date no later than 1990, or in other form satisfactory to SCLTC.
- 5.07** Certificate of Insurance and Endorsements: Contractor shall obtain and file with the SCLTC prior to engaging in any operation or activity set forth in this Contract, certificates of insurance evidencing additional insured coverage as set forth in paragraphs 5.04 and 5.10 and which shall provide that no cancellation, reduction in coverage or expiration by the insurance company will be made during the term of this Contract, without thirty (30)

days written notice to SCLTC prior to the effective date of such cancellation. **Naming the SCLTC as a “Certificate Holder” or other similar language is NOT sufficient satisfaction of the requirement.** Prior to commencement of performance of services by Contractor and prior to any obligations of SCLTC, contractor shall file certificates of insurance with SCLTC showing that Contractor has in effect the insurance required by this Contract. Contractor shall file a new or amended certificate on the certificate then on file. **If changes are made during the term of this Contract, no work shall be performed under this agreement, and no payment may be made until such certificate of insurance evidencing the coverage in paragraphs, 5.05, the general liability policy set forth in 5.06 and 5.10 are provided to SCLTC.**

- 5.08** Public Employees Retirement System (CalPERS): In the event that Contractor or any employee, agent, or subcontractor of Contractor providing services under this Contract is determined by a court of competent jurisdiction or the Public Employees Retirement System (CalPERS) to be eligible for enrollment in CalPERS as an employee of the SCLTC, Contractor shall indemnify, defend, and hold harmless SCLTC for the payment of any employee and/or employer contributions of CalPERS benefits on behalf of Contractor or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of SCLTC. Contractor understands and agrees that his personnel are not, and will not be, eligible for memberships in, or any benefits from, any SCLTC group plan for hospital, surgical or medical insurance, or for membership in any SCLTC retirement program, or for paid vacation, paid sick leave, or other leave, with or without pay, or for any other benefit which accrues to a SCLTC employee.
- 5.09** IRS/FTB Indemnity Assignment: Contractor shall defend, indemnify, and hold harmless the SCLTC, its officers, agents, and employees, from and against any adverse determination made by the Internal Revenue Service of the State Franchise Tax Board with respect to Contractor’s “independent contractor” status that would establish a liability for failure to make social security and income tax withholding payments.
- 5.10** Professional Liability: If Contractor or any of its officers, agents, employees, volunteers, contractors or subcontractors are required to be professionally licensed or certified by any agency of the State of California in order to perform any of the work or services identified herein, Contractor shall procure and maintain in force throughout the duration of the Contract a professional liability insurance policy with a minimum coverage level of (\$1,000,000) One Million Dollars, or as determined in writing by SCLTC’s Risk Management Department.
- 5.11** State and Federal Taxes: As Contractor is not SCLTC’s employee, Contractor is responsible for paying all required state and federal taxes. In particular:
- a. SCLTC will not withhold FICA (Social Security) from Contractor’s payments;

- b. SCLTC will not make state or federal unemployment insurance contributions on behalf of Contractor.
- c. SCLTC will not withhold state or federal income tax from payment to Contractor.
- d. SCLTC will not make disability insurance contributions on behalf of Contractor.
- e. SCLTC will not obtain workers' compensation insurance on behalf of Contractor.

**5.12** Records: All reports and other materials collected or produced by the Contractor or any subcontractor of Contractor shall, after completion and acceptance of the Contract, become the property of SCLTC, and shall not be subject to any copyright claimed by the Contractor, subcontractor, or their agents or employees. Contractor may retain copies of all such materials exclusively for administration purposes. Any use of completed or uncompleted documents for other projects by Contractor, any subcontractor, or any of their agents or employees, without the prior written consent of SCLTC is prohibited. It is further understood and agreed that all plans, studies, specifications, data magnetically or otherwise recorded on computer or computer diskettes, records, files, reports, etc., in possession of the Contractor relating to the matters covered by this Contract shall be the property of the SCLTC, and Contractor hereby agrees to deliver the same to the SCLTC upon request. It is also understood and agreed that the documents and other materials including but not limited to those set forth hereinabove, prepared pursuant to this Contract are prepared specifically for the SCLTC and are not necessarily suitable for any future or other use.

**5.13** Contractor's Books and Records: Contractor shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the SCLTC for a minimum of five (5) years, or for any longer period required by law, from the date of final payment to the Contractor under this Contract. Any records or documents required to be maintained shall be made available for inspection, audit and/or copying at any time during regular business hours, upon oral or written request of the SCLTC.

**5.14** Assignability of Contract: It is understood and agreed that this Contract contemplates personal performance by the Contractor and is based upon a determination of its unique personal competence and experience and upon its specialized personal knowledge. Assignments of any or all rights, duties or obligations of the Contractor under this Contract will be permitted only with the express written consent of the SCLTC.

**5.15** Warranty of Contractor: Contractor warrants that it, and each of its personnel, where necessary, are properly certified and licensed under the laws and regulations of the State of California to provide the special services agreed to.

**5.16** Withholding for Non-Resident Contractor: Pursuant to California Revenue and Taxation Code Section 18662, payments made to nonresident independent contractors, including corporations and partnerships that do not have a permanent place of business in this

state, are subject to 7 percent state income tax withholding. Withholding is required if the total yearly payments made under this contract exceed \$1,500.00. Unless the Franchise Tax Board has authorized a reduced rate or waiver of withholding and SCLTC is provided evidence of such reduction/waiver, all nonresident contractors will be subject to the withholding. It is the responsibility of the Contractor to submit the Waiver Request (Form 588) to the Franchise Tax Board as soon as possible in order to allow time for the Franchise Tax Board to review the request.

- 5.17** Compliance with Child, Family and Spousal Support Reporting Obligations: Contractor's failure to comply with state and federal child, family and spousal support reporting requirements regarding contractor's employees or failure to implement lawfully served wage and earnings assignment orders or notices of assignment relating to child, family and spousal support obligations shall constitute a default under this Contract. Contractor's failure to cure such default within ninety (90) days of notice by SCLTC shall be grounds for termination of this Contract.
- 5.18** Conflict of Interest: Contractor covenants that it presently has no interest and shall not acquire an interest, direct or indirect, financial or otherwise, which would conflict in any manner or degree with the performance of the services hereunder. Contractor further covenants that, in the performance of this Contract, no subcontractor or person having such an interest shall be used or employed. Contractor certifies that no one who has or will have any financial interest under this contract is an officer or employee of SCLTC.
- 5.19** Compliance with Applicable Laws: Contractor shall comply with all applicable federal, state and local laws now or hereafter in force, and with any applicable regulations, in performing the work and providing the services specified in this Contract. This obligation includes, without limitations, the acquisition and maintenance of any permits, licenses, or other entitlements necessary to perform the duties imposed expressly or impliedly under this Contract.
- 5.20** Bankruptcy: Contractor shall immediately notify SCLTC in the event that Contractor ceases conducting business in the normal manner, becomes insolvent, makes a general assignment for the benefit of creditors, suffer or permits the appointment of a receiver for its business or assets, or avails itself of, or becomes subject to, any proceeding under the Federal Bankruptcy Act or any other statute of any state relating to insolvency or protection of the rights of creditors.

## **ARTICLE 6. OBLIGATIONS OF SCLTC**

- 6.01** Cooperation of SCLTC: SCLTC agrees to comply with all reasonable requests of Contractor (to provide reasonable access to documents and information as permitted by law) necessary to the performance of Contractor's duties under this Contract.

## **ARTICLE 7. TERMINATION**

**7.01** Termination on Occurrence of State Events: This Contract shall terminate automatically on the occurrence of any of the following events:

1. Bankruptcy or insolvency of Contractor
2. Death of Contractor

**7.02** Termination by SCLTC for Default of Contractor: Should Contractor default in the performance of this Contract or materially breach any of its provisions, SCLTC, at SCLTC's option, may terminate this Contract by giving ten (10) days written notification to Contractor.

**7.03** Termination for Convenience of SCLTC: SCLTC may terminate this Contract at any time by providing a notice in writing to Contractor that the Contract is terminated. Said Contract shall then be deemed terminated and no further work shall be performed by Contractor. If the Contract is so terminated, the Contractor shall be paid for that percentage of the phase of work actually completed, based on a pro rata portion of the compensation for said phase satisfactorily completed at the time of notice of termination is received.

**7.04** Termination of Funding: SCLTC may terminate this Contract in any fiscal year in that it is determined there is not sufficient funding. California Constitution Article XVI Section 18.

## **ARTICLE 8. GENERAL PROVISIONS**

**8.01** Notices: Any notices to be given hereunder by either party to the other may be effected either by personal delivery in writing or by mail, registered or certified, postage prepaid or return receipt requested. Mailed notices shall be addressed to the parties at the addresses appearing in the introductory paragraph of this Contract, but each party may change the address by written notice in accordance with the paragraph. Notices delivered personally will be deemed communicated as of actual receipt; mailed notices will be deemed communicated as of two (2) days after mailing.

**8.02** Entire Agreement of the Parties: This contract supersedes any and all contracts, either oral or written, between the Parties hereto with respect to the rendering of services by Contractor for SCLTC and contains all the covenants and contracts between the parties with respect to the enduring of such services in any manner whatsoever. Each Party to this Contract acknowledges that no representations, inducements, promises, or contract, orally or otherwise, have been made by any party, or anyone acting on behalf of any Party, which are not embodied herein, and that no other contract, statement, or promise not contained in this Contract shall be valid or binding. Any modification of this Contract

will be effective only if it is in writing signed by the Party to be charged and approved by the SCLTC as provided herein or as otherwise required by law.

- 8.03** Partial Invalidity: If any provision in this Contract is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provision will nevertheless continue in full force without being impaired or invalidated in any way.
- 8.04** Attorney's Fees: If any action at law or in equity, including an action for declaratory relief, is brought to enforce or interpret the provisions of this Contract, the prevailing Party will be entitled to reasonable attorney's fees, which may be set by the court in the same action or in a separate action brought for that purpose, in addition to any other relief to which that party may be entitled.
- 8.05** Conformance to Applicable Laws: Contractor shall comply with the standard of care regarding all applicable federal, state and SCLTC laws, rules and ordinances. Contractor shall not discriminate in the employment of persons who work under this contract because of race, the color, national origin, ancestry, disability, sex or religion of such person.
- 8.06** Waiver: In the event that either SCLTC or Contractor shall at any time or times waive any breach of this Contract by the other, such waiver shall not constitute a waiver of any other or succeeding breach of this Contract, whether of the same or any other covenant, condition or obligation.
- 8.07** Governing Law: This Contract and all matters relating to it shall be governed by the laws of the State of California and the County of Siskiyou and any action brought relating to this Contract shall be brought exclusively in a state court in the County of Siskiyou.
- 8.08** Reduction of Consideration: Contractor agrees that SCLTC shall have the right to deduct from any payments contracted for under this Contract any amount owed to SCLTC by Contractor as a result of any obligation arising prior or subsequent to the execution of this contract. For purposes of this paragraph, obligations arising prior to the execution of this contract may include, but are not limited to any property tax, secured or unsecured, which tax is in arrears. If SCLTC exercises the right to reduce the consideration specified in this Contract, SCLTC shall give Contractor notice of the amount of any off-set and the reason for the deduction.
- 8.09** Negotiated Contract: This Contract has been arrived at through negotiation between the parties. Neither party is to be deemed the party which prepared this Contract within the meaning of California Civil Code Section 1654. Each party hereby represents and warrants that in executing this Contract it does so with full knowledge of the rights and duties it may have with respect to the other. Each party also represents and warrants that it has received independent legal advice from its attorney with respect to the matters

set forth in this Contract and the rights and duties arising out of this Contract, or that such party willingly foregoes any such consultation.

- 8.10** Time is of the Essence: Time is of the essence in the performance of this Contract.
- 8.11** Materiality: The parties consider each and every term, covenant, and provision of this Contract to be material and reasonable.
- 8.12** Authority and Capacity: Contractor and Contractor's signatory each warrant and represent that each has full authority and capacity to enter into this Contract.
- 8.13** Binding on Successors: All of the conditions, covenants and terms herein contained shall apply to, and bind, the heirs, successors, executors, administrators and assigns of Contractor. Contractor and all of Contractor's heirs, successors, executors, administrators, and assigns shall be jointly and severally liable under the Contract.
- 8.14** Accumulation of Remedies: All of the various rights, options, elections, powers and remedies of the parties shall be construed as cumulative, and no one of them exclusive of any other or of any other legal or equitable remedy which a party might otherwise have in the event of a breach or default of any condition, covenant or term by the other party. The exercise of any single right, option, election, power or remedy shall not, in any way, impair any other right, option, election, power or remedy until all duties and obligations imposed shall have been fully performed.
- 8.15** No Reliance On Representations: Each party hereby represents and warrants that it is not relying, and has not relied upon any representation or statement made by the other party with respect to the facts involved or its rights or duties. Each party understands and agrees that the facts relevant, or believed to be relevant to this Contract, may hereunder turn out to be other than, or different from the facts now known to such party as true, or believed by such party to be true. The parties expressly assume the risk of the facts turning out to be different and agree that this Contract shall be effective in all respects and shall not be subject to rescission by reason of any such difference in facts.

SIGNATURE PAGE FOLLOWS ON NEXT PAGE

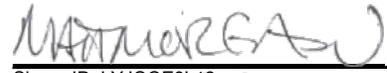
IN WITNESS WHEREOF, SCLTC and Contractor have executed this agreement on the dates set forth below, each signatory represents that he/she has the authority to execute this agreement and to bind the Party on whose behalf his/her execution is made.

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

\_\_\_\_\_, Chair  
Local Transportation Commission

CONTRACTOR: Optimize Worldwide

Date: 02/15/2024 PST

  
\_\_\_\_\_  
Matt Morgan, CEO

TAXPAYER I.D. 47-2845947

APPROVED AS TO LEGAL FORM:

\_\_\_\_\_  
John S. Kenny, LTC Counsel (Date)

ACCOUNTING:

Fund/Org/Account	Fiscal Year	Amount
2506-303030-723000	2023/2024	\$ 8,000.00
2506-303030-723000	2024/2025	\$ 1,800.00
2506-303030-723000	2025/2026	\$ 1,800.00
2506-303030-723000	2026/2027	\$ 1,800.00
2506-303030-723000	2027/2028	\$ 1,800.00
2506-303030-723000	2028/2029	\$ 1,800.00

If not to exceed, include amount not to exceed:

Encumbrance number (if applicable):



# COST PROPOSAL

Optimize Worldwide, Inc. offers a wide range of web and advertising products and services to move your organization forward. Our team of designers, developers, and digital advertising experts are in house and readily available. We believe in extreme customer service responding immediately to phone calls, texts and emails.

## ONGOING MAINTENANCE & UPDATES

**Web & graphic design hourly rate:** \$100/hr

Ongoing website updates and graphic design requests can be sent over via email at any time. We start a running invoice and bill at our hourly rate. Invoices will be sent out on the 1st of every month that will include any work performed the previous month. If you have a new feature or set of updates, we can also quote by the project. Optimize Worldwide, Inc. uses advanced project management collaboration tools. These tools ensure our team members never miss any details and remain on time. Average turn-around time for website update requests are 3-4 days. Expedited requests can be handled within 24 hours on an as needed basis.

## SECURE WEBSITE HOSTING AND WORDPRESS SECURITY & BACKUP

Optimize Worldwide, Inc. offers affordable hosting products at competitive rates as an authorized GoDaddy reseller. The Optimize Team provides local website hosting support Mon-Fri 5:00am-5:00pm. Should you need support after hours, there is a 24/7 support line. WordPress websites need to be maintained as new versions and plugin updates are released to secure the vulnerabilities that are exploited by hackers and malware. Optimize Worldwide, Inc. can keep your site secure and provide regular backups to an off-site cloud hosted storage location. Includes immediate restoration and repairs should the website be compromised by hacking. Non-security related issues fall under our hourly rate.

Description	Cost
Secure website hosting w/ SSL security certificate	\$347.88/year
WordPress security & backup	\$349.99/year



# RESPONSIVE WORDPRESS WEB DESIGN

**Turnaround time:** 8 weeks

**Payment:** 50% deposit to start and the remaining 50% on launch date

Description	Included
WordPress CMS platform + premium theme integration	✓
Up to 35 pages (ex: Home, About, Services, FAQs, Resources, Contact, etc.)	✓
Contact web forms with HTML email confirmation	✓
Blogging platform	✓
Website accessibility plugin integration for ADA compliance	✓
Cookie compliance plugin integration	✓
Google Analytics tracking code	✓
Website submission to major search engines	✓
Responsive to mobile devices + latest versions of the major browsers	✓
Website user guide + 1 hour of website training with key staff via Zoom	✓
<b>Cost (one-time)</b>	<b>\$6,500</b>

# WEB DEVELOPMENT TIMELINE



## RESPONSIVE WORDPRESS WEBSITES IN 8 WEEKS

1

### WEEKS 1-2: GATHER CONTENT

We invite you to meet the Web Designer assigned to your project for a kick off meeting. The discovery process begins where we identify what functions the website will need to perform, what content exists and what needs to be produced. You'll receive a checklist of items we will need from you that will be due by the end of the first week.

2

### WEEKS 3-5: DESIGN & DEVELOP

The Web Designer assigned to your project will begin setting up the development server and installing WordPress, theme and necessary plugins. Content identified from the first two weeks will be integrated into the new website and the website begins to take shape.

3

### WEEKS 6-7: PREVIEW & FEEDBACK

Our team will provide a preview link at the beginning of week six where you get a chance to see the website for the first time. This phase is dedicated to moving things around, massaging the website and working together to bring the website to a state we are all happy with by the end of week seven.

4

### WEEK 8: TEST & LAUNCH

Week eight is dedicated to testing the website in the major browsers, checking for mobile compatibility, spelling, grammar, etc. We then migrate the website from our development server over to the production server and go live. We then repeat the testing procedure for quality assurance. We conclude the project by delivering a website user guide that shows step-by-step how to make basic changes.



**Siskiyou County Local Transportation Commission**  
REGIONAL TRANSPORTATION PLANNING AGENCY

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Melissa Cummins, Executive Director

1312 Fairlane Road, Suite 2  
Yreka, California 96097

To: Siskiyou County Local Transportation Commission

Agenda Item: 4(d)iv

Date: February 27, 2024

Subject: Caltrans – State Route 3 Corridor Plan

**Past Action**

None.

**Background**

On June 13, 2023, Caltrans District 2 – Office of System Planning provided the Commission with a briefing on the draft State Route 3 Corridor Plan.

The draft plan was released for public comment on October 25, 2023. The public comment period was open until November 30, 2023.

**Discussion**

Caltrans is providing the final draft of the State Route 3 Corridor Plan to the Commission and requests adoption of a resolution of concurrence.

If necessary, review any items the Commission wishes to have clarified.

**Recommended Action**

Adopt Resolution of Concurrence for the California State Route 3 Corridor Plan.

Attachments (1)

California State Route 3 Corridor Plan

Siskiyou County Local Transportation Commission

Resolution No. \_\_\_\_\_

RESOLUTION CONCURRING WITH THE CORRIDOR PLAN FOR STATE ROUTE 3  
FROM TRINITY AND SISKIYOU COUNTY LINE AT SCOTT MOUNTAIN, CA  
TO COUNTY ROAD A-28 IN MONTAGUE, CA.

WHEREAS, the Siskiyou County Local Transportation Commission is the Regional Transportation Planning Agency for Siskiyou County and is responsible for regional transportation planning, which includes the functional relationship between the local road system and state highway system; and

WHEREAS, the California Department of Transportation, District 2 is responsible for the planning, construction, and operation of the State Highway System, which includes the functional relationship between the State Highway System and local road system; and

WHEREAS, District 2 in cooperation with the Siskiyou County Transportation Commission has prepared a Corridor Plan for the State Route 3 from the Trinity and Siskiyou County line at Scott Mountain, CA to the county road A-28 in Montague, CA; and

WHEREAS, preparation of the State Route 3 Corridor Plan also involves local elected officials, city and county staff, community organizations, State and Federal agencies, Tribal Governments, the general public and many other organizations; and

WHEREAS, the State Route 3 Corridor Plan identifies operational and capacity improvements that will be necessary to maintain desired operating conditions / level of service over the twenty-year planning horizon; and

WHEREAS, the State Route 3 Corridor Plan also identifies improvements on or near the state highway system that will facilitate regional or local development, improve local circulation and enhance quality of life; and

WHEREAS, the Corridor Plan provides a framework for coordinated planning and funding decisions between the District 2 and its local and regional partners; and

WHEREAS, completion and implementation of the Corridor Plan will better position District 2 and its partner agencies for future funding opportunities.

NOW, THEREFORE, BE IT RESOLVED by the Siskiyou County Local Transportation Commission that the State Route 3 Corridor Plan presents a balanced and logical concept for the development and operation of the State Route 3 over the next twenty years.

BE IT FURTHER RESOLVED that the Executive Director of the Siskiyou Local Transportation Commission is hereby authorized to sign the signature sheet of the State Route 3 Corridor Plan.

SIGNATURE PAGE FOLLOWS ON NEXT PAGE

PASSED AND ADOPTED this 27<sup>th</sup> day of February 2024, by the following vote:

AYES:

NOES:

ABSENT:

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Chairperson

ATTEST:

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Melissa Cummins  
Executive Director

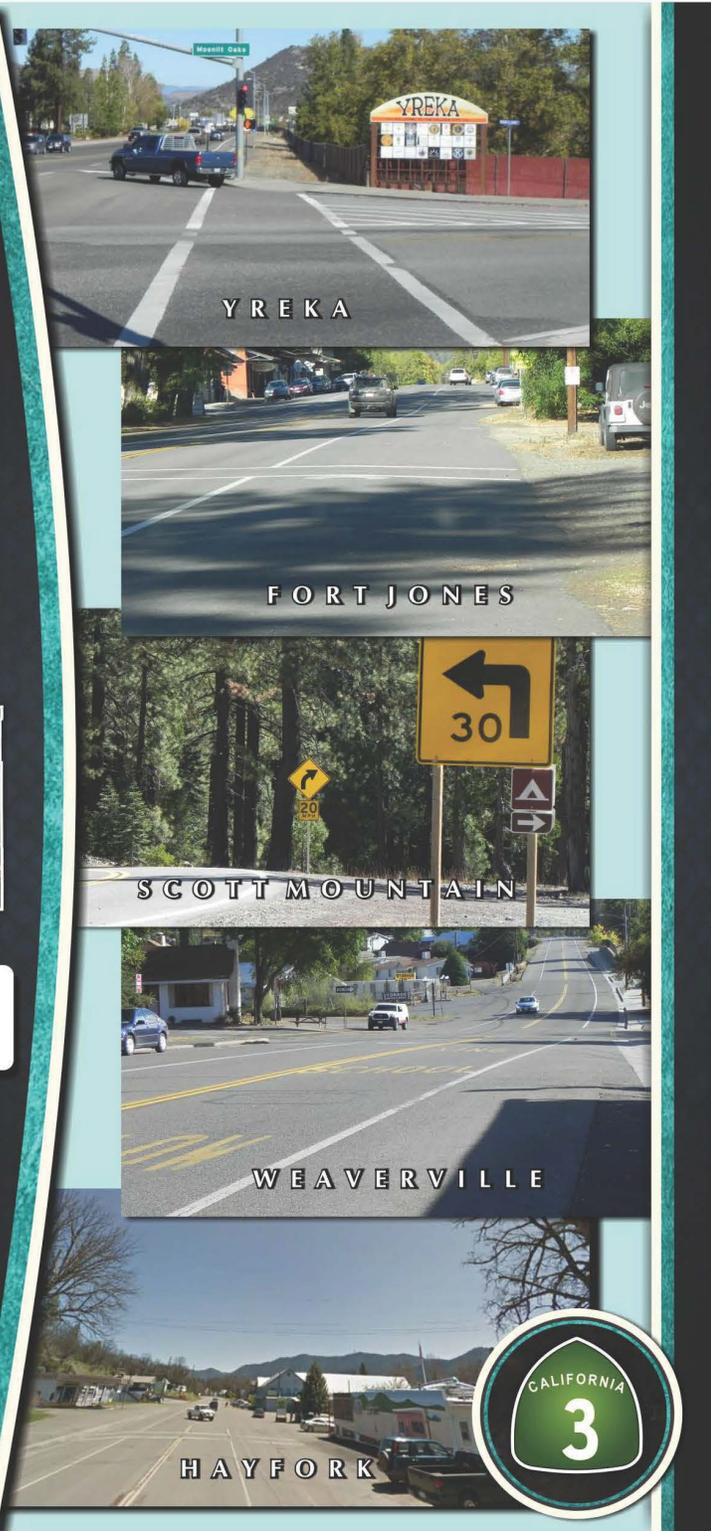
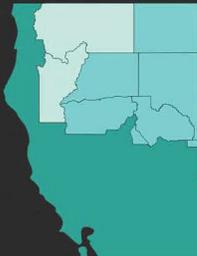
MAY 2023



# CALIFORNIA STATE ROUTE 3 CORRIDOR PLAN



District 2



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State Route 3 Corridor Plan  
May 2023  
California Department of Transportation  
District 2

**About System Planning and Corridor Plan**

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by identifying deficiencies and proposing improvements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety first, cultivate excellence, enhance and connect the multimodal transportation network, strengthen stewardship and drive efficiency, lead climate action, and advance equity and livability in all communities. Development of System Planning products is part of the Continuing, Cooperative and Comprehensive (3C) transportation planning process and provides an opportunity for public, stakeholder, and agency participation.

The Corridor Plan is a California Department of Transportation System Planning Document that includes an analysis of a transportation route or corridor. A Corridor Plan establishes a 20-year consensus-based concept for how California state highways should operate and broadly identifies the nature and extent of improvements needed to attain that operating condition. Caltrans District 2 endeavors to maintain a target Level of Service (LOS) at the transition between LOS "C" and LOS "D" on state highway facilities. A Corridor Plan identifies long-range objectives for a route and helps to guide short-term decisions for improvements.

The State Route 3 (SR 3) Corridor Plan is a collection of route information and data including current and projected operating characteristics of SR 3 in Caltrans District 2. The plan evaluates operational conditions and identifies potential improvements. Many different elements are considered such as development and growth trends, land uses, and local road connections. The plan considers existing state, local and regional plans and studies, while emphasizing the importance of stakeholder involvement in the planning process. The Corridor Plan should be considered when developing other area plans and studies. Projects developed for SR 3 need to be evaluated for consistency with this Corridor Plan.

The benefits of an adopted Corridor Plan include:

- Identifying, prioritizing, and addressing the greatest needs within the route.
- Protecting infrastructure.
- Logical sequencing of projects.
- Efficient use of available funding.
- A common vision for the future of the route.

### **Additional Information**

For additional information on the SR- 3 Corridor Plan contact:

California Department of Transportation-District 2  
Office of System Planning

Address:

1657 Riverside Drive (MS-3)  
Redding, CA 96001  
(530) 229-0518

Internet Site:

<https://dot.ca.gov/caltrans-near-me/district-2/d2-programs/d2-planning-local-assistance>

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Corridor Plan is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, District 2 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the Corridor Plan. The information in the Corridor Plan does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

During preparation of this Corridor Plan, Caltrans complied with the requirements of Title VI, 42 U. S. C. § 2000d et seq., which was enacted as part of the Civil Rights Act of 1964.

### **California Department of Transportation**

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

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Department of Transportation Attn: Equal Employment Opportunity Officer  
1657 Riverside Drive  
Redding, CA 96001  
(530) 225-3055 Voice, 711 Statewide TTY

Caltrans is an Equal Opportunity agency. Federal law prohibits discrimination.

## Traveler Information Links

### **Homepage – Caltrans District 2**

**Homepage:** <https://dot.ca.gov/caltrans-near-me/district-2>

Visitors to the homepage are able to click on icons that take them to websites such as **QuickMap**, **One Stop Shop** and **Chain Control Maps & Info**. On the homepage, there is also a list of traffic alerts that is updated daily. The traffic alerts notify drivers about projects that could impact travel on state highways in the District. The bottom of the page shows Caltrans District 2 "Tweets." The links provided below are accessible from the District 2 homepage unless otherwise noted.

### **Maps – Traffic Information, Construction and Weather**

**One Stop Shop:** <http://oss.weathershare.org/>

One Stop Shop provides real-time roadway information for western states on a map. The types of information include traffic speed, active and inactive changeable message signs (CMSs), closed circuit television (CCTV) cameras, chain restrictions, construction, incidents, information, commercial vehicle information, road weather information systems (RWIS) and RWIS with road temperatures lower than 32°. Clicking on the different icons opens pop-up boxes with the information related to each icon. For example, clicking on an RWIS icon shows weather information such as temperature, wind direction and freezing point. Clicking on a construction icon shows information such as the location of the project, the start and end date, and any expected traveler delay.

### **Maps – Traffic Information**

**QuickMap:** <http://quickmap.dot.ca.gov/>

This map-based platform shows site visitors real-time traffic information including traffic speed, lane closures, incidents, message signs, cameras and chain controls. Clicking on the different icons opens pop-up boxes with the information related to each icon. For example, clicking on a lane closure icon causes a box to open displaying information such as location, direction and time period. Clicking on a camera icon opens the image the camera is capturing for the chosen location. QuickMap applies to the entire state.

### **District 2 Construction Projects**

**Construction Projects:** <https://dot.ca.gov/caltrans-near-me/district-2/d2-projects>

This page displays the current construction projects going on in District 2. The project information listed includes county, project name, description, project manager and estimated construction timeframe.

### **Maps – Weather & Chain Control**

**Traffic Cameras & Road Weather Information:** <http://cwwp2.dot.ca.gov/vm/iframemap.htm>

This link opens a map of District 2 that indicates CCTV, RWIS and CCTV/RWIS locations. Visitors to the site may click on a dot shown on the map to open the camera image of current roadway conditions, weather data, or both.

**Chain Control:** <https://dot.ca.gov/travel/winter-driving-tips/chain-controls>

This site displays chain controls and chain installation information, as well as where to check chain controls especially during winter months. The information includes road closures, truck holds, truck screens, vehicle screen and metering traffic. It also shows the chain control requirement levels such as R-1M, R-1, R-2 and R-3.

**National Weather Service – Weather for Travelers:** <http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php>

A travel forecast for any location in the country can be accessed from this link. The page opens up to a map with different user selected layers, including radar, satellite, observation controls and webcams. The observation controls include wind and temperature data. The Travel Forecast is currently in an experimental phase.

### **Highway Information (Non-map)**

**Planned Lane Closures:** <https://lcswebreports.dot.ca.gov/>

Site visitors can search for closures on state highways within California by clicking on a District. Users can then specify county, route, dates and time period. Search queries can be as narrow or as open as desired. Search results appear in report format in a new screen, and include information regarding whether the closure is in-progress, completed or canceled. The closure is listed as "no status" if it is for a future date.

**California Highway Information (Check for current highway information):** <http://www.dot.ca.gov/cgi-bin/roads.cgi>

Not accessible from the District 2 homepage. Visitors to the site can check current highway conditions, such as traffic control, lane closures and wind advisories for any state highway in California by entering the highway number. Identical information can be obtained by calling the Caltrans Highway Information Network (CHIN): 800.427.7623.

**California Highway Patrol (CHP) Traffic Incident Information Page:** <http://cad.chp.ca.gov/>

Not accessible from the District 2 homepage. Visitors to the site can select a CHP Communication Center anywhere in California and retrieve incidents within the jurisdiction. The screen refreshes every 60 seconds. Clicking on "details" will result in a display of information pertaining to the selected incident, such as time, status and location.

Traveler Information Resources											
	Statewide Information Available	Accessible from District 2 Homepage	Map Format	Chain Requirements/Weather-	Incidents	CMS – Changeable Message Sign	CCTV – Closed Circuit Television	RWIS – Roadside Weather Information System	Real-Time Traffic Conditions (speed for example)	Weather	Construction/Planned Lane Closures
<b>One Stop Shop:</b> <a href="http://oss.weathershare.org/">http://oss.weathershare.org/</a>	•	•	•	•	•	•	•	•	•	•	•
<b>QuickMap:</b> <a href="http://quickmap.dot.ca.gov/">http://quickmap.dot.ca.gov/</a>	•	•	•	•	•	•	•		•		•
<b>Construction Projects:</b> <a href="https://dot.ca.gov/caltrans-near-me/district-2/d2-projects">https://dot.ca.gov/caltrans-near-me/district-2/d2-projects</a>		•	•								•
<b>Traffic Cameras &amp; Road Weather Information:</b> <a href="http://cwwp2.dot.ca.gov/vm/iframeMap.htm">http://cwwp2.dot.ca.gov/vm/iframeMap.htm</a>		•	•				•	•		•	
<b>Chain Control:</b> <a href="https://dot.ca.gov/travel/winter-driving-tips/chain-controls">https://dot.ca.gov/travel/winter-driving-tips/chain-controls</a>		•	•	•							
<b>National Weather Service:</b> <a href="http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php">http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php</a>	•	•	•							•	
<b>Planned Lane Closures:</b> <a href="https://lcswebreports.dot.ca.gov/">https://lcswebreports.dot.ca.gov/</a>	•	•									•
<b>California Highway Information (800.427.7623):</b> <a href="http://www.dot.ca.gov/cgi-bin/roads.cgi">http://www.dot.ca.gov/cgi-bin/roads.cgi</a>	•										•
<b>CHP Traffic Incident Information:</b> <a href="http://cad.chp.ca.gov/">http://cad.chp.ca.gov/</a>	•				•						

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## Executive Summary:

### Route Description:

State Route (SR) 3 passes through the northern California counties of Trinity and Siskiyou. SR 3 begins in Trinity County at the junction of SR 36, south of the community of Hayfork and ends at Montague in Siskiyou County. It is a minor arterial highway that links rural communities to commercial cities, as well as recreational users to multiple campgrounds and boating launches. SR 3 has a break in the route at the junction of SR 299 until the historical downtown of Weaverville in Trinity County; this break is approximately 7 miles. The county and Post Mile limits studied in this report are:

- Trinity                      Post Mile L0.00 – T85.068
- Siskiyou                      Post Mile 0.408 – 54.187

### Key Considerations:

Some of the key issues are as follows:

- **The route is remote** – Long distances between communities, with limited availability of services to travelers. There are no Safety Roadside Rest Areas (SRRAs) along the route.
- **Rough Roadway** – Highway pavement condition may exhibit moderate pavement deterioration in some areas due to the length of time between maintenance projects, impacts of winter weather and winter operations (chains and snowplowing).
- **Limited paved shoulders** – Most of SR 3 has limited paved shoulder widths.
- **Bicycle and Pedestrian Facilities** – Sidewalks and shoulders are intermittent in some communities.
- **Recreation** – Summer months attract recreational users to the northern end of the route in Trinity County. There is limited recreational use in Siskiyou County from SR 3.
- **Wildlife** – Sections of SR 3 run through a winter range for deer. Frequent wildlife, especially deer, have been noted near the route during winter months or at the beginning of monsoon season, which translates into new plant blooms and increased water supplies or availability. Several fish passages priority locations exist along the route. There are also some sensitive species within the vicinity of the route.
- **Extreme Weather** – State Route 3 is prone to extreme weather due to its location and surrounding landscape. In the summer months, the route may be impacted during fire season as the route is in a high fire risk area. In addition, sections of the route in higher elevations and on north facing slopes tend to experience

winter weather conditions more than other sections. Most of SR 3 remains open all year round, with the exception of Scott Mountain, which may be closed for weeks during winter months due to ice and heavy snow conditions. The route's location is prone to flooding and storm damage.

- **Trucks** – From the junction of SR 36 (TRI L0.00) in Trinity County to Cecilville Rd (SIS 8.90) in Siskiyou County, the route is California Legal Advisory Route with a kingpin-to-rear-axle (KPRA) distance advisory indicating that tractor-semis over 30 feet kingpin to rear axle are not advised. Trucks from Cecilville Rd to Montague (SIS 54.18) is Terminal Access of the Surface Transportation Assistance Act (STAA).
- **Large timber and agricultural vehicles in Trinity and Siskiyou Counties** - This scenic two-lane highway winds through areas with substantial lumber, agricultural, farm, and nursery activities; thus, drivers encounter some agricultural vehicles and farm equipment used particularly for agricultural operations.
- **Limited availability of traveler information** – There is limited availability of utilities for operations of new traveler information technology along portions of SR 3. Traveler information is useful during inclement weather, construction, incidents or for roadway users who wish to learn more about current conditions on the route.

Route Concept:

Most of SR 3 is a two-lane conventional highway. The exception is in Yreka where the route is a four-lane conventional highway.

***SR 3 Route Concept (20-Year)  
Two-Lane Conventional Highway with exceptions in Yreka.***

Programmed Projects, Concepts and Management Strategies

Examples of *programmed* projects along SR 3 include maintenance projects with culverts and maintenance improvements within both counties. Example of *planned* projects include paved turnouts at various locations in Trinity County and drainage rehabilitation and pavement improvements within Siskiyou County. Examples of potential future *concepts* include adding passing lanes along Hayfork Summit and a bike and pedestrian trail along Trinity Lake in Trinity County and in Siskiyou County left-turn lanes at Helwig Ct and Quartz Valley Rd.

### Stakeholder Participation:

There are many opportunities for public input throughout the project development process. Caltrans solicits and records public input during the identification of a project need, during the environmental study process and at other relevant project milestones. Public involvement for route-specific planning offers unique opportunities for Caltrans to obtain and use region-wide community input about a route. Because routes like SR 3 span multiple jurisdictions, planning efforts must take care to address individual community issues along with region-wide issues. These issues can include local traffic flow, economic/business development, multimodal opportunities, traveler information systems, regional mobility, and safety.

*State and federal laws require public involvement to be a part of transportation decision making. While such laws are meant to promote fairness and equity in decision making, Caltrans realizes that there are recognizable benefits to involving the public early and continuously. Some benefits from public engagement include increasing credibility, strengthening public support, and improving public trust. Involving the public early can result in using resources more efficiently to address public concerns and reduce the need to reevaluate decisions.*

In partnership with Caltrans District 2 and the Regional Transportation Planning Agencies for the counties of Trinity and Siskiyou, the following outreach efforts were made during the Corridor Plan process:

- Media Outreach: press releases, emails, phone calls, flyers, community calendar.
- Public Workshops: Trinity Center (Tuesday, November 12, 2019) and Hayfork, (Tuesday, November 19, 2019).
- Siskiyou County Public Outreach (January 4<sup>th</sup> 2022- February 4<sup>th</sup> 2022): An informational video was sent out on Caltrans District 2 Facebook page about what a Corridor Plan is, and flyers were sent and distributed in the communities. The public was able to give their feedback via email or phone call.

**Hayfork. Tuesday, November 19, 2019**

- Outreach to Native American Tribes.
- Communication with RTPA staff to discuss key items to be included in the report such as issues along SR 3.
- Internet Website: Press releases about the workshops and announcement that the SR 3 Corridor Plan is in progress. Included contact email link for Corridor Plan lead person.
- Local Transportation Commission Meetings: Presented Corridor Plan updates and draft and final versions of the SR 3 Corridor Plan.

The final step in the approval process for a Corridor Plan in District 2 includes seeking acceptance from regional partners, and District 2 staff who were directly involved in review/approval of the Corridor Plan. The Report Signature Sheet documents support for the planning and outreach process used and serves to acknowledge that this Corridor Plan presents reasonable concepts for future development and management of the route within the subject jurisdictions.

See the following appendices for further information:

- **Appendix A: County Information**
- **Appendix B: Public Outreach Activities and Public Information**
- **Appendix C: Tribal Factsheets**

Report Signature Sheets

**State Route 3 Corridor Plan**

PREPARED BY:

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SUBMITTED FOR APPROVAL BY:

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APPROVAL RECOMMENDED BY:

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## State Route 3 Corridor Plan

**APPROVED BY:**

<hr/> <b>DAVE MOORE</b> District Director Caltrans, District 2	<hr/> <b>Date</b>
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**CONCURRENCE BY:**

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<hr/> <b>MELISSA CUMMINS</b> Executive Director Siskiyou County Local Transportation Commission	<hr/> <b>Date</b>
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## RESOLUTIONS OF CONCURRENCE

TRINITY COUNTY

## SISKIYOU COUNTY

## General Route Information:

### Route Description:

SR 3 begins at the junction of SR 36, south of Hayfork in Trinity County and ends in Siskiyou County in Montague, where it transitions into a county road. SR 3 is a two-lane conventional highway with limited passing opportunities and the exception in Yreka where SR 3 is a four-lane conventional highway. SR 3 links rural areas with small communities in northern California and connects residents with Trinity County's seat, Weaverville, and Siskiyou County's seat, Yreka. SR 3 serves as a main street for some rural communities. Traffic is mainly intraregional and recreational trips with limited goods movement. SR 3 has a break in the route within Trinity County from the junction of SR 299 until the historical downtown in Weaverville. This is the only break within SR 3 (where SR 299 serves traffic in between for approximately 7 miles).

Terrain on this route varies between flat, rolling, and mountainous. This route has three mountain passes; Hayfork Summit (elevation 3,660 ft) at Trinity Post Mile (PM)<sup>1</sup> 18.65 (TRI PM 18.65), Scott Mountain Summit (elevation 5,404 ft) near the Trinity/Siskiyou County line PM T85.07, 0.408 (TRI PM T85.07, SIS PM 0.408), and Forest Mountain Summit (elevation 4,097 ft) at Siskiyou PM 41.67 (SIS PM 41.67). SR 3 provides access to diverse trails, tourism and recreational sites such as; Shasta-Trinity National Recreation Area, Trinity Lake, and the Pacific Crest Trail, in Trinity and Siskiyou Counties.

### Route Location:

State Route 3 is a south to north route in the northern portion of the state from State Route 36 (in Trinity County) to Montague (in Siskiyou County, just east of Interstate 5 (I-5)).

### Legal Description:

The California State Highway System consists of routes described in the California Streets and Highways Code. Division 1, Chapter 2, Article 3 (section 303) describes State Route 3 as follows:

*Route 3 is from:*

*(a) Route 36 near Peanut to Route 299 near Douglas City.*

*(b) Route 299 near Weaverville to Montague via Main Street in Yreka.*

*(Amended by Stats. 1974, Ch. 123.)*

### Equity:

SR 3 has potential for having equity priority community. These communities often experience fewer benefits and a greater share of negative impacts associated with California's transportation system. In District 2, locations with equity priority communities are identified using socioeconomic measures and proximity to tribal communities.

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<sup>1</sup> Using miles and counties, the Post Mile system identifies specific and unique locations in the California Highway System. Post Mile (PM) values increase usually from south to north or west to east depending on the general direction the route follows within the state. The Post Mile values increase from the beginning of a route within a county to the next county line. The Post Mile values start over again at each county line. Since SR 3 passes through Trinity and Siskiyou Counties (from south to north), the Post Mile references appear using county abbreviations TRI and SIS.

#### Broadband:

The California Department of Transportation (Caltrans) accommodates wired broadband facility encroachments within State Highway right-of-way when there is a benefit to the public. Accommodation shall be in accordance with federal and state laws and shall not adversely impact the highway user or worker safety, transportation facility longevity, or highway aesthetic quality. District 2 is working on adding broadband in locations in a project called "Broadband Middle Mile Network". Along SR 3 the locations are the east side of Hayfork to the Junction of SR 299 and SR 3 near Douglas City and from the Junction of SR 299 and SR 3 in Weaverville to Yreka and Yreka to Montague.

#### Route History:

Before 1964, routes in California had two independent numbering systems: the number (or numbers) the route was signed, and the number with which the legislature identified the routes (Legislative Route Number– LRN). All state highways were assigned a LRN. As the state highway network grew, each new segment was given its own LRN (but was an extension of the original signed route). The State Highway System was added to the California Streets and Highways Codes (Sections 300-635) in 1964. The intent of the legislature was to identify a set of routes in the State Highway System that serve the State's heavily traveled rural and urban corridors, connect the communities and regions of the State, and support the State's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

The Legislative Route Numbers that applied to portions of what is now State Route 3 are included in the history milestones below.

#### Milestones in History:

- 1907 - Defined as Legislative Route Number 35 between Peanut to I-5 in Red Bluff. (Portion between peanut and current SR 36 later converted to SR 3 and remaining portion later became SR 36)
- 1909 - Defined as Legislative Route Number 35 between Mad River to Peanut. (Portion between peanut and current SR 36 later converted to SR 3)
- 1917 portion of what is now SR 36 converted to Route 35 as Legislative Route Number LRN 35 between the communities of Kuntz (now Mad River) and Peanut
- 1933 – LRN 35 extended north from Peanut to Route 20 (now SR 299)
- 1933 - New Route added by State Statute Etna Mills to Montague (number not shown in Statute, but 82 verified on 1934 map in source list below)
- 1945 & 1947- SR 3 had the following designations prior to the beginning of the Federal Aid Secondary Program in 1945 and the Collier/Burns Act in 1947:
  - Route 29- South of Peanut
  - Route 35- Peanut to SR 299
  - Route 82- Etna to Weaverville
- 1959 Route 3 from Route 299 near Weaverville to Route 5 near Yreka added to the Freeway and Expressway System.
- 1964 conversion of portions of other routes into State Route 3:
  - routes 82 and 35 became components of SR 3.
    - LRN 35 portion between Peanut to Route 20 (now SR 299)

- LRN 82 from Etna to Montague (now SR 3)
- 1966, SR 36 was relocated between Forest Glen and Wildwood, by-passing Peanut to the south. A new realignment was built adding approximately 4.8 miles to SR 3, however, instead of renumbering the highway Caltrans with a L in front of the postmiles which start in SR 36 to Peanut.

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Figure 1: Map of SR 3



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Route Terrain:

SR 3 has a diverse terrain as it varies from mountainous to flat continually throughout the route. The elevation ranges from approximately 2,000 feet to 5,400 feet. The route has three mountain passes each with a five percent grade or greater; Hayfork Summit (TRI 18.65 – 3,660 feet), Scott Mountain Summit (TRI 85.07 – 5,401 feet), and Forest Mountain Summit (SIS 41.67 – 4,097 feet). The highest point of the route is in Trinity County at Scott Mountain Summit.

SR 3 over Scott Mountain Summit has unique terrain. In the northbound direction on SR 3, the roadbed runs on a level plain leading up to the base of the mountain. As the roadway climbs past the base towards the summit, the mountainous terrain changes to a steep, curvilinear incline with limited to no shoulders. This stretch has advisory signs showing suggested speeds as low as 30 mph. The route follows Scott Mountain Creek with one side a steep cut bank and the other a sharp drop off. After the summit, SR 3 crosses Siskiyou County line and the route descends on a greater than 6 percent downhill grade with less sharp curves allowing drivers to be more comfortable and an increased speed limit to 55 mph.

Major Route Connections:

SR 3 intersects with four other state highways: SR 36, SR 299, SR 263, and I-5.

- SR 36 crosses west to east in northern California through six counties (Humboldt, Trinity, Shasta, Tehama, Plumas, and Lassen) from the Pacific Ocean to US 395 in Lassen County (around 250 miles). SR 36 is a High Emphasis Route and Focus Route between SR 44 and US 395. SR 36 connects to SR 3 in Trinity County at PM L0.00.
- SR 299 is a west to east highway through 5 counties (Humboldt, Trinity, Shasta, Lassen, Modoc) from US 101 on the Pacific Coast, near Arcata, to the Nevada state line near Cedarville (almost 306 miles). SR 299 between the Pacific Coast and I-5 in Redding is part of the National Highway System, a High Emphasis Route and Focus Route. The western portion of SR 299 also provides access to the Port of Eureka, which is the only deep-water port in California north of San Francisco. To the east SR 299 between I-5 and Alturas is an interregional route. SR 299 and SR 3 join near Douglas City and are coterminous for 9 miles until SR 3 separates in Weaverville.
- SR 263 runs south to north from SR 3 in the Yreka and ends at the junction with SR 96 (around 10 miles). One of the primary purposes of SR 263 is to provide access to businesses and residences in the area; it also serves as a connector between Yreka and SR 96. The route can be used by travelers looking for an alternative to Interstate 5 (I-5) in this area, or as a detour route in the event that I-5 is closed.
- I-5 begins at the Mexico-United States International Border (San Ysidro, CA) and ends at the Canadian border for a total length of over 1,380 miles. Among its many important functions, I-5 is part of the National Highway System, an Intermodal Corridor of Economic Significance and identified as a Corridor of the Future. Within District 2, I-5 is about 174 miles in length and passes through

Tehama, Shasta, and Siskiyou Counties. SR 3 parallels I-5 in Yreka and continues an overpass of I-5.

The following two tables show other major road connections along SR 3.

<b>Table 1: Other Major Road Connections in Trinity County</b>		
<b>Name</b>	<b>Post Mile</b>	<b>Functional Classification</b>
Rattlesnake Rd (Old Highway 36)	TRI 0.05	Minor Collector
Morgan Hill Rd	TRI 6.22	Minor Collector
Tule Creek Rd	TRI 6.49	Major Collector
Hyampom Rd	TRI 6.73	Major Collector
Oak Ave	TRI 7.71 (7.709)	Minor Collector
Wildwood Rd	TRI 11.65	Major Collector
Deerlick Springs Rd	TRI 27.83	Minor Collector
Reading Creek Rd	TRI 29.73	Minor Collector
Washington St	TRI 31.28	Major Collector
East Weaver Creek Rd	TRI 32.64	Minor Collector
Rush Creek Rd	TRI 37.90	Minor Arterial
Trinity Dam Blvd	TRI 38.77	Major Collector
Airport Rd	TRI 59.95	Minor Collector
Eastside Rd	TRI 65.47	Major Collector
Coffee Creek Rd	TRI 67.89	Minor Collector

<b>Table 2: Other Major Road Connections in Siskiyou County</b>		
<b>Name</b>	<b>Post Mile</b>	<b>Functional Classification</b>
Gazelle Callahan Rd	SIS 6.95	Major Collector
Callahan-Cecilville Rd	SIS 8.87	Major Collector
Horn Ln	SIS 20.05	Minor Collector
Main St (LT)	SIS R21	Major Collector
Island Rd (RT)	SIS R21	Minor Collector
Collier Way	SIS R21.46	Minor Collector
Eller Ln	SIS 25.11	Minor Collector
Main St	SIS 21.15	Minor Collector
Quartz Valley Rd	SIS 27.79	Minor Collector
Eastside Rd	SIS 32.16	Minor Collector
Scott River Rd	SIS 32.20	Major Collector
Carlock St	SIS 32.49	Minor Collector
McAdams Creek Rd	SIS 34.05	Minor Collector
Moonlit Oak Ave	SIS L47.26	Major Collector
4H Way	SIS L47.49	Major Collector
Greenhorn Rd	SIS L47.84	Major Collector
Oberlin Rd	SIS L48.16	Minor Arterial
Yreka St	SIS L48.84	Major Collector
E Center St	SIS L49.21	Major Collector
Miner St	SIS L49.25	Major Collector
Yama St	SIS L49.38	Major Collector
Yreka Ager Rd	SIS R48.95	Major Collector
Phillipe Ln	SIS R49.45	Major Collector
Grenada Rd (11 <sup>th</sup> St)	SIS 53.22	Major Collector
Willow Creek RD (9 <sup>th</sup> St)	SIS 53.68	Major Collector

Route Designations

<b>Table 3: Route Designations</b>		
	<b>Trinity County</b>	<b>Siskiyou County</b>
<b>State Highway System<sup>1</sup></b>	Yes	Yes
<b>Interregional Road System</b>	No	No
<b>High Emphasis</b>	No	No
<b>Strategic Interregional Corridor (Focus Route)</b>	No	No
<b>Freeway &amp; Expressway System<sup>2</sup></b>	Yes (No) <sup>2</sup>	Yes (No) <sup>2</sup>
<b>National Highway System</b>	No	No
<b>Strategic Highway Network</b>	No	No
<b>Federal Functional Classification</b>	<b>Minor Arterial</b>	<b>Minor Arterial:</b> SIS 0.00 - 46.22, and SIS 50.16 - 54.19 <b>Principal Arterial:</b> SIS 46.22 - 50.16
<b>Truck Designation</b>	California Legal Advisory	<b>California Legal Advisory Route:</b> SIS 0 - 8.90 <b>Terminal Access (STAA):</b> SIS 8.90 – 54.19
<b>Scenic Byway</b>	Yes (TRI 30.86 – 85.06)	Yes (SIS 0.00 – SIS 54.19)

<sup>1</sup>The State Highway System was added to the California Streets and Highways Codes (Sections 300-635) in 1964. The intent of the legislature was to identify a set of routes in the State Highway System that serve the State’s heavily traveled rural and urban corridors, connect the communities and regions of the State, and support the State’s economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

<sup>2</sup>The Freeway and Expressway System is a State designation added to California Street and Highways Code in 1959 (Sections 253.1-253.8). It consists of California State Highways that were declared by the Legislature to be essential to the future development of California, including SR 3. Many of the highways that are included in the Freeway and Expressway System were designated shortly following passage of the legislation.

California Streets and Highways Code section 252 allows for periodic review of the Freeway and Expressway System:

*The Legislature recognizes that the dynamic growth of this State will require periodic review of the California Freeway and Expressway System. The Legislature recognizes further that all highway planning and construction work should be correlated with a plan to provide a comprehensive system of access-controlled freeways and expressways throughout the State, and that the California Freeway and Expressway System established by this article has been selected and developed as a result of scientific studies by all levels of government in the State of California.*

This Corridor Plan provides the review of SR 3 as required by the above code section. The analysis contained herein demonstrates that development of SR 3 from Weaverville to Tri/Sis County line, and from Tri/Sis County line to the end of the route to either freeway or expressway standard is no longer necessary or feasible. The Facility Concept defined in this Corridor Plan to guide future management and improvement of SR 3 is therefore Two-lane Conventional Highway (2C), with the exception of Yreka where the route is a Four-lane Conventional Highway (4C).

Route Purpose, Trip Generating Facilities and Travel Patterns

From south to north in northern California, SR 3 can be defined by its connections to communities and other routes: SR 36 to SR 299 near Douglas City, SR 299 in Weaverville to the Community of Callahan, the Community of Callahan to Interstate 5 (I-5) in the Yreka, and I-5 to the Montague.

*SR 36 to SR 299 near Douglas City*

SR 3 starts at the intersection of SR 36 south of the community of Hayfork in Trinity County and links the unincorporated community of Peanut, and Trinity Pines Subdivision to Hayfork. Once entering the community of Hayfork, SR 3 serves as the main street and is important for both locals commuting to school, church, work, downtown businesses, home, errands, and intraregional travels such as: agricultural activities, tourism, and recreational activities. Continuing in the northbound direction, SR 3 serves as a link

between the communities of Hayfork and Douglas City at SR 299. SR 299 provides a connection to Weaverville, US 101 in Humboldt County, and Redding (I-5, SR 44, SR 273).

*SR 299 in Weaverville to the Community of Callahan*

SR 3 has a break in the route from the junction of SR 299 between Douglas City and Weaverville (approximately 7 miles), where the SR 299 alignment serves the traffic. SR 3 resumes in the historical downtown of Weaverville. In Weaverville, the County seat and Trinity's largest community, SR 3 passes Weaverville Elementary School, single-family residences, private and public businesses, Weaverville's Airport, and CAL FIRE. Most of the trips within the Weaverville area are for locals commuting to work, school, and errands.

North of Weaverville, SR 3 passes through the Shasta-Trinity National Forest, private timberlands, and rural communities, such as Covington Mill, Trinity Center, and Coffee Creek. This section of the route has the most recreational activities along SR 3; due to attractions such as: Trinity Dam, Lewiston Lake, Trinity Alps, campgrounds, tourism sites, and resorts near Trinity Lake. SR 3 continues through mountainous and rolling terrain until it reaches the base of Scott Mountain. Scott Mountain is the highest peak along SR 3 at an elevation of 5,401 feet and the Pacific Crest Trail crosses the route at the summit. Travel in this section is primarily intraregional and recreational trips with limited goods movement (mainly timber or agricultural activities). Near Scott Mountain summit is the Trinity/Siskiyou County line; the route continues through approximately 7 miles of the Klamath National Forest before passing through the community of Callahan. Trip purposes for this section of the route are mainly intraregional, recreational to Trinity Alps, Pacific Crest Trail and Trinity Lake.

*Community of Callahan to Interstate 5 (I-5) in Yreka*

SR 3 is surround by agricultural lands, ranches, and grassland landscape. The route passes through Callahan, Etna, Greenview, and Fort Jones before reaching Yreka's city limit. These communities use SR 3 as a main street, and all have similar characteristics. Trip purposes along this section of the route, are generally intraregional with some logging and agricultural activities.

After the Fort Jones, SR 3 reaches Forest Mountain Summit with an elevation of 4,097 ft. After Forest Mountain Summit, the route continues through agricultural lands and open space with grasslands before entering Yreka. Yreka is the Siskiyou County seat and SR 3 serves as a main street through Yreka and parallels I-5. SR 3 passes by single-residence housing and private and public businesses, such as, gas stations, restaurants, hotels, California Highway Patrol, and Caltrans Maintenance Yard. Also, SR 3 runs through the historic downtown. Nearby connections can be made with I-5 via Moonlit Oaks Ave (SIS PM L47.264), Center Street (PM L49.207), and East Miner Street (PM L49.254). Also, at the intersection of SR 263 and Montague Rd/Tebbe St (PM L49.871), the route heads east towards I-5. Travel within Yreka includes local trips to work, school, and other errands. Yreka is a popular travel stop for drivers going from California to Oregon, as it's the last major city before crossing the state line.

*Interstate 5 (I-5) to Montague*

The junction of I-5 (SIS 3 PM L50.159/ SIS 5 PM R48.239) is an important trip generator along SR 3. After the junction, SR 3 continues through a small developing area, open space and agricultural lands before the landscape transforms into residential subdivision and businesses as the route goes through Montague (approximately 6 miles east of I-5). In Montague, SR 3 is the main street and goes through the historical downtown. Trips within this community are generated by Locals commuting to school, work, and errands. Other trips are generated by local businesses, households, public services, recreation activities with the park, delivery trucks, and farming activities occurring beyond Montague city limits.

*Type of trips along the route:*

*Interregional:*

SR 3 serves limited longer trips such as, between the commercial center Redding in Shasta County, Trinity County's seat, Weaverville and Siskiyou County's seat, Yreka.

*Intraregional:*

SR 3 serves medium length trips (within each region) as it connects communities in close proximity of each other in Trinity and Siskiyou Counties.

*Local:*

SR 3 also serves shorter distance trips, typically associated with day-to-day activities. It links rural communities and cities to each other and greater local cities; the route serves as a main street within several communities in Trinity and Siskiyou Counties.

Route Overview:

This section provides an overview of the various modal networks on the route. It covers vehicles, freight, bicycles, pedestrians, and transit. It includes information connectivity and continuity of these modes.

*Vehicles:*

SR 3 is a two-lane conventional highway with passenger vehicles being the primary user now. Seasonally, recreational vehicles (RVs) are common in the vicinities of outdoor attractions.

The types of vehicles and trip purposes vary by location along the route. The route can be discussed as four different sections, each unique in terms of patterns of travel. From south to north, the four sections are: **South of Hayfork to SR 299 near Douglas City, SR 299 in Weaverville to Scott Mountain Summit, Scott Mountain Summit to Yreka, and Yreka to Montague (end of the route).**

1. **South of Hayfork to SR 299 near Douglas City (TRI L0.00 – 30.86):** This section begins at the junction of SR 36. The southern portion of this section is mainly utilized for farming and agricultural trips with some intraregional travel as SR 3 connects the largest nearby community, Hayfork, to Trinity Pine Dr, Post Mountain Rd, Zenia, and Peanut. In the community of Hayfork, SR 3 serves as a main street and mostly has local trips within the community. From Hayfork to the junction of SR 299, most vehicles are passenger cars with some small delivery trucks. The

annual average daily trips (AADT) increases from 530 vehicles at the junction of SR 36 to a high of 2400 vehicles in Hayfork before decreasing to 1750 vehicles as it approaches SR 299.

- 2. SR 299 in Weaverville to Trinity/Siskiyou County Line near Scott Mountain Summit (TRI 30.86 – 85.068):** The second section of this discussion begins after the route break, where SR 3 resumes in Weaverville at SR 299 and ends at the summit of Scott Mountain. The volume of passenger and light duty vehicles in this section range from 330 to 3450, the highest volumes in Weaverville before decreasing around Rush Creek Rd (PM 37.88) along SR 3. Most of the vehicles on this section are passenger cars, RVs and some delivery trucks. However, there can be intraregional trips from SR 299 to the communities along SR 3 (Trinity Center, Coffee Creek, Covington Mill).
- 3. Trinity/Siskiyou County Line near Scott Mountain Summit to Yreka (SIS 0.408 – 46.22):** The third section of this discussion starts out at the Trinity/Siskiyou County line near Scott Mountain Summit, where there is no development until Callahan, Etna, Greenview and Fort Jones; SR 3 is the main street for these communities. Traffic volumes in this section are relatively low due to the rural location of the route. However, the traffic volumes increase as the route passes through Greenview, Fort Jones and Yreka. Trip purposes along this route are mostly intraregional travels, local errands, agricultural and timber activities, and trips north to Interstate 5 and Yreka.
- 4. Yreka to Montague (SIS 46.22 – 54.19):** The final section of this discussion passes through Yreka and Montague; SR 3 is a main street in both cities. The vehicle ADDT along SR 3 is the highest in Yreka, which is due to the urban development in Yreka and the proximity of I-5. Trips in Yreka are local commutes to private and public business, school, single-family residences, errands, and places of worship, as well as travelers from I-5 accessing services. Trips in Montague are generally for local commutes to public and private businesses, school, single-family residences, errands, and places of worship.

*Freight:*

*Trucks*

Movement of freight in the area of SR 3 is accomplished mainly via trucks with some rail. Within District 2, SR 3 is a California Legal Advisory Route from junction SR3/SR 36 (PM TRI L0.00) to East Fork Scott River Bridge (PM SIS 8.90). A California Legal Advisory Route suggests that tractor-semis over 30 feet kingpin to rear axles are not advised. STAA trucks are mainly precluded on SR 3 primarily due to the mountainous terrain and narrow roadway with sharp curves. The rest of the route is designed for STAA trucks in the north bound direction. Near Post Mile 21.39 in Etna, there is a California Advisory sign in the southbound direction. See Appendix E for Truck Designation Definitions.

## Rail<sup>2</sup>

In Siskiyou County there are two railroad lines that cross SR 3 in and near Montague. The railroad lines are Yreka Western Railroad (YW) and Central Oregon and Pacific Railroad (CORP). The YW railroad is a common carrier class III short line and is located near Post Mile 50.13. The railroad is an active freight railroad offering direct rail services to the customers on its line, as well as rail logistics and “Rail-To-Truck” transloading service to industrial customers in the northern California and southern Oregon area who are not directly served by class 1 rail services. In addition, the YW railroad interchanges with the CORP, which is in Montague. In Montague, the CORP crosses SR 3 at a grade near Post Mile 53.25. The CORP is a Class II railroad that operates between Northern California and Eugene, Oregon, and parallels SR 3 for a couple miles. There are no loading and unloading activities and operations in Montague; local and regional freight movements (imports and exports) on SR 3 is accomplished primarily by truck.

### *Transit:*

Providing transit in rural areas is challenging due to various reasons, such as, long distances between communities, limited/dispersed population base, scheduling difficulties and limited funding.

### Bus

There is no interregional bus service along SR 3. However, Trinity County provides regional service and Siskiyou County provides intercity services.

In Trinity County, Trinity Transit has one of its four fixed routes on SR 3 - Weaverville to/from Hayfork, which is important for connection with other fixed routes connecting in Weaverville that leads to other neighboring transit systems, such as, Redding Area Bus Authority (RABA) in Redding, Redwood Transit System (Willow Creek, Arcata, Eureka), and Klamath-Trinity Non-Emergency Medical Transportation in Willow Creek (Willow Creek, Hoopa).

Siskiyou County intercity transit is called Siskiyou Transit and General Express (STAGE). STAGE operates in outlying communities and corridors; only the Scott Valley corridor uses SR 3 and it runs within Etna, Greenview, Fort Jones, Yreka, and Montague.

### Airports

Major carrier commercial service is not available near SR 3. General Aviation Airports near the route include;

In Trinity County:

- Hayfork Airport
- Weaverville Airport/Lonnie Pool Field
- Trinity Center Airport/James E. Swett Field

In Siskiyou County:

- Scott Valley Airport
- Montague-Yreka Airport
- Siskiyou County Airport

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<sup>2</sup> Source of information on Yreka Western Rail came from Union Pacific Website ([https://www.up.com/customers/shortline/profiles\\_tz/yw/index.htm](https://www.up.com/customers/shortline/profiles_tz/yw/index.htm)) and Yreka Western Railroad Website (<https://yrekawestern.com>).

### Passenger Rail

There is no passenger rail transit along SR 3

### *Bicycles:*

Bicycles are allowed on the entire length of SR 3. Typical treated shoulder widths on SR 3 range from 0-7 feet, however Scott Mountain has 10-foot lanes with limited to no shoulders. Distances between communities and services limit most bicycle use on the route to long distance recreation and travel within communities. Most of the route has no specific designation for bicycle use.

In Trinity County, cyclists are common in Hayfork and Weaverville areas; there is a Class II bike lane in Hayfork and a Class II bike lane in Weaverville. Most of the travel purposes are locals commuting to work, school, and errands. Tourism and recreational activities occur during the summer months, especially near Trinity Lake, Trinity Center, and Coffee Creek areas. The Trinity County Active Transportation Plan was completed July 2020.

[https://www.trinitycounty.org/sites/default/files/DOT/documents/ATP\\_7\\_25\\_2020-.pdf](https://www.trinitycounty.org/sites/default/files/DOT/documents/ATP_7_25_2020-.pdf)

The plan proposes that SR 3 be designated Class III south of Hayfork, Class III in Douglas City, Class II bikeway south of Coffee Creek Road and Class III bikeway north of that intersection. The plan also cites many active transport-based events that are held regularly in the area mostly on local roads and on the area trail networks.

In Siskiyou County, cyclists are common in Etna, Fort Jones, Yreka, and Montague. The majority of bicyclists are local with travel for the purposes of commuting to work, school, home, recreation, and errands. However, there are no dedicated bike lanes along SR 3 in Siskiyou County. Siskiyou County is currently working on their Active Transportation Plan.

### *Pedestrians:*

Pedestrians are permitted along the entire length of SR 3. Sidewalks and shoulders for pedestrians are limited along SR 3.

In Trinity County, Hayfork and Weaverville have pedestrian use along the route, with the highest amounts of foot traffic near Hayfork Elementary School, Hayfork High School, and Weaverville Elementary School. Near Trinity Center is the Trinity KOA which brings a lot of recreational users during the summer months; pedestrians and bicyclists use the Swift Creek Bridge to connect from Trinity Center to Trinity KOA. At the community of Coffee Creek, pedestrians cross SR 3 to get to Coffee Creek Elementary School or recreational activities.

In Siskiyou County, SR 3 serves as a main street through many cities along the route. Callahan has limited pedestrian activity; however, people may walk between Callahan Station to downtown Callahan. Pedestrian facilities along SR 3 within Callahan are primarily widened shoulder areas with shared parking. There are a few sidewalks in the downtown area, for example one raised concrete sidewalk in front of the Grange building and adjacent historic Wells Fargo Bank building that extends to the next two buildings to the south. On the opposite side of the highway, the businesses have privately owned boardwalks or walkways in front of the buildings with overhangs attached to the store fronts. SR 3 goes through Etna on the outskirts of the city. Pedestrian activity is limited and there are sidewalks located off SR 3 near the gas station. In Fort Jones, a gravel walkway is located on the east side in the outer limits before sidewalks are located on both sides. The sidewalks end on the west side around Post Mile 32.72, but the sidewalk continues until Post Mile 32.93 on the east side. Yreka has sidewalks starting at Post Mile R46.88 and ends near Post Mile L50.06. Pedestrian use is highest along the route in Yreka. In Montague, there are sidewalks in the downtown area. Much like Callahan the sidewalks are attached to store fronts in the downtown area and are dispersed throughout Montague.

In December 2021, Caltrans Director's Policy (DP -37) titled "Complete Streets" was released. Caltrans recognizes that walking, biking, transit, and passenger rail are integral to our vision of delivering a brighter future for all through a world-class transportation network. Additionally, Caltrans recognizes that streets are not only used for transportation but are also valuable community spaces. Accordingly, in locations with current and/or future pedestrian, bicycle, or transit needs, all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved. When decisions are made not to include complete streets elements in capital and maintenance projects, the justification will be documented with final approval by the responsible District Director.

Opportunities for complete streets exist in all phases of project development from planning and design to construction, operations, and maintenance. Complete streets projects should prioritize underserved communities that have been historically harmed and segmented by the transportation network and should serve people of all ages and abilities. Furthermore, Caltrans commits to removing unnecessary policy and procedural barriers and partnering with communities and agencies to ensure projects on local and state transportation systems improve the connectivity to existing and planned pedestrian, bicycle, and transit facilities, and accessibility to existing and planned destinations, where possible. See Appendix L for the official Directors' Policy.

For more information on bicycle and pedestrian facilities, please refer to Caltrans District 2 Active Transportation Plan: [Caltrans Active Transportation Plan 2022 District 2](#)

Community Characteristics and Land Use

Demographic Characteristics

**Table 4** displays the 2019 US Census estimate data for Trinity County and its three major unincorporated communities (Hayfork, Douglas City, and Weaverville, Census Designated Places [CDP] in Trinity County), and Siskiyou County and its four incorporated cities (Etna, Fort Jones, Yreka, and Montague) through which SR 3 passes.

<b>Table 4: County, City, and Census Designated Place Census Data</b>									
	Trinity County	Hayfork	Douglas City	Weaver-ville	Siskiyou County	Etna	Fort Jones	Yreka	Montague
<b>Total Population<sup>1</sup></b>	12,285	2,324	868	3,667	43,539	678	695	7,518	1,226
<b>65+</b>	28.3%	28.8%	28.0%	22.3%	26.1%	26.9%	15.7%	20.0%	19.1%
<b>Male Population</b>	51.4%	_*	_*	_*	49.7%	_*	_*	44.9%	_*
<b>Female Population</b>	48.6%	_*	_*	_*	50.3%	_*	_*	55.1%	_*
<b>White</b>	87.0%	1,747	677	2,983	85.9%	560	491	76.0%	1,002
<b>Black</b>	0.8%	7	3	22	1.5%	3	4	1.6%	8
<b>American Indian</b>	5.2%	92	18	119	5.1%	24	36	6.1%	50
<b>Asian</b>	1.5%	237	33	65	1.6%	8	14	0.3%	4
<b>Native Hawaiian and Other Pacific Islander</b>	0.2%	4	2	8	0.4%	3	0	1.6%	0
<b>Hispanic or Latino</b>	7.4%	151	53	262	13.2%	39	92	12.8%	135
<b>Median Household Income</b>	\$40,846	\$34,056	\$42,063	\$46,212	\$45,241	\$52,833	\$29,327	\$42,403	\$46,927
<b>Median House Value</b>	\$287,700	_*	_*	_*	\$198,900	_*	_*	_*	_*
<b>Population per Square Mile</b>	4.3	_*	_*	_*	7.2	_*	_*	_*	_*
<b>Persons in Poverty</b>	46.5%	14.2%	38.0%	18.3%	17.4%	13.7%	33.2%	22.1%	13.9%
<sup>1</sup> Total Population includes individuals living in group quarters – Source: <a href="http://www.census.gov">www.census.gov</a> *_Data is not available from the Census.									

Environmental Considerations

Caltrans strives to maintain, operate, and improve the highway in a manner sensitive to the environmental setting. Environmental issues are addressed in the System Planning process, and the project and development process as early as feasible. Known environmental issues and concerns are included in a Corridor Plan so that planners, engineers, and other project development staff can incorporate environmental factors into project design from the outset.

Some of the key environmental issues along SR 3 are:

**Campgrounds Located near SR 3:**

<b>Table 5: Campgrounds Located near SR 3</b>		
<b>County</b>	<b>Campground Name</b>	<b>Location</b>
Trinity	East Weaver Campground	Off East Weaver Creek Rd (PM 32.64)
	Rush Creek Campground	Off Rush Creek Camp Rd/ Forest Route 34N97 (PM 39.46)
	Tannery Gulch Campground	Off Tannery Gulch Rd (PM BLANK)
	Stoney Point Campground	At postmile 44.33
	Stoney Creek Group Campground	At postmile 44.80
	Pinewood Cove Campground	At postmile 45.08
	Fawn Group Campground	At postmile 45.44
	Minersville Campground	Off Granite Peak Rd (PM 47.27)
	Bushytail Campground	Off Granite Peak Rd (PM 47.27)
	Clark Spring Campground	Off Rainer Rd (PM 47.71)
	Hayward Flat Campground	Off Hayward Flat Rd (PM 50.59)
	Alpine View Campground	Off Guy Covington DR (PM 53.65)
	Preacher Meadow Campground	At postmile 58.29
	Trinity Lake KOA	At postmile 60.67
	Enright Gulch Cabins	Off Enright Gulch Rd (PM 65.11)
	Banaza King Resort	Off Coffee Creek Rd (PM 67.89)
	Coffee Creek Campground and RV Park	Off Coffee Creek Rd (PM 67.89)
	Trinity River Campground	At postmile 69.56
Ripple Creek Cabins	Off Eagle Creek Loop (PM 70.33)	
Eagle Creek Campground	Off Eagle creek Loop (PM 72.24)	
Sunflower Cabins	Off Bear Creek Loop (PM 78.22)	
Scott Mountain Campground	On Scott Mountain Summit	
There are no campgrounds in Siskiyou County along SR 3.		

## **National Land**

- Shasta-Trinity National Forest
- Klamath National Forest

## **Farmland/Timberland**

Farmland and timberland are critical landscape in Trinity and Siskiyou Counties. In Trinity County the farmland includes agricultural, livestock grazing, and farmland of local and statewide importance with public and private timberlands surrounding SR 3. In Siskiyou County, timberlands are primarily along Scott Mountain; the rest of the route is adjacent to farmland. The farmland changes throughout the route, near Callahan the farmland is primarily livestock grazing lands. From Callahan to Fort Jones, there is prime farmland that sustain long term agricultural production, farmland of statewide importance used for irrigated agricultural production, unique farmland for irrigated and non-irrigated agricultural crops, and farmland of local importance at various locations characterized by dry land, sub irrigated for hay and grain.

From Fort Jones to Montague, there is a combination of grazing land and sporadic farmland of local importance for hay and grain. In the Montague area specifically, there is unique irrigated farmland of lesser quality used for some leading agricultural crops, and grazing land.

## **Visual Aesthetics**

Most of SR 3 passes through a mostly undeveloped, forest and agricultural landscapes. Aesthetics should be considered during future projects along SR 3. SR 3 is designated as a scenic byway for the whole route.

## **Cultural Resources**

There is potential for historic and prehistoric cultural resources near SR 3. The two tribes along SR 3 are the Karuk Tribe and the Quartz Valley Tribe.

## **Floodplains**

There is potential for floodplains that are either adjacent to or cross SR 3.

## **Air Quality**

The two counties SR 3 passes through are unclassified or in attainment with state and federal standards for all criteria pollutants.

## **Noise**

Projects that generate significant levels of noise may require evaluation for impact on

adjoining areas. Given the proximity with Shasta-Trinity National Forest, Klamath National Forest, noise studies may be required for some categories of projects. SR 3 passes through a few rural communities (Hayfork, Trinity Center, Coffee Creek, Callahan, Etna, Fort Jones, Montague) with a few sensitive noise receptors, and some houses and schools are located along SR 3, primarily in towns along the route. The greatest population densities along SR 3 are within Weaverville and Yreka.

**Waters and Wetlands**

SR 3 runs along multiple water sources which are surrounded with catchment basins characterized by lakes and wetlands. Any project near the route would need to include delineation of state and federal waters including wetlands.

**Wild and Scenic Rivers**

SR 3 is not near any National Designated, National Study, California Designated or California Special Rivers.

**Species Considerations (Special Status Threatened, Endangered, Critical Habitat)**

<b>Table 6: Critical Habitat</b>			
<b>County</b>	<b>Postmile</b>	<b>Status</b>	<b>Location</b>
Trinity	L0.00 – L1.85	Threatened	Starts at the beginning of the route and ends near Forest Service Road 30n25 (Blue Gulch)
	16.35 - 17.52	Threatened	Parallels with Summit Creek and Summit Creek Rd
	35.39 – 35.50	Threatened	Ends near Little Browns Creek Rd
	35.62 – 36.20	Threatened	Starts near China Gulch Rd
	36.85 – 38.04	Threatened	Ends near Rush Creek Rd
	39.35 – 43.96	Threatened	Starts near Forest Service Rd 34n97 and ends near the Stuart Fork Bridge
	71.19 – 71.34	Threatened	Parallels with Trinity River and Eagle Creek Loop
	71.63 – 72.51	Threatened	Parallels with Trinity River and Eagle Creek Loop
	73.04 – 73.30	Threatened	Ends near Ramshorn Rd
	74.09 – 75.10	Threatened	Ends near Bear Creek Loop
	76.23 – 76.71	Threatened	Parallels with Trinity River and Bear Creek Loop
	77.35 – 77.89	Threatened	Parallels with Trinity River and Bear Creek Loop
	78.18 – 78.40	Threatened	Starts near Bear Creek Loop

**Table 7: Status of Species Known or Believed to Occur along or near SR 3**

Group	Name	Federal Status	State Status	CDFW Status	County
<b>Amphibians</b>	Foothill yellow-legged frog	-	CT	SSC	Trinity and Siskiyou
	Pacific tailed frog	-	-	SSC	Trinity and Siskiyou
	California giant salamander	-	-	SSC	Trinity
	Southern long-toed salamander	-	-	SSC	Trinity and Siskiyou
	Cascades frog	-	CE	SSC	Trinity and Siskiyou
<b>Birds</b>	Northern Spotted Owl	T	T	-	Trinity and Siskiyou
	Osprey	-	-	WL	Trinity
	Bald Eagle	Delisted	E	FP	Trinity
	Golden Eagle	-	-	FP, WL	Trinity
	Willow flycatcher	-	CE	-	Trinity
	Yellow-breasted chat	-	-	SSC	Trinity
	Northern goshawk	-	-	SSC	Trinity and Siskiyou
	Yellow warbler	-	-	SSC	Trinity
	Sharp-shinned hawk	-	-	WL	Trinity and Siskiyou
	Prairie falcon	-	-	WL	Siskiyou
	Bank swallow	-	T	-	Siskiyou
	Greater sandhill crane	-	T	FP	Siskiyou
	Burrowing owl	-	-	SSC	Siskiyou
	American peregrine falcon	Delisted	Delisted	FP	Siskiyou
	Cooper's hawk	-	-	WL	Trinity and Siskiyou
Great gray owl	-	E	-	Siskiyou	
<b>Fish</b>	Steelhead-Klamath mountains Province DPS	-	-	SSC	Trinity and Siskiyou

<b>Fish</b>	Summer -run steelhead trout	-	CE	SSC	Trinity and Siskiyou
	Pacific lamprey	-	-	SSC	Trinity
	Steelhead – Northern California DPS	T	-	-	Trinity
	Chinook salmon- upper Klamath and Trinity Rivers ESU	-	CE	SSC	Trinity
	Lower Klamath marbled scuplin	-	-	SSC	Siskiyou
<b>Insects</b>	Western bumble bee	-	CT/CE	-	Trinity and Siskiyou
	Suckley's Cuckoo bumble bee	-	CE	-	Trinity and Siskiyou
	Crutch bumble bee	-	CE	-	Siskiyou
	Franklin's bumble bee	FE	CE	-	Siskiyou
<b>Mammals</b>	Townsend's big-eared bat	-	-	SSC	Trinity
	Gray wolf	FE	SE	-	Siskiyou
	Sonoma tree vole	-	-	SSC	Trinity
	California wolverine	PT	ST	FP	Trinity and Siskiyou
	fisher – west coast DPS	-	ST	SSC	Trinity and Siskiyou
	American badger	-	-	SSC	Siskiyou
	Oregon snowshoe hare	-	-	SSC	Trinity
	Western mastiff bat	-	-	SSC	Siskiyou
Sierra Nevada mountain beaver	-	-	SSC	Trinity	
<b>Mollusks</b>	Trinity bristle snail	-	CT	-	Trinity
<b>Reptiles</b>	Western pond turtle	-	-	SSC	Trinity
<b>Plants</b>	Tracy's erlastrum	-	Rare	-	Trinity
	Indian Valley brodiaea	-	SE	-	Trinity
	Trinity buckwheat	-	E	-	Trinity and Siskiyou
	Siskiyou mariposa-lily	-	Rare	-	Siskiyou
	Yreka phlox	E	SE	-	Siskiyou
CDFW – California Department of Fish & Wildlife FE – Federally listed as endangered FP – Fully protected FPT – Federally proposed (threatened) FT – Federally listed as threatened SC – State candidate (T or E) SE – State listed as endangered SSC – Species of special concern ST – State listed as threatened WL – Watch list					

## Fish Passage

The California Fish Passage Advisory Committee (Fish PAC), which is composed of representatives from the California Department of Fish and Wildlife, Caltrans, National Oceanographic and Atmospheric Administration (NOAA) Fisheries and U.S. Fish and Wildlife (USFWS), identifies partial barriers along State Route 3 in Trinity and Siskiyou Counties. Also, Fish PAC includes 101 unassessed fish passageways throughout SR 3.

**Table 8: SR 3 Priority Fish Passage Locations for Remediation**

PAD_ID	Passage_ID	County	Post Mile	Stream Name	Tributary To	Species Blocked
707231	8766	Trinity	10.9	Barker Creek	Trinity River	Pacific Lamprey
735748	57148	Trinity	34.12	Little Browns Creek	Trinity River	Not Specified
707148	8641	Siskiyou	6.5	Big Mill Creek	East Fork Scott River	Multiple Anadromous Salmonids

Source: [www.calfish.org](http://www.calfish.org)

### Habitat Connectivity

Natural landscape blocks are large areas that tend to be mostly natural and ecologically intact, relatively well conserved and are high in biological resource values. Essential connectivity areas are essential for ecological connectivity between natural landscape blocks.

**Table 9: Habitat Connectivity**

Postmile Limits	Status	Location
TRI 8.22-17.56	Essential Connectivity Areas	Starting near Forest Ave in Hayfork
SIS 16.71-17.2	Essential Connectivity Areas	Ends near Timmons Ranch Rd
SIS 18.81-19.02	Essential Connectivity Areas	Starts near Timmons Ranch Rd
SIS 19.35-20.75	Essential Connectivity Areas	Ends near Lover Ln
TRI 41.62-42.71	Natural Landscape Blocks	Starting after Slate Creek Rd until after Tannery Gulch Rd
TRI 43.94-44.63	Natural Landscape Blocks	Stuart Fork Bridge to Stonewall Pass
TRI 45.09-49.30	Natural Landscape Blocks	Pinewood Cove to Ridgeville
TRI 51.66-51.90	Natural Landscape Blocks	Near Grizzily Ln
TRI 62.51-62.62	Natural Landscape Blocks	Ends near Hatchet Creek Rd
TRI 65.37-65.72	Natural Landscape Blocks	Starts near East Side Rd
TRI 65.88-67.07	Natural Landscape Blocks	Carrville Loop
TRI 69.87-70.21	Natural Landscape Blocks	Near Billys Peak Rd to Near Regale Creek Loop
SIS 0.55-1.70	Natural Landscape Blocks	Near TRI/SIS County line until after Scott Mountain Rd

**History**

The following table lists historic places near SR 3 that are contained in the National Register.

<b>Table 10: Historical Locations Along SR 3</b>			
<b>County</b>	<b>City</b>	<b>Name</b>	<b>Address</b>
Trinity	Weaverville	Weaverville Historic District	Junction of SR 3/299
Trinity	Covington Mill	Bowerman Barn	Guy Covington Dr, Trinity Center, CA 96091

**California Historical Landmarks**

**NO. 317 SITE OF FORT JONES** – Companies A and B of the First United States Dragoons established a military post here on October 16, 1852. Named in honor of Colonel Roger Jones, brevet major general and the Adjutant General of the Army 1835-52, this fort was garrisoned by Company 3, 4<sup>th</sup> U.S. Infantry from April 23, 1853 until it was abandoned on June 23, 1858. This monument is dedicated this 14<sup>th</sup> day of July, 1946, to the officers and men who served here, among them Sergeants James Bryan and John Griffin and Private Gundor Salverson who upon their discharge became pioneer settlers of this valley.

**LOCATION:** On E Side RD, 0.5 mi SE of intersection of E Side Rd and State Hwy 3, Fort Jones.

**NO. 901 WEST MINER STREET-THRID STREET HISTORIC DISTRICT, YREKA** – Founded in March 1851 with the discovery of gold in the nearby ‘flats,’ Yreka quickly became the commercial and transportation hub for the surrounding communities and mining camps. Yreka’s tents and shanties gave away to more substantial commercial and residential buildings seen on West Miner and Third Streets which remain as tangible evidence of the town’s 19<sup>th</sup>-century regional prominence.

**LOCATION:** SW Corner of Miner St and Broadway, Yreka

## Route Segmentation

For the purpose of this Corridor Plan, the highway is divided into smaller pieces called segments for an in-depth analysis. Each defined segment has one or more characteristics that distinguish it from other segments.

Criteria considered in the selection of segments for analysis include:

- Change in function or use of route
- Significant changes in AADT
- Significant changes in terrain or grade
- Junction with or crossing of another highway or major facility
- Urban or rural boundaries or other significant change in land use
- Change in posted speed
- Significant turnout locations City or county boundaries.

***State Route 3 is broken down into fourteen segments for analysis purposes.***

**Table 11: Route Segmentation**

Segment Number	Location Description	Begin		End	
		County	Post Mile	County	Post Mile
1	Jct SR 3 / SR 36 to County Dump Road	Trinity	0.00	Trinity	5.70
2	County Dump Road to Carr Creek Bridge	Trinity	5.70	Trinity	13.96
3	Carr Creek Bridge to Jct 3 / 299	Trinity	13.96	Trinity	30.86
4	Jct 3 / 299 to Rush Creek Road	Trinity	30.86	Trinity	37.9
5	Rush Creek Road to East Fork Stuart Bridge	Trinity	37.9	Trinity	53.69
6	East Fork Stuart Bridge to Coffee Creek Bridge	Trinity	53.69	Trinity	67.70
7	Coffee Creek Bridge to Trinity/Siskiyou County Line	Trinity	67.70	Trinity	185.068
8	Trinity/Siskiyou County Line to Gazelle Callahan Rd	Siskiyou	0.408	Siskiyou	6.95
9	Gazelle Callahan Rd to Etna, Main St	Siskiyou	6.95	Siskiyou	21.00
10	Etna, Main St to Scott River Bridge	Siskiyou	21.00	Siskiyou	31.67
11	Scott River Bridge to Moffett Creek Road	Siskiyou	31.67	Siskiyou	38.26
12	Moffett Creek Road to Richmond Ln (Yreka City	Siskiyou	38.26	Siskiyou	46.22
13	Richmond Ln (Yreka City Limits) to Jct RTE 5	Siskiyou	46.22	Siskiyou	50.16
14	Jct RTE 5 to Montague/End of RTE 3	Siskiyou	50.16	Siskiyou	54.87



## Route Performance

### Level of Service

Level of Service (LOS) is a qualitative measure used to analyze highway performance and to describe operating conditions within a traffic stream, in terms of such service measures such as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels are defined for each type of facility analyzed. Letters designate each level, from "A" to "F", with LOS "A" representing the best operating conditions and LOS "F" the worst.

### Route Performance Table

The Performance Table below provides current and future volume and LOS information for SR 3.

Table 12: Route Performance													
Segment Number	Data Year 2019						AADT Growth Rate (Vehicles/Year)	Future Year 2039					
	AADT	PH	Total Trucks	5+ Axle Trucks	DVMT	LOS		AADT	PH	Total Trucks	5+ Axle Trucks	DVMT	LOS
1	530	70	22	10	5,560	A	20	930	123	42	19	9756	A
2	2400	290	258	84	19,824	A	20	2800	360	278	91	23,128	A
3	1750	160	140	47	29,575	A	10	1950	180	150	50	32,955	A
4	3450	400	141	62	24,288	C	18	3810	442	159	70	26,822	C
5	790	110	37	11	12,474	A	4	870	130	41	12	13,737	A
6	540	50	39	10	7,565	A	4	620	70	43	11	8,686	A
7	330	100	35	10	5,729	A	2	370	120	37	11	6,423	A
8	130	40	10	5	905	A	8	290	90	18	9	2,018	A
9	1200	140	62	25	17,172	A	10	1400	160	72	29	20,034	A
10	2200	240	87	39	25,674	A	10	2400	300	97	43	28,008	A
11	3850	420	159	71	25,372	B	10	4050	485	169	75	26,690	B
12	2950	300	195	140	23,482	B	10	3150	360	205	147	25,074	B
13	8900	900	175	68	34,977	C	50	9900	960	225	87	38,907	C
14	3250	330	206	148	20,930	B	20	3650	390	226	162	23,506	B

**Legend:**

**AADT** – Annual Average Daily Traffic  
**PH** – Peak Hour Volume  
**Total Trucks** – Total Truck Count  
**5+ Axle Trucks** – Number of trucks with five or more axles  
**DVMT** – Daily Vehicle Miles Travelled. Number of miles travelled daily on segment (AADT x Centerline Miles)  
**LOS** – Level of Service  
**AADT Growth Rate** – The annual projected traffic growth rate expressed as "number of vehicles per year"

See **Appendix G: Capacity Analysis and Level of Service** for further description of the methodology used for LOS determinations.

### Concept LOS C/D Threshold

Caltrans District 2 seeks to implement improvements on SR 3 when LOS is projected to fall below LOS C. This improvement standard is commonly referred to as the "C/D' Threshold". When a segment is forecast to fall to LOS D, then improvements should be considered.

### **Concept LOS**

*The concept LOS for SR 3  
is the C/D threshold.*

Route 3 meets concept LOS now and in the future.

### Key Route Issues:

Because SR 3 is a relatively low volume route, the primary issues are not capacity-related, but related more to its rural quality, weather, and in some instances terrain.

- **The route is remote** – Long distances between communities, with limited availability of services to travelers. There are no SRRAs along the route.
- **Rough Roadway** – Highway pavement condition may exhibit moderate pavement deterioration in some areas due to the length of time between maintenance projects, impacts of winter weather and winter operations (chains and snowplowing).
- **Limited paved shoulders** – Most of SR 3 has limited paved shoulder widths.
- **Bicycle and Pedestrian Facilities** – Sidewalks and shoulders are intermittent in some communities.
- **Recreation** – Summer months attract recreational users to the northern end of the route in Trinity County. There is limited recreational use in Siskiyou County from SR 3.
- **Wildlife** – Sections of SR 3 run through a winter range for deer. Frequent wildlife, especially deer have been noted near the route during winter months or at the beginning of monsoon season, which translates into new plant blooms and increased water supplies or availability. Several fish passages priority locations exist along the route. There are also some sensitive species within the vicinity of the route.
- **Extreme Weather** – State route 3 is prone to extreme weather due to its location and surrounding landscape. In the summer months, the route may be impacted during fire season as the route is in a high fire risk area. In addition, sections of the route in higher elevations and on north facing slopes tend to experience winter weather conditions more than other sections. Most of SR 3 remains open all year round, with the exception of Scott Mountain, which may be closed for

weeks during winter months due to ice and heavy snow conditions. The route's location is prone to flooding and storm damage.

- **Trucks** –From the junction of SR 36 (TRI L0.00) in Trinity County to Cecilville Rd (SIS 8.90) in Siskiyou County, the route is California Legal Advisory Route with a kingpin-to-rear-axle (KPRA) distance advisory indicating that tractor-semis over 30 feet kingpin to rear axle are not advised. Trucks from Cecilville Rd to Montague (SIS 54.18) is Terminal Access (STAA).
- **Large timber and agricultural vehicles in Trinity and Siskiyou Counties** - This scenic two-lane highway winds through areas with substantial lumber, agricultural, farm, and nursery activities; thus, drivers encounter some agricultural vehicles and farm equipment used particularly for agricultural operations.
- **Limited availability of traveler information** – There is limited availability of utilities for operations of new traveler information technology along portions of SR 3. Traveler information is useful during inclement weather, construction, incidents, or for roadway users who wish to learn more about current conditions on the route.

## Route Concept

Route Concept (also known as Facility Concept) is a general term used to describe the intended number of through travel lanes and degree of access control for the entire route. The Route Concept provides an overall vision for the route to assist Caltrans and other agencies with current and future planning for SR 3.

Most of Sr 3 is a two-lane conventional highway. The exception is in Yreka where the route is a four-lane conventional highway.

### ***SR 3 Route Concept (20-Year) Two-Lane Conventional Highway with the exceptions in Yreka.***

#### Route Concept Rationale:

#### **20-Year Route Concept**

From Post Mile TRI L0.0 to TRI 85.068 and SIS 0.408 to SIS 54.187, the current route concept is 2C. The future concept for this highway is also 2C. Future traffic projections indicate that no capacity expansion will be needed as traffic volumes are not expected to increase significantly within the twenty-year horizon. Level of service is not expected to fall below the C/D Threshold.

In addition to low volumes, the route's connectivity, function, and type of traffic do not justify capacity expansion. SR 3 intersects with SR 36, SR 299, SR 263, and Interstate 5 (I- 5). SR 299 and I-5 are heavily traveled routes due to their corridor connections of south- north and west-east.

## Projects and Strategies

### Planned and Programmed Projects and Strategies

*\*All the projects in the Programmed and Planned Table are fiscally constrained, meaning they can be implemented using committed, available, or reasonably anticipated revenue.*

A list of programmed and planned projects and strategies is contained in **Table 13** below.

### Conceptual Improvements and Strategies

A conceptual improvement or action is one that would benefit mobility or serve multimodal users but is without an identified funding source. To accomplish these would require additional funding in existing programs, new funding programs, or discontinuing other priorities. These concepts may be from a general plan, other long-range plan, transportation stakeholders or the analysis within this Corridor Plan.

Improvements and strategies that will help performance of SR 3 are listed in **Table 13**.

**Table 13: SR 3 Project List**

EA	PPNO	County- Route- PM	Category	RTL In Use	Status	Project Name	Project Location
4F220	3485	TRI-003-58.7/61.9	Bridge - Health	2019/20	Current	Swift Creek Bridge	Town of Trinity Center, Bridge # 05-0059 SWIFT CREEK
1H520	3643	SIS-003-R46.8/R48.0	Pavement - Roadway Rehabilitation 3R	2021/22	Current	Yreka Rehabilitation	In Siskiyou Co. in and near Yreka SIS 3 PM R46.8/48.0 & SIS 263 PM 49.07/49.41
1H500	3633	TRI-003-VAR/VAR	Bridge - Health	2021/22	Current	Trinity 4 Bridges	Tri 3 PM 0.54 Dobbins Gulch bridge, Tri 3 PM 43.93 Stuart Fork bridge, Tri 3 PM 48.53 Mule Creek bridge, Tri 299 PM 65.45 Grass Valley Creek bridge
1h710	3644	SIS-003-L47.4/L47.4	Facilities - Equipment	2023/24	Current	Yreka Maintenance Station	Yreka Maintenance Yard New Mechanic Shop
0J760	3768	TRI-003-67.7/T85.06	Pavement - Pavement Preservation	2024/25	Current	Tangle Blue CAPM	Tangle Blue CAPM
0J540	3753	SIS-003-R48.6/54.187	Pavement - Pavement Preservation	2025/26	Current	Montague CAPM	Montague CAPM
2J770	3844	TRI-003-L0.0/T85.068	Proactive Safety - Collision Severity Reduction	2026/27	Current	Highway Curve Warning Signs - SR 3, I 5, and SR 96	HCWS 3 5 96
0J750	3767	TRI-003-32.6/32.6	Drainage	2027/28	Current	Weaverville Culverts and Sidewalks	East Weaver and Garden Gulch and West Weaver/Sydney Gulch replace Culvert with Bridge. TRI 299 PM's 49.6, 51.22 and 42.52 and 51.41. In Trinity County in and near Weaverville on Route 3 at 0.2 mile north of Weaverville Airport and on Route 299 at Ga
2J760	3842	TRI-003-5.0/11.0	Pavement - Pavement Preservation	2027/28	Active	Hayfork Pavement	Downtown Hayfork CAPM
TBD	TBD	SIS-003-16.0/38.2	Sustainability/Climate Change - Stormwater	2028/29	Planned	Siskiyou 3 Stormwater	SIS 3 Stormwater
TBD	TBD	TRI-003-6.0/14.0	Sustainability/Climate Change - Stormwater	2028/29	Planned	Hayfork Pavement	Hayfork Open Grade
TBD	TBD	SIS-003-28.0/36.0	Pavement - Pavement Preservation	2029/30	Planned	Ft. Jones Pavement	Ft Jones PM 28/36
1J300	TBD	SIS-003-38.39/R46.79	Drainage	2029/30	Planned	Forest Mountain Culverts	Forest Mountain Culverts
TBD	TBD	TRI-003-58.0/67.5	Drainage	2029/30	Planned	Trinity 3 Culverts	Trinity 3 Culverts
TBD	TBD	TRI-003-59.6/59.6	Facilities - Maintenance	2029/30	Planned	Trinity Center Building Rehab	Trinity Center Building Rehab
TBD	TBD	TRI-003-30.863/32.0	Pavement - Pavement Preservation	2031/32	Planned	Weaverville 3	Weaverville 3
3J960	TBD	TRI-003-7.4/8.0	Operational Improvement- Left Turn Lane	2028/29	Planned	Hayfork Left Turn Lane	Construct Left Turn Lane. In Trinity County at Hayfork from 0.2 mile east of Brady Road to 0.1 mile east of Reservoir Road.

## Segment Factsheets

Segment 1 Map



Factsheet for Segment 1

<b>County:</b>	Trinity	<b>Route:</b>	3	<b>Post Mile Limits</b>	L0.00 – 5.70
<b>Location:</b>	Junction SR 3/SR 36 to County Dump Road			<b>Segment Length in miles</b>	10.49

<b>CURRENT HIGHWAY INFORMATION</b>			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	4
<b>Terrain:</b>	Mountainous to Rolling	<b>Percent 5-axle Trucks:</b>	47
<b>Lane Width:</b>	11 feet	<b>Treated Shoulder Width:</b>	0 - 4 feet

<b>SYSTEM DESIGNATIONS</b>		<b>BICYCLE AND PEDESTRIAN STATUS</b>
<b>Functional Classification:</b>	Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, California Legal Advisory Route (TRI L0.00 - T85.068)
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	<b>Route Concept</b>	<b>Segment Concept</b>	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

<b>TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)</b>			
<b>Year</b>	<b>Peak Hour (PH)</b>	<b>Annual Average Daily Traffic (AADT)</b>	<b>Level of Service (LOS)*</b>
2019	70	530	A
2039	120	930	A

\*The segment was analyzed to a Class II two-lane highway for LOS Analysis.

Caltrans, District 2, Office of System Planning and Traffic Census

Segment 1 begins in Trinity County at the junction with State Route 36 (PM L0.00)<sup>1</sup>, south of the town of Hayfork and ends at County Dump Rd (PM 5.70). This segment is a two-lane conventional highway with an average of 11-foot lane width and the treated shoulder widths range from 0 to 4 foot (mainly 0 foot). There are limited permitted access points and no passing opportunities. The posted speed limit is 55 mph with multiple curve warnings in the segment. The AADT is 530 vehicles and truck AADT is 22. Traffic volumes have grown significantly in the past few years likely due to a number of cannabis fields accessible off of SR 36 via Post Mountain Rd, and Trinity Pine Dr Travel on this section is mainly intraregional and recreational trips with the occasional bicycle and pedestrian users.

At the junction of SR 36 and SR 3 (PM L0.00) a sign is posted indicating SR 3 is a California-Legal Truck Route recommending tractor-semis over 30 feet kingpin to rear axle are not advised. Terrain on this segment starts out mountainous from postmile L0.0 – 1.6, at a length of 6.4 miles, with half of the grade being less than three percent and half ranging over three percent; the terrain changes to rolling for the rest of the segment. Adjacent to Rattlesnake Rd (PM 0.05) the surrounding land use is characterized by small scattered agricultural homes, cannabis growing fields, and farming, grazing and forested land. There was a small community named Peanut near postmile 0.05. Today, not much of Peanut remains, besides a few scattered houses and a plaque about the historical Salt Creek School.

13 Dips Rd and Old Hwy 36 intersects with the segment, and leads to timber harvesting areas, cannabis growing fields, and ranches with low density agricultural houses. 13 Dips Rd is a public road which no longer connects to SR 36. The last 3 miles of the segment becomes open space with large ranches as SR 3 enters Hayfork Valley.

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<sup>1</sup>SR 3 had the following designations prior to the beginning of the Federal Aid Secondary Program in 1945 and the Collier/Burns Act in 1947:

Route 29- South of Peanut

Route 35- Peanut to SR 299

Route 82- Etna to Weaverville

County Road: Weaverville to Etna (Became FAS 1089 in 1945)

In 1964, routes 82 and 35 became components of SR 3. Two years later, in 1966, SR 36 was relocated between Forest Glen and Wildwood, by-passing Peanut to the south. A new realignment was built adding approximately 4.8 miles to SR 3, however, instead of renumbering the highway Caltrans will put a L in front of the postmiles which start on SR 36 and ends in Peanut.

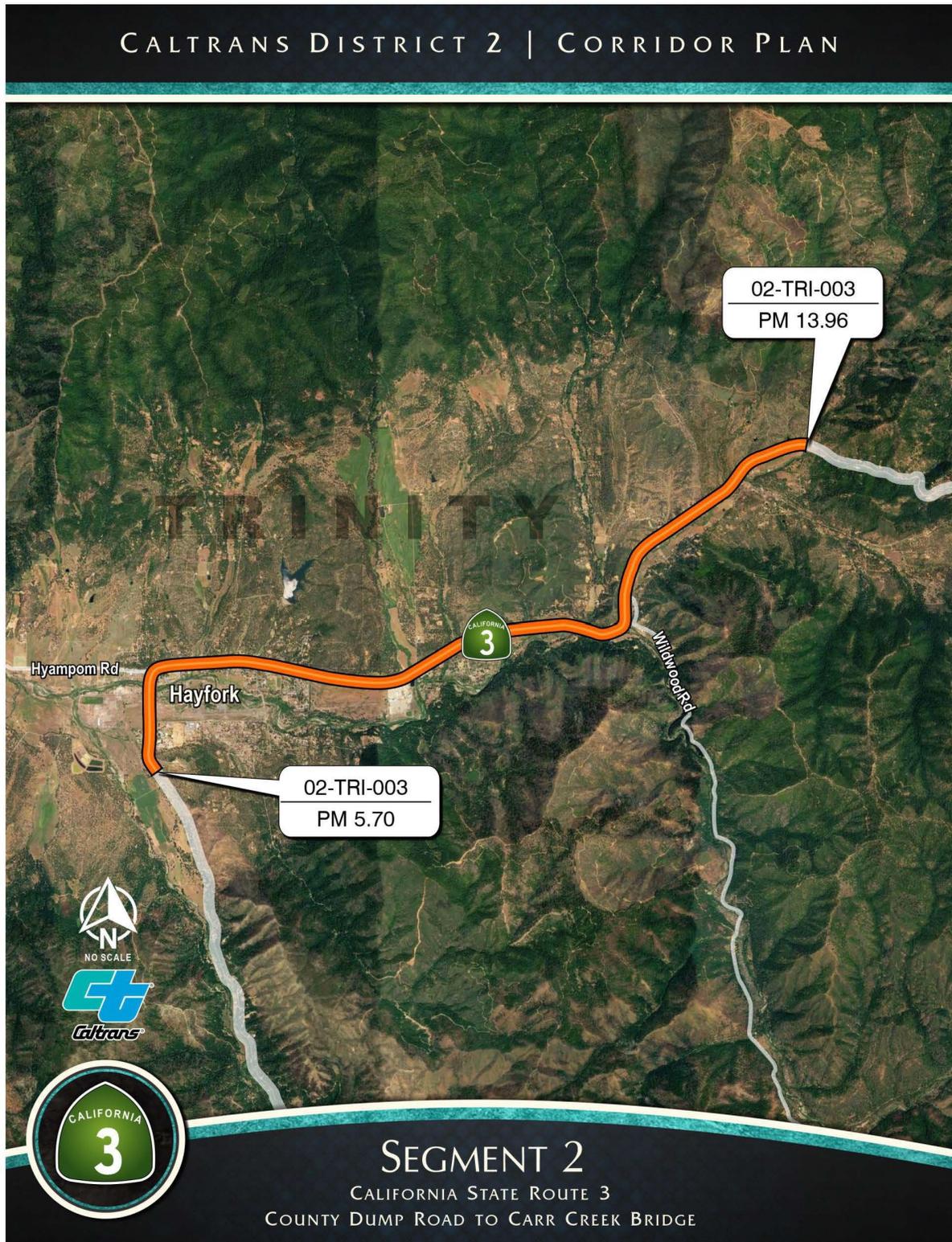
Segment Issues:

- Limited lane and shoulder widths combined with curvilinear alignment can make driving uncomfortable.
- The first 6.4 miles of the segment is mountainous terrain with turnouts needing improvements and no passing opportunities.
- Falling rocks and wildlife crossing, especially deer.

Segment Management:

- Achieve standard lane and shoulder width.
- Consider adding more deer crossing signs.
- Consider constructing a HAR (Highway Advisory Radio) Flasher at PM 0.40 facing Northbound and Southbound traffic.
- Consider adding "Share the Road" signs for bicyclists and pedestrians.
- Consider paving existing turnouts at these possible locations: In the northbound direction PM L1.85 and PM L1.95: In the southbound direction PM L0.28 and PM L3.50

Segment 2 Map



Factsheet for Segment 2

<b>County:</b>	Trinity	<b>Route:</b>	3	<b>Post Mile Limits</b>	5.70 – 13.96
<b>Location:</b>	County Dump Road to Carr Creek Bridge			<b>Segment Length in miles</b>	8.26

**CURRENT HIGHWAY INFORMATION**

<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	11
<b>Terrain:</b>	Rolling to Level	<b>Percent 5-axle Trucks:</b>	32
<b>Lane Width:</b>	11-12 feet	<b>Treated Shoulder Width:</b>	0 - 8 feet

**SYSTEM DESIGNATIONS**

**BICYCLE AND PEDESTRIAN STATUS**

<b>Functional Classification:</b>	Minor Arterial	Allowed
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**Other Classifications**

State Highway System, California Legal Advisory Route (TRI L0.00 - T85.068)

	<b>Route Concept</b>	<b>Segment Concept</b>	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

**TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)**

<b>Year</b>	<b>Peak Hour (PH)</b>	<b>Annual Average Daily Traffic (AADT)</b>	<b>Level of Service (LOS)*</b>
2019	290	2400	A
2039	360	2800	A

\*The segment was analyzed to a Class III two-lane highway for LOS Analysis.

Caltrans, District 2, Office of System Planning and Traffic Census

Segment 2 starts at County Dump Rd (PM 5.70) in Hayfork and continues through the Hayfork Valley to the Carr Creek Bridge #05-35 (PM 13.96). SR 3 is a two-lane conventional highway with 12-foot lane widths and treated shoulders ranging from 0 to 8 foot. The speed limit decreases from 55 mph to 30 mph within the community of Hayfork. The AADT is 2400 vehicles and the truck AADT is 258 within the community of Hayfork. Segment 2 has the highest truck volumes within Trinity County on SR 3. The traffic volume decreases outside of the community of Hayfork. Trips on this segment are primarily for local commute to school, church, work, home, and other activities; it serves also as an important link between Hayfork, Douglas City, and Weaverville.

SR 3 serves as the main street in the community of Hayfork. The community of Hayfork starts near County Dump Rd as the speed limit decreases to 45 mph. Hayfork has a population of approximately 2400 people and is the second largest community in Trinity County. SR 3 continues from the County Dump Rd to Arena Dr. Arena Dr leads to the Trinity County Fairground, which hosts the Trinity County Fair and is an important trip generator, especially during the summer months. Past Arena Dr, the segment passes the Caltrans Maintenance Yard (Hayfork Maintenance Station #563), Trinity County Maintenance Yard and the Hayfork Airport all located on Morgan Hill Rd (PM 6.22). From the intersection with Morgan Hill Rd, the segment continues north to intersect Tule Creek Rd (west) and Riverview Rd (east) at post mile 6.49. Tule Creek Rd. leads to a scrapyard, Hayfork Community Center, Lumber & Hardware store, Hayfork Fire Station, and a closed lumber mill; Riverview Rd leads to single-family residences and provides access to the airport. Past this intersection, the segment crosses the Hayfork Creek Bridge #05-88 to intersect with Hyampom Rd (PM 6.73). Hyampom Rd is an important road in Hayfork that connects to the Hayfork Library, public office building, scrapyards, single-family residences, Highland Subdivision, ranches, large agricultural and grazing lands, and the community of Hyampom. From Hyampom Rd (PM 6.73) to Mill Ave (PM 8.97), the segment travels through the center of Downtown Hayfork.

Downtown Hayfork is the central location of the community. There is a Class II bike lane from Clinic Ave (PM 6.78) to Brady Rd (PM 7.17). In between Clinic Ave (PM 6.76) and Community Dr (PM 6.85) is the Hayfork Park, a community pool and the senior center. The speed limit decreases to 30 mph at Community Dr, however the speed limit is 25 mph when children are present. Hayfork Elementary School is located at School Ave (PM 6.99). Past the elementary school, SR 3 continues through downtown Hayfork passing local businesses before reaching the Post Office Square (PM 7.20). The Post Office Square (PM 7.2) is the heart of Downtown Hayfork and is the main trip generator; Wiley's supermarket, landscape business, video store, liquor store, and many more small businesses are located there. After the Post Office Square, are Hayfork High School (PM 7.71) and Frontier Village (PM 8.38). The speed limit increases to 40 mph after the intersection of Oak Ave (PM 7.71). The old Sierra Pacific Industries timber mill is located at Mill Ave (PM 8.97). The mill closed in 1996 and there has been limited reuse of the property.

After leaving the community of Hayfork the speed limit increases to 55 mph and there is scattered residential housing. The next major road connection is Wildwood Rd (PM 11.65).

Wildwood Rd is a major collector roadway that connects to homes, timber lands, recreational campgrounds, and SR 36. From Wildwood Rd to Carr Creek Bridge, there is scattered low-density residential housing.

Segment Issues:

- Limited lane and shoulder widths on the northern section of the segment from post mile 9.3 to 13.96.
- No pedestrian crossing strips at Hayfork High School zone; the intersection of SR 3 and Trinity St (PM 7.94).
- Bicycle and pedestrian usage due to the segment's proximity to schools, residential and commercial area.
- Unconsolidated access opening on SR 3 outside of Downtown Hayfork.
- Limited sidewalks and stormwater openings outside of Downtown Hayfork.
- Buildings in Downtown Hayfork are immediately adjacent to highway right-of-way.

Segment Management:

- Achieve standard shoulder width.
- Consider consolidating access to SR 3 outside of Downtown Hayfork to improve operations.
- Trinity County Board of Supervisor for Hayfork and community members have expressed interest in a pedestrian flashing beacon in front of the elementary school (PM 6.89). (Caltrans did a pedestrian traffic count at this location, however, due to the low pedestrian traffic this location did not meet the target to get a flashing beacon. . **See Appendix B for more information about this topic.**)
- Downtown Hayfork has potential for additional complete street improvements the Brady Road and Post Office Square area.

Segment 3 Map



Factsheet for Segment 3

<b>County:</b>	Trinity	<b>Route:</b>	3	<b>Post Mile Limits</b>	13.96 – L30.889
<b>Location:</b>	Carr Creek Bridge to Junction SR 3/SR 299			<b>Segment Length in miles</b>	16.90

CURRENT HIGHWAY INFORMATION			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	6
<b>Terrain:</b>	Rolling to Mountainous	<b>Percent 5-axle Trucks:</b>	31
<b>Lane Width:</b>	12 feet	<b>Treated Shoulder Width:</b>	0 - 8 feet (Mostly 0)

SYSTEM DESIGNATIONS	BICYCLE AND PEDESTRIAN STATUS
<b>Functional Classification:</b> Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, California Legal Advisory Route (TRI L0.00 - T85.068)
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	Route Concept	Segment Concept	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)			
Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)*
2019	160	1750	A
2039	180	1950	A

\*The segment was subjected to a Class III two-lane highway LOS Analysis.

Segment 3 starts at Carr Creek Bridge #05-35 (PM 13.96) and ends at the junction of SR 3 and SR 299 near Douglas City (LPM 30.889). This segment is a two-lane conventional highway with 12-foot lane widths and treated shoulder widths ranging from 0 to 8 foot (mostly 0-foot). The speed limit is 55 mph, however there are numerous curve warning signs. There are two southbound and one northbound passing lanes. AADT is 1750 vehicles and truck AADT is 140. Traffic volumes decrease leaving Hayfork towards the junction of SR 3 and SR 299. Travel in this segment is mainly local and recreational with limited good movements trips. The segment ends at the Junction of SR 3 and SR 299. SR 299 provides access to the commercial center of Redding in Shasta County (east) and Trinity County's seat, Weaverville (west).

From Carr Creek Bridge, the segment's terrain is mountainous forest land. Summit Creek Rd is an important local road near Hayfork Summit. It is used primarily for scattered agricultural residents; the road also connects to SR 3 (PM 12.93) and SR 36. Summit Creek Rd could be considered as an alternative route for closures or emergencies along this section of SR 3. Past Summit Creek Rd is Hayfork Summit (PM 18.65) which has a 5% grade and an elevation of 3660 feet.

The segment then intersects with B Bar-K Rd (PM 26.34) and Deerlick Springs Rd (PM 27.83), which leads into dispersed agricultural residents. Reading Creek Rd (PM 29.94) and Marshall Ranch Rd (PM 29.98) cross successively through the segment about 250 feet apart. Reading Creek Rd and Marshall Ranch Rd lead to dispersed housing; in addition, Reading Creek Rd connects to Summit Creek Rd. SR 3 also passes a propane storage facility, public storage facility, and auto salvage/towing yard as it approaches Douglas City near the SR 299 junction.

#### Segment Issues:

- Segment issues relate to curvy alignments with steep grades.
- Limited shoulder widths.
- Ice and snow near Hayfork Summit can impact operations during winter.
- Rocks fall near postmile 15 and 30.5 where warning signs are located.
- Topographical conditions and environmental sensitivity make STAA compliance costly.

#### Segment Management:

- Consider widening shoulders to accommodate recovery area and for pedestrian and bicycle users.
- Consider developing paved turnouts at these possible locations: In the northbound direction PM 18.98, PM 21.85, PM 21.35; In the southbound direction PM 16.17 and PM 26.53.
- Consider adding Changeable Message Signs (CMS) at PM 30.30 and PM 30.50 facing respectively Northbound and Southbound traffic, Roadside Weather Information System (RWIS), and Closed-Circuit Television (CCTV) at PM 18.67 (near Hayfork Summit).
- Consider modifications to the road where the curve warning signs are located.
- Consider emergency and evacuation management.

Segment 4 Map



Factsheet for Segment 4

<b>County:</b>	Trinity	<b>Route:</b>	3	<b>Post Mile Limits</b>	30.86 – 37.9
<b>Location:</b>	Junction SR 3/SR 299 to Rush Creek Road			<b>Segment Length in miles</b>	7.04

CURRENT HIGHWAY INFORMATION			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	4
<b>Terrain:</b>	Mountainous to Rolling	<b>Percent 5-axle Trucks:</b>	44
<b>Lane Width:</b>	12 feet	<b>Treated Shoulder Width:</b>	0 - 8 feet

SYSTEM DESIGNATIONS		BICYCLE AND PEDESTRIAN STATUS
<b>Functional Classification:</b>	Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, Scenic Byway, California Legal Advisory Route (TRI 0 - 85.06)
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	Route Concept	Segment Concept	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)			
Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)*
2019	400	3450	C
2039	440	3810	C

\*The segment was analyzed to a Class III two-lane highway for LOS Analysis.

Segment 4 starts from the junction of SR 299<sup>3</sup> (PM 30.86) in downtown Weaverville and ends at Rush Creek Road (PM37.90). This segment is a two-lane conventional highway and is designated as a scenic byway. The AADT is 3450 vehicles near Weaverville and decreases in AADT to 1,250 vehicles around Rush Creek Road. Truck AADT is 141 near Weaverville and is 87 near Rush Creek Road. A posted sign (PM 30.97) at the beginning of the segment advises no tractors-semis over 30 feet kingpin to rear axle. This nearly 7-mile-long segment has 12-foot lane widths, and 4 to 8-foot treated shoulder widths within Weaverville, but the treated shoulder widths are mainly 0-foot outside of Weaverville. The posted speed limit ranges from 35 mph near downtown Weaverville to 55 mph about 3 miles after leaving downtown Weaverville, however when children are present the speed limit is 25 mph near the elementary school.

From eastbound SR 299, there is a dedicated left turn lane onto SR 3. After the junction, the segment passes local streets which leads to businesses, single-family residences, a mini storage facility and an elementary school. Weaverville Elementary School (PM 31.08) is located on the west side of SR 3. Caltrans and Trinity County collaborated on a project together to complete the sidewalks from downtown Weaverville at the junction of SR3 and SR 299 to the elementary school with a Class II bike lane as well.

After the elementary school, is the intersection of SR 3 and Washington St (PM 31.28). At the intersection, there is a northbound left-turn lane which leads to the Trinity Department of Transportation and a southbound left-turn lane which leads to Washington St. Washington St is a major collector road and leads to multi-family residences, Lowden Park, Weaverville Elementary school's playground and businesses.

The segment then continues through single family residences, Weaverville senior apartment, multi-family apartment, mobile home park, private office buildings, gas station, medical group center, and public buildings, such as Trinity County Resource Conservation District and Fish and Game Department, before intersecting correspondingly with 5 Cent Gulch St (west) and Lance Gulch Rd (east) at post mile 31.74. SR 3 has left-turn lanes to these roads. 5 Cent Gulch St leads to single-family homes, mobile home parks, repair shop, and private office, while Lance Gulch Rd leads to single-family residents, major lumber mill, shopping center, and Weaverville Department of Motor Vehicles (DMV). Lance Gulch Rd and Washington St allows traffic to use an alternative route to connect to SR 299. These are important alternatives local roads that divert traffic from the historic district at the junction of SR 3 and SR 299.

Past this intersection is Trinity County Transportation Maintenance Yard before the intersection of Tom Bell Rd (PM 31.94); Tom Bell Rd has a northbound left-turn lane. After Tom Bell Rd, the segment passes Weaverville Airport/Lonnie Pool Field – 054 (PM 32.41) and scattered single-residential housing until E Weaver Creek Rd (PM 32.64). E Weaver Creek Rd is a minor collector road and is the last road of the community. This road leads

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<sup>3</sup> From the intersection of SR 3 and SR 299 near Douglas City, SR 3 runs concurrently with SR 299 west to the town of Weaverville. Approximately 7 miles from the junction, SR 3 separates from SR 299 in the historical downtown of Weaverville.

to single-residents housing, a fire station and the E Weaver Basin Trailhead/campground.

From E Weaver Creek Rd, the segment continues north running through dispersed low-density residential areas, and forested mountainous lands. There is a trail head near postmile 33.55, which causes pedestrian and bicycle activity, and cars often park along SR 3. A Cal Fire station is located at postmile 33.80. SR 3 continues with a couples of miles of forest land with limited access points before reaching Rush Creek Rd. Rush Creek Rd is a minor arterial road and is an important alternative route for local and recreational trips. This road connects SR 3 to the community of Lewiston and is an alternative route to SR 299 via Trinity Dam Blvd. The community of Lewiston is the third largest within Trinity County and many local people will commute into Weaverville using Rush Creek Rd for work, shopping and to go to high school. Traffic volumes are affected by Rush Creek Road due to the connection of SR 299 to the south.

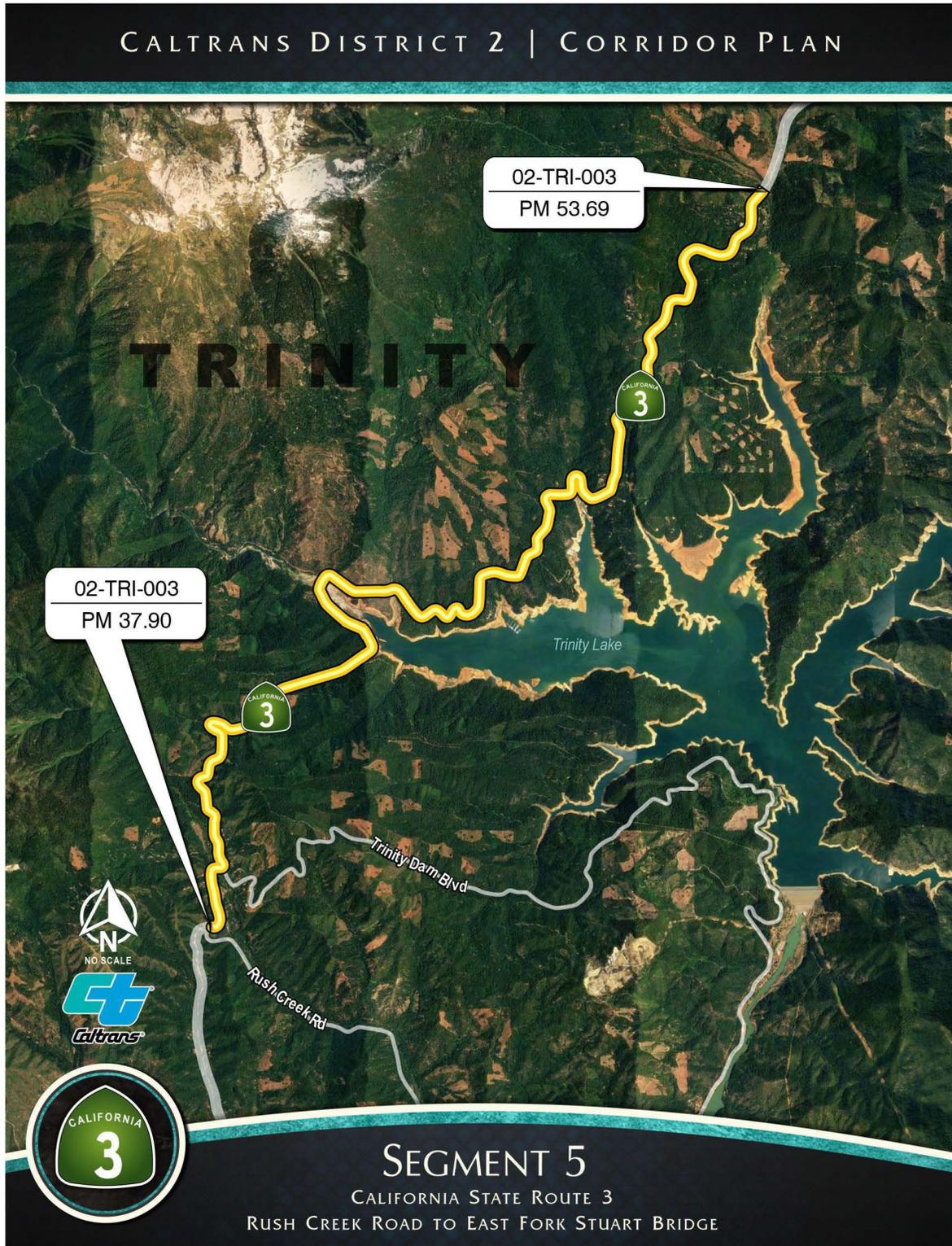
Segment Issues:

- In the first couple of miles of the segment there is bicycle and pedestrian usage due to the proximity to the school, residential housing, commercial use.
- SR 3 doesn't run through Weaverville's historical downtown, but does feed traffic to SR 299 via Washington St, Lance Gulch St, and the junction of SR 3 and SR 299.
- Limited treated shoulder width after E Weaver Creek Rd until Rush Creek Rd.
- One of Weaverville Elementary School's drop location is off SR 3, including parent drop off and school bus drop off.

Segment Management:

- Maintain the existing HAR (Highway Advisory Radio) Flasher at 5 Cent Gulch Road (TRI 31.74).
- Maintain the existing electronic speed indicator to the southbound traffic near the elementary school.
- Consider achieving standard shoulder widths when feasible.
- Consider approving the alignment along PM 33-35.

Segment 5 Map



Factsheet for Segment 5

<b>County:</b>	Trinity	<b>Route:</b>	3	<b>Post Mile Limits</b>	37.90 – 53.69
<b>Location:</b>	Rush Creek Road to East Fork Stuart Bridge			<b>Segment Length in miles</b>	15.79

<b>CURRENT HIGHWAY INFORMATION</b>			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	5
<b>Terrain:</b>	Mountainous	<b>Percent 5-axle Trucks:</b>	30
<b>Lane Width:</b>	12 feet	<b>Treated Shoulder Width:</b>	0 - 4 feet

<b>SYSTEM DESIGNATIONS</b>		<b>BICYCLE AND PEDESTRIAN STATUS</b>
<b>Functional Classification:</b>	Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, Scenic Byway, California Legal Advisory Route (TRI 0 - 85.06)
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	<b>Route Concept</b>	<b>Segment Concept</b>	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

<b>TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)</b>			
<b>Year</b>	<b>Peak Hour (PH)</b>	<b>Annual Average Daily Traffic (AADT)</b>	<b>Level of Service (LOS)*</b>
2019	110	790	A
2039	130	870	A

\*The segment was analyzed to a Class II two-lane highway for LOS Analysis.

Segment 5 starts at Rush Creek Rd (PM 37.90) and ends at Stuart Fork's Bridge #05-87 (PM 53.69). This segment is a two-lane conventional highway with 12-foot lane widths and treated shoulder widths ranging from 0-4 foot. The speed limit is 55 mph with some curve warning signs. There are 8 northbound and 4 southbound paved turnouts to facilitate passing. **See Appendix J for the turnout study.** Travel in this section is mostly local with longer intraregional and recreational trips. AADT is 790 vehicles and truck AADT is 37 after the intersection of Rush Creek Road. AADT stays fairly constant in the segment due to a limited number of residences and lake side attractions.

Rush Creek Rd is minor arterial road; tourists and locals will use Rush Creek Rd as an alternative route. Rush Creek Rd connects SR 3 to the Trinity National Forest, community of Lewiston, Trinity Lake, and SR 299. Traffic volumes are affected by this road.

After Rush Creek Rd, near postmile 37.96, there is a pull-out area with a Shasta/Trinity National Forest Welcome Sign and general information is located. This segment draws a lot of recreational users during the summer months and many attractions are near Trinity Lake; these recreational uses include campgrounds, resorts, hiking trails, and marinas with boat launch areas. **Appendix F** has a list of the recreational areas along the route. During the winter campgrounds maybe closed and/or the roads are not maintained. Trinity Alps Rd (TRI 44.00) is a popular road with a resort, campground and access to the Trinity Alps. Trinity Lake Resort & Marina is one the main tourism and recreation centers with biking, camping, boating, and fishing in Trinity County is located on Cedar Stock Rd (TRI 46.00). Bowerman Barn, a registered Historic Place, is also accessible along this segment via Guy Covington Dr at post mile 53.66

Trinity Dam Blvd is a major collector road and goes near Trinity Lake; which leads to Trinity Lake and its campgrounds, major tourism sites and resorts around the lake, Trinity Dam, Lewiston Lake, and traverses the community of Lewiston to connect with SR 299 in the south. Around Rush Creek Rd and Trinity Dam Blvd, there is a band of low dispersed single-family houses.

Near Slate Creek Rd (PM 40.74), the surface below the highway gave away and the highway slipped out due to heavy rain in 2016. The slide isolated the communities of Trinity Center and Coffee Creek. Caltrans worked with the USFS to use a forest service road as an alternative route until the highway was back in operation. Reconstruction was completed two months later with improved drainage system around the highway, and standard lane and shoulder widths. There is a grade of 7 percent in this location (PM 40.4-42.2).

Segment Issues:

- Terrain is mountainous with limited shoulder width which affect the highway operation.
- Snow removal challenges during winter.
- During summer months trucks and RVs can affect traffic operations on a grade.
- Degraded and cracked pavement edge.
- The highway alignment and limited shoulders on Mule Creek Bridge cause issues for emergency vehicles.
- The USFS may close Osprey Vista Point which is used by Caltrans Maintenance during winter months.

Segment Management:

- Maintain existing turnouts.
- Consider adding ITS elements to inform visitors during summer recreational traffic, and wintertime.
- Consider paving southbound turnout near post mile 49.45.
- Consider mitigating erosion by replanting the vegetation where needed.
- Continue improving shoulder to fix degraded and cracked pavement edges where necessary.
- Consider achieving standard shoulder widths when feasible.

Segment 6 Map



Factsheet for Segment 6

<b>County:</b>	Trinity	<b>Route:</b>	3	<b>Post Mile Limits</b>	53.69 – 67.70
<b>Location:</b>	East Fork Stuart Bridge to Coffee Creek Bridge			<b>Segment Length in miles</b>	14.01

CURRENT HIGHWAY INFORMATION			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	7
<b>Terrain:</b>	Mountainous	<b>Percent 5-axle Trucks:</b>	26
<b>Lane Width:</b>	12 feet	<b>Treated Shoulder Width:</b>	0 - 7 feet

SYSTEM DESIGNATIONS		BICYCLE AND PEDESTRIAN STATUS
<b>Functional Classification:</b>	Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, Scenic Byway, California Legal Advisory Route (TRI 0 - 85.06)
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	Route Concept	Segment Concept	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)			
Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)*
2019	50	540	A
2039	70	620	A

\*The segment was analyzed to a Class II two-lane highway for LOS Analysis.

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Segment 6 runs from East Fork Stuart Bridge #05-87 (PM 53.69) to Coffee Creek Bridge #05-60 (PM 67.70). This segment is a two-lane conventional highway with 12-foot lane width and treated shoulder widths ranging from 0 to 4 foot (mostly 2 foot or less treated shoulders widths). The posted speed is 55 mph; the speed limit decreases to 45 mph as you approach Trinity Center (PM 59.85). This segment has some opportunities for passing and has a northbound paved turnout (PM 63.70). The segment AADT is 540 vehicles, and total truck AADT is 35; traffic volume decreases after Trinity Center.

From East Fork Stuart Bridge, the segment continues through the Shasta/Trinity National Forest and private timber lands until the community of Trinity Center. In this segment there is one Shasta/Trinity National Forest campground, Preacher Meadow Campground (PM 58.29). Just south of Trinity Center there are mini storage units and a Caltrans Maintenance Station (Trinity Center Maintenance Station #558) near postmile 59.70. Airport Rd (PM 59.96) leads into Trinity Center, which has a gas and grocery store, elementary school, church, single-family residential and vacation homes, Trinity Center's James Swett Airport, Trinity Center boat launch and Trinity County Maintenance Yard.

Past the community of Trinity Center is the Swift Creek Bridge. In 2020, the Swift Creek Bridge was replaced and included 8-foot shoulders on a new alignment to accommodate bicyclists and pedestrians during summer months for recreational activities in the area. The bridge connects Trinity Center and Trinity KOA (PM 60.67). Trinity KOA is a popular location during summer months with cabins, RV parking sites, access to the lake, a general store, and more.

After Trinity KOA, the segment continues into scattered houses and forested lands. Eastside Rd is a major collector, which leads to low dispersed housing and a winery on a paved route. Past the winery, Eastside Rd becomes unmaintained, but leads to Slate Mountain, Clear Creek Campground, Blue Mountain and French Gulch, which connects with SR 299. The intersection of Carrville Loop (PM 65.91) leads single-residential housing and a resort. The Carrville Inn Resort is a 100-year old historical on a gorgeous 25-acre estate near the primeval Trinity Alps Wilderness Area. After Carrville Loop, SR 3 continues into forest land until Coffee Creek.

#### Segment Issues:

- Snow removal challenges during winter.
- Limited paved shoulders in this segment.
- During summer months trucks and RVs can affect traffic operations in this segment.

#### Segment Management:

- Complete Swift Creek Bridge replacement to accommodate pedestrian and bicycle activities. (NOTE: Pending)
- Consider paving turnouts at postmile 59.85 – 59.94 and 64.85 – 64.90 during future projects.
- Consider adding ITS elements.
- Consider achieving standard shoulder widths when feasible

Segment 7 Map



Factsheet for Segment 7

<b>County:</b>	Trinity	<b>Route:</b>	3	<b>Post Mile Limits</b>	67.70 – 85.06
<b>Location:</b>	Coffee Creek Bridge to Tri/Sis County Line			<b>Segment Length in miles</b>	17.36

<b>CURRENT HIGHWAY INFORMATION</b>			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	11
<b>Terrain:</b>	Rolling to Mountainous	<b>Percent 5-axle Trucks:</b>	29
<b>Lane Width:</b>	10-12 feet	<b>Treated Shoulder Width:</b>	0 - 7 feet

<b>SYSTEM DESIGNATIONS</b>		<b>BICYCLE AND PEDESTRIAN STATUS</b>
<b>Functional Classification:</b>	Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, Scenic Byway, California Legal Advisory Route (TRI 0 - 85.06)
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	<b>Route Concept</b>	<b>Segment Concept</b>	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>		C/D Threshold	

<b>TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)</b>			
<b>Year</b>	<b>Peak Hour (PH)</b>	<b>Annual Average Daily Traffic (AADT)</b>	<b>Level of Service (LOS)*</b>
2019	100	330	A
2039	120	370	A

\*The segment was analyzed to a Class II two-lane highway for LOS Analysis. Volume and LOS undefined from PM 79.50-85.06 (Scott Mountain).

Segment 7 begins at Coffee Creek Bridge #05-60 (PM 67.70) and ends at the Trinity/Siskiyou County Line (PM TRI T85.07/SIS 0.40) near Scott Mountain Summit. The segment is a two-lane conventional highway. Segment 7 varies in geometrics from Coffee Creek Bridge to the USFS Road (Forest Route 42N17 – PM 79.5) and from Forest Route 42N17 to the Trinity/Siskiyou County Line. From Coffee Creek to Forest Route 42N17 (base of Scott Mountain) the road has 12-foot lanes and 0-7-foot paved shoulders (mostly 0 feet) with a 55-mph speed limit. At the Forest Route 42N17 to the Trinity/Siskiyou County Line has narrow lanes and limited to no shoulders and the speed limit decreases to 35 mph. AADT decreases north of the community of Coffee Creek towards Scott Mountain. Travel along this segment is mostly intraregional trips by people living in Coffee Creek and Trinity Center with some recreational trips. Land use is dominated by forest lands with a few recreational areas and the community of Coffee Creek. The terrain has a flat profile until the base of Scott Mountain (PM 79.50) where the terrain changes to mountainous with a 5% grade and climbs to an elevation of 5401 feet.

After Coffee Creek Bridge is the community of Coffee Creek. Coffee Creek has a population of approximately 300 people. Coffee Creek Rd/Mann Rd is the only intersection in the community. Mann Rd leads to a stretch of low dispersed single-family houses. Coffee Creek Rd is a minor collector road that connects to single-family houses and an elementary school; Children cross SR 3 to get to the elementary school. Also, Coffee Creek Campground and RV Park, the US Forest Services Ranger Station, Coffee Creek Volunteer Fire Co, Bonanza King Resort, and the Trinity Alps are accessible from Coffee Creek Rd.

Leaving the community of Coffee Creek, the terrain continues to have a flat profile surrounded by forest land. Past the first couple miles of Coffee Creek there are a few scattered houses. Segment 7 continues into the Shasta-Trinity National Forest with some recreational areas along the route. Campgrounds located in this segment include, Trinity River Campground (PM 69.56), Eagle Creek Ranch (PM 70.34), Eagle Creek Campground (PM 72.24) and Horse Flat Campground (PM 72.24). Eagle Creek Ranch and Eagle Creek Campground are located off SR 3, across the Trinity River, and are accessible from the intersection of Eagle Creek Loop and SR 3. Bear Creek Rd (PM 78.23) leads to another recreational area, Bear Lake; this recreational area includes Bear Lake Trailhead. Forest Route 42N17 is the last intersecting road before Scott Mountain. This road leads to Eddy Mountain and can be an alternative route to Interstate 5 in case of emergency management and/or closure at Scott Mountain; however, this alternative route is unpaved and unmaintained.

The base of Scott Mountain starts near Forest Route 42N17. This approximately 10-mile section of SR 3 has a curvy alignment with a curve warning sign at the base of the mountain. Due to the mountainous terrain the road is narrow with a steep cut bank on one side and a steep drop off on the other which parallels Scott Mountain Creek. Tangle Blue (Forest Route 39N20, PM T80.74) is a location that accesses the Trinity Alps and where recreational users can hike to Tangle Blue Lake in a day. During the winter

Scott Mountain does receive snow, however due to the limited resources and limited use Scott Mountain may not get snow plowed on nights, weekends or holidays. Near the summit of Scott Mountain, SR 3 enters the Klamath National Forest, trees are more dispersed as there is a camping ground and the Pacific Crest Trail near the summit.

Segment Issues:

- Terrain and lack of utilities may prevent the implementation of ITS elements.
- Heavy snow in Scott Mountain may affect operations during winter.
- High elevations with steep grades and curvy alignment at Scott Mountain Summit (PM TRI 85.06) with 5401 feet elevation.
- Limited lane and shoulder widths can make maintenance difficult.
- Limited opportunities to pull off the travel way.

Segment Management:

- Consider ITS elements; the Closed-Circuit Television (CCTV) and the Roadside Weather Information System (RWIS) near post mile 83.00 to alert drivers of severe weather conditions at Scott Mountain Summit.
- Consider turnouts to facilitate operations and maintenance.
- Consider expanding shoulder widths when feasible.

Segment 8 Map



Factsheet for Segment 8

<b>County:</b>	Siskiyou	<b>Route:</b>	3	<b>Post Mile Limits</b>	0.0 - 6.96
<b>Location:</b>	Siskiyou County Line to Gazelle Callahan Rd			<b>Segment Length in miles</b>	6.96

CURRENT HIGHWAY INFORMATION			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	6
<b>Terrain:</b>	Mountainous	<b>Percent 5-axle Trucks:</b>	4
<b>Lane Width:</b>	12 foot	<b>Treated Shoulder Width:</b>	4 foot

SYSTEM DESIGNATIONS		BICYCLE AND PEDESTRIAN STATUS
<b>Functional Classification:</b>	Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, California Legal Advisory Route (SIS 0 – 8.90), Scenic Byway
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	Route Concept	Segment Concept	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)			
Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)*
2019	40	130	A
2039	90	290	A

\*The segment was analyzed to a Class II two-lane highway for LOS Analysis.

Caltrans, District 2, Office of System Planning and Traffic Census

Segment 8 starts at the Trinity/Siskiyou County line (PM SIS 0.00) near Scott Mountain Summit and ends at Gazelle Callahan Rd (PM 6.96) in Siskiyou County. This segment is a two-lane conventional highway with 12-foot lane widths and 4-foot treated shoulders. The posted speed is 55 mph, however due the curvilinear geometry of Scott Mountain the speed may vary. The AADT is 130 vehicles and truck AADT is 10. The segment advises that California-Legal Truck Route by recommending tractor-semis over 30 feet kingpin to rear axle are not advised; this sign is posted in the southbound direction near postmile 6.95. This segment is surrounded by the Klamath National Forest and private timber lands. There are some unpaved access roads located near postmiles 2.74, 4, 4.64, and 6.38. Trip Proposes in this segment are primarily for logging activities and intraregional travels between Trinity County communities and Siskiyou County communities.

Segment Issues:

- Terrain is mountainous with steep grades and curvy alignment on Scott Mountain (elevation 5401 feet).
- California-Legal Truck advisory sign is blocked by vegetation and placed after the point break on the route, making it nearly impossible for drivers to turn around or change their route.
- Segment has limited lane and shoulder widths.
- Heavy snow on Scott Mountain, which can cause delays or closures on the route.
- Chain control requirements are common during the winter.

Segment Management:

- Limited turnouts for emergency and maintenance vehicles.
- Consider paving existing gravel pullouts.
- Consider conducting a turnout study with Siskiyou County Transportation Commission to identify potential turnout locations.
- Consider moving the California-Legal Truck Advisory before the break of the intersection.
- Management of this segment should include way of providing information to drivers such as CMS, signs, etc.

Segment 9 Map



Factsheet for Segment 9

<b>County:</b>	Siskiyou	<b>Route:</b>	3	<b>Post Mile Limits</b>	6.69 – 21.00
<b>Location:</b>	Gazelle Callahan Rd to Main St in Etna			<b>Segment Length in miles</b>	14.31

CURRENT HIGHWAY INFORMATION			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	5
<b>Terrain:</b>	Mountainous to Flat	<b>Percent 5-axle Trucks:</b>	26
<b>Lane Width:</b>	11-12 feet	<b>Treated Shoulder Width:</b>	0 - 8 feet

SYSTEM DESIGNATIONS		BICYCLE AND PEDESTRIAN STATUS
<b>Functional Classification:</b>	Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, California Legal Advisory Route (SIS 6.69 - 85.06), Scenic Byway
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	Route Concept	Segment Concept	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)			
Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)*
2019	140	1200	A
2039	160	1400	A

\*The segment was analyzed to a Class III two-lane highway for LOS Analysis.

Segment 9 begins at Gazelle Callahan Rd (PM 6.95) to Main St (PM 21.00) in Etna. This segment is a two-lane conventional highway with 12-foot lane widths and treated shoulders widths ranging from 0 to 10 foot (mainly 2-4 foot). Terrain on this segment is level and parallels Scott River throughout the Scott Valley. Traffic increases from an AADT of 220 vehicles at Gazelle Callahan Rd to 1,200 vehicles at Main St in Etna; truck AADT is 62. The route changes from California Legal Advisory Route to Terminal Access Route around postmile 8.90. Trip purposes on this portion of the route are for local commute and agricultural and logging activities.

This segment starts at the intersection with Gazelle Callahan Rd; this road is a major collector, and it leads to the community of Gazelle and passes through ranch and agricultural lands, houses, and sometimes is used as an alternative route to Interstate 5 via Old Highway 99. The route is surrounded by grazing, hunting and agricultural lands with scattered trees. The speed limit decreases from 55 mph to 35 mph as the route approaches the community of Callahan. At postmile 8.54, the Callahan Station (Klamath National Forest) is located and is the start of the community of Callahan. The route continues by S. Fork Rd (PM 8.72) which is a popular local road that leads to many residential housing, agricultural lands and houses, and the local church. Then SR 3 enters the Historical Downtown of Callahan.

The Historical Downtown of Callahan is less than a quarter of a mile long. The historical downtown has the Emporium Store and Bar, an empty Wells Fargo and Farrington's Store, Callahan Grange brick buildings, the historical Callahan Ranch Hotel, the US Post Office, and other businesses. Recently, the historical Callahan Ranch Hotel has been restored. In the historical downtown area, vehicles park on the street; there are sidewalks in the front of the stores.

After the historical downtown of Callahan, SR 3 intersections with Callahan-Cecilville Rd (PM 8.88); Callahan-Cecilville Rd is a major collector route that leads to the community of Cecilville to the west and agricultural and ranch areas to the east, as well as being an alternative route to Etna via Horn Ln (PM 20.06); Horn Ln is a major collector route. Once out of the community of Callahan, the speed limit increases to 55mph and continues into the desert-like vegetation with scattered trees, agricultural lands, scattered houses and limited businesses (sand and gravel business, an old lumber mill, and auto garbage dump facility) before entering Etna.

#### Segment Issues:

- Pedestrians may walk from the Callahan Station (Klamath National Forest) into the downtown of Callahan with limit shoulder widths.
- Vehicles may be slowed down due to heavy agricultural and logging activities in this segment.
- Elk crossing sign is posted near postmile 14.
- Near postmile 9-10 there is a rock fall sign.
- Limited shoulder widths along this segment.

Segment Management:

- Achieve standard shoulder widths when feasible, especially to accommodate the pedestrians and bicyclist within the Callahan area.
- Consider adding "slow moving" warning signs due to the agricultural and logging activities.
- Consider constructing turnouts to accommodate extra-large agricultural and logging vehicles

Segment 10 Map



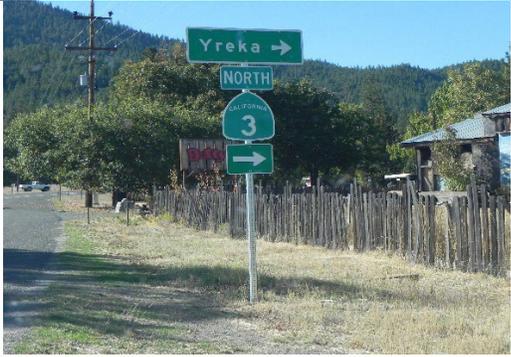
Factsheet for Segment 10

<b>County:</b>	Siskiyou	<b>Route:</b>	3	<b>Post Mile Limits</b>	21.00 – 31.67
<b>Location:</b>	Main St in Etna to Scott River Bridge			<b>Segment Length in miles</b>	11.67

CURRENT HIGHWAY INFORMATION			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	4
<b>Terrain:</b>	Flat	<b>Percent 5-axle Trucks:</b>	15
<b>Lane Width:</b>	12 feet	<b>Treated Shoulder Width:</b>	0 - 8 feet

SYSTEM DESIGNATIONS		BICYCLE AND PEDESTRIAN STATUS
<b>Functional Classification:</b>	Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, Scenic Byway
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	Route Concept	Segment Concept	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)			
Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)*
2019	240	2200	A
2039	300	2400	A

\*The segment was subjected to a Class III two-lane highway LOS Analysis.

Caltrans, District 2, Office of System Planning and Traffic Census

Segment 10 starts at Main St (PM 21.00) in Etna and ends at Scott River Bridge (PM 31.67). This segment is a two-lane conventional highway with 12-foot lane widths and treated shoulder widths ranging from 0 to 8 foot. The AADT is 2200 vehicles and truck AADT is 87. Trips on this section include intraregional travel between Etna, Greenview, and Fort Jones, farming and agricultural activities, and local commute within the communities.

This segment starts surrounded by agricultural fields in the outer area of Etna before the intersection of Main St (Sawyers Bar Rd) and Island Rd. Main St (Sawyers Bar Rd) is a major collector and runs to the west which leads to residential housing before entering Etna's Historic Downtown; Island Rd runs to the east and leads to a park, agricultural lands and ranch houses. Then the route continues past local roads, mini storage, gas station, laundry mat, Dollar General, bank, bakery, and the watershed council. At postmile 21.48, SR 3 reaches the intersection of Collier Way and Howell Ave; Collier Way is a minor collector road and leads to Etna's Historical Downtown, schools, and local businesses. Howell Ave is a major collector route and leads to Etna Union High School.

After the intersection of Howell Ave, SR 3 leaves Etna and continues into dispersed agricultural homes, widespread grazing and irrigated agricultural lands. The segment then passes the community of Greenview (PM 27.15); Greenview has scattered ranches, single-residence housing and a few local businesses. Around Greenview there are a few minor collector roads that intersect with SR 3 (Ellen Ln [PM 25.11], Main St [PM 27.15], Quartz Valley Rd [PM 27.79]). SR 3 continues through dry desert like vegetation, scattered housing, farm, and agricultural lands as SR 3 heads towards Fort Jones.

#### Segment Issues:

- There are limited speed signs throughout this segment, especially as the drivers are entering Etna.
- Limited shoulder widths.
- Areas with heavy agricultural activities can produce unexpected traffic conflicts and slowdowns from equipment using SR 3, and entering or exiting the highway.
- STAA Terminal route according to the Truck Route Designation map, however there is a sign advisory CA legal truck.

#### Segment Management:

- Consider adding speed limit signs when entering Etna.
- Achieve standard shoulder widths around Etna, Greenview and other small communities to benefit pedestrians and bicyclists.
- Consider adding cautionary signs in areas with heavy farming activities.

Segment 11 Map



Factsheet for Segment 11

<b>County:</b>	Siskiyou	<b>Route:</b>	3	<b>Post Mile Limits</b>	31.67 – 38.26
<b>Location:</b>	Scott River Bridge to Moffett Creek Rd			<b>Segment Length in miles</b>	6.59

<b>CURRENT HIGHWAY INFORMATION</b>			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	4
<b>Terrain:</b>	Flat to Rolling	<b>Percent 5-axle Trucks:</b>	77
<b>Lane Width:</b>	12 feet	<b>Treated Shoulder Width:</b>	0 - 8 feet

<b>SYSTEM DESIGNATIONS</b>		<b>BICYCLE AND PEDESTRIAN STATUS</b>
<b>Functional Classification:</b>	Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, Scenic Byway
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	<b>Route Concept</b>	<b>Segment Concept</b>	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

<b>TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)</b>			
<b>Year</b>	<b>Peak Hour (PH)</b>	<b>Annual Average Daily Traffic (AADT)</b>	<b>Level of Service (LOS)*</b>
2019	420	3850	B
2039	485	4050	B

\*The segment was analyzed to a Class III two-lane highway for LOS Analysis.

Caltrans, District 2, Office of System Planning and Traffic Census

Segment 11 starts at Scott River Bridge (PM 31.67) to Moffett Creek Road (PM 38.26). This segment is a two-lane conventional highway with 12-foot lane widths and treated shoulder widths ranging from 0 to 4 foot (mainly 4 foot). The AADT is 3,850 vehicles and truck AADT is 159. Traffic volumes increase as the route heads north. Trip purposes along this segment are local within Fort Jones and serves as an intraregional connect to Etna, Yreka, and Interstate 5.

The segment starts at Scott River Bridge and passes large irrigated agricultural and grazing lands before the route enters Fort Jones; SR 3 is the main street in Fort Jones and the speed limit decreases to 30 mph within the city limits. The route passes Eastside Rd and Scott River Rd. Eastside Rd (PM 32.16) is a minor collector and leads to a cemetery and grazing and agricultural lands and housing. Scott River Rd (PM 32.18) is a major collector route, about 150 feet away from Eastside Rd. Scott River Rd leads to Scott River Ranger Station, church (United Methodist Church), Fort Jones City Hall, grocery store, single-family houses, industrial area, sand and gravel businesses, lumberyard, massive irrigated agricultural lands and connects to SR 96.

SR 3 then passes Matthew St, which is a local road and leads to residential areas and Fort Jones Elementary School. Past that intersection, the route continues by single-residential housing. At postmile 32.49, SR 3 intersections with Carlock St, which is a minor collector route and connects to residential housing and the elementary school; also, there is a crosswalk at this location, even though there are no sidewalks on the east side of the street, and the west side has a paved walking trail. After Carlock St, SR 3 continues past residential housing and a church before intersecting with a local road, Newton St (PM 32.57) which leads to the fire department and residential housing. At this intersection, there is a school crossing sign and a crosswalk leading to sidewalks on both sides of the route heading in the north bound direction.

The segment then enters the historical downtown of Fort Jones; the historical downtown has local businesses, such as restaurants, churches, Fort Jones Museum, Scott Valley Unified School, public and private offices, private businesses, and single-family dwellings. The sidewalk continues on the east and west side; however, the sidewalks are dispersed throughout Fort Jones and look as if they were designed per store front by some having multiple curbs, the store front overhang attached to the sidewalk, and are uneven and not wide enough to be ADA compliant. However, in the historic downtown area there are a couple of crosswalks with curb ramps that are ADA compliant. At postmile 32.72 is a local road named Sterling St, which connects to Fort Jones City Hall, US Post Office, church (United Methodist Church), and single-family homes. At this intersection sidewalks end on the east side of the route.

After Sterling St, the route continues through Fort Jones with single-residence housing on the east and businesses on the west side until Butte St (PM 32.76) before the route passes single-residential houses. At postmile 32.90 is the Cal Fire Station with a crosswalk connecting the residential housing on the east to the sidewalk on the west. There is the community park with a baseball field located at postmile 33.57 on the outside of Fort Jones before the city limits end. Past the city limits, the speed limit increases to 55 mph

and the route is surrounded by open space and agricultural fields and ranches with deer warning signs.

Segment Issues:

- Within the city limits, there are intermittent sidewalks and ADA curb ramps (PM 32.50-33.00).
- Pedestrian crossing sign is near Allison Way and Cal Fire is placed oddly due to no crosswalk.
- Limited shoulder width throughout the segment. (Shoulder widths are 4-foot from pm 32.76 to 33.06).
- No dedicated bike lanes within Fort Jones.
- Drainage issues within the downtown area due to poor slope and drains.

Segment Management:

- Consider complete streets within the city limit of Fort Jones.
- Consider achieving standard shoulders widths when feasible.
- Consider replacing and fixing some of the drains along SR 3, the city or county may be responsible for it.

Segment 12 Map



Factsheet for Segment 12

<b>County:</b>	Siskiyou	<b>Route:</b>	3	<b>Post Mile Limits</b>	38.26 – 46.22
<b>Location:</b>	Moffett Creek Rd to Richmond Ln in Yreka			<b>Segment Length in miles</b>	7.96

<b>CURRENT HIGHWAY INFORMATION</b>			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	7
<b>Terrain:</b>	Flat to Rolling to Mountainous to Rolling	<b>Percent 5-axle Trucks:</b>	38
<b>Lane Width:</b>	12 feet	<b>Treated Shoulder Width:</b>	0 - 4 feet

<b>SYSTEM DESIGNATIONS</b>		<b>BICYCLE AND PEDESTRIAN STATUS</b>
<b>Functional Classification:</b>	Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, Scenic Byway
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	<b>Route Concept</b>	<b>Segment Concept</b>	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

<b>TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)</b>			
<b>Year</b>	<b>Peak Hour (PH)</b>	<b>Annual Average Daily Traffic (AADT)</b>	<b>Level of Service (LOS)*</b>
2019	300	2950	B
2039	360	3150	B

\*The segment was analyzed to a Class II two-lane highway for LOS Analysis.

Segment 12 runs from Moffett Creek Road (PM 38.26) to Richmond Ln (PM 46.22) at Yreka's city limits. This segment is a two-lane conventional highway with 12-foot lane widths and the treated shoulder widths range from 0 to 8 foot. The posted speed limit is 55 mph with rolling and mountainous terrain. The AADT is 2950 vehicles and truck AADT is 195. This segment has a few passing lanes; in the north direction the passing lanes are located near postmile 39.50 and 41.50 and the south bound passing lanes are located near postmile 42.00 and 43.50. In this segment, trip purpose is mainly logging and farming activities with intraregional travel between the cities of Fort Jones and Yreka.

At the start of the segment, the route is surround by open space and there is a warning falling rock sign as SR 3 starts to climb through Forest Mountain. Forest Mountain has an elevation of 4097 feet and the terrain is mountainous; along the route there are Alexander Mann Water Fountains located on the east side at postmile 40.43 and another one at postmile 42.39 on the west side. The landscape of this segment is a drier, dessert- like valley vegetation of pine and cedar trees. After Forest Mountain, the segment continues by agricultural and ranch houses surrounds by forested lands located outside of Yreka's city limits. There are local roads that intersection SR 3 along this segment, the local roads lead to small communities with logging, farming, and agricultural activities.

#### Segment Issues:

- Terrain is mountainous and rolling with curvy alignment
- Limited shoulder widths.
- Limited roadside Clear Recovery Zone.
- Falling rocks from the terrain can impact the roadway.
- Unpaved turnouts with no signage.
- Excessive snow during winter with a southbound chain control (PM 45.00) could impact operation.

#### Segment Management:

- Consider constructing turnouts where passing lanes are not available to accommodate slow moving vehicles.
- Consider achieving standard shoulder widths when feasible.
- Consider increasing rock patrol frequency to look for debris and rocks on the highway.
- Maintain chain control sign (PM 45.00) for a better operation during winter.
- Consider completing the Closed-Circuit Television (CCTV) and the Roadside Weather Information (RWIS) ITS Elements (PM 41.69).

Segment 13 Map



Factsheet for Segment 13

<b>County:</b>	Siskiyou	<b>Route:</b>	3	<b>Post Mile Limits</b>	46.22 – L50.15
<b>Location:</b>	Richmond Ln to Interstate 5 in Yreka City Limits			<b>Segment Length in miles</b>	3.93

CURRENT HIGHWAY INFORMATION			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	3
<b>Terrain:</b>	Rolling to Flat	<b>Percent 5-axle Trucks:</b>	150
<b>Lane Width:</b>	12 feet	<b>Treated Shoulder Width:</b>	0 - 8 feet

SYSTEM DESIGNATIONS		BICYCLE AND PEDESTRIAN STATUS
<b>Functional Classification:</b>	Other Principal Arterial	Allowed

<b>Other Classifications</b>	State Highway System, Eligible Scenic Byway
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	Route Concept	Segment Concept	
<b>Present:</b>	4C	4C	
<b>20-Year:</b>	4C	4C	
<b>Concept Level of Service</b>		C/D Threshold	

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)			
Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)*
2019	900	8900	C
2039	960	9900	C

\*The segment was analyzed to a Class II two-lane highway for LOS Analysis.

Segment 13 starts near the Yreka City Limits at Richmond Ln (PM 46.22) and ends in Yreka at the junction with Interstate-5 (PM 50.16). This segment starts as a two-lane conventional highway and changes to a four-lane conventional highway from Oberlin RD (L48.16) to Yreka St (L48.85) with 12-foot lane widths and treated shoulder ranging from 0 to 8 foot. The AADT increases to 8900 vehicles and truck AADT 175; this is due to the proximity of Interstate-5 (I-5).

The segment starts at Richmond Ln at the city limits of Yreka, Siskiyou County. The route passes single-residence housing and agricultural fields before passing Westside Rd and entering the commercial area of Yreka. In the commercial area of Yreka, there are many shopping outlets, such as grocery stores, shopping stores, fast food, gas stations, and Yreka DMV. At postmile R46.88, sidewalks are located on the east side of the route near the shopping outlets, however at postmile R47.17 sidewalks appear on the west side of the street until the intersection of Moonlit Oak Ave.

Moonlit Oak Ave (PM L47.26), which is a major collector road and leads to local roads and College of the Siskiyous to the west and Interstate 5 (I-5), industrial yards and open space to the east. Moonlit Oak Ave has crosswalks allowing pedestrians to cross at the intersection, however on the northbound side there is no crosswalk intersecting SR 3 and pedestrians are advised/permitted not to walk along the east side of SR 3 due to the lack of shoulders and proximity of I-5.

After the intersection of Moonlit Oak Ave, SR 3 parallels I-5 on the east, and passes Black Bear Diner, A hotel, Caltrans Maintenance Yard (Yreka Maintenance Station # 486), California Highway Patrol (CHP), and Klamath National Forest Headquarters on the west. The route intersections with 4H Way (PM L47.49) and is a major collector road leading to local roads, College of the Siskiyous, and US Social Security Administration Office. After the intersection with 4H Way, the route continues past US Fish and Wildlife, local businesses, and a car dealership. Greenhorn Rd (PM L47.83 is a major collector road, and it connects to local streets, Greenhorn Reservoir, and open space and agricultural land. The route continues passes local businesses before intersecting with Oberlin Rd (PM L48.16) where sidewalks are present on all four corners. Oberlin Rd is a major collector route leading to local roads and businesses, such as the Yreka Bowl, Golden Eagle Charter School and Yreka Adventist Christian School to the west and leads to open space and agricultural fields, residential housing, Rain Rock Casino, and connects with Montague Grenada Rd (Siskiyou County Road A28) to the east, which can be alternative route to Montague.

After the intersection of Oberlin Ln, SR 3 changes into four lanes with a middle lane dedicated to turning until Yreka St (PM L48.84). Yreka St is a major collector road and leads to residential housing, schools, and businesses. From Oberlin Ln to Yreka St, there are a few pedestrian crosswalks, and some have been emphasized by sharks teeth. The route continues past local business, motels, gas stations, restaurants, Klamath National Forest Service Center, and Siskiyou County Museum. At the intersection of Yreka St, SR 3 condenses into a two-lane highway with a middle lane dedicate as a turn lane. After the intersection of Yreka St, there is an island where it splits the highway and has a left

turn lane in the northbound direction for S Broadway Street. In the Southbound direction, S Broadway St yields as it merges into SR 3.

After the intersection, the route continues through Yreka and passes public and private businesses, motels, restaurants, car shops, and local roads. The local roads connect with residential housing, historic downtown, US Post Office and other public and private businesses. Vehicles can use street parking along SR 3 and sidewalks are on both sides; there are pedestrian crossing signs and crosswalks located at South St (PM L49.03), Raymond ST (PM L49.06, Butte St (PM L49.10), and Lane St (PM L49.15). The next major collector intersection is E Center St (PM L49.21) and Miner St (PM L49.25).

E Center St and Miner St are unique intersections. E Center St and Miner St lead to similar areas, to the west is the historical downtown area and single residential-housing, and to the east the streets lead to I-5, open space, and industrial and agricultural activities. The unique quality of these intersections is that E Center St is a one-way heading east, and Miner St is a one way heading west from I-5 into the historical downtown area of Yreka. After these intersections, SR 3 continues pass local and private businesses before entering a residential area.

Near the intersections of Blake St (PM L49.76) the surrounding landscape changes from residential housing to public and private businesses until Tebbe St (PM L49.87). Tebbe St is a major collector road and intersections with SR 3 and SR 263; SR 263 runs south to north, which connects to SR 96 and can be used an alternative route if I-5 is closed. At this intersection, SR 3 continues to the east and connects with on/off ramps with I-5.

Caltrans has started the Yreka Rehab Project, which is a pavement rehabilitation project in the City of Yreka that will bring State Route 3, also known as Main Street, up to current design standards and increase its service life. The project spans from Westside Road (south end) to Montague Road (north end). This project will make for a significantly smoother ride for motorists driving on State Route 3. Other improvements include a clean, pedestrian-friendly look as well as upgraded traffic signals, drainage improvements and curbs and sidewalks that comply with current Americans with Disabilities Act standards. This is a three-season project beginning summer of 2022, with completion expected in 2024. Construction will begin at the south (Westside Road) and north (Montague Road) ends of the project for the 2022 construction season. Construction will then move to the area between Moonlit Oaks Avenue and Yreka Street during 2023, with Yreka Street to Montague being constructed in 2024 (<https://dot.ca.gov/caltrans-near-me/district-2/d2-projects/d2-yreka-rehab>).

#### Segment Issues:

- Signalized intersections in the Central Business District (CBD).
- No street sign posted at postmile 46.75 (Westside Rd).
- Middle lanes used as a turning lane through the segment.
- Numerous of access points open on along the route.
- Pedestrian access is not allowed on the eastside of SR 3 heading northbound from the intersection of Moonlit Oak Ave (PM L47.26).
- There are no dedicated bike lanes on this segment.

- Lack of sidewalks on the eastside around Oberlin Rd (PM 48.16).
- There is a potential of high pedestrian and bicycle use along the segment.

Segment Management:

- Consider constructing sidewalks where heavy pedestrian used is observed, especially around shopping center and access points.
- Improve and construct bike facilities along SR 3 in Yreka where feasible.
- Consider posting a no pedestrian crossing or pedestrians not allowed sign to warn pedestrian for no accessibility on the east side of the street.
- Consider dedicated right turn lane at the intersection of SR 3 with Moonlit Oak Ave (PM 47.26) this could require relocation of the signal and other utilities.

Segment 14 Map



Factsheet for Segment 14

<b>County:</b>	Siskiyou	<b>Route:</b>	3	<b>Post Mile Limits</b>	L50.15 – 54.19
<b>Location:</b>	Interstate-5 to End of the route at Siskiyou County A28			<b>Segment Length in miles</b>	6.44

<b>CURRENT HIGHWAY INFORMATION</b>			
<b>Number of Lanes:</b>	2	<b>Percent Trucks:</b>	7
<b>Terrain:</b>	Rolling to Mountainous to Flat	<b>Percent 5-axle Trucks:</b>	152
<b>Lane Width:</b>	10-12 feet	<b>Treated Shoulder Width:</b>	0 - 7 feet

<b>SYSTEM DESIGNATIONS</b>	<b>BICYCLE AND PEDESTRIAN STATUS</b>
<b>Functional Classification:</b> Minor Arterial	Allowed

<b>Other Classifications</b>	State Highway System, Scenic Byway		
	<b>Route Concept</b>	<b>Segment Concept</b>	
<b>Present:</b>	2C	2C	
<b>20-Year:</b>	2C	2C	
<b>Concept Level of Service</b>	C/D Threshold		

<b>TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)</b>			
<b>Year</b>	<b>Peak Hour (PH)</b>	<b>Annual Average Daily Traffic (AADT)</b>	<b>Level of Service (LOS)*</b>
2019	330	3250	B
2039	390	3650	B

\*The segment was analyzed to a Class II two-lane highway for LOS Analysis. Volume and LOS undefined from PM 79.50-85.06 (Scott Mountain).

Segment 14 starts in Yreka at the interchange with Interstate-5 (I-5) and ends in Montague, where SR 3 turns into a county road (Siskiyou County A28). This segment is a two-lane conventional highway with 12-foot lane widths and shoulders ranging from 0-8 foot. The ADDT ranges from 3250 to 1450 vehicles, the highest being near I-5 and the lowest in Montague. Travel on this segment is mainly local trips from Yreka to Montague.

SR 3 begins at the interchange with I-5 on/off ramps near postmile R47.38. Past the I-5 interchange, SR 3 surrounding landscape changes into open space with some industrial developments. At Montague Rd (PM R47.59) there is the Yreka RV Park, Hotel Inn-Express, and a gas station/truck stop being developed. After Montague Rd, SR 3 continues by the Juniper Terrance Apartments and single-residence housing and agricultural housing/land.

At postmile R48.95, SR 3 passes Yreka Ager Rd, which is a major collector route and leads to a church, agricultural lands and housing. SR 3 continues through open space and agricultural fields until intersecting with Phillipe Ln (PM R49.45); Phillipe Ln is a major collector and leads to agricultural lands, industrial developments, and the Shasta Forest Products. Past Phillipe Ln, the route continues through open space and agricultural lands before Montair Dr (PM 51.11) which leads to the Montair Estates. After Montair Estates, SR 3 continues through the open space and agricultural fields with scattered homes. The route then passes the Montague-Yreka Airport at Airport Way (PM 52.71). From Montague city limits (SIS 53.00), the segment passes a large mobile home park and low-income housing and vacant lots before coming to a T- stop intersections, in the northbound direction, and sharing alignment with Siskiyou County A28. Siskiyou County A28, runs south to ranch and agricultural homes/lands and connects to Oberlin Rd which can be an alternative route to SR 3 in Yreka. SR 3 continues to north to the historic downtown of Montague.

SR 3 becomes the main street of Montague where the route passes by local streets W Scobie St (PM 53.33), W King St (PM 53.42) W Webb St (PM53.5), which all lead to high density single-family residential housing. The route also passes a steel fabrication company, Montague Depot Museum, US Post Office, restaurants, private business and a park. In Montague, sidewalks along the route are in the downtown area located around PM 53.36-53.53 and 53.61 – 53.68, however the sidewalks aren't ADA compliant. At the intersection of Webb St, the segment makes a right turn from the northbound direction to cross the Central Oregon and Pacific Railroad tracks before proceeding through mix-used development of single-family dwellings, gas station, stores, church, Montague Fire Department, closed businesses, and vacant parcels. The intersections of Grenada Rd/11th St (PM 53.22) and Willow Creek Rd/9<sup>th</sup> St are major collector routes and the intersections of 8<sup>th</sup> St (PM 53.76)/7<sup>th</sup> St (PM 53.83)/6<sup>th</sup> St (PM 53.91) which lead to the residential housing and the elementary school. The route continues past residential housing before turning into Siskiyou County A28 at postmile 54.19.

Segment Issues:

- Incomplete network of sidewalks and lack of ADA compliant; as well as lack of bike lanes throughout Montague.
- There are industrial, timber, and agricultural activities within the segment.

Segment Management:

- Consider filling in sidewalk gaps and making them ADA compliant, as well as adding bike lanes within Montague when feasible.

Appendix:

Appendix A: County Information



## Trinity County

Trinity County is in the lower reaches of the Cascade Range in California and include the 500,000-acre Trinity Alps Wilderness Area and the Trinity Lake, the third largest lake in California. The 2019 U.S. Census Bureau County Population Estimates, based on the 2010 census population is 12,285\* and the County Seat is Weaverville, the largest community. The county has no incorporated cities and covers a total area of 3,208 square miles (8,309 km<sup>2</sup>). Water area is 28.93 square miles (75 km<sup>2</sup>) and land area is 3,179 square miles (8,233 km<sup>2</sup>), of which approximately 72% is publicly owned.

Trinity County is bordered by five counties, which include, Siskiyou to the north, Humboldt to the west, Mendocino to the south, Tehama and Shasta to the east. The county is rugged, mountainous, heavily forested, and lies along the Trinity River within the Salmon and Klamath Mountains. Six national protected areas, such as, Shasta-Trinity National Forest, Trinity Alps Wilderness Area, Six Rivers National Forest, Mendocino National Forest, Whiskeytown-Shasta-Trinity National Recreation Area, and Yolla Bolly-Middle Eel Wilderness are completely or partly located in the county.

The summers tend to be clear, sunny, warm, and very dry, with little rain from June to September except for some mountain thunderstorms in the highest elevations. abundant precipitation occurs in winters, falling mostly as rain under 1000m/3300 ft in the valley bottoms, and mostly as snow over 1000m/3300 ft on the mountainsides. December, January, and February are the rainiest. There is an extensive wild river and stream system, and the terrain is quite rugged and forested, with the highest point at Mount Eddy, over 9,000 ft (2,700 m). The Klamath Mountains occupy the vast portion of the county.

Trinity County has three major Highways, State Routes 299 running east-west, SR 36 parallels to the south, and SR 3 runs north-south connecting the two routes. State highways are 10 percent of maintained public roads mileage in the county, but account for 60 percent of daily vehicle miles travelled (DVMT).

\*2019 Census - United States Census Bureau (Estimates)



## **Siskiyou County**

Siskiyou County is located in northern California, adjacent to Oregon. Yreka is the County's Seat and its highest point is Mount Shasta. Surrounding counties include: Del Norte, Humboldt, and Trinity to the west and southwest, Shasta to the south, and Modoc to the east. Among the western canyons and peaks and the eastern lava plateaus and mountain ranges, the county is also home to Mount Shasta, the southernmost volcano in the Cascade Range, ascending to over 14,000 feet. The county's rich natural resources support recreation and tourism.

The climate of the county varies according to elevation and location. Valley areas have hot summers (over 100°F) and relatively mild winters, while the summers become cooler and winters colder at higher elevations. Generally, precipitation in the county decreases from west to east and also from higher to lower elevations. The total seasonal precipitation received within the county varies from approximately 10 inches in the northeastern corner to 100 inches or more along the northern part of the western border. The western one-quarter of the county normally receives from 40 to 60 inches of precipitation per year annually at higher elevations. The central one-half of the county receives from 12 to 20 inches of precipitation below 4,000 feet, and up to 60 inches in the mountains and along the extreme southern border. The southeastern one-quarter of the county receives 40 to 50 inches of precipitation over some of the mountains, and even more on Mt. Shasta, while stations on the 4,500-foot plateau receive only 10 to 20 inches of precipitation per year.

The 2019 U.S. Census Bureau County Population Estimates based on the 2010 census population is 43,539\*. Siskiyou's 6,347.5 square miles (16,440 km<sup>2</sup>) encompass a wide variety of landscapes. Water area is 60.7 square miles (157 km<sup>2</sup>) and land area is 6,286.8 square miles (12,283 km<sup>2</sup>). The federal and state government manages more than 60 percent of Siskiyou County's land.

Siskiyou County has US 97, Interstate 5 (I-5) and six State Highways: SR 3, SR 89, SR 96, SR 161, SR 263, and SR 265. State highways are 11 percent of the maintained public roads mileage in the county, but account for 66 percent of Daily Vehicle Miles Travelled (DVMT).

\*2019 Census - United States Census Bureau (Estimates)

Appendix B: Public Outreach Activities and Summaries

SUMMARY OF COMMENTS - HAYFORK PUBLIC WORKSHOP  
**Tuesday November 19, 2019**  
SR 3 Corridor Plan

Curves:

- Reduce the number of curves.
- Improve sharp turns.
  - 20 mph curve warnings – at “spring” (approx. PM 22.0) and near “candy-cane tree” (two curves – approx. PM 24.5-25.0).
  - Other signed curves (such as 25 mph near PM 18.2).
- Add guardrail:
  - From bottom to top of Hayfork Summit – both sides (approx. PM 15.0 – 25.5).
  - Browns Creek to Deerlick Springs Rd, northbound (approx. PM R26 – 27.8).

Accidents:

- General feeling that accidents are under reported.
- Need for alternative reporting system or faster response from CHP.
- Specific locations noted:
  - About three miles east of Post Office between Big Creek Road (PM 9.29) and Wildwood Road (PM 11.65) near Raven Lane (private road at approx. PM 10.0). Vehicles have gone through fence even though not on a curve.
  - Just west of Wildwood Road is a curve followed by an even bigger curve (approx. PM 11.0-11.5).
    - The second (bigger) curve has a 40 mph warning sign but the first (smaller) curve does not.
    - There is some guardrail northbound around PM 11.4.
    - Consider more signs and guardrail.

Pullouts/Passing:

- Add more of both.
- Multiple comments in support of pullouts.
- Reaffirmed need for turnouts between SR 36 and SR 299.
- Agricultural vehicles (hay, cattle hauling) need and will use pullouts.
- Pave the larger turnouts.

Emergency Planning:

- Evacuation routes:
  - Options into and out of Hayfork Valley are limited.
  - Need more wide spots to pull over and allow emergency vehicles to pass.
- Community fire protection plan is being updated.
  - Led by Fire Safe Council and includes Calfire and BLM.
  - Next meeting is December 9<sup>th</sup> at the fairgrounds.

*FOLLOW-UP NOTE: Roadside Maintenance is the lead for Caltrans involvement.*

#### Hayfork Elementary School:

- Board of Supervisors member Bobbi Chadwick and members of the community would like a pedestrian activated beacon at the existing school crosswalk on highway 3 in front of Hayfork Elementary School. The school is on one side and the Hayfork Family Dairy Store/Hayfork Youth Center/Hayfork Tire are on the other side.
- Supervisor Chadwick has been in contact with Rob Stinger (Caltrans) and Rick Tippet (Trinity County Department of Transportation).
- The community is very interested in this and some people are even willing to help pay for it.

*FOLLOW-UP NOTE: The criteria used to warrant a flashing beacon for a school crossing is at least 40 school aged pedestrians using the crosswalk in a one hour period, twice a day. Counts taken by Caltrans for two full days in September 2019 showed 25 and 48 pedestrians for the entire day, so state-only funding is not an option. County representatives were subsequently informed that the most likely way to move forward would be for the County to partner with the state on funding a flashing beacon project, or the County could pursue various grant opportunities to purchase/install the beacons under encroachment permit.*

*Caltrans has issued a work order to have maintenance forces freshen up the existing crosswalk pavement markings and add longitudinal markings inside the crosswalk (ladder) to enhance its visibility. Yield line markings (sharks teeth) in advance of the crosswalk will be added in both directions to indicate where drivers are to stop and wait for pedestrians crossing the highway.*

#### South of Hayfork:

- This section of highway has narrow lanes.  
*FOLLOW-UP NOTE: About half of the lanes between PM 0.0 and 6.0 are less than twelve feet in width.*
- This section of highway has limited shoulder width.  
*FOLLOW-UP NOTE: Most of the shoulders between PM 0.0 and 6.0 are two feet or less in width.*
- Bicycle tourism is growing and cyclists ride here. Some kind of improvement for bikes is needed.
- Speed limit is 45 by the fairgrounds, but 55 further south toward the SR 36 junction.
  - Why is the speed lower on the straight section but then higher to the south where the highway is curvy?
- Consider speed reduction near 13 Dips Road and Rattlesnake Road (approx. PM L3.5-L4.5).
- Roadbed in front of the fairgrounds needs to be redone.
  - Soil is poor and becomes saturated in the winter.
  - Past paving projects in this area have lasted less than ten years.
- Drivers pass over the double yellow line.
- Widen shoulders when possible.

- Pave several turnouts south of Hayfork. Specific locations include:
  - “Horseshoe turn” (approx. PM L1.11-L1.45).  
*FOLLOW-UP NOTE: Investigation showed the gravel turnouts mentioned are located at:*
    - Turnout southbound approx. PM L1.11.
    - Turnout northbound approx. PM L1.27.
    - Turnout southbound approx. PM L1.64.
  - A mile from this one.  
*FOLLOW-UP NOTE: Location unclear:*
    - Southbound location approx. PM L0.30.
    - Northbound location approx. PM L2.33.

Miscellaneous:

- Will this ever be a freeway?
- Attendees appreciate the work Caltrans maintenance crews do.
- Lots of wildlife cross highway 3, especially deer.
- Broadband was mentioned by several:
  - The community wants to have access to broadband.
  - Worried about the potential impact on highway 3.
  - Wants there to be coordination between Caltrans and the broadband companies.  
*FOLLOW-UP NOTE: Department has a policy that states Caltrans must coordinate with broadband companies.*
- Paved shoulders are useful for driving and help with preventing weeds and fire control.
- Support of no herbicides use in the county.
- Attendee ask about the Ditch Gulch Curve project happening on SR 36, west of the SR 3 junction (approx. PM 26.70-27.10); why is Caltrans building a bridge to change one turn when that money could be used on multiple projects?  
*FOLLOW-UP NOTE: Ditch Gulch Curve Improvement (02-4F860) is funded through the safety program. This project is to improve safety along this segment of SR 36. However, it turns out that there was a fish passage issue which required a structure on the new alignment.*
- Recent pavement job in the northbound direction from Browns Creek to Deerlick Springs Road (approx. R26 to 27.8) isn't smooth.
- Consider additional public meeting in a more central location like Douglas City or Weaverville.
- Sign heading south towards Deerlick Springs Road informs drivers “Slower Traffic Use Turnouts to Allow Passing” (approx. PM 28.45) but there are no designated turnouts.  
*FOLLOW-UP NOTE: There are paved turnouts southbound at 27.84 and 26.53. Placement of “Turnout” signs will be evaluated for both locations.*

SUMMARY OF COMMENTS - TRINITY CENTER PUBLIC WORKSHOP  
**Tuesday November 12, 2019**  
SR 3 Corridor Plan

Caltrans Effort:

- We really appreciate your outreach to us.
- The local Caltrans crew does a good job.
- Turnouts! GREAT, really appreciate Caltrans.

Turnouts:

- They are used and make driving the route better.
- However, the signs used are not consistent:
  - Drivers comply with "Slow vehicles must use turn out".
  - Drivers don't comply with "Slow vehicles with 5 or more following vehicles must use turn-out".
- Can an advisory sign "check your mirrors" be placed to remind drivers to use their mirrors, so drivers know when they need to pull over?

Emergency Services, Management and Evacuations:

- Ambulance:
  - Wider shoulders along the route would benefit emergency vehicles.
  - Widen or realign the Mule Creek bridge (PM 48.53). The turn at the bottom of the southbound grade is problematic for an ambulance. It has to slow to a crawl for the safety of patients and crew in the back then strain the engine trying to regain speed on the uphill grade. Large RVs and trucks do not always stay in their lane.
- Fuels:
  - Multiple agencies are doing fuel reduction work between Weaverville and Scott Mountain:
    - Trinity Center VFD has obtained small grants to implement shaded fuel breaks at the evacuation point for Trinity Center (SR 3 and Airport Rd – PM 59.95).
    - Trinity PUD has reduced fuel loads under power lines that parallel the highway.
    - Trinity County RCD has obtained grants for shaded fuel breaks along SR 3.
  - It would support local efforts if Caltrans did more to reduce fuel loads along the highway within the State right-of-way.
- Evacuations:
  - SR 3 is the primary evacuation route available to residents in north-eastern Trinity County.
    - It is essential for Caltrans to keep at least one direction of travel open during emergencies.

- Caltrans and other State agencies should be developing emergency response plans for disasters such as fires, floods and earthquakes.
  - What can the public and local officials do to help this happen?
- Plans:
  - Review/reference the following local documents related to public safety and mitigation.
    - Safety Element of Trinity County General Plan (2014),
    - Local Hazard Mitigation Plan (2016),
    - Trinity County Community Wildfire Protection Plan [CWPP] (2015).
      - CWPP is currently being updated.
      - Caltrans should give input to the plan.

#### Bike and Pedestrian:

- Trinity County Collaborative is working to develop a Bike/Pedestrian Trail around Trinity Lake by using USFS/SPI/Public (county) Roads.
  - The proposed trail will be near SR 3 at the following locations:
    - Tannery Gulch Campground (approx. PM 42.58).
    - Stuarts Fork Bridge (approx. PM 44.1).
    - Stoney Creek Day Camp (approx. PM 44.8).
    - Stoney Creek Group Campground (approx. PM 44.9).
    - Mule Creek Bridge (approx. PM 48.51).
    - Mule Creek Bridge (approx. PM 48.6).
    - Bowerman Ridge Road (approx. PM 56.25).
    - Eastside Road (approx. PM 65.47).

*FOLLOW-UP NOTE: District 2 Complete Streets Coordinator and Traffic Operations staff informed of effort.*
- Children cross the highway in Coffee Creek to get to the elementary school (Mann Road/Coffee Creek Road – approx. PM 67.89).
- Wider shoulders would be good for bicycles and pedestrians.
- Trinity County Active Transportation Plan target completion is March 2020.

*FOLLOW-UP NOTE: District 2 Complete Streets Coordinator informed of effort and contacted County staff to request review of draft plan.*

#### Traveler Information:

- Scott Mountain in the winter needs current (and accurate) information. Attendees mentioned;
  - Web cams/CCTV.
  - Flip signs along route need to be changed.
  - Add a sign at Caltrans Trinity Center maintenance yard “Highway open/closed”.
    - Crews can change the sign as they go in or out.
  - Concerned about equipment reductions and losing plows.

- During the Delta Fire people did not have good information about what Scott Mountain is like. Ideas mentioned to address this included:
  - More signage (at points like Weaverville and Yreka, as well as closer to Scott Mountain).
  - Positioning CHP or Sheriff to monitor trucks.
  - Place temporary CMS.
    - Make sure truck drivers understand what the Trinity County side is like.
- How does Caltrans interface with private GPS providers?
  - Private providers do not always have accurate information.
  - Private providers do not give truck regulations.

#### Highway Operation:

- SR 3/SR 299 intersection (near Douglas City, approx. PM L30.89):
  - The bridge to the west on SR 299 is on a curve (Trinity River Bridge No. 5-18).
  - Riverview/Steiner Flat Road is just west of the intersection (SR 299 PM R57.87).
    - Douglas City Elementary School is off Steiner Flat Road.
  - What improvements could be considered:
    - More signage,
    - More lighting,
    - Modify intersection,
    - Move intersection.
- Vehicles towing boats left out of Trinity Center to southbound SR 3 need an acceleration lane (approx. PM 60).
- Community members noted speed and driveway conflicts at the passing opportunity south of Airport Road and Swift Creek Bridge (approx. postmile TRI 59.5-60).  
*FOLLOW-UP NOTE: Traffic Operations office will investigate the passing opportunity.*
- When pulling onto Highway 3 from Carville Loop Road at the north end (approx. PM 67.15), it is hard to see traffic approaching northbound due to the soil bank and vegetation.
- North of Weaverville:
  - "S" Curves should be straightened out (approx. PM 33-35).
  - Erosion and sediment issues (ponds get full).
  - The Weaver Basin Trailhead is in vicinity (approx. PM 33.56).

#### Miscellaneous:

- Attendees asked about the status of Swift Creek Bridge replacement project.
  - Caltrans staff provided status to attendees – project is funded and in progress.
- Shoulders are not repaired after the ditches are cleaned or roads are plowed.
- General feeling that accidents are unreported.

- South of Stuart's Fork Bridge (approx. PM 43.25-43.85) are three USFS Facilities; Tanbark Picnic Area, Osprey Info Site, Stuart Fork Public Boat Ramp, which are currently open. The USFS plans to close Osprey Info Site, however Caltrans is seen using this area during the winter for plowing and maintenance. Is there away for Caltrans to acquire this?

*FOLLOW-UP NOTE: District 2 Maintenance and Operations staff informed about issue*

SUMMARY OF COMMENTS - SISKIYOU COUNTY PUBLIC WORKSHOP  
**January 4, 2022 – February 4, 2022**  
SR 3 Corridor Plan

In March 2020, Coronavirus (COVID-19) spread throughout world and shortly through the United States. COVID-19 made the world come to a stop; public gatherings of all types were not advised. Since the beginning of the pandemic the United States has started to reopen allowing public gatherings to happen again. Due to COVID\_19 still spreading with high number of cases and hospital rates, Caltrans District 2 wants to keep the public and their employees safe by deciding that in person public outreach is not an option.

From January 4, 2022 until February 4, 2022 we were open to taking comments from the public. The public outreach was done through an informational video that was posted on Caltrans District 2 Facebook page and YouTube. The public could email or call our Public Information Office or System Planning's Natalie Kinney. Once we received the feedback from the public, System Planning went through the comments and sorted them out into different sections.

Etna:

- Intersection of SR 3, Collier Way and Howell Ave
  - The yield sign from SR 3 merging north onto SR 3 after the intersection with Collier Way and Howell Ave needs to be installed (near PM R21.47).
  - Cars are coming from North to South Hwy 3, Collier to Hwy 3 N and S, and Hwy 3 S to N and Howell Ave. People will drive fast in both directions at this intersection. This location doesn't have a signal but has multiple different areas to turn on and off SR 3.
  - This area is near the high school and students cross this intersection multiple times coming and going to school or during lunch heading into town. There is no crosswalk at the intersection (note: Previously there was a crosswalk, however not a lot of pedestrians used it).
  - Can we reexamine this location?
- Intersection of Quartz Valley Rd near Greenview (PM 27.8)
  - Add a flashing yellow light or beacon for pedestrians to cross. This location has a lot of foot traffic due to there being a bank, feedstore, gas station, etc.
- Heading into Fort Jones near East Side Rd (PM 32.16):
  - Add a flashing yellow light or beacon for pedestrians to cross. This location has a lot of foot traffic due to the Supermarket.

Fort Jones:

- Sidewalks:
  - Excited and glad to be getting new sidewalks.
  - I'm handicapped and our sidewalks desperately need to be fixed.
  - New and level sidewalks.

- accessible for ADA.
- New sidewalks where none exist. Big Ball Park on North to Rays Market to South.
- Fix the road in Ft. Jones so it is even with the sidewalks. Right now it is extremely difficult for ADA people to navigate.
- Crosswalks:
  - Drivers speed through this area, especially heading in and out of town, make sure the crosswalks is visible.
  - Add rumble strips, speed bumps, shark teeth before the crosswalks.
  - Add flashing lights to crosswalks.
    - Sterling ST (PM 32.62/32.72)
  - Add more crosswalks through town.
    - Carlock St (PM 32.50)
- Add streetlighting along the downtown.
  - Possible vintage looking streetlamps
  - New Historical looking streetlights standards along Main St. (similar to Highway 12 through Boyes Hot Springs in Sonoma County or Highway 49 through Sutter Creek in Amador County.)
- Mow the right of way and plow snow between Ft. Jones and Callahan so people can commute to work.
- Please keep some kind of flag holder, as we enjoy the flags, and our lion club uses the flag holder.
- Consider adding in bulb out or pop outs to make the sidewalk wider in some spots for outdoor dining in front of the restaurants.
- Would like to see all the utilities under the ground.
- Post no U-turn signs throughout Main St (Especially at both ends of Main Street).
- Post Speed limit signs (Especially at both ends of Main Street).
- Lower the speed limit in Fort Jones. Reduce the speed limit down to 30 for a longer stretch of road through. (Possibility all the way to Douglas Street (PM 33.04) and then increase the speed after.)
- Consider adding a roundabout at Sterling St (PM 32.72) and/or Butte St (PM 32.77).
- Consider adding a sign over SR 3 with the town's name and logo (Example: Downtown Weed).
- Consider adding traffic calming tools to the north and south of tow.
  - Pavement cutouts/bulb outs.
  - Something to slow the vehicles down.
  - Something to keep the cars from straying off the road.
- A center divider down main street.
  - The community has differed opinions when it comes to parking on the street. Some people expressed diagonal parking, while others stated they didn't want diagonal parking.
    - We have our annual Christmas Parade that goes through Main Street.
    - There are many businesses along this route, so a center divider could block driveways. Alleys, etc for business owners.
    - Is not practical for our small town.

- Parking:
  - The community has differed opinions when it comes to parking on the street. Some people expressed diagonal parking, while others stated they didn't want diagonal parking.
  - Parking went from vertical to horizontal. Some people are confused by this change and would like to see it back to Vertical. In Addition, some people still park vertically.
- Consider adding planter boxes and trees through the downtown of Fort Jones.
  - Who would plant and maintain them?
  - Put tree guards on the bottom of the trees.
  -
- Can SR 3 be widened in the surrounding areas and through the town of Fort Jones?
- Please look at the drainage within Fort Jones.

#### Montague:

- Webb Street (PM 53.5 – 54.19) needs to add a sidewalk. Since there isn't a sidewalk, pedestrians walk along the shoulder of the road.
- Many years ago, a left turn lane was added for out subdivision, and it made a big difference with safety!

#### Yreka:

- North end of the SR 3 in Yreka the roadway there is a lack of drainage.
- Rehab in Yreka:
  - The spotlight at the intersection of Foothill and Main Street, and at Oberlin Rd and Main St work well!
  - The Intersection of Moonlit Oaks and South Main has a north and south lane that merges after the intersection. This intersection is very busy. Drivers will try to speed up to cut off other cars when the lane is merging. In addition, cars headed south will slow down and use the middle lane to turn into the shopping center and cars from the west shopping center will use the middle lane as a way to cross over traffic until they can merge going north.
  - SR 3 through Yreka needs to be address. Can it be widened if that's not possible are there other solutions?
- Street Lighting:
  - Current street lights are LED Lights and are very bright.
  - Most of the lights are before or after the crosswalks, can they be over the crosswalks, so we can see the crosswalks better?
- Crosswalks:
  - Can the crosswalks be painted white inside of yellow?
  - The bright yellow pedestrian signs are distracting as a driver.

#### Wildlife on SR 3

- A big issue regarding the wildlife is people driving over the speed limit.
- It's horrible to see wildlife carcasses on the side of the roadway.

- There are no "watch out for deer" signs between Etna and Fort Jones.
- What can we do about wildlife fatalities?
  - The community wants to reduce the number of wildlife, especially deer killed along SR 3.
  - The worse area of this is Scott Valley going into Yreka.
  - Suggestions for wildlife signage along SR 3"
    - Lighthill Rd (PM 31.14) to Greenview
    - Crystal Creek to Kellems Lane (PM 23.34 - 25.97)
    - Callahan to Etna.
- There were a lot of comments on about animals, especially deer, being hit and being left on the side of the road dead. The community members are wondering if there is a way to keep track of the road kill maybe with a digital sign or count.

#### Maintenance Operations:

- Wildcat Bridge (PM 9.5):
  - Entering the curve area in the NB direction there is a 'S' curve sign warning with a 40 mph warning sign.
  - Many community members are concern and want to know what can be done?
  - Can we put guardrail up? Add more signage?
- Is there a way to widen Forest Mountain?
- Please add some passing lanes along SR 3.
- Add signs in different languages for warning truckers that STAA trucks are not advised on the route. Every year when the other routes get closed, GPS will send them through SR 3 and they will get stuck.
- Is there a way maintenance can trim the vegetation earlier in the season? The road shoulders are kept trimmed but could be done a little earlier.
- It might not be possible, but these are my suggestions for safer roads in Scott Valley area of Hwy 3.
  - turning lane or two in Greenview
  - turning lane at Kellems Lane
- At the Quartz Valley Rd intersection, on the west side of SR 3, it's hard to see traffic coming down Forest Mountain Pass. This is a spot where a lot of people run the stop sign. There have been a lot of wrecks there.
- Serpa Lane (PM 30.22):
  - The location of the stop sign is difficult to see the northbound traffic coming. Drivers will usually pull out in front of the stop sign to oncoming traffic.
  - Terrain in this location is difficult (Sloping up to the south).
  - East bank is not cut far enough back to have good visual site.
  - When at the stop sign on Serpa Lane, Fort Jones area, there are bushes growing on the east side bank of Hwy 3 that obstruct the view of oncoming north bound traffic. They should be cut back for a better view of oncoming Hwy 3 traffic.
  - Drivers can get impatient when cars are turning onto Serpa lane from the south, causing them to pass un the northbound lane.

- Visibility at the intersection of Quartz Valley and Glendenning Rd (PM 27.8) is poor regarding southbound traffic.

#### Speed Limit and Traffic Increase on SR 3:

- In Yreka at the northern area, the speed limit is 30 mph on the south bound side (heading into downtown) and 35 mph on the north bound side (Heading towards SR 265); however, a lot of drivers speed, especially during the night. It would be helpful to have electronic speed monitors along this portion.
- Most of the residents along SR 3 and the surrounding communities have seen an increase of traffic.
- Drivers tend to speed along SR 3.
  - The speed limit is 55 mph, but most drivers go faster.
  - Drivers will pass illegally.
  - Drivers will not slow down when the people are walking on the side of the road.
  - It's difficult for residents to feel safe collecting their mail from along SR 3.
  - Drivers speeding will hit or kill the wildlife population.
  - Many residents have issues getting out of their driveway and onto SR 3.
- There are only a few double yellow lines along SR 3, drivers don't obey the double yellow lines and will pass over them.
  - Is there a way to add signs for no passing?
- Considered adding a passing lane or two.
- CHP and other law enforcers should monitor speed more regular.
  - Why doesn't CHP take the serious effort to control the speeders?
- Post more speed limit signs along SR 3.
- The speed limit drops in the Town of Yreka; however, you are heading southbound out of Yreka, the speed limit increases to 55mph; this area is a residential area.
  - Can the 40-mph speed limit be extended through this residential area? It would just need to be extended about 1 mile south of Yreka Town limits, south of the Eastman Road (PM BLANK).
- The speed limit surrounding Fort Jones is 55 mph before decreasing. This area has pedestrians and drivers don't slow down entering the town. Is it possible to add stop signs at both end of the main street in Fort Jones?
- Drivers speed going through Callahan; many people are towing boats heading to Trinity Lake.

#### ITS elements:

- Traffic Cameras:
  - One thing that badly needs improvement is more timely updates on chain requirements, especially when they are no longer required, online or otherwise. Map apps don't seem to show it.
  - Multiple people mentioned having Traffic Cameras on Forest Mountain.
    - Siskiyou Telephone Company had one at some time in the past and it was very helpful in winter, but it was taken out. A Traffic

- Camera would add to safety on Highway 3 because drivers would know conditions during the snow season and stay home when conditions were dangerous.
- It would be most beneficial to be able to judge whether the pass is safe for transit during storms.
  - We rely heavily on the HWY 5 webcams for weather, traffic, and road conditions, especially during winter. It would be so helpful to have webcams on Forrest Mountain.
- Cameras on the tops of every summit of Hwy 3 would be the most beneficial, especially during winter. I.e. Forest summit, Scott Mountain...ALL SUMMITS.
    - It seems that more and more vehicles are using Highway 3 over Scott Mountain and it is imperative that the Trinity Center Station be given the resources to keep this route open. Scott Mountain receives high snowfall in relatively short time periods and sufficient snow blowers including adequate staffing are critical to this task. Also, Changeable Message Signs should be installed in Weaverville, Yreka, Callahan and Trinity Center that state when Highway 3 is closed over Scott Mountain so travelers know at these junctures and can take an alternate route. The current CA Road Conditions program is many times inaccurate on the actual conditions on Highway 3 and needs to be updated on a timelier basis.

#### Complete Streets:

- Is there a way to have a bike path through Scott Valley?
  - It would allow for safer travel for recreational and commuting
  - It would allow for safer travel for cyclists both recreationally and as an option for commuting to school and/or work. The current narrow shoulders make sharing the road a bit risky. Ideally, a loop could be made using a bike path on highway 3 and Eastside Road connecting at least Etna to Fort Jones where traffic and highway use is heaviest.
- Add a bike lane from Yreka to Montague. Since the shoulder widths are wide enough, many drivers must cross over the center line to pass the bicyclists. It would be such a great addition for bikers to have the road extended out to accommodate them.
- Add a walking and/or bike path in Fort Jones from Eastside Road (PM 32.16) to McAddams Creek Road (PM 34.05). (Bike path Big Ball Park on North to Rays Market to South)
- Add a walking trail from Yreka to Montague. This road is a traffic and scenic place to walk. However, there are issues with this area such as the traffic being too close and zooming by, the roadway is uneven, filled with weeds (or mowed down weeds), steep drop-off of the road and other issues. It would be a great addition to have a walking trail!
- Add a crosswalk light in the northern end of Yreka; pedestrian cross the street down here and it would help alert the traffic that someone is crossing. (A similar idea to the crosswalk light at Main and Bruce St (PM L48.32).)

Miscellaneous:

- People need to be reminded it is a highway, not a freeway.
- Moffett Creek Bridge (PM 38.28) :
  - The new bridge at Moffett creek is great.
  - The areas surrounding leading up to bridge seem to have the same bumps and load sways are the same. I thought this would be eliminated with a completely new bridge.
- There has been an increase of heavy equipment on the highway, such as semi-trucks. We usually noticed the semi-trucks have trailers attached to them; this is especially noticeable during the fire season. What kind of wear and tear does this have on SR 3?
- Multiple people commented that they appreciate the job Caltrans do.
  - I appreciate having a well-kept highway.
  - Hwy 3 is in pretty good shape overall!!
  - I frequently travel the road over Scott Mountain on my way to the coast. I think the highway is very user friendly. I realize there are curvy spots on 299 side of the summit, but the road is in good shape, and I just slow down. We also travel the length of the highway in Scott Valley. Road is always in good shape.
  - I think Caltrans does an amazing job keeping our roads clear of rocks and snow.
  - I'm always appreciative of the excellent job the county does in keeping the roads open.
  - Hwy 3 is generally open and clear and mostly in good repair.
  - We have lived in Scott Valley for over 26 years. I would give Caltrans an overall grade of A to A+. Yes, there are often delays and people get impatient but considering the increase in traffic over the years, the impacts of weather, rocks, condition of the road surface and all, the people at the local Caltrans are doing an excellent job.
  - I drive on highway 3 several times a week, sometimes every day. Caltrans does an excellent job in my opinion on maintaining the surface of the road and keeping the markings on the road such as the lane dividing lines, the fog lines, etc.. I have driven Hwy. 3 from Scott Valley to Hwy 1, several times and again the maintenance on the road has been fantastic in my view,
  - Road crews do a good job and the Hwy is in good shape. They are very good at keeping rocks off the road on Forest Mountain, especially during freezing and thawing weather when rocks continuously roll into the road from above.
  - I think you have done a good job with the highway
- I think inviting public feedback is a great idea. Thanks for the opportunity for public input.
- I am responding to the article in the Siskiyou Daily Newspaper regarding Caltrans request for feedback on State route 3.
- I saw this request for input from Caltrans on a "Siskiyou County Grapevine" Facebook Post.

- County Road Department:
  - Thank you, County Road Department, for helping keep the road clear of ice and snow.
  - Excellent work is done from the Etna County Crews.

State of California • Department of Transportation

## News Release

**Date:** October 25, 2023

**District:** 2 – Trinity/Siskiyou County

**Contact:** Natalie Kinney

**Phone:** (530) 782-3303



### FOR IMMEDIATE RELEASE

State Route 3 Corridor  
Plan Available for Review,  
Public Comment  
*Public Comment Period Open Until November 30, 2023*

**REDDING** – Caltrans District 2 would like to announce the public comment period for the State Route 3 Corridor Plan. A Corridor Plan is an analysis of a transportation route that establishes a 20-year course of action to address a set of issues. The plan contains a variety of data that influences the route such as traffic volumes, land uses, economic conditions, local arterials, alternative transportation modes, and environmental conditions. This plan is intended to identify potential future projects, however does not commit funding to projects.

The State Route 3 Corridor Plan is available for review and public comment from October 25 to November 30.

Physical copies of the plan and comment boxes can be found at the locations listed below. If you would like to request a digital copy of the plan, please email Natalie Kinney at [Natalie.Kinney@dot.ca.gov](mailto:Natalie.Kinney@dot.ca.gov).

- **Trinity County Hayfork Library.** 6641 CA-3, Hayfork CA 96041.
- **Trinity Center General Store.** 55 Scott Blvd., Trinity Center CA 96091.
- **Fort Jones City Hall.** 11960 East Street, Fort Jones CA 96032.
- **Etna Branch Library.** 1115 Collier Way, Etna CA 96027.
- **Montague City Hall.** 370 W. Scobie Street, Montague CA 96064.

Public comments can also be mailed to the Caltrans District Office, located at 1657 Riverside Drive, Ms 3, Redding CA 96001, by email at [Natalie.Kinney@dot.ca.gov](mailto:Natalie.Kinney@dot.ca.gov), or by phone by calling (530) 782-3303.

###

| [QuickMap](#) | [Twitter](#) | [Facebook](#) |

SUMMARY OF COMMENTS – PUBLIC COMMENT ON DRAFT  
SR 3 CORRIDOR PLAN  
**October 25, 2023 – November 30, 2023**  
SR 3 Corridor Plan

In October, Caltrans District 2 sent out a News Release regarding SR 3 Corridor Plan for Public Comment. District 2 dropped off the documents at various locations along SR 3; Hayfork, Trinity Center, Etna, Fort Jones, and Montague. The public was able to leave their comments at these locations or by calling or emailing our Public Information Office or System Planning's Natalie Kinney. Once we received the feedback from the public, System Planning went through the comments and added them into the document or included them below.

Comments from Public Comment Period:

- SR 3 over Scott Mountain is (usually) the best way to travel between Yreka and Trinity/Humboldt County destinations. I travel this way occasionally during the winter and I am never completely confident that I have current information. Caltrans' Current Conditions web page for this location is often inaccurate. One sunny day last winter the sign at south Yreka said it was closed so I pulled off to use the phone to confirm. It took several phone calls (Yreka Maintenance Station, Yreka CHP, Redding Caltrans) to determine that it was in fact open, which demonstrated that even State employees who should have access to current information often do not.
- The south side of Scott Mountain is hazardous for long trucks, and they sometimes get stuck here. It would be interesting to check CHP statistics to see how often this occurs. In any case, an analysis to determine whether more signing and/or a higher level of restriction is necessary would be appropriate.
- Would it be feasible to correct the offset between Eastside Road and Scott River Road, so they meet SR 3 opposite each other?

Appendix C: Tribal Factsheets

# Karuk Tribe

## Tribal Government Profile and Summary

### 2020

#### Status

The Karuk Tribe is Federally Recognized. The Karuk Tribe's government-to-government relationship with the US Federal Government was established in 1851. However, the lack of formal contact with the Spanish according to the terms of the Treaty of Limits (1828) and the Treaty of Guadalupe Hidalgo (1848), left the United States' jurisdiction over Karuk lands dubious, and it continues to be disputed today. In 1851, Karuk tribal people met with the Redick McKee US Senate delegation, and participated in treaties signed in Weitchpec, Somes Bar, and near the mouth of the Scott River. That government-to-government relationship continues to the present day; however, there was a reduction and eventual termination of services following WWII and during the termination era of the 1950's. Federal Recognition was reaffirmed by the Bureau of Indian Affairs officially in January of 1979. The Tribe's Constitution was adopted on April 6th, 1985, with amendments adopted July 19th, 2008.

#### Land Base

The Karuk Tribe is a historic tribe, and still lives in its ancestral homelands along the middle part of the Klamath River channel - roughly between Weitchpec and Seiad, California. The Karuk Ancestral Territory spans 1,053,600 acres or 1,646 square miles (planar measurement). Since our treaties were not ratified by congress, the Tribe was not granted a reservation either in 1851 or in 1979. But starting in 1977 the Tribe began purchasing property for the benefit of our tribal members, starting with 6.6 acres in the Orleans community and 10.65 acres in Happy Camp. The Happy Camp property was designated a "Proclaimed Reservation" in 1989. The Tribe has worked hard to accumulate more Trust land over the years. The current total is 914 acres of Trust land, and 822 acres of Fee land. These acres are held mostly within the communities of Orleans, Happy Camp, and Yreka. These centers are a considerable distance apart: it is 47 road miles from Orleans to Happy Camp, and 120 road miles from Orleans to Yreka. Historical and anthropological work has demonstrated a strong connection with the Yreka area, in pre-contact times through to the present day. In the Karuk language, the three main population centers have the ancient names of Panámniik for Orleans; Athithúvuunupma for Happy Camp; and Kahtishraam for Yreka.

#### Tribal Government

The Tribe currently has 3,751 Enrolled Tribal Members, making it the second-largest tribe in California. There are about 5,000 registered descendants. In June of 1978 the office of the Secretary of the Interior instructed the Tribe to consolidate the three existing councils, in Orleans, Happy Camp, and Yreka, into a single unified government. Orleans, Happy Camp, and Yreka have become the three Council Districts. Monthly Council meetings rotate between these locations, so each District hosts a meeting on a quarterly basis. In addition, there are monthly Health Board Meetings, Tribal Council Planning Meetings, and Special Meetings to accommodate the wide variety of departments and services under the Karuk Tribe's operation.

#### Tribal Council

The Tribal Council consists of nine members. The Executive Council consists of the Chair, the Vice-Chair, and the Secretary-Treasurer. There are six members-at-large on the Council, two from each district. Seats on the Council are open to Tribal members who are over 18, have lived near the Ancestral territory for the last six months, and who pass standard background checks. Council members are elected by the membership, and serve four-year staggered terms.

### **Staff**

The Karuk Tribe has nearly 500 staff members, (currently 260 tribal employees, 42 in housing, 41 in KCDC, and 142 in the casino). There are numerous departments, spread across the three Council District centers. The Administrative Center in Happy Camp houses the Fiscal Department, Human Resources, Enrollment, Grant Writing, Self-Governance, Maintenance, TERO, Education, Information Technology, Health Services, the People's Center (Museum, Gift Shop and Smoke Shop), a Dental Clinic and a Medical Clinic. Other offices in Happy Camp include the Karuk Tribe Housing Authority, the Karuk Community Development Corporation, Child and Family Services, TANF, Head Start, and a Nutrition Center. Two departments based in Orleans are the Department of Natural Resources and the Department of Transportation. Land Management, Office of General Counsel, the Rain Rock Casino, the Gaming Authority and the Gaming Commission are based in Yreka. All three District locations have Medical Clinics and Dental Services, TANF, Victim Services, Child and Family Services, IT, Housing, and Maintenance.

### **Services**

Independent Operations of the Karuk Tribe:

The Tribe has established the Karuk Community Development Corporation, which was chartered on July 24th, 1994. The KCDC board comprises seven members.

The Karuk Tribe established a TDHE (Tribally-Designated Housing Entity). The Karuk Tribe Housing Authority (KTHA) oversees housing services, and is headquartered on Jacobs Way in Happy Camp, CA. The KTHA Board of Commissioners comprises seven members.

The Karuk Tribe developed and established a gaming enterprise called the Rain Rock Casino. It opened in April 2018, and is located on trust land off Sharps Road in Yreka, CA, near I-5.

### **Committees**

Council Members, Commissioners, Committee Members and appointed representatives serve on several commissions and committees including the following:

Election Committee: oversees Tribal Elections

TERO Commission: oversees employee rights issues.

ICWA Committee: oversees matters of child welfare and care.

Education Committee: oversees the Education department and student needs.

Health Board: The Tribal Council serves in this capacity, and oversees health services for the Tribe.

Housing Board of Commissioners: oversees Tribal Housing

KCDC Board: oversees the operations of the Karuk Community Development Corporation.

The Karuk Resources Advisory Board: delegated by Council to make recommendations on Cultural Resources issues and to oversee the Tribal Historic Preservation Office.

People's Center Committee: oversees the activities in the Peoples Center museum in Happy Camp.

Gaming Commission: is the regulatory body of the gaming enterprise.

Gaming Authority: oversees the operations of the gaming enterprise and any economic enterprise arising out of gaming revenue.

Enrollment Committee: oversees compliance with the Karuk Tribe's Enrollment Ordinance.

Judicial Committee: oversees and supports the Judicial Systems of the Karuk Tribe.

Yav Pa Anav Wellness Forum: oversees and supports wrap-around services with identified representatives from several departments.

#### Address

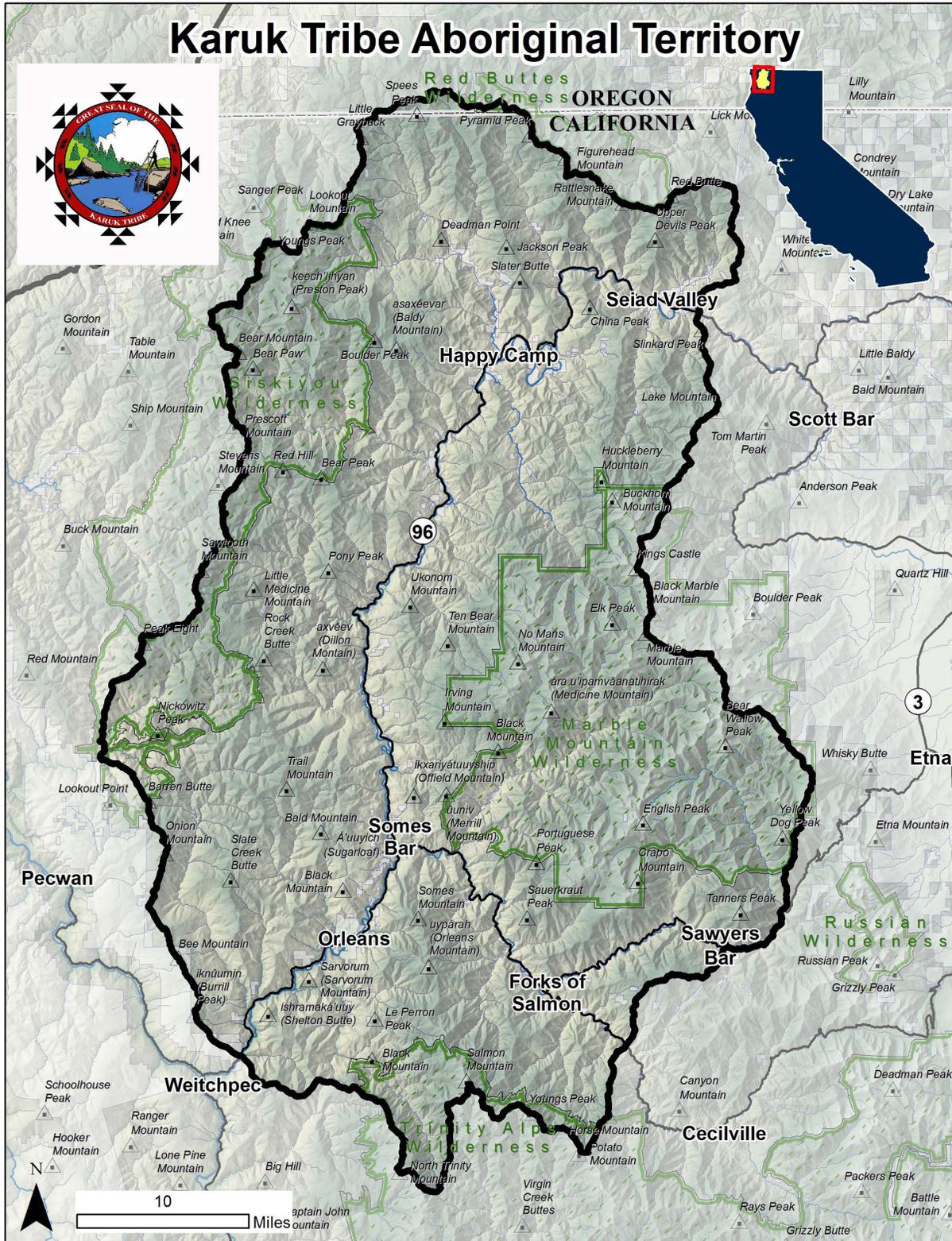
The Address of the Karuk Tribe is:

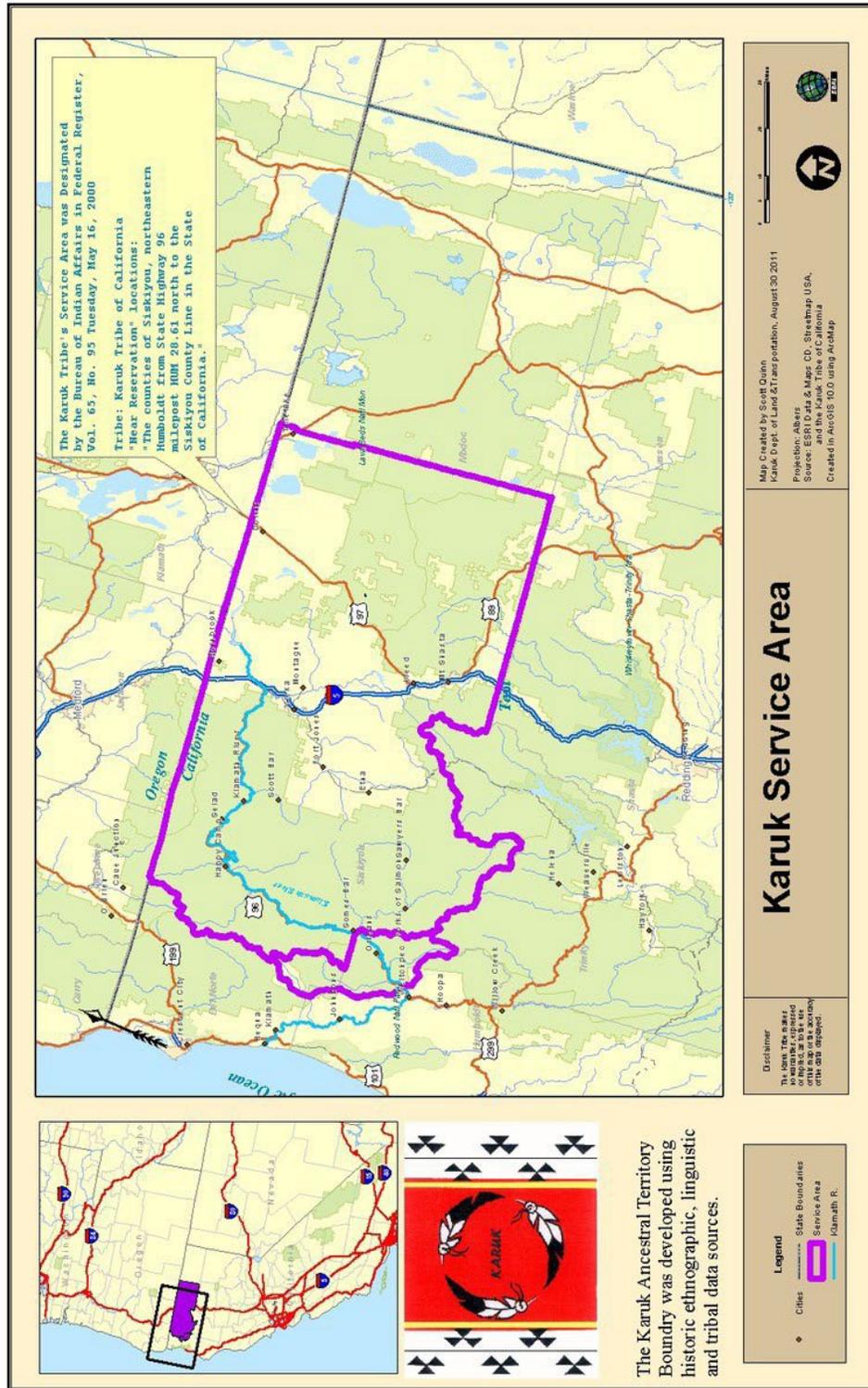
P. O. Box 1016,  
64236 Second Avenue,  
Happy Camp, CA 96039  
Telephone:  
(530) 493-1600

#### Maps

1. Karuk Aboriginal Territory
2. Karuk Service Area
3. Karuk AB52 (CEQA) Notification Area Map

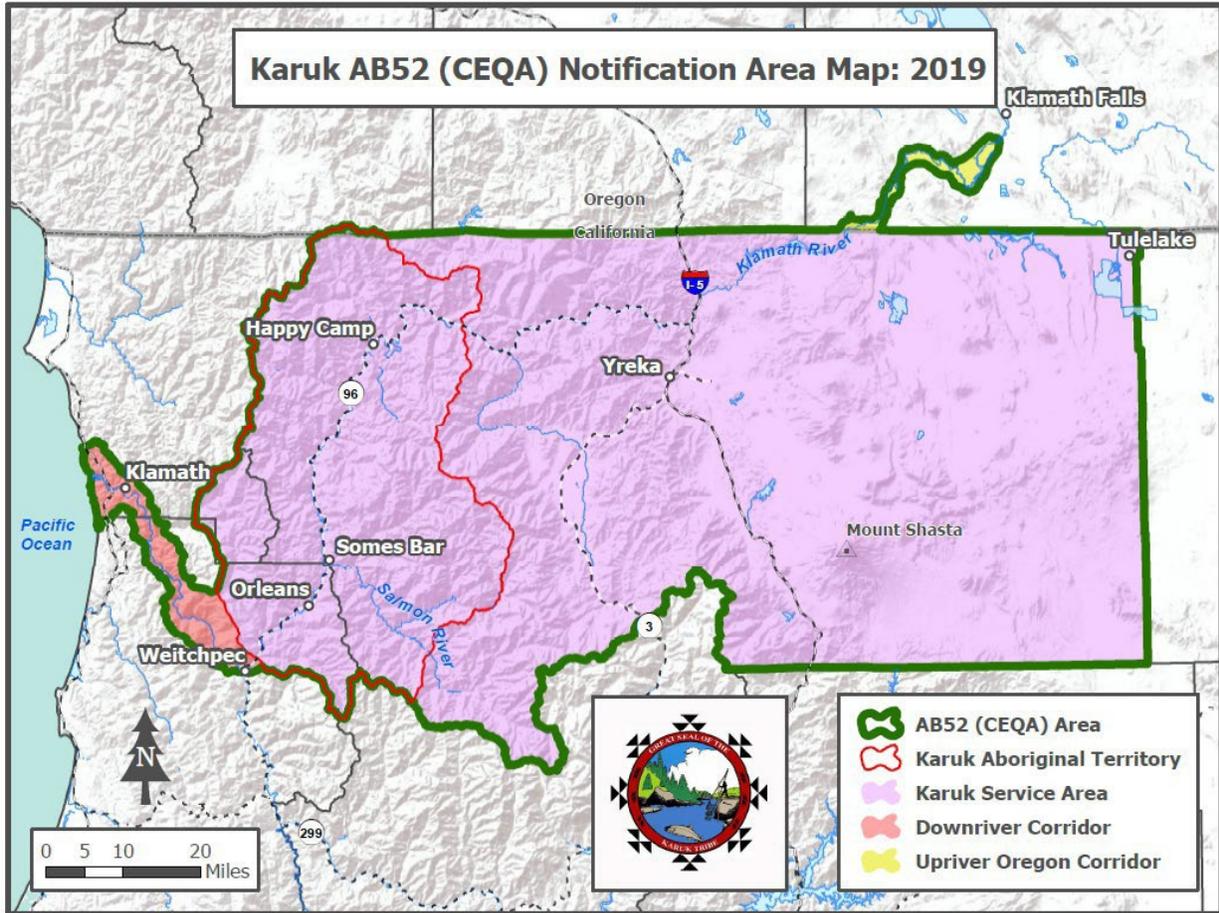
Karuk Aboriginal Territory





Karuk Service Map

Karuk AB52 (CEQA) Notification Area Map



## QUARTZ VALLEY RANCHERIA FACT SHEET

### **STATUS**

The original Quartz Valley Reservation was approximately 364 acres located in northwestern California, eight miles from Greenview, 10 miles from Fort Jones, 16 miles from Etna, and 30 miles from Yreka. The Scott River was three miles away. The original reservation was terminated in the 1960s, as a result of the House of Representatives and the Senate, Concurrent Resolution 108. "To end their status as wards of the United States." The tribe was reinstated on December 15, 1983 as a result of the class-action suit *Tillie Hardwick v. United States of America* and is still in the process of reacquiring land for the reservation.

### **LAND BASE**

Quartz Valley is a federal reservation of Upper- Klamath, Karuk, and Shasta Indians. Total area 174.02 acres, Tribally owned 7 acres, Planned purchase 142 acres, Federal trust 31.02 acres, Government 91 acres, Allotted 24.2 acres, Population 57, Tribal enrollment 150. Many tribal members live in or near the communities of Greenview, Fort Jones, and Etna in Siskiyou County, in northwestern California.

In addition the Tribe claims ancestral territories that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

### **TRIBAL GOVERNMENT**

After the *Tillie Hardwick v. United States of America* decision in 1983, which restored federal recognition to the tribe, the General Council of all adult tribal members elected an interim government. The present government has amended the 1939 constitution, written under the authority of the Indian Reorganization Act. The tribe governs itself through the General Council, headed by a Tribal Chairperson, a Vice-Chair, a Secretary, and a Treasurer. The current Tribal enrollment is approximately 225 members. Elections are held annually.

The tribe has a number of plans for economic development, but these depend on the acquisition of a suitable land base. The tribe is involved in a forestry operation that is contracted by the U.S. Forest Service for erosion control, rehabilitation of burnt areas, forest improvement, and surveys. The tribe employs approximately 25 people. The tribe owns and operates the Kee-Tutch Gift Shop in Etna.

Today the reservation provides services to the Indian people and to the Scott Valley community. Goals include education, health, cultural programs and housing.



Appendix D: Route Designations

**FEDERAL DESIGNATIONS**

**National Highway System (NHS)**

Added: 1995

Legislation: National Highway System Designation Act

The purpose of the NHS is to provide an integrated national highway system that serves both urban and rural America; to connect major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations; to meet national defense requirements; and to serve interstate and interregional travel.

**Strategic Highway Network (STRAHNET)**

Added: 1990

Legislation: Federal Defense Act

The purpose of STRAHNET is to provide a network of highways that are important to the United States strategic defense policy and provide defense access, continuity, and emergency capabilities for defense purposes.

**Surface Transportation Assistance Act (STAA) Network**

Added: 1982

Legislation: Surface Transportation Assistance Act (STAA)

The STAA Act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). The NN is comprised of the Interstate System plus the non-Interstate Federal-aid Primary System. "Larger trucks" includes (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle (KPRA) distance, (3) unlimited length for both vehicle combinations, and (4) widths up to 102 inches. STAA trucks are limited to the NN, Terminal Access Routes, and Service Access routes (STAA Network). For further information, regarding truck classifications, please see State Classifications-California Truck Route Classifications.

**National Network (Federal):** The National Network (NN) is primarily comprised of the National System of Interstate and Defense Highways, for example I-5. STAA trucks are allowed on the NN.

**Terminal Access (State, Local):** Terminal Access (TA) routes are portions of State Routes, or local roads, which can accommodate STAA trucks. TA allows STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

**Service Access (State, Local):** STAA trucks may exit the NN to access those highways that provide reasonable access to terminals and facilities for purposes limited to fuel, food, lodging, and repair, when that access is consistent with safe operation. The facility must be within one road mile of an exit from the NN and that exit must be identified by signage.

### **National Highway Freight Network**

Added: 2015

Legislation: Fixing America's Surface Transportation Act (FAST Act)

The Fixing America's Surface Transportation Act (FAST Act), signed into law December 4, 2015, repealed both the Primary Freight Network and National Freight Network from Moving Ahead for Progress in the 21st Century Act (MAP 21), and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system.

The National Highway Freight Network (NHFN) will be used to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN will include four subsystems of roadways: The Primary Highway Freight Network (PHFN), other interstate portions not on the PHFN, Critical Urban Corridors and Critical Rural Freight Corridors. These networks are currently under development and the designations are expected to be finalized by the end of 2017. After the initial designation, FHWA must redesignate the PHFS every five year, with up to three percent growth each time.

### **STATE CLASSIFICATIONS**

#### **State Highway System**

Added: 1964

Legislation: California Streets and Highways Code-Sections 300-635

The intent of the legislature was to identify a set of routes in the State Highway System that serve the state's heavily traveled rural and urban corridors, connect the communities and regions of the state, and support the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

*The Interregional Road System is a subset of the State Highway System.*

#### **Interregional Road System (IRRS):**

Added: 1989

Legislation: California Streets and Highways Code-Sections 163-164.2 (Transportation Blueprint for the Twenty-first Century)

The IRRS was conceived as part of a larger effort to address the critical transportation funding and development needs of the state. The legislation required the California

Department of Transportation to define IRRS routes and create an interregional road system plan. IRRS is a series of interregional state and highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreation areas, and urban and rural regions. In 1989 the IRRS plan identified 81 state highway routes, or portions of routes, that serve the interregional movement of people and goods. Most interstates were included in the system, and all major interregional routes (conventional, expressway and freeway). Six additional routes have been added to the system since that time by locally sponsored legislation, so there are currently 87 IRRS routes in statute.

*High Emphasis Routes are a subset of the IRRS.*

**High Emphasis Route:**

Added: 1990 IRRS Plan; 1998 Interregional Transportation Strategic Plan (ITSP)

Legislation: Not in Statute

Due to the large number of routes and capacity improvements needed on the IRRS, the 1990 IRRS Plan identified a subset of the 87 routes as being the most critical routes and identified them by the term "High Emphasis Routes." High Emphasis Routes are a priority for programming and construction. Originally, there were 13 routes listed as High Emphasis Routes in the 1990 IRRS Plan. The 1998 ITSP kept the original 13 High Emphasis routes and added an additional 21 routes to the category for a total of 34. In some cases, the High Emphasis routes in the ITSP are a series of joined portions of routes that constitute a major logical transportation corridor. An example of a High Emphasis Route corridor that is comprised of major portions of a primary route but also includes sub-portions of other routes is SR 36/SR 44/SR 299.

*Focus Routes are a subset of the High Emphasis Routes.*

**Focus Routes-Interregional Transportation Strategic Plan:**

Added: 1998 Interregional Transportation Strategic Plan (ITSP)

Legislation: Not in Statute

The term "Focus Route" is a phrase specific to the ITSP and represents a subset of the 34 High Emphasis Routes. The routes represent the 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards by 2020. Focus routes serve as a system of high-volume primary arteries to which lower volume and facility-standard state highway routes can connect for purposes of longer interregional trips and access into statewide gateways. All Focus Routes are on the NHS, Freeway and Expressway System (F & E), and are STAA Truck or Truck Terminal Routes. As an example, the SR 36/SR 44/SR 299 corridor is also designated as a Focus Route.

**Strategic Interregional Corridors:**

Added: 2015 Interregional Transportation Strategic Plan (ITSP)

Legislation: Not in statute

The term Strategic Interregional Corridor is a phrase specific to the 2015 ITSP which identifies 11 strategic interregional corridors as the most significant in California for interregional travel. The vision and objectives in the 2015 ITSP are significantly different than the objectives of the 1998 ITSP. While the 1998 ITSP objective focused on connecting all urban, urbanizing, and high-growth areas to the trunk system at expressway or freeway standards, the 2015 ITSP focused on improving the interregional movement of people and freight in a safe and sustainable manner that supports the economy.

### **Freeway and Expressway System (F & E)**

Added: Statues of 1959

Legislation: California Streets and Highways Code-Sections 253.1-253.8

The statewide system of highways declared by the Legislature to be essential to the future development of California.

### **California Truck Route Classifications**

Added: AB 66 (1983) and SB 2322 (1986)

Legislation: California Vehicle Code-Sections 35400-35414

“California Legal” trucks can use the STAA Network and California Legal routes. The route classifications are listed below and see additional STAA designations under “Federal Designations.”

**California Legal (State):** California Legal routes are State Routes that allow California Legal-size trucks. STAA trucks are not allowed on these routes because of limiting geometrics, such as sharp curves and/or lack of turn-around space.

**California Legal-Advisory (State):** California law allows regulatory prohibition of a 38-foot KPRA or greater where posted in black-on-white. However, many California legal routes cannot safely accommodate California Legal-size trucks with a KPRA less than 38 feet, due to limiting geometrics such as sharp turns and limited highway width. Although California Legal trucks may travel on these segments, the driver is legally responsible for unsafe off-tracking (crossing the centerline or driving on shoulders and sidewalks).

**Restricted (Federal, State, Local):** Some route segments have restrictions on certain truck or loads, such as gross weight, number of axles or hauling of flammable materials or explosives. Restrictions on federal or state routes are listed on the Caltrans Truck Route List.

### **California Freight Mobility Plan 2015:**

The California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) developed the California Freight Mobility Plan (CFMP) to comply with provisions of the federal Moving Ahead for Progress in the 21st Century Act

(MAP-21), which encouraged each state to develop a freight plan. Additionally, California Assembly Bill 14 (Lowenthal, 2013) requires a comprehensive freight plan that informs the immediate and long-range planning activities and capital investments of the state consistent with Map-21. The primary purpose of the plan was to identify freight routes and transportation facilities that are critical to California's economic growth and that are of high priority for investment to meet federal and state transportation and air quality goals.

The California Freight Mobility Plan (CFMP) established three tiers of major freight routes to help prioritize freight investments. Tier 1 is the highest priority, Tier 2 second highest, and Tier 3 third highest. All three tiers are of higher priority for freight funding than the much larger balance of the transportation system. It is expected that the preponderance of freight funding will be applied to projects along Tier 1 network segments and the gateways, hubs, and last mile connectors they serve.

*Tier designated routes within District 2 include:*

Tier 2 - Interstate 5

Tier 3 - SRs 44, 99, and portions of SRs 89 and 299

## **SCENIC DESIGNATIONS**

### **America's Byways:**

The National Scenic Byways Program was established by Congress in 1991 and is part of the U.S. Department of Transportation, Federal Highway Administration. The program was created to preserve and protect the nation's scenic byways, while also promoting tourism and economic development. Participation in the program is voluntary and may encompass any public road or highway. The program emphasizes local involvement.

Under the program, the U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on their archeological, cultural, historic, natural, recreational, and scenic qualities. "America's Byways" is a term used for this distinctive collection of National Scenic Byways and All-American Roads. (Source: FHWA Press Release 27-02, dated June 13, 2002.)

### **National Scenic Byways (NSB):**

To be designated as an NSB, a road must possess at least one of the six intrinsic qualities noted above, and also be regionally significant. These roads are often the "roads less traveled."

### **All-American Roads:**

To be designated as an All-American Road, a road must possess multiple intrinsic qualities that are nationally significant and have one-of-a-kind features that do not exist elsewhere. The road or highway must also be considered a "destination unto itself." That is, the road must provide an exceptional traveling experience so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

**National Forest Scenic Byways:**

National forest scenic byways connect the public to destinations and special places within our public lands. These designated roads traverse some of our country's most unique landscapes, noteworthy for their scenery as well as their natural and cultural resources. They provide access to attractions such as hiking trails, overlooks, historic sites, waterfalls, wilderness areas, and wild and scenic rivers. Such routes which traverse National Forest System lands can be designated as national forest scenic byways by the USDA Forest Service Chief.

**Blue Star Memorial Highway:**

Each legislative session produces a number of Senate and Assembly resolutions proposing to name state highway segments or structures in honor of some individual, group, or historical event. Highway System Engineering Branch publishes the document, "Named Freeways, Highways, Structures and Other Appurtenances in California" as an official record of these legislative proposed names.

Appendix E: Truck Information

Truck Legend

## TRUCK MAP LEGEND

### TRUCK LENGTHS & ROUTES

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION



Click here for the [Truck Network Map](#)

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**CALIFORNIA LEGAL ROUTES** California Legal trucks (black trucks) can travel on STAA routes (green and blue routes), CA Legal routes (black routes), and Advisory routes (yellow routes). CA Legal trucks have access to the entire State highway system except where prohibited (some red routes).





**California Legal Truck Tractor - Semitrailer**  
 Semitrailer length : no limit  
 KPRA\* : 40 feet maximum for two or more axles,  
 38 feet maximum for single-axle trailers  
 Overall length : 65 feet maximum \*(KPRA = kingpin-to-rear-axle)

**California Legal Truck Tractor - Semitrailer - Trailer (Doubles)**  
**Option A**  
 Trailer length : 28 feet 6 inches maximum (each trailer)  
 Overall length : 75 feet maximum  
**Option B**  
 Trailer length : one trailer 28 feet 6 inches maximum  
 other trailer may be longer than 28 feet 6 inches  
 Overall length : 65 feet maximum

CA LEGAL ADVISORY ROUTES - CA Legal trucks only; however, **travel not advised** if KPRA length is over posted value. KPRA advisories range from 30 to 38 feet.

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**STAA ROUTES** The STAA Network allows the "interstate" STAA trucks which are the green trucks shown below. The STAA Network consists of the National Network (green routes, primarily interstates) and Terminal Access routes (blue, primarily State routes). ("STAA" = federal Surface Transportation Assistance Act of 1982.)

(Click here for the [Truck Network Map](#).)





**Interstate "STAA" Truck Tractor - Semitrailer**  
 Semitrailer length : 48 feet maximum  
 KPRA\* : no limit  
 Overall length : no limit \*(KPRA = kingpin-to-rear-axle)

Semitrailer length : over 48 feet up to 53 feet maximum  
 KPRA : 40 feet maximum for two or more axles,  
 38 feet maximum for single-axle trailers  
 Overall length : no limit

**Interstate "STAA" Truck Tractor - Semitrailer - Trailer (Doubles)**  
 Trailer length : 28 feet 6 inches maximum (each trailer)  
 Overall length : no limit



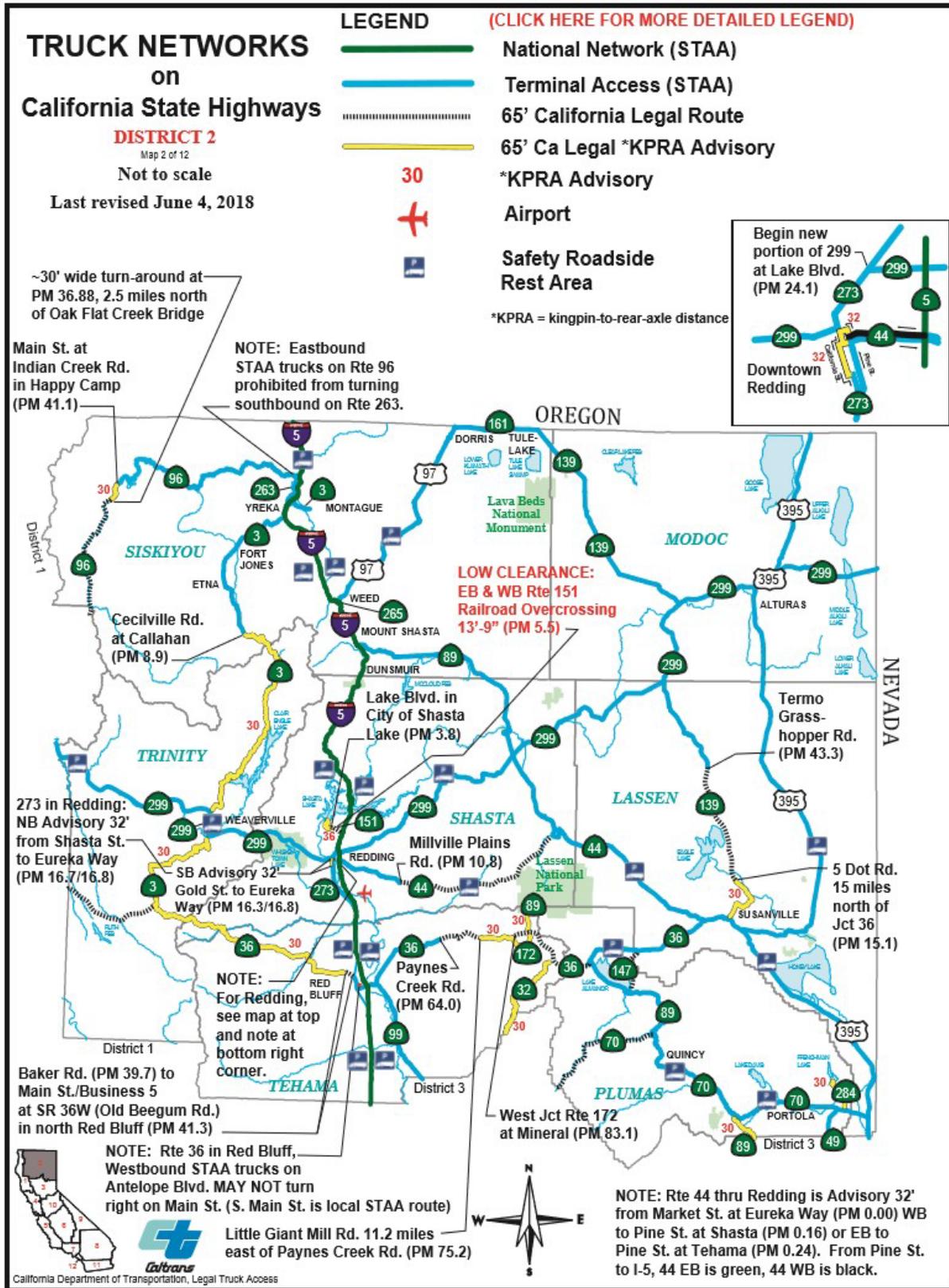

Terminal Access - Interstate "STAA" trucks may travel on State highways that exhibit this sign.

Service Access - Interstate "STAA" trucks may travel up to one road mile from the off ramp to obtain services (food, fuel, lodging, repairs), provided the route displays this sign.

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**SPECIAL RESTRICTIONS** - Route restricted for vehicle length or weight, cargo type, or number of axles. Click here for the list of [Special Route Restrictions](#).

Truck Network Map



Appendix F: Recreational Sites along SR 3

**Table 13 : Recreational Sites Located near SR 3**

County	Campground Name	Location
Trinity	East Weaver Campground	Off East Weaver Creek Rd (PM 32.64)
	Rush Creek Vista	Around postmile 37.95
	Rush Creek Campground	Off Rush Creek Camp Rd/ Forest Route 34N97 (PM 39.46)
	Tannery Gulch Campground	Off Tannery Gulch Rd (PM 42.56)
	Tanbark Picnic Area	Around postmile 43.08
	Stuart Fork Public Boat Ramp	Around postmile 43.81
	Trinity Alps Resort	Off Trinity Alps Rd (PM 44.01)
	Stoney Point Campground	At postmile 44.33
	Stoney Ridge Trailhead	Off Stonewall Pass (PM 44.58)
	Stoney Creek Swim Area	At postmile 44.80
	Stoney Creek Group Campground	At postmile 44.89
	Pinewood Cove Resort & Marina	At postmile 45.08
	Fawn Campground	At postmile 45.44
	Trinity Lake Resort	Off Cedar Stock Rd (PM 46.01)
	Minersville Campground	Off Granite Peak Rd (PM 47.27)
	Minersville Boat Ramp	Off Granite Peak Rd (PM 47.27)
	Bushytail Campground	Off Granite Peak Rd (PM 47.27)
	Clark Spring Campground	Off Rainer Rd (PM 47.71)
	Clark Springs Beach, Boat Ramp, Picnic Area	Off Rainer Rd (PM 47.71)
	Hayward Flat Campground	Off Hayward Flat Rd (PM 50.59)
	Bowerman Boat Ramp	Off Guy Covington DR (PM 53.65)
	Alpine View Campground	Off Guy Covington DR (PM 53.65)
	Trinity Center Boat Ramp	Off Airport Rd (PM 59.95)
	Preacher Meadow Campground	At postmile 58.29
	Trinity Lake KOA	At postmile 60.67
	Enright Gulch Cabins	Off Enright Gulch Rd (PM 65.11)
	Banaza King Resort	Off Coffee Creek Rd (PM 67.89)
	Coffee Creek Campground and RV Park	Off Coffee Creek Rd (PM 67.89)
	Trinity River Campground	At postmile 69.56
	Ripple Creek Cabins	Off Eagle Creek Loop (PM 70.33)
Eagle Creek Campground	Off Eagle creek Loop (PM 72.24)	
Sunflower Cabins	Off Bear Creek Loop (PM 78.22)	
Scott Mountain Campground	On Scott Mountain Summit	
There are no campgrounds in Siskiyou County along SR 3.		

## Appendix G: Capacity Analysis and Level of Service

### Methodology:

The standard reference in highway capacity analysis is the **Highway Capacity Manual (HCM)** prepared by the Transportation Research Board (National Research Council, Washington, D.C.). The Highway Capacity Manual is a collection of the state-of-the-art techniques for estimating the capacity and determining the level of service for transportation facilities. It represents a systematic and consistent basis for evaluating transportation facilities with procedures that are applicable nation-wide.

### Capacity Analysis:

The set of procedures and methodologies used for estimating the traffic-carrying ability of various transportation facilities is broadly referred to as capacity analysis. ***A principal objective of capacity analysis is to estimate the number of vehicles that a facility can accommodate during a specified period of time. Capacity analysis is also used to estimate the maximum amount of traffic that a facility can accommodate while maintaining a prescribed level of operation.*** Common outputs of capacity analysis are estimates of the quality of operation (level of service) for a given facility.

### Capacity:

***The capacity of a facility is the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or uniform section of lane or roadway during a given time period under prevailing roadway, traffic and control conditions.*** It represents the flow rate that can be achieved during peak periods of demand. Capacity is affected by a number of factors such as lane and shoulder widths, density of access points, interchange spacing, grade, and types of vehicles in the traffic stream. Capacity values are determined differently by mode (auto, bus, pedestrian, bicycle) and by facility (freeway, highway, urban street, intersection, etc.).

### Level of Service:

***Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.*** Six LOS are defined for each type of facility analyzed. Letters designate each level, from "A" to "F", with LOS "A" representing the best operating conditions and LOS "F" the worst.

### Methodologies:

The HCM contains analytical methodologies for the following situations: urban streets, signalized intersections, unsignalized intersections, pedestrians, bicycles, two-lane highways, multilane highways, freeway facilities, basic freeway segments, freeway weaving, ramps, interchanges and transit. *Capacity and level of service is determined differently for each facility type, so direct comparisons across facility types should not be made.*

### Two-Lane Highway Methodology – Chapter 15, HCM 2010:

A two-lane highway is an undivided roadway with two lanes, one for use by traffic in each direction. On a two-lane undivided highway, traffic flow is affected by a number of factors, including geometric conditions (curvature, lane widths, shoulder widths, etc.), sight distance and grade. Traffic flow in one direction is also influenced by traffic flow in the other direction. Travel speeds fall, and time spent following other vehicles rises as volumes increase and traffic in the opposing direction reduces opportunities to pass.

***The performance measures used to determine level of service for two-lane highways are percent time spent following, average travel speed and percent of free-flow speed.*** Percent time spent following is

the average percentage of travel time that vehicles must travel in platoons behind slower vehicles due to the inability to pass. Average travel speed is the average of the travel time of all vehicles over a designated interval. Percent of free-flow speed is the ratio of average travel speed to free flow speed (approximately equal to posted speed) over a designated interval.

For purposes of analysis, two-lane highways are divided into three classes based on the primary type of use and driver expectations:

**Class I –**

These are two-lane highways on which motorists expect to travel at relatively high speeds. Two-lane highways that are major inter-city routes, primary arterials connecting major traffic generators, or primary links in state or national highway networks generally are assigned to Class I.

**Class II –**

These are two-lane highways on which maintaining high travel speeds are not necessarily the most important objective of motorists. Two-lane highways that serve as scenic or recreational routes, are not primary arterials, or pass through rugged terrain generally are assigned to Class II.

**Class III –**

Class III is applicable in situations where a two-lane highway passes through a small town, recreational area or other location with posted speed limits less than 55 mph. In these situations, motorists primarily want to proceed at a reasonable speed and generally do not expect to have an opportunity to pass.

LOS for Class I highways is defined in terms of both Percent Time Spent Following (PTSF) and Average Travel Speed (ATS). For Class II facilities, the LOS is defined only in terms of Percent Time Spent Following (PTSF). The LOS on Class III segments is defined in terms of Percent of Free-Flow Speed (PFFS). The tables below provide the criteria (break-points) for level of service for each facility type.

<b>Table 14: Level of Service Criteria for Two-Lane Highways in Class I</b>		
<b>LOS</b>	<b>Percent Time Spent Following</b>	<b>Average Travel Speed (mi/h)</b>
<b>A</b>	< 35	> 55
<b>B</b>	> 35-50	> 50-55
<b>C</b>	> 50-65	> 45 –50
<b>D</b>	> 65-80	> 40-45
<b>E</b>	> 80	< 40
<b>F</b>	Vehicle flow rate exceeds capacity	

<b>Table 15: Level of Service Criteria for Two-Lane Highways in Class II</b>	
<b>LOS</b>	<b>Percent Time Spent Following</b>
<b>A</b>	< 40
<b>B</b>	> 40-55
<b>C</b>	> 55-70
<b>D</b>	> 70-85
<b>E</b>	> 85
<b>F</b>	Vehicle flow rate exceeds capacity

<b>Table 16: Level of Service Criteria for Two-Lane Highways in Class III</b>	
<b>LOS</b>	<b>Percent of Free-Flow Speed</b>
<b>A</b>	> .92
<b>B</b>	> .83-.92
<b>C</b>	> .75-.83
<b>D</b>	> .67-.75
<b>E</b>	< .67
<b>F</b>	Vehicle flow rate exceeds capacity

Source: Highway Capacity Manual 2010.

#### Appendix H: Additional Trinity Lake Information

In 1958, the Central Valley Project, which took the water from Trinity River and direct it into California's Central Valley. This project led to the construction of Trinity Dam and relocated and improved portions of Route 1089 (current SR 3) from Weaverville to Etna on the western side of Trinity Lake; Trinity Dam was finished in 1961. After Trinity Dam was built, Trinity Lake was renamed to Clair Engle Lake after the late Clair Engle, a U.S. Senator who was full of life in water policy and was influential in the erection of the Dam. The name was changed back to its initial name, Trinity Lake in 1997 to better mirror its location.

Although the Trinity Dam was built in 1961, there were communities that have been around since the gold rush area in the 1840s; when the Trinity Dam was built, many of the local communities were not in support; for example, the old Trinity Center is location where the Trinity Lake is now. Trinity Center was moved and is located near the northern area of the lake; Weaverville, Lewiston and other communities are located near the lake.

Trinity Lake is fed by numerous forks of the Trinity River and stores water for the Central Valley Project, which provides water for irrigation to the Central Valley and hydroelectric power to the local area. Trinity Lake is 2,370 ft above mean sea level (msl) with a capacity of 2,447,650-acre ft, making it the third largest reservoir in the State of California.

Today, the lake is a high recreational and tourism attraction center, especially during the summer months. Most of Trinity Lake is located in the Shasta-Trinity National Forest; the Whiskeytown-Shasta-Trinity National Recreational Area provides campgrounds, Trinity Alpines, resorts, lake activities, such as boating and fishing, and more.

Appendix I: Route Inventory

<b>Table 17: Bridges</b>					
<b>County</b>	<b>Post Mile</b>	<b>Bridge Number</b>	<b>Structure Name</b>	<b>Year Built</b>	<b>Year Widened or Extended</b>
Trinity	L003.84	05 0061	Salt Creek	1948	1969
	000.54	05 0042	Dobbins Gulch	1959	
	006.52	05 0088	Hayfork Creek	2006	
	009.24	05 0022	Big Creek	1938	
	013.96	05 0035	Carr Creek	1968	
	025.55	05 0036	Little Creek	1955	
	R026.30	05 0037	Browns Creek	1973	
	029.74	05 0041	Reading Creek	1968	
	038.73	05 0054	Rush Creek	2000	
	043.93	05 0055	Stuart Fork	1960	
	048.53	05 0056	Mule Creek	1960	
	049.71	05 0078	Diener Mine Viaduct	1986	
	053.69	05 0087	East Fork Stuart Fork Creek	2008	
	060.03	05 0059	Swift Creek	1957	
	067.70	05 0060	Coffee Creek	1962	
	067.98	05 0033	Coffee Creek Overflow	1968	
	068.50	05 0028	Trinity River	1968	2012
	068.95	05 0029	Scorpion Creek	1968	
	069.63	05 0032	Trinity River	1968	
	070.70	05 0089	Minnehaha Creek	2012	
	070.92	05 0047	Trinity River	1969	
	073.47	05 0049	Ramshorn Creek	1969	
	074.12	05 0050	Trinity River	1969	
	075.82	05 0062	Trinity River	1971	
	077.17	05 0063	Graves Creek	1971	
	077.93	05 0027	Sunflower Creek	1971	
078.11	05 0064	Trinity River	1971		
079.39	05 0065	Tangle Blue Creek	1971		
T080.67	05 0068	Scott Mountain Creek	1982		
T081.23	05 0069	Scott Mountain Creek	1982		
Siskiyou	006.82	02 0183	Mill Creek	1970	
	006.90	02 0184	East Fork Scott River	1968	
	008.66	02 0185	East Fork Scott River	1968	
	008.89	02 0165	South Fork Scott River	1958	1992
	009.75	02 0166	Wildcat Creek	1992	
	11.29	02 0167	Sugar Creek	1958	
	016.87	02 0168	French Creek	1959	1992
	020.44	02 0169	Etna Creek	1959	1992
	024.26	02 0038	Patterson Creek	1962	
	027.09	02 0052	Kidder Creek	1956	1986
	031.23	02 0056	Kidder Creek	1956	1986
	031.68	02 0057	Scott River	1956	1986
	038.26	02 0042	Moffett Creek	1956	
	L049.99	02 0151	Yreka Creek	1970	
	R047.38	02 0150L	North Yreka Separation	1970	
	R047.38	02 0150R	North Yreka Separation	1970	

	051.76	02 0044	Shasta River	1959	1993
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<b>Table 18: Chain Control</b>			
<b>County &amp; Route</b>	<b>Chain Sign #</b>	<b>P.M.</b>	<b>Location</b>
TRI - 3	1-N	14	7 Miles North of Hayfork
TRI - 3	2-N	16.3	9 Miles North of Hayfork
TRI - 3	*	18.6	Hayfork Mountain (3,654 ft.)
TRI - 3	3-S	22.5	8 Miles South of Douglas City
TRI - 3	4-S	26.1	5 Miles South of Douglas City
TRI - 3	5-S	29.8	1 Mile South of Douglas City
TRI - 3	6-N	31.9	1 Mile North of Weaverville (Watch Sign Only)
TRI - 3	7-S	38.6	7 Miles North of Weaverville (Watch Sign Only)
TRI - 3	8-N	38.7	7 Miles North of Weaverville (Watch Sign Only)
TRI - 3	9-S	59.7	Trinity Center (Watch Sign Only)
TRI - 3	10-N	60.1	1 Mile North of Trinity Center (Watch Sign Only)
TRI - 3	11-N	70.4	11 miles north of Trinity Center
TRI - 3	*	85.1	Scott Mountain (5,052 ft.)
SIS - 3	12-N	38.3	6 miles north of Fort Jones
SIS - 3	12A-S	6.5	3.3 miles south of Callahan

<b>Table 19: Passing and Truck Climbing Lanes</b>			
<b>Beginning Post Mile</b>	<b>End Post Mile</b>	<b>Location Description</b>	<b>Direction</b>
TRI 15.91	TRI 16.25	Near Victoria Ln	NB
TRI 17.62	TRI 17.89	West of Summit Creek Rd	NB
TRI 21.33	TRI 21.60	North of Jordan Rd	SB
TRI 23.48	TRI 23.76	North of Jordan Rd	SB
SIS 41.35	SIS 41.66	West of Soap Creek Ridge Rd	NB
SIS 41.60	SIS 41.91	West of Soap Creek Ridge Rd	SB
SIS 42.99	SIS 43.37	Forest Mountain Summit	SB

<b>Table 20: Maintenance Stations</b>					
<b>County</b>	<b>Post Mile</b>	<b>Number</b>	<b>Location</b>	<b>Facility</b>	<b>Station Telephone Number</b>
TRI	6.20	563	Hayfork	HMS, S/SS	(530) 628-5249
TRI	59.50	558	Trinity Center	HMS, S/SS	(530) 266-3413
SIS	47.40	486	Yreka	AS, HMS, LSMS, S/SS	(530) 842-2723
<b>AS</b> - Area Superintendent <b>HMS</b> - Highway Maintenance Station <b>LSMS</b> - Landscape Maintenance Station <b>S/SS</b> - Sand / Salt Storage					

**Table 21: ITS Elements**

County	Post Mile	Location	Type	Status	Notes
TRI	10.40	North of SR36-SR3	HAR FLASHER	Possible	Flasher FNBT and FSBT
TRI	18.67	Hayfork Summit	CCTV	Possible	
TRI	18.67	Hayfork Summit	RWIS	Possible	
TRI	30.30	Douglas City	CMS	Possible	FNBT - Model 510
TRI	30.50	Douglas City	CMS	Possible	FSBT - Model 510
TRI	31.74	5 Cent Gulch Road	HAR FLASHER	Existing	Flasher FNBT and FSBT - Upgrade w/BBS
TRI	83.00	Scott Mountain Summit	CCTV	Possible	Common Winter Closure
TRI	83.00	Scott Mountain Summit	RWIS	Possible	
SIS	19.70	Etna	CMS	Possible	FSBT - Model 510 – for Scott Mountain Closures
SIS	41.69	Forest Mt. Area	CCTV	Possible	Dave Guinea, Siskiyou Telephone 530-467-6107 - No nearby utilities
SIS	41.69	Forest Mt. Area	RWIS	Possible	Dave Guinea, Siskiyou Telephone 530-467-6107 - No nearby utilities

**CCTV** – Closed Circuit Television  
**CMS** - Changeable Message Sign  
**FNBT**- Facing northbound traffic  
**FSBT**- Facing southbound traffic  
**HAR**- Highway advisory radio  
**RWIS** - Roadway Weather Information System

**Table 22: Vista Points**

County	Route	Post Mile	Location
Trinity	3	37.93	South side of Clair Engle Lake
Trinity	3	62.80	North side of Clair Engle Lake

Appendix J: SR 3 Turnout Study

State Route 3 Turnout Study  
Weaverville to Coffee Creek

TRI 3 PM 30.86 – 67.89

May 2012

Prepared by: Caltrans, District 2, Office of System Planning  
In cooperation with the Trinity County Transportation  
Commission

Study  
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## Table of Contents

1. Introduction and Purpose
2. Study Approach
3. Site Evaluations
4. Study

## Recommendations

## Attachments:

- A. Study Area Map
- B. Site Data Sheets

### Northbound Locations

1. NB 1 PM 33.55
2. NB 2 PM 34.60
3. NB 3 PM 39.95
4. NB 4 PM 40.15
5. NB 5 PM 41.90
6. NB 6 PM 47.85
7. NB 7 PM 48.05
8. NB 8 PM 48.60
9. NB 9 PM 49.50
10. NB 10 PM 53.00
11. NB 11 PM 63.70
12. NB 12 PM 64.85

### Southbound Locations

1. SB 1 PM 59.85
2. SB 2 PM 52.65
3. SB 3 PM 49.45
4. SB 4 PM 43.30
5. SB 5 PM 42.55
6. SB 6 PM 40.40

## Introduction and Purpose

This study evaluates potential opportunities to develop improved (paved) turnouts on State Route (SR) 3 in Trinity County between the communities of Weaverville and Coffee Creek, Post Miles (PM) 30.86 to

67.89 (see Attachment A). Members of the public and elected officials expressed interest in developing turnouts along this section of highway during development of both the Trinity County Regional Transportation Plan and the State Route 3 Corridor Plan .

Current opportunities for slow-moving vehicles to pull out of traffic to allow passing are limited to dirt or graveled areas and a few paved locations (such as vista points), none of which are identified or signed as turnouts. Local residents have noted that drivers from out of the area often do not know these areas exist or are reluctant to use the locations that are not paved. Striping for passing is limited within the study area and there are no passing lanes or truck climbing lanes. The posted speed limit for most of the highway within the study area is 55 mph, however, highway alignment and/or grade result in lower speeds in some areas.

The highway within the study limits is located within mountainous terrain and generally curvilinear in alignment. The majority of the highway is located within the Shasta Trinity National Forest. Numerous recreational attractions can be accessed from SR 3, including: Shasta Trinity National Forest; Lewiston Lake; Trinity Lake; Trinity Alps Wilderness Area; Pacific Crest Trail, and; many public and private trails, marinas and camping areas. Recreational vehicles and vehicles pulling boats or trailers are common.

Goods movement along the route consists primarily of timber, aggregates, and parcel delivery. The Annual Average Daily Traffic (AADT) within the study limits ranges from 200 to 1250, with volumes decreasing as you travel north out of Weaverville. Summer volumes are about 25 percent higher and truck volumes are about 10% of AADT.

## Study Approach

On October 27, 2011, staff from Caltrans District 2 and the Trinity County Transportation Commission met to discuss preparation of a turnout study for SR 3. Staff agreed that District 2 would take the lead on the study, with the desired outcome to be a list of locations that could feasibly be developed into paved turnouts. The determination of "feasibility" would be based on criteria established by the study team and would include factors such as potential benefit to traffic operations, opportunity for limited earth work, and cost effectiveness.

In November 2011, District 2 Maintenance and System Planning staff conducted a series of field reviews of SR 3 between Weaverville and Coffee Creek. The purpose was to identify:

- Existing paved areas (such as vista points) that may serve as turnouts.
- Unpaved locations that currently show signs of being utilized as turnouts.
- Unpaved locations that do not show signs of being utilized as turnouts but

appear to have sufficient existing length and width to meet the criteria established for turnouts in the Highway Design Manual (HDM).

The list of eighteen possible turnout locations identified can be seen on Attachment A. Of the eighteen, twelve are northbound and six are southbound.

A variety of details specific to each unpaved location were collected and/or estimated during the field review, including: Post Mile, approximate width, approximate length, sight distance, approximate grade, proximity to a curve, posted speed limit, and opportunity for passing. For some items (such as Post Mile limits and length) the field estimates were refined with Department data resources including the photolog and the Digital Highway Inventory Photography Program (DHIPP). This information (along with photographs and additional observations) has been incorporated into a Site Data Sheet (SDS) for each of the eighteen unpaved locations (see Attachment B).

### Site Evaluations

Each location was first evaluated for its potential benefit and feasibility based on the information found on page one of the SDS and the guidance in Section 204.5(4) of the HDM. Each location was then evaluated in relation to any other nearby locations. Finally, the overall spacing and benefit to corridor mobility were considered. Based on this assessment, each location was ranked “High”, “Medium”, or “Low” regarding value for improvement. The evaluations are found on the second page of each SDS in Attachment B.

### Study Recommendations

- Of the twelve potential NB turnouts, the following five ranked high are being recommended for improvement:
  - NB 2B, PM 34.70
  - NB 3, 39.95
  - NB 8, 48.60
  - NB 10, 53.00
  - NB 11, 63.70
- Of the six SB potential turnouts, the following three ranked high are being recommended for improvement:
  - SB 1, 59.85
  - SB 3, 49.45
  - SB 4, 43.30

Each of the recommended locations is between five and ten miles apart, which is an efficient spacing of opportunities to maintain mobility along the entire corridor. The recommended locations also offer the fewest constraints and therefore should prove to be the most cost effective to develop. The six locations ranked medium would not provide as much initial value for the corridor, but may be appropriate to consider pursuing at some point in the future.

Attachment A

## Study Area Map



# CALIFORNIA STATE ROUTE 3

## SR3 Potential Turn Out Opportunities

### Northbound

- 1 TRI PM 33.55
- 2 TRI PM 34.60
- 3 TRI PM 39.95
- 4 TRI PM 40.15
- 5 TRI PM 41.90
- 6 TRI PM 47.85
- 7 TRI PM 48.05
- 8 TRI PM 48.60
- 9 TRI PM 49.50
- 10 TRI PM 53.00
- 11 TRI PM 63.70
- 12 TRI PM 64.85

### Southbound

- 1 TRI PM 59.85
- 2 TRI PM 52.65
- 3 TRI PM 49.45
- 4 TRI PM 43.30
- 5 TRI PM 42.55
- 6 TRI PM 40.40

### Campgrounds, Vista Points and Picnic Areas

- A TRI PM 37.90  
Vista Point at Rush Creek Rd
- B TRI PM 39.44  
Rush Creek Campground
- C TRI PM 42.55  
Tannery Gulch Campground
- D TRI PM 43.08  
Tanbark Day Use Picnic Area
- E TRI PM 44.33  
Stoney Point Campground
- F TRI PM 45.45  
Fawn Campground
- G TRI PM 50.60  
Hayward Flat Campground
- H TRI PM 58.29  
Preacher Meadow Campground
- I TRI PM 62.80  
North Shore Vista Point

• Locations with red dot are existing paved areas



Attachment B

## Site Data Sheets

## Key to Site Data Sheets

### Acronyms used include:

SDS – Site Data  
Sheet NB –  
Northbound

SB -  
Southbound  
PM – Post Mile

ETW – Edge of travel way

USFS –United States Forest  
Service MPH – Miles per hour

The following categories of information are found on the Site Data Sheets (SDS):

Location – There are a total of 18 potential locations (twelve northbound, six southbound) identified for development as turnouts. Each location is designated as northbound (NB 1-12) or southbound (SB 1-6). The locations are numbered by ascending Post Mile (for NB) or descending Post Mile (for SB). The study area map in Attachment A depicts each location by corresponding number.

Rank – Each location has been given a rank of “high”, “medium” or “low” for consideration of improvement. The rank is based on the categories of information provided on page 1 of the SDS as well as the evaluation found on page 2. Further information regarding ranking and the evaluation process is included in the Site Evaluations section of this study.

Approximate Starting PM – This is the approximate beginning Post Mile (to within .05 mile) for each location as shown on the Caltrans Photolog.

Approximate Width – The approximate width (in feet) of the location as measured from the ETW. The value presented is either at the midpoint of the location if the width is fairly consistent or a range if the width varies. Measurement was taken in the field using a measurement wheel.

Approximate Length – The approximate length (in feet) for which the identified width is available. This is an estimate of the maximum length that could be achieved without having to undertake earthwork (cut and/or fill). It does not include areas needed for tapers.

Site Distance– Estimate of availability of required stopping sight distance (SSD) for drivers approaching the potential turn out location. Each location is rated as: “appears to be available” (location appears to meet SSD standard), “potentially

available" (location may meet SSD standard with only minor work on approach – such as tree trimming/removal) or "may not be available" (location may not currently meet SSD standard and will likely require substantial work at approach for it to do so).

The following were used in making the estimates:

- Minimum required distance of 500 feet for 55 mph speed.
- Distance is estimated from end of location (last point at which a vehicle could reenter the through travel lane from the turnout) to the point at which a driver approaching the turnout could first see the end of the location.
- Vertical curvature of the highway is minimal at the study locations and therefore has no affect on required sight distance.

Curve – Indicates horizontal curvature of highway for both the entry and the exit of the location. Curve is categorized as "none" (no or slight curve), "yes" (curve with no speed advisory) or "yes – warning X mph" (curve with posted speed advisory).

Approximate Grade – Estimate of the roadway grade at the location taken by using a field level. The ranges used are: 0-2%, 3-5% and 6+%. "Uphill" or "downhill" for the subject direction of travel is also designated.

Passing – Indicates proximity to striping that allows for passing. Passing is categorized as "not allowed in either direction" (no striping for passing in either direction of travel) or "yes" (passing allowed, with direction and PM limits per the Photolog).

Current Surface – Identifies current surface of location as "dirt", "gravel", or "asphalt". For many locations, two or more surface types exist.

Comments - This section lists other factors relevant to evaluation of suitability for development as a turn out (such as need for cut and/or fill, utility poles, road/driveway connections, etc.).

Evaluation of Potential Turnouts – The top section illustrates the rank given to the individual site with details to support the rank. The bottom section discusses value and benefit of the site in relation to the section and overall corridor. The evaluation is found on the second page of each SDS

## Northbound Site Data Sheets

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 1</b>	<b>PM 33.55</b>	<b>Rank: Medium</b>
Approximate Width	35'		Approximate Length: 200'
Curve	Entry: yes		Exit: no
Sight Distance	May not be available		
Approximate Grade	0 – 2 % uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt, gravel		
Comments: <ul style="list-style-type: none"> <li>• Utility Poles along NB edge approximately 220' apart and about 10' back from NB ETW</li> <li>• USFS road 34N95 directly across from location</li> <li>• At a trailhead for the Weaver Basin Trail System</li> <li>• Turn out length could increase to 600' +/- if utility poles are moved</li> </ul>			



### Evaluation of potential turnout NB 1

Rank: Medium. This location may not meet the minimum length guideline in the Highway Design Manual.

The length of this location could be increased and the rating higher if the utility poles, which are about 10' from ETW, were relocated. Operationally this is a good location to have slower moving vehicles pull off the roadway as it is just over 2.5 miles north of Weaverville and is at the end of a 3-5% climb and a very curve linear section of roadway with no other passing opportunities. This location shows signs of use, which may be due to it being the location of a trailhead for the Weaver Basin Trail System. The fact that it is located at the trailhead may make it eligible for other funding programs.

This location falls within a one mile stretch where four possible turnout locations have been identified, NB 1, 2A, 2B and 2C (PM 33.55, 34.60, 34.70 and 34.80). The highest ranked location in this section is NB 2B (PM 34.70).

**Note:** Trinity County has indicated interest in this location for a passing lane longer term, with other potential turn out candidates ranked high therefore preferable to pursue in the near term.

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 2A</b>	<b>PM 34.60</b>	<b>Rank: Medium</b>
Approximate Width	30 – 60'		Approximate Length: 250'
Curve	Entry: yes		Exit: no
Sight Distance	Potentially available		
Approximate Grade	0-2% downhill		
Passing	Yes - NB allowed 34.75 – 34.95/ allowed in both directions 34.95 – 35.35		
Current Surface	Dirt, gravel and some asphalt		
Comments: <ul style="list-style-type: none"> <li>• Very wide</li> <li>• Looks to be well used</li> <li>• Possible passing lane location if developed with 2B and 2C</li> <li>• Power pole approx 40' from ETW at 200' mark</li> <li>• Power pole spacing is approx 150'</li> </ul>			



## State Route 3 Turn Out Study Site Data Sheet

May 2012

<b>Location</b>	<b>NB 2B</b>	<b>PM 34.70</b>	<b>Rank: High</b>
Approximate Width	40'		Approximate Length: 300'
Curve	Entry: yes		Exit: no
Sight Distance	Appears to be available		
Approximate Grade	0-2 % downhill		
Passing	Yes - NB allowed 34.75 – 34.95/ allowed in both directions 34.95 – 35.35		
Current Surface	Dirt, gravel, asphalt		
Comments: <ul style="list-style-type: none"> <li>• Passing does not impact because it is in same direction as turnout location</li> <li>• Site is long and wide</li> <li>• Site looks to be well used</li> <li>• Possible passing lane location if developed with 2A and 2C</li> <li>• Asphalt remnants exist about 15' from ETW</li> </ul>			



## State Route 3 Turn Out Study Site Data Sheet

May 2012

Location	NB 2C	PM 34.80	Rank: Low
Approximate Width	30'		Approximate Length: 500'
Curve	Entry: yes, warning 35 mph		Exit: no
Sight Distance	Appears to be available		
Approximate Grade	0-2% downhill		
Passing	Yes - NB allowed 34.75 – 34.87/ allowed in both directions 34.87 – 35.35		
Current Surface	Dirt, gravel		
<b>Comments:</b> <ul style="list-style-type: none"> <li>• Turnout not feasible due to being striped for passing in both directions</li> <li>• Site is very long and wide</li> <li>• Site looks to be well used</li> <li>• Possible passing lane location if developed with 2A and 2B</li> <li>• Power poles on NB shoulder end at PM 34.80</li> <li>• At PM 34.85 is a culvert – out fall is 20'+ from ETW</li> </ul>			



Evaluation of potential turnout NB 2A (PM 34.60), 2B  
(PM 34.70) and 2C (PM 34.80)

The area discussed below is one segment with three separate potential turnout locations, NB 2A, B and C (PM 34.60,34.70 and 34.80) that were evaluated independently but could be looked at as one larger area for future development. These locations are just over 3.5 miles north of Weaverville and just over a mile north of the NB 1 (PM 33.55), which is ranked medium. The area in general has few constraints. There are power polls that run along the outside perimeter of the segment but have a setback from ETW of roughly 40' and are spaced about 150' apart.

2A Rank: Medium. This location meets the guidelines set forth in the Highway Design Manual. This location looks to be used year round and has good solar exposure. However, approaching this location is constrained by a 35 mph curve which impedes the sight distance.

2B Rank: High. This location meets the guidelines set forth in the Highway Design Manual and has the highest benefit based on existing length, width and no constraints. This location is 300' long but could potentially be up to 800' in length if some earthwork (fill) was done between locations 2A & 2B (PM 34.60 & 34.70). If this location was developed, location A and C could still be used as undeveloped turnouts.

2C Rank: Low. Based on the fact that the roadway is striped for passing in the opposite direction it is likely that the Caltrans Headquarters Geometric Reviewer will not approve this location for a turnout.

In summary, this segment has a few possibilities for development. Out of the three locations studied, 2B ranks the highest due to meeting all the Highway Design Manual guidelines and eliciting the signs of highest usage year round and with little constraints to develop. Locations 2A (PM 34.60) and 2C (PM 34.80) can still be used as informal turnouts if 2B (PM 34.70) is developed. Developing 2B (34.70) does not preclude future development of a passing lane.

These locations fall within a mile stretch where four possible turnout locations have been identified NB 1, 2A, 2B and 2C (PM 34.60, 34.70 and 34.80). Location NB 2B (PM 34.70) has the highest rank for this section and is being recommended as the location with the highest benefit to travelers in this section of the corridor. This location is about 4.5 miles north of the intersection of State Route 3/299 (Weaverville) and is roughly five miles south of the next potential turnout location that is ranked high, NB 3 (PM 39.95).

**Note:** Trinity County has indicated interest in this location for a passing lane longer term, with other potential turn out candidates ranked high therefore preferable to pursue in the near term.

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 3</b>	<b>PM 39.95</b>	<b>Rank: High</b>
Approximate Width	15– 20'		Approximate Length: 400'
Curve	Entry: yes		Exit yes
Sight Distance	Potentially available		
Approximate Grade	3 – 5 % uphill		
Passing	Not allowed in either direction		
Current Surface	Gravel		
Comments: <ul style="list-style-type: none"> <li>• Tree trimming/removal would increase sight distance</li> <li>• Shows signs of use</li> <li>• High snow storage area during winter months</li> </ul>			



### Evaluation of potential turnout NB 3, PM 39.95

Rank: High. This location meets the guidelines set forth in the Highway Design Manual and has a high benefit based on existing length, width and no constraints. This location show signs of use year round. The length of this location (400') is of benefit given the approximate grade is 3-5% uphill making it easier for slower moving vehicles to exit and enter the roadway without completely stopping.

This location falls within a two mile stretch where three possible turnout locations have been identified, NB 3, 4 and 5 (PM 39.95, 40.15 and 41.90). Locations 4 and 5 (ranked medium and low respectively) show signs of standing water or water storage, rock fall nearby and snow storage in winter months. This location is ranked the highest out of the three because it meets the Highway Design Manual criteria, has the least constraints and offers the longest and widest options out of the three. NB 3 (PM 39.95) is roughly four miles from the last ranked high location, NB 2B (PM 34.70), and about eight miles from the next ranked high location, NB 6 (PM 47.85).

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 4</b>	<b>PM 40.15</b>	<b>Rank: Medium</b>
Approximate Width	15'		Approximate Length: 400'
Curve	Entry: yes		Exit: yes
Sight Distance	May not be available		
Approximate Grade	3-5 % uphill		
Passing	Not allowed in either direction		
Current Surface	Gravel		
<p>Comments:</p> <ul style="list-style-type: none"> <li>• Will require some additional earthwork (cut)</li> <li>• Shows signs of use</li> <li>• High snow storage during winter months</li> <li>• Rock fall catchment area begins at north end of this location</li> </ul>			



#### Evaluation of potential turnout NB 4

Rank: Medium. This location appears to meet the guidelines set forth in the Highway Design Manual, however it will likely require earthwork (cut) to accommodate drainage requirements. The sight distance on is poor due to the approach being on a tight curve. On the north end of this location there is a rock entrapment area that may or may not cause some constraints. This location does not have good solar exposure and is a high snow storage area in the winter months. The length of this location (400') could potentially add benefit to the mobility of the corridor as it is on a 3-5% uphill section which will allow slower moving vehicles to exit and enter the roadway without coming to a complete stop.

This location falls within a two mile stretch where three possible turnout locations have been identified NB 3, 4, and 5 (PM 39.95, 40.15 and 41.90). The highest ranked location in this section is NB 3 (PM 39.95).

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 5</b>	<b>PM 41.90</b>	<b>Rank: Low</b>
Approximate Width	15'		Approximate Length: 300'
Curve	Entry: yes		Exit: no
Sight Distance	Appears to be available		
Approximate Grade	0-2% uphill		
Passing	NB only starts at PM 41.84 / Passing in both directions 41.96-42.32		
Current Surface	Dirt, gravel		
<p>Comments:</p> <ul style="list-style-type: none"> <li>• Turnout not feasible due to being striped for passing in both directions</li> <li>• May require some additional earthwork (fill)</li> <li>• At PM 43.1 is the Tanbark picnic area and at 43.3 is the Osprey viewing area</li> <li>• Creek immediately adjacent</li> <li>• High snow storage area during winter months</li> </ul>			



Evaluation of potential turnout NB 5, PM 41.90

Rank: Low. This location appears to meet the guidelines set forth in the Highway Design Manual, however it will likely require earthwork (fill) to accommodate drainage requirements. The roadway is striped for passing in the both directions; therefore, it is likely that the Caltrans Headquarters Geometric Reviewer will not approve this location for a turnout. There is also a creek crossing immediately adjacent to this location.

This location falls within a two mile stretch where three possible turnout locations have been identified, NB 3, 4, and 5 (PM 39.95, 40.15 and 41.90). The highest ranked location in this section is NB 3 (PM 39.95).

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 6</b>	<b>PM 47.85</b>	<b>Rank: Medium</b>
Approximate Width	30'		Approximate Length: 300'
Curve	Entry: yes	Exit: yes, 25 mph warning	
Sight Distance	Potentially available		
Approximate Grade	3-5% downhill		
Passing	Not allowed in either direction		
Current Surface	Dirt		
<p>Comments:</p> <ul style="list-style-type: none"> <li>• A 25 mph curve separates NB 6 and 7</li> <li>• Tree trimming/removal would increase entry sight distance</li> <li>• Earthwork may be required at taper at north end</li> <li>• Creek crossing at northern tip of location</li> <li>• Culvert at PM 47.86 and 47.94</li> </ul>			



### Evaluation of potential turnout NB 6, PM 47.85

Rank: Medium. This location meets guidelines set forth in the Highway Design Manual. The segment of roadway leading up to this location is very curve linear. A 25 mph curve warning just at the north end separates this location and the next potential turn, NB 7 (PM 48.05). The location is also constrained on the south and north ends with culverts that may need to be improved with any roadway projects. Also, at the north end of this location is a perennial water source.

Along this section of the corridor there are four potential turnout locations, NB 6, 7, 8, and 9 (PM 47.85, 48.05, 48.60 and 49.50) that are all within two miles. The highest ranked location in this section is NB 8 (PM 48.60).

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 7</b>	<b>PM 48.05</b>	<b>Rank: Low</b>
Approximate Width	30'		Approximate Length: 230'
Curve	Entry: yes, 25 mph warning		Exit: no
Sight Distance	May not be available		
Approximate Grade	0 – 2% uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt		
Comments: <ul style="list-style-type: none"> <li>• A 25 mph curve separates NB 6 and 7</li> <li>• Tree trimming/removal and earthwork may increase sight distance</li> <li>• Very wet ground and has minor snow storage during winter months</li> <li>• Creek crossing at very southern tip of location</li> </ul>			



Evaluation of potential turnout NB 7, PM 48.05

Rank: Low. This location meets the guidelines set forth in the Highway Design Manual. Coming into this section is very curve linear with a 25 mph curve upon entry of this location making sufficient sight distance difficult to obtain. There tends to be a fair amount of standing water at this location as well as a creek adjacent to it. This location has poor solar exposure and has snow storage during winter months.

Along this section of the corridor there are four potential turnout locations, NB 6, 7, 8, and 9 (PM 47.85, 48.05, 48.60 and 49.50) that are all within two miles. The highest ranked location in this section is NB 8 (PM 48.60).

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 8</b>	<b>PM 48.60</b>	<b>Rank: High</b>
Approximate Width	10 – 30'		Approximate Length: 1050'
Curve	Entry: yes , 30 mph warning		Exit: yes, 30 mph warning
Sight Distance	Appears to be available		
Approximate Grade	3 – 5% uphill		
Passing	Not allowed in either direction		
Current Surface	Gravel		
<p>Comments:</p> <ul style="list-style-type: none"> <li>• Possible location for a climbing lane</li> <li>• Location looks to be well used</li> <li>• Width varies: 0-250' is 10', 250'-600' is 15', 600'-800' is 30' and 800'-1050' is 20' wide</li> <li>• Culverts at PM 48.61 and 48.67 – outfall is 15' plus from ETW</li> </ul>			



### Evaluation of potential turnout NB 8, PM 48.60

Rank: High. This location meets the guidelines set forth in the Highway Design Manual. The length of this location is 900' but could easily be up to 1050' with minor improvements. The width is mostly 15' or more. This location shows signs that it is heavily used year round and has great solar exposure. The length of this location (400') is of great benefit given the approximate grade is 3-5% uphill making it easier for slower moving vehicles to exit and enter the roadway without completely stopping. There is one short section approximately 600' from the south end that may require guardrail due to a drop off.

This location falls within a two miles stretch where four possible turnouts have been identified, NB 6, 7, 8 and 9 (PM 47.85, 48.05, 48.60 and 49.50). This location is ranked the highest out of the four because it meets the Highway Design Manual criteria, has the least constraints and offers the longest and widest options out of the four. When considering corridor mobility this location would allow more than one vehicle to get off the roadway creating better mobility along this section of the corridor. The last high ranking potential turnout was about 10 miles ago, NB3 (PM 39.95) and the next high ranking location is roughly five miles north of here, NB 10 (PM 53.00).

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 9</b>	<b>PM 49.50</b>	<b>Rank: Low</b>
Approximate Width	50'		Approximate Length: 225'
Curve	Entry: no		Exit: no
Sight Distance	Potentially available		
Approximate Grade	3 - 5 % uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt		
Comments: <ul style="list-style-type: none"> <li>• Location for both a NB and a SB turnout (see SB 3)</li> <li>• K-rail on NB side</li> <li>• Tree trimming/removal would increase sight distance</li> <li>• Area used by maintenance for winter material storage</li> <li>• Culvert at PM 49.55</li> </ul>			



### Evaluation of potential turnout NB 9, PM 49.50

Rank: Low. This location meets the guidance set forth in the Highway Design Manual. It is on a 3-5% uphill grade and it would take substantial earthwork (fill) to add any additional length. There is a culvert on the north end (PM 49.55) that would need to be extended with any roadway improvement that included adding length to the site. Maintenance staff stated they use this location at times to store material but feel the width could accommodate their use as well as a turnout. They are in favor of paving it to reduce damage to the edge of pavement from their equipment and vehicles exiting and entering the roadway.

Along this section of the corridor there are four potential turnout locations, NB 6, 7, 8, and 9 (PM 47.85, 48.05, 48.60 and 49.50) that are all within two miles apart. The highest ranked location and NB 8 (PM 48.60).

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 10</b>	<b>PM 53.00</b>	<b>Rank: High</b>
Approximate Width	40'		Approximate Length: 250'
Curve	Entry: yes		Exit: yes
Sight Distance	Appears to be available		
Approximate Grade	0 -2 % downhill		
Passing	Not allowed in either direction		
Current Surface	Gravel		
Comments: <ul style="list-style-type: none"> <li>• Looks to be well used</li> <li>• Great solar exposure</li> </ul>			



Evaluation of potential turnout NB 10, PM 53.00

Rank: High. This location meets the guidelines set forth in the Highway Design Manual. With minor earthwork (fill) this site could be made longer. The width of this location exceeds the minimum guidelines and at times is 40' wide. This location shows signs of being highly used year round and has great solar exposure with little snow storage during winter months.

This location is roughly five miles north of the last high ranking potential turnout location, NB 8 (PM 48.60) and about 10 miles south of the next high ranking location, NB 11 (PM 63.70). This location is being recommended for improvement because it meets the Highway Design Manual criteria, requires minimal improvements and will enhance mobility in the corridor given spacing between the other high ranking locations.

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 11</b>	<b>PM 63.70</b>	<b>Rank: High</b>
Approximate Width	30'		Approximate Length: 300'
Curve	Entry: no		Exit: yes
Sight Distance	Appears to be available		
Approximate Grade	0 -2% uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt, gravel		
<p>Comments:</p> <ul style="list-style-type: none"> <li>• Tree trimming/removal would increase sight distance</li> <li>• This location is identified by field maintenance as heavily used and requires significant efforts to keep maintained</li> <li>• Edge of pavement shows signs of damage from vehicles exiting and entering the roadway</li> <li>• Great solar exposure</li> <li>• Drainage system in cut area on north side of highway</li> <li>• Culvert at PM 63.72</li> </ul>			



### Evaluation of potential turnout NB 11, PM 63.70

Rank: High. This location meets the guidelines set forth in the Highway Design Manual. This location has good sight distance, great solar exposure and shows signs of use year round. Paving this location would help keep the ETW from getting worn from vehicles exiting and entering onto the roadway. Maintenance staff has expressed that this location works well as a turn out but needs to be paved in order to preserve the edge of pavement and keep dirt and rocks off the travelled way.

This location falls within a 1.5 mile stretch where two possible turnout locations have been identified, this location and NB 12 (PM 64.85). This location is being recommended for improvements in this section of the study corridor. The last potential turnout ranked high was NB 10 (PM 53.00) and is just over ten miles south of this location. The next and last NB potential turnout is NB 12 (PM 64.85) for this study and is located just over a mile north of this location and is ranked medium. It could be cost effective to improve both NB 11 and 12 as little work is needed to either location.

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>NB 12</b>	<b>PM 64.85</b>	<b>Rank: Medium</b>
Approximate Width	30'		Approximate Length: 275'
Curve	Entry: no		Exit: no
Sight Distance	Appears to be available		
Approximate Grade	0 – 2% uphill		
Passing	Yes - Start of NB passing at 64.86		
Current Surface	Dirt, gravel		
Comments: <ul style="list-style-type: none"> <li>• This is at the north end of Trinity Lake near Eastside Road</li> <li>• Edge of pavement shows signs of damage from vehicles exiting and entering the roadway</li> <li>• Culvert at PM 64.94</li> </ul>			



Evaluation of potential turnout NB 12, PM 64.85

Rank: Medium. This is the last northbound potential turnout location in this study. This location meets the guidelines set in the Highway Design Manual. This location has good sight distance, great solar exposure and shows signs of use year round. Paving this location would help keep the ETW from getting worn from vehicles exiting and entering onto the roadway.

This location falls within a 1.5 mile stretch where two possible turnout locations have been identified, this location and NB 11 (PM 63.70). The last potential turnout was NB 11 (PM 63.70), which is ranked high and is located just over a mile south of this location. It could be cost effective to improve both locations as little work is needed to either. Just north of this location at PM 65.47 is Eastside Road to the right. There is a large graveled area to pull off the roadway if needed before heading north to Coffee Creek and on over Scott Mountain into Siskiyou County.

## Southbound Site Data Sheets

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>SB 1</b>	<b>PM 59.85</b>	<b>Rank: High</b>
Approximate Width	20'		Approximate Length: 450'
Curve	Entry: yes		Exit: yes
Sight Distance	Appears to be available		
Approximate Grade	0 – 2 % uphill		
Passing	Not allowed in either direction		
Current Surface	Gravel, dirt		
<p>Comments:</p> <ul style="list-style-type: none"> <li>• Directly across from Airport Road, which is to the unincorporated town of Trinity Center</li> <li>• Just south of Swift Creek Bridge</li> <li>• Gated utility access road at the beginning of location</li> <li>• Water line crosses highway just over half way through location</li> <li>• High pedestrian/bike usage in vicinity of Swift Creek Bridge</li> </ul>			



### Evaluation of potential turnout SB 1, PM 59.85

Rank: High. This location meets the guidelines set forth in the Highway Design Manual. There is a road connection (Airport Road) across from this location that serves the small community of Trinity Center. Just north of this location is the Swift Creek Bridge, which is currently being looked at for improvements. It may be feasible to incorporate this potential turnout location into the bridge project. This area is known for heavy bike and pedestrian activity.

This location is the first southbound potential turnout along the corridor. There is benefit to improving this location not only to accommodate through traffic but to assist the small community of Trinity Center with the tourism related traffic that increases during the summer months.

This location is being recommended for improvement. The next recommended turnout location is SB 3 (PM 49.45) is just over ten miles to the south.

**Note:** Trinity County has indicated that other improvements may be desirable at this location (such as addition of turn lanes), so other potential turn out candidates ranked high are therefore preferable to pursue in the near term.

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>SB 2</b>	<b>PM 52.65</b>	<b>Rank: Low</b>
Approximate Width	20'		Approximate Length: 180'
Curve	Entry: yes		Exit: no
Sight Distance	Potentially available		
Approximate Grade	0 – 2 % uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt, gravel		
<p>Comments:</p> <ul style="list-style-type: none"> <li>• Could increase length to approximately 450' if fill some spots at entry and exit</li> <li>• There are trees and vegetation that are indicative of water near the culverts at entry and exit</li> <li>• Culverts would need to be extended to lengthen this location</li> <li>• This location is noted by field maintenance as heavily used and requires significant effort to keep maintained during wet or snow weather</li> <li>• During wet and snow weather mud is pulled onto the roadway</li> </ul>			



### Evaluation of potential turnout SB 2, PM 52.65

Rank: Low. This location does not meet the length guidelines set forth in the Highway Design Manual. It also appears there may be the potential environmental concerns due to standing water in the area and growth of some vegetation. If there were no significant environmental issues and some earthwork (fill) and culvert work were done, this location could rank higher. This location has some snow accumulation in winter months but has good solar exposure. Maintenance staff expressed this area is used heavily by trucks which often carry mud back onto the roadway, which tends to create a hazard.

This location sits between two potential turnouts, SB 1 and 3 (PM 59.85 and PM 49.45) that are within a ten mile stretch and both ranked high. Given the level of work that would be required, there is not a great benefit to improve this location based on the other locations that add value to be the entire corridor.

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>SB 3</b>	<b>PM 49.45</b>	<b>Rank: High</b>
Approximate Width	10 – 15'		Approximate Length: 500'
Curve	Entry: no		Exit: yes
Sight Distance	Potentially available		
Approximate Grade	0 – 2% downhill		
Passing	Not allowed in either direction		
Current Surface	Dirt and gravel		
Comments: <ul style="list-style-type: none"> <li>• May need minor earthwork to achieve uniform width (cut)</li> <li>• Tree trimming / removal would increase sight distance</li> <li>• Location for both a SB and a NB turnout (see NB 9)</li> </ul>			



### Evaluation of potential turnout SB 3, PM 49.95

Rank: High. This location appears to meet the guidelines set forth in the Highway Design Manual. This location exceeds the minimum length guidelines, which is very beneficial for tappers and being able to accommodate more than one vehicle off the roadway. This location has great solar exposure and shows little signs of snow accumulation in the winter months. Even though there are slight curves on entry and exit there is good sight distance.

This location provides a high benefit for travelers along the corridor. The last location ranked high was roughly ten miles ago, SB 1 (PM 59.85). The next high ranked location is SB 4 (PM 43.30) and is six miles south of this location. This location is directly across from the NB 9 (PM 49.50), which is ranked low.

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>SB 4</b>	<b>PM 43.30</b>	<b>Rank: High</b>
Approximate Width	20'		Approximate Length: 500'
Curve	Entry: no		Exit: yes, 35 mph warning
Sight Distance	Appears to be available		
Approximate Grade	0 -2 % downhill		
Passing	Not allowed in either direction		
Current Surface	Dirt, gravel		
Comments: <ul style="list-style-type: none"> <li>• Location could be longer with some earthwork (cut)</li> <li>• Perennial stream culvert at PM 43.21</li> <li>• Location is across from Osprey - National Recreation Area</li> <li>• Show signs of use</li> <li>• Culvert at PM 43.38</li> </ul>			



### Evaluation of potential turnout SB 4, PM 43.30

Rank: High. This location meets the guidelines set forth in the Highway Design Manual. This location exceeds the minimum length guidelines, which is very beneficial for tappers and being able to accommodate more than one vehicle off the roadway. This location offers good sight distance, great solar exposure and shows signs of use year round.

There is a great corridor benefit to improving this location. It has been roughly six miles since the last potential turnout location, SB 3 (PM 49.45), which has a rank of high. The final two potential turnout locations, SB 4 and 5 (PM 43.30 and 42.55) are ranked medium and low and both fall within the next 3.5 miles. There is an Osprey viewing area directly across from this location.

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>SB 5</b>	<b>PM 42.55</b>	<b>Rank: Medium</b>
Approximate Width	15-20'		Approximate Length: 650'
Curve	Entry: no		Exit: no
Sight Distance	Appears to be available		
Approximate Grade	0 -2 % uphill		
Passing	Not allowed in either direction		
Current Surface	Dirt, gravel		
<p>Comments:</p> <ul style="list-style-type: none"> <li>• Tannery Gulch campground entrance is located at the southern end of this location</li> <li>• Edge of pavement shows signs of damage from vehicles exiting and entering the roadway</li> <li>• The inlet for culvert at 42.70 would require relocation as it is less than 10' from ETW</li> <li>• Location shows signs of some rock fall from slope above</li> <li>• Culverts at PM 42.58, 42.62, and 42.70</li> </ul>			



### Evaluation of potential turnout SB 5, PM 42.55

Rank: Medium. This location meets the guidelines set forth in the Highway Design Manual. This location exceeds the minimum length guidelines, which is very beneficial for tappers and being able to accommodate more than one vehicle off the roadway. This location offers good sight distance, great solar exposure and shows signs of use year round. Possible issues with this location are there is the potential for drainage or culvert work that would need to be done and there are signs of rock fall from the slope.

The last potential turnout was just under a mile north of this one and is ranked high, SB 4 (PM 43.30). Even though this location is ranked medium and there is another potential turnout closely that is ranked high, this location would add some benefit to the corridor. This location is the last good option for a turnout until the town of Weaverville, which is 12 miles south of here. There is one more potential turnout along this corridor just over two miles south of this location, SB 6 (PM 40.40) that is ranked low and is not being recommended for full development to a turnout.

**State Route 3 Turn Out Study**

**Site Data Sheet**

**May 2012**

<b>Location</b>	<b>SB 6</b>	<b>PM 40.40</b>	<b>Rank: Low</b>
Approximate Width	20' (10' paved)		Approximate Length: 500'
Curve	Entry: yes, 30 mph warning	Exit: no	
Sight Distance	May not be available		
Approximate Grade	3 - 5 % uphill		
Passing	Not allowed in either direction		
Current Surface	10' paved shoulder plus 10-15' gravel and dirt		
Comments:			
<ul style="list-style-type: none"> <li>• Minor additions could enhance usage – signage and longer pavement</li> <li>• Tree trimming / removal and earthwork may increase sight distance</li> </ul>			

This picture was taken looking northbound



### Evaluation of potential turnout SB 6, PM 40.40

Rank: Low. This location already provides a paved shoulder area for vehicles to get off the roadway but has no signage or advance warning of its existence. Sufficient sight distance will be hard to obtain. There doesn't appear to be any snow accumulation during winter months. This location does show signs of use year round.

This is the last potential turnout location identified in this study. In this three mile section of the corridor there is a location ranked high, SB 4 (PM 43.30) and another ranked medium, SB 5 (PM 42.55) that would generate higher benefits from being improved than this location. Even without further improvements, this location provides some benefit to the corridor. Weaverville is ten miles from this location.

### Appendix K: History of SR 3

State Route 3, under various names and locations, has served Trinity and Siskiyou Counties for well over a century. The road over Scott Mountain was the main route through Northern California to Oregon from 1851 to 1886. It ran through Redding, Shasta, Lewiston, Trinity Center, Callahan and down into the valley at Gazelle, north of Weed.

Completion of a road in the Sacramento River Canyon linking Redding, Dunsmuir, Mt. Shasta and eventually Weed took through traffic away from the older, longer, and higher route.

It was not until Siskiyou and Trinity Counties improved the road in the 1910s, under various FAS and county projects, that it came to life again. However, its true rebirth can be attributed to the construction of the Trinity Dam and formation of Trinity (Clair Engle) Lake.

Since the last remaining gap between Weaverville and Etna became a state highway in 1959, SR 3 has become a respectable part of the system. In a little over 140 miles, SR 3 offers up as many scenic riches as any transcontinental route. As it meanders through the Siskiyou and Trinity Alps, SR 3 links together some of California's smallest communities: Montague; Yreka; Fort Jones; Greenview; Etna; Callahan; Trinity Center; Weaverville and Hayfork.

SR 3 had the following designations prior to the beginning of the Federal Aid Secondary Program in 1945, and the Collier/Burns Act in 1947:

Route 29- South of Peanut

Route 35- Peanut to SR 299

Route 82- Etna to Weaverville

County Road: Weaverville to Etna (Became FAS 1089 in 1945)

In 1964, routes 82 and 35 became components of SR 3. Two years later, in 1966, SR 36 was relocated between Forest Glen and Wildwood, by-passing Peanut to the south. A new realignment was built adding approximately 4.8 miles to SR 3, however, instead of renumbering the highway Caltrans with a L in front of the postmiles which start in SR 36 to Peanut.

Appendix L: Director's Policy 37 "Complete Streets".

California Department of Transportation

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## Director's Policy

Number: DP-37

Effective Date: December 7, 2021

Supersedes: DD-64-R2 (10/16/2014)

Responsible

Programs:

Finance

Maintenance & Operations

Planning and Modal Programs

Project Delivery

Safety Programs

Sustainability

**Title** Complete Streets

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### Policy

The California Department of Transportation (Caltrans) recognizes that walking, biking, transit, and passenger rail are integral to our vision of delivering a brighter future for all through a world-class transportation network. Additionally, Caltrans recognizes that streets are not only used for transportation but are also valuable community spaces. Accordingly, in locations with current and/or future pedestrian, bicycle, or transit needs, **all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.** When decisions are made not to include complete streets elements in capital and maintenance projects, the justification will be documented with final approval by the responsible District Director.

Opportunities for complete streets exist in all phases of project development from planning and design to construction, operations, and maintenance. Complete streets projects should prioritize underserved communities that have been historically harmed and segmented by the transportation network and should serve people of all ages and abilities. Furthermore, Caltrans commits to removing unnecessary policy and procedural barriers and partnering with communities and agencies to ensure projects on local and state transportation systems improve the connectivity to existing and planned pedestrian, bicycle, and transit

facilities, and accessibility to existing and planned destinations, where possible.

## **Intended Results**

This policy establishes Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

## **Definitions**

### *Complete Street*

A complete street is a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers. Complete streets are especially attuned to the needs of people walking, using assistive mobility devices, rolling, biking, and riding transit. Complete streets also maximize the use of the existing right-of-way by prioritizing space-efficient forms of mobility, such as walking and biking, while also facilitating goods movement in a manner with the least environmental and social impacts. Complete streets shift the focus of transportation planning and project development from vehicle movement as the primary goal to the movement of people and goods.

### *All Ages and Abilities*

The "all ages and abilities" concept strives to serve all users-regardless of age, gender, race, or ability and inclusive of the mobility needs of children, older adults, and people with disabilities-by embodying national and international best practices related to traffic calming, speed reduction, universal design, and roadway design to increase user safety and comfort, as well as accessibility for people with disabilities. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of security and appeal to a wider spectrum of the public.

### *Design Flexibility*

Caltrans policy supports designers in their application of guidance to achieve our goals of developing complete facilities to serve all members of the community.

Design flexibility refers to the ability to develop a design suited to its users and context, and to employ professional judgment and experience to interpret, apply, and adapt appropriate design standards and guidance. Flexibility in design is essential to achieving Caltrans' goals of putting safety first, enhancing and connecting the multimodal network, leading on climate action, and advancing equity and livability in all communities. Design flexibility includes consideration of diverse user needs, assessment of risk, review of applicable guidance, and documentation of design decisions.

#### *Underserved Community*

Underserved communities include low-income, frontline environmental justice, and vulnerable communities, including but not limited to Black and Indigenous peoples, communities of color, people experiencing homelessness, people with disabilities, older adults, and youth. Refer to guidance from the Caltrans Office of Race and Equity for the most current definition.

#### *Accessibility (Access to Destinations)*

Accessibility is the ease by which travelers can reach - or access - desired destinations such as work, shopping and other retail, school, health care, and recreation. Accessibility reflects the number and proximity of destinations, as well as the directness and condition of walking, biking, and transit facilities. This is distinct from accessibility in the context of the Americans with Disabilities Act (ADA); refer to Deputy Directive 42 for more information on ADA and State Disability Laws.

#### *Connectivity*

A connected multimodal network allows people to travel by whichever mode they choose and provides convenient, accessible connections between different modes.

#### *State Transportation Network {STN}*

Refers to the State Highway System (SHS) and all other multimodal facilities, including parallel and intersecting paths, frontage roads, and other facilities not directly on the SHS mainline.

## **Responsibilities**

All employees in the following functional groups have specific responsibilities related to implementation of this policy in their program areas:

### **Director's Office - Headquarters Sustainability**

- Lead, coordinate, and facilitate development of implementation plan for this policy in coordination with appropriate functional groups.
- Facilitate alignment of policy, guidance, and training to meet state's climate, health, equity, walking, biking, transit, and passenger rail goals.
- Facilitate coordination, information sharing, and collaboration among Divisions and Districts on topics related to complete streets.
- Track, monitor, report, and communicate Caltrans' progress toward meeting its policy and strategic goals related to walking, biking, transit, and passenger rail.
- Establish and facilitate internal/external advisory committees to provide technical input, strategic direction, and implementation guidance to Caltrans policies related to complete streets.

### **Planning and Modal Programs**

#### *Headquarters*

- Develop, maintain, and update state plans, training, and resources to assist in the identification and prioritization of pedestrian, bicycle, transit, and passenger rail needs and recommended improvements on or across the SHS.
- Develop guidance for integrating pedestrian, bicycle, transit, and passenger rail needs from the corridor planning process into future complete streets projects.
- Identify best practices for increased and meaningful engagement with partners, stakeholders, and communities during the development of plans and projects that facilitate the inclusion of complete streets elements as appropriate.
- Work with local and regional transit and rail partners to identify and implement first mile/last mile solutions, both on and off the STN.
- Provide technical support and guidance to internal and external stakeholders on enhancing rail and transit reliability and operations

related to complete streets within and adjacent to the STN.

- Promote Caltrans policies related to complete streets in rail and transit planning documents and grant program guidelines.

### *Districts*

- Develop, maintain, and update plans, tools, and other planning documents to identify and prioritize pedestrian, bicycle, and transit needs and recommended improvements on or across the SHS.
- Verify that proposed projects are in alignment with local, regional, and state planning documents detailing pedestrian, bicycle, transit, and passenger rail needs on or across the SHS.
- Integrate pedestrian, bicycle, transit, and passenger rail improvements from the corridor planning process into projects.
- Include complete streets elements in projects during the pre-Project Initiation Document (pre-PID) and PID phases.
- Participate in Project Development Teams (PDTs) to assist in delivering complete streets elements identified in PID phase.
- Develop and implement strategy for meaningful engagement with partners, stakeholders, and communities during the development of plans and projects that facilitate the inclusion of complete streets elements as appropriate.
- Identify and pursue partnerships and funding opportunities with local, regional, and state agencies.
- Work with local and regional transit and rail partners to identify and implement first mile/last mile solutions, both on and off the STN.
- Promote pedestrian, bicycle, and transit improvements and land uses supportive of these modes in local projects through the Local Development- Intergovernmental Review process.

### **Project Delivery**

#### *Headquarters*

- Develop, maintain, and update policy, procedures, guidance, and standards pertaining to the design and construction of complete streets facilities in alignment with Caltrans and state walking, biking, transit, and passenger rail goals, including but not limited to temporary access during construction.
- Provide training and guidance to promote the use of "world-class" design best practices related to complete streets throughout Caltrans, including the

adoption of design flexibility guidance, contextual guidance, and others.

- Cultivate subject-matter expertise for design excellence of complete streets facilities in projects on or across the STN.
- Designate a complete streets asset manager to track and monitor progress of complete streets statewide as an asset in the State Highway System Management Plan (SHSMP) and develop funding and performance targets for complete streets in the State Highway Operation and Protection Program (SHOPP).
- Establish and oversee processes for documenting decisions related to complete streets elements.

#### *Districts*

- Implement project delivery strategies and best practices to further enhance the delivery of complete streets, including coordination of community engagement efforts.
- Implement "world-class" design best practices related to complete streets.
- Cultivate subject-matter expertise for design excellence of complete streets facilities in projects on or across the STN.
- Promote and exercise design flexibility throughout project development process.
- Document decisions related to complete streets elements.
- Implement and oversee use of standard plans and specifications, as well as best practices, for temporary pedestrian, bicycle, and transit access routes during construction.

#### Maintenance

#### *Headquarters*

- Develop, maintain, and update policy, procedures, guidance, manuals, training and standards pertaining to the maintenance of complete streets facilities.
- Work with Districts to determine equipment needs for maintenance of current and future complete streets facilities, including application-specific equipment such as sweepers for sidewalks and bikeways where standard maintenance equipment cannot be used.
- Coordinate with Division of Equipment to procure complete streets maintenance equipment.
- Develop and provide training to Maintenance staff on maintenance best practices for complete street facilities.
- Facilitate collection and maintenance of active transportation facility inventory and condition data to inform maintenance decisions.
- Develop, maintain, and update maintenance agreement

templates for complete streets facilities.

### *Districts*

- Maintain complete streets facilities on the SHS in accordance with maintenance policy, procedures, guidance, manuals, and standards.
- Develop, execute, and update, as needed, maintenance agreements with local agencies for complete street facilities that are mutually beneficial to both entities and protect the investments made in new infrastructure.
- Collaborate with Headquarters Divisions of Maintenance and Equipment to purchase or lease equipment necessary to maintain current and future complete streets facilities, including application-specific equipment such as sweepers for sidewalks and bikeways where standard maintenance equipment cannot be utilized.
- Maintain and use active transportation facility inventory and condition data to inform maintenance decisions.
- Collaborate with Planning, Safety, and Complete Streets Coordinators to identify opportunities for complete streets improvements in Highway Maintenance projects.

### **Traffic Operations**

#### *Headquarters*

- Develop, maintain, and update policy, procedures, guidance, and standards pertaining to the operations of facilities to improve access to destinations by walking, biking, transit, and passenger rail, including but not limited to temporary access during construction.
- Develop policy and framework for collecting and maintaining current pedestrian and bicycle count data.
- Develop, maintain, and update training, guidance, and procedures to improve encroachment permit application process for local agency-sponsored complete streets projects that are on or cross the SHS.
- Identify and develop proposals to address policy and procedural barriers to implementing locally-sponsored complete streets projects on and across the SHS.

#### *Districts*

- Collect and maintain current pedestrian and bicycle count data.
- Identify opportunities to leverage traffic control devices, where needed, to better facilitate the throughput of people walking, biking, and taking transit.
- Implement standard plans and specifications for temporary pedestrian, bicycle, and transit access routes during construction.
- Support the delivery of complete streets improvements in capital projects.
- Identify strategies to streamline the approval process for complete streets projects seeking encroachment permits.

### **Safety Programs**

#### *Headquarters*

- Develop, maintain, and update policy, procedures, guidance, plans, documents, and technical assistance to proactively or responsively identify pedestrian and bicycle safety needs on the SHS.
- Develop and administer programs to investigate locations and provide recommendations for improvements at locations with pedestrian and bicycle safety needs.
- Identify opportunities to leverage traffic control devices, where needed, to better facilitate the throughput of people walking, biking, and taking transit.

#### *Districts*

- Develop and implement innovative, context-sensitive solutions to address the safety of vulnerable roadway users.
- Investigate and implement countermeasures at locations with pedestrian and/or bicycle safety concerns/needs.
- Engage with internal functions and seek input from external stakeholders on pedestrian and bicycle safety needs during investigations.

### **Equipment**

- Procure and provide training on equipment needed to maintain current and future complete streets facilities.
- Track and share with districts the national state of the practice for equipment used to maintain pedestrian, bicycle, and transit features.

## Asset Management

### *Headquarters*

- Track, monitor, and report on progress of complete streets as an asset in the SHSMP.
- Finalize funding and SHSMP performance targets for complete streets in the SHOPP.
- Support Districts in tracking and reporting on complete streets assets.

### *Districts*

- Compile identified complete streets needs into SHOPP projects to support Districts in meeting performance targets.
- Regularly update Asset Management Tool with complete streets assets identified in all projects.
- Track and monitor progress of complete streets as an asset in the SHSMP and report progress to Headquarters Asset Management and Complete Streets Program Manager.

## Local Assistance

### *Headquarters*

- Provide support and technical assistance to local and regional agencies and Caltrans Districts applying for state or federal active transportation funding.
- Provide tools, training, and resources to support the successful delivery of local and regional active transportation projects on time, in scope, and within budget.

### *Districts*

- Provide support and technical assistance to local and regional agencies and Caltrans Districts applying for state or federal active transportation funding.
- Provide tools, training, and resources to support the successful delivery of local and regional active transportation projects on time, in scope, and within budget.

## Legal

- Provide counsel and support on legal issues pertaining to complete streets policies, procedures, and projects.

District-Designated Complete Streets Coordinator(s)

- District Directors will designate complete streets coordinator(s).
- Work with PDTs to maximize opportunities for inclusion of complete streets in all project phases by actively participating in the pre-scoping, project initiation, and project development phases.
- Support the asset manager in tracking and monitoring complete streets assets.
- Assist with identifying project-specific complete streets needs throughout project planning, development, and delivery.
- Review and provide concurrence to decision documents related to complete streets.
- Work with other functions to provide technical assistance to local agency sponsored projects that are on or cross the SHS to incorporate complete streets elements.
- Collaborate with local and regional partners, advocacy and community groups, and District engineers to identify pedestrian, bicycle, and transit gaps to incorporate into planning documents and projects.
- Provide recommendations for partnerships and funding opportunities with local, regional, and state agencies.

***Applicability***

This policy applies to all Caltrans employees



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Toks Omishakin Director

**12/07/2021**

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Date Signed

Appendix M: Airport Inspection Letters

STATE OF CALIFORNIA-----CALIFORNIA STATE TRANSPORTATION AGENCY  
Newsom, Governor

Gavin

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF AERONAUTICS – M.S. #40  
1120 N STREET  
P. O. BOX 942874  
SACRAMENTO, CA 94274-0001  
PHONE (916) 654-4959  
FAX (916) 653-9531  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

Hayfork Airport

Trinity County

May 4, 2023

Mr. Panos Kokkas, Director  
Department of Transportation  
County of Trinity  
P.O. Box 2490  
Weaverville, CA 96093-2490

Electronically Sent  
[pkokkas@trinitycounty.org](mailto:pkokkas@trinitycounty.org)

Dear Mr. Kokkas:

The California Department of Transportation (Caltrans), Division of Aeronautics, conducted a State permit compliance inspection and Federal Aviation Administration (FAA) Airport Master Record (5010) update at Hayfork Airport (FAA Site No. 01650.01\*A) on April 26, 2023. The updated information will be entered into our records.

The airport was evaluated using Airport Reference Code B-I based on your latest Airport Layout Plan. The current State Airport Permit (No. TRI-002) dated June 22, 1977, and previous inspection letters were also used in our evaluation.

As a result of our inspection, we bring the following discrepancies to your attention:

1. Power poles and trees continue to penetrate the Federal Aviation Regulation (FAR) Part 77, 7:1 Transitional Surface south of the runway (please see Photograph 1). FAA Aeronautical Studies No. 2009-AWP-2833-OE through 2009- AWP-2846-OE issued September 10, 2009, identified 17 power poles south of the airport as "Presumed Hazards." In reviewing the status of these studies, it has come to our attention that they have been terminated. Please go to <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> to resubmit the study and contact the FAA's San Francisco Airports Districts Office for assistance if needed.

The suspension of night operations remains in effect until the following actions are taken:

- The trees are removed or topped and maintained so as not to exceed the height of the power poles.
  - This office is provided a copy of the FAA determination letter, and FAA remediation measures (if required) have been accomplished.
  - All runway lights have been repaired, made operational, and tested for functionality.
2. Large rocks, in excess of three inches in diameter, brush and small trees are in the Runway Safety Area (RSA) and must be removed or relocated beyond 240 feet from the ends of the runways and beyond 125 feet laterally from the runway centerline IAW FAA Advisory Circular (AC) 150/5300-13B, *Airport Design*, Chapter 3.10, and 14 CFR Part 77, *Safe, Efficient Use, and Preservation of Navigable Airspace*.
  3. The runway and taxiway markings are faded and must be re-marked IAW FAA AC 150/5340-1M, *Standards for Airport Markings*.
  4. Numerous cracks in the runway (please see Photograph 2) and taxiways, some exceeding three inches across and three inches in depth, must be repaired to enhance operational safety and reduce the potential for Foreign Object Damage to aircraft operating at your airport.
  5. Blackberry plants located adjacent to the parallel taxiway are within the Taxiway Safety Area (TSA). These plants and any other obstructions must be removed from within 24.5 feet lateral to the

taxiway centerline IAW FAA AC 150/5300-13B, *Airport Design*, Chapter 4.

It is Caltrans' objective to ensure that airports meet all current applicable FAA minimum design safety standards and AC criteria, FAR, PUC section 21001 et seq., the California Code of Regulations, Title 21, sections 3525-3560, and all required conditions depicted in your State Airport Permit issued by Caltrans. All referenced publications in this letter, including many FAA ACs, may be found on our website at [www.dot.ca.gov/aeronautics](http://www.dot.ca.gov/aeronautics).

We are pleased to support and assist you in enhancing safety and utility at Trinity County airports and look forward to working with you again in the future. We remind you that the use of California Aid to Airports Program annual credit grant funds to correct safety discrepancies is considered an eligible expenditure. Please notify us by June 9, 2023, of your intended or completed actions concerning these items. If you have questions or we may be of further assistance, please contact me at (916) 654-5507 or via email at [phillip.miller@dot.ca.gov](mailto:phillip.miller@dot.ca.gov).

Sincerely,

*Original Signed By*

PHILLIP C. MILLER, C.M.

Aviation Safety Officer

Enclosures

c: [amy.l.choi@faa.gov](mailto:amy.l.choi@faa.gov)  
[Lemuel.del.castillo@faa.gov](mailto:Lemuel.del.castillo@faa.gov)

Bc: Brett Ditzler, Deputy District Director, District 2

Photograph 1



Multiple trees and power poles penetrating the south FAR  
Part 77, 7:1 Transitional Surface

Photograph 2



Large cracks on runway and taxiways.

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF AERONAUTICS – M.S. #40  
1120 N STREET  
P. O. BOX 942874  
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FAX (916) 653-9531  
TTY 711  
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*Making Conservation  
a California Way of Life.*

Scott Valley Airport  
Siskiyou County

April 18, 2023

Mr. Angie Stumbaugh, Manager  
Transportation Services  
County of Siskiyou  
190 Greenhorn Road  
Yreka, CA 96097-3004

Sent Electronically  
[astumbaugh@co.siskiyou.ca.us](mailto:astumbaugh@co.siskiyou.ca.us)

The California Department of Transportation (Caltrans), Division of Aeronautics, conducted a State permit compliance inspection and Federal Aviation Administration (FAA) Airport Master Record (5010) update at Scott Valley Airport (FAA Site No. 01583.\*A) on April 11, 2023. We applaud your efforts related to the clearing of brush from the Runway Safety Area (RSA) and the completion of your runway pavement improvement and remarking project since your last inspection. The updated information will be entered into our records.

The airport was evaluated using Airport Reference Code B-I (small) based on your current Airport Layout Plan (ALP). Your current State Airport Permit (No. 47-4 [SIS-004]) dated August 17, 1981, and previous inspection letters were also used in our evaluation.

As a result of our inspection, we bring the following items to your attention:

1. Your FAA 5010-1 Form indicates that the runway is 50 feet in width, while we measured it at 60 feet in width. Please contact the FAA San Francisco Airports District Office to coordinate this 5010-1 update. Also, please ensure that applicable pilot guides are revised to reflect the current runway configuration. This is a repeat discrepancy.
2. The taxiway, and apron pavements are raveling and cracking and should be addressed in the near future to prevent further deterioration.

It is Caltrans' objective to ensure that airports meet all current applicable FAA minimum design safety standards and AC criteria, FAR, California Public Utilities Code, section 21001 et seq., the California Code of Regulations, Title 21, sections 3525-3560, and all required conditions depicted in your State Airport Permit issued by Caltrans. All referenced publications in this letter, including many FAA ACs, may be found on our website at [www.dot.ca.gov/aeronautics](http://www.dot.ca.gov/aeronautics).

Understanding the significant resource burden associated with operating a safe, secure, and utilitarian airport, Caltrans will continue to offer both financial and technical assistance to Siskiyou County. The use of California Aid to Airports Program annual credit grant funds to correct safety discrepancies is considered an eligible expenditure. Please notify us by May 23, 2023, of your intended or completed actions concerning these items. Should you have questions or we may be of further assistance, please contact me at (916) 654-5507 or via email [phillip.miller@dot.ca.gov](mailto:phillip.miller@dot.ca.gov).

Sincerely,

*Original Signed By*

PHILLIP C. MILLER, C.M.

Aviation Safety Officer

Enclosures

Enclosures

c: [Laurie.Suttmeier@faa.gov](mailto:Laurie.Suttmeier@faa.gov)  
[Lemuel.del.castillo@faa.gov](mailto:Lemuel.del.castillo@faa.gov)

bc: Brett Ditzler, Deputy District Director, District 2

## Appendix N: Glossary of Terms and Acronyms

### Aa

**Access Control:** The condition where the right of owners or occupants of abutting land or other persons to access in connection with a highway is fully or partially controlled by public authority.

**Access Management:** Involves managing where vehicles enter the highway to improve highway operations and reduce accidents.

**Access Point:** Location where vehicles can enter or exit a highway.

**Active Transportation:** Getting around that is powered by human energy, such as walking and bicycling.

**Agricultural Inspection Stations:** These stations conduct agricultural inspections on all private and commercial vehicles near major borders.

**Air Basin:** An area or territory that contains similar meteorological and geographical conditions. In California, the Air Resources Board (ARB) has established nine air basins.

**Air Quality:** A general term used to describe various aspects of the air that plants and human populations are exposed to in their daily lives.

**All-Way Stop Control:** Traffic control at an intersection where all approaches are controlled by stop signs.

**Americans with Disabilities (ADA):** In 1990, the act was enacted, which prohibits discriminations against persons because of their disabilities.

**Ancestral boundaries:** The boundaries represent the areas that were once inhabited by Indian Tribes to camp, hunt, fish, and gather vegetation for food consumption and basketry material, or had sacred ceremonial and burial sites.

**Annual Average Daily Traffic (AADT):** Daily traffic that is averaged over a calendar year or fiscal year.

**At-grade Crossings:** A junction at which two or more intersections cross at the same grade

**Attainment:** Air quality status indicates that the area has never been designated non-attainment for that particular standard.

**Arterial:** A class of street that primarily serves through-traffic and major traffic movements.

**Auxiliary Lane:** The portion of the roadway for weaving, truck climbing, speed change, or other purposes supplementary to through traffic movement.

**Average Daily Traffic (ADT):** The average number of vehicles passing a specified point during a 24-hour period. Frequently used in relation to the "peak-month" average daily traffic.

### Bb

**Bicycle Status:** The ability to ride the bike on the freeway or provide an alternate facility for bicycle travel.

**Bike Route Class:** Classification of a bicycle facility. There are three classes:

**Class I** - (bicycle facility separate from roadway) provides completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.

**Class II** - (designated bicycle facility adjacent to roadway) provides a striped lane for one-way bike travel on a street or highway.

**Class III** - (non-designated but open to bicycles) provides for shared use with pedestrians or motor vehicle traffic.

**Bridges:** Structures of more than 20 feet in length that span a body of water.

### Cc

**California Environmental Quality Act (CEQA):** 1970 state legislation which requires state agencies to regulate activities with major consideration for environmental protection.

**California Transportation Commission:** A body appointed by the governor responsible for the STIP, the development of the RTP guidelines, and the statewide transportation policy.

**Caltrans or Department:** California Department of Transportation.

**Capacity:** The number of vehicles that a facility can accommodate during a specified period of time. It represents the flow rate that can be achieved during peak periods of demand. Capacity is also used to estimate the maximum amount of traffic that a facility can accommodate while maintaining a prescribed level of operation (Level of Service).

**Capacity-Increasing Projects:** Projects that allow for more capacity on the roadway such as adding a lane.

**Chain Locations:** These are the signed locations that drivers are allowed to stop and pit on chains.

**Changeable Message Signs (CMS):** Electronic signs that can change the message it displays. Often used on highways to warn and redirect traffic. Also referred to as variable or electronic message signs.

**Channelization:** The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movement of both vehicles and pedestrians.

**Clean Air Act:** A 1990 environmental policy act relating to the reduction of smog and air pollution.

**Clear Recovery Zone:** An area clear of fixed objects adjacent to the roadway to provide a recovery zone for vehicles that have left the traveled way. A minimum clear recovery area of 20 feet on conventional highways and 30 feet on freeways and high-speed expressways is desirable.

**Climbing lane:** A lane added on an uphill grade for use by trucks, recreational vehicles, and other heavy vehicles with speeds significantly reduced by grade.

**Closed Circuit Television (CCTV):** This ITS technology allows a camera to display remote verification of road and weather conditions, traffic conditions, and incidents. This television can have compatibility with other communications technologies, such as cable TV, kiosks, and the internet.

**Collector Road:** A collector road or distributor road is a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.

**Commercial Airports:** Publicly owned airports that have at least 2,500 passenger boarding's each calendar year and receive scheduled passenger service.

**Concept:** A strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

**Concept LOS:** Used to describe the target operational condition for a facility during the twenty-year planning horizon of the Corridor Plan . Planning studies for projects to improve highway capacity should begin at the time when a highway segment is projected to reach the concept LOS.

**Conformity:** Process to assess the compliance of any Federally funded or approved transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

**Congestion:** Defined as reduced speeds of less than 35 miles per hour for longer than 15 minutes.

**Context Sensitive Solutions:** Caltrans utilizes this process to ensure that transportation projects are in harmony with communities, and that intrinsic qualities such as historic, aesthetic, and scenic resources are enhanced and preserved.

**Conventional Highway:** A highway without control of access, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

**Corridor:** A set of essentially parallel transportation facilities for moving people and goods between two points.

**Complete Streets:** Provides mobility for people of all ages and abilities, particularly those who are walking, biking, using assistive mobility devices, and riding transit.

**Corridor Preservation:** Identify and discuss the locations targeted for corridor preservation, and address existing and future rail and highway corridor, and seaport and airport facility land reservation needs.

**Cultural Resources:** Encompass archaeological traditional and built resources including but not necessarily limited to buildings, structures, objects, districts, and sites.

## Dd

**Daily Vehicle Miles of Travel:** An estimate of Annual Vehicle Miles of Travel is the product of AADT x Segment Length x 365 days.

**Delay:** The time lost while traffic is impeded by some element over which the driver has no control.

**Demographics:** refers to selected population characteristics.

**Density:** The number of vehicles per mile (or per lane per mile) on the traveled way at a given instant.

**Design Speed:** A speed selected to establish specific minimum geometric (horizontal, vertical, site distance) design elements for a particular section of highway.

**Directional Split:** During the peak period, the directional distribution of traffic.

**District:** Department of Transportation Districts.

**Divided Highway:** A highway with separated roadbeds for traffic in opposing directions.

## Ee

**Easement:** A right to use or control the property of another for designated purposes.

**Elevation:** A location's height above a fixed reference point, often measured from mean sea level.

**Encroachment:** Occupancy of project right-of-way by non-project structures or objects of any kind or character.

**Exit Number:** This is a unique numbering system for freeways across California. The numbering system runs from south to north and from west to east.

## Ff

**Facility Concept (Route Concept):** General term used to describe the number of lanes and degree of access control on a State Route or Freeway. The term can be used to describe the existing facility or the future facility that will be required to handle projected traffic volumes within adopted level of service standards.

**Present Facility Concept:** Defines the current built facility.

**Twenty-Year Facility Concept:** Defines the desired facility during the next twenty years.

**Long-Range (Post Twenty-Year):** Defines the facility that may ultimately be needed sometime beyond the twenty year planning horizon.

**Federal Highway Administration (FHWA):** An agency of the US Department of Transportation that funds highway-planning programs.

**Federal Highway Administration (FHWA):** An agency of the US Department of Transportation that funds highway planning programs.

**Federal Transit Administration (FTA):** An agency of the US Department of Transportation that funds transit planning and deployment programs.

**Federally Recognized Tribes:** Those Native American Tribes recognized by the US Bureau of Indian Affairs for certain federal government purposes.

**Fee Title:** This is the highest possible form of ownership in real property. It entitles the owner to use the property in any manner consistent with federal, state, and local laws and ordinances.

**Free Flow Speed:** The average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by delay from traffic control devices.

**Freeway:** A divided arterial highway with full control of access and with grade separations at intersections. A freeway, as defined by statute, is also a highway in respect to which: (1) the owners of abutting lands have no right or easement of access to or from their abutting lands; or (2) such owners have only limited or restricted right or easement of access.

**Functional Classification:** Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided (i.e., Principal Arterials, Minor Arterials and Major Collectors).

## Gg

**General Aviation:** General aviation refers to all flights other than military and scheduled airline flights, both private and commercial.

**General Plans:** A policy plan of acceptable land uses in each jurisdiction. Each city and county adopts and updates their General Plan to guide the growth and land development of their community, for both the current and long term.

**Geometric Design:** Geometric design is the arrangement of the visible elements of a road such as alignment, grades, sight distances, widths, slopes, etc.

**Goods Movement:** The general term referring to the goods or produce transported by ship, plane, train, or truck.

**Grade:** As used in capacity analysis, grade refers to the average change in elevation on the segment under study, expressed as a percentage.

## Hh

**Highway:** Term applies to roads, streets, and parkways, and also includes right-of-way, bridges, railroad crossings, tunnels, drainage structures, signs, guard rails, and protective structures in connection with highways.

**Highway Advisory Radio (HAR):** An ITS technology that provides valuable information to travelers through prerecorded messages that contain traffic information, road conditions, chain requirements and road closures, etc. Transmission is generally accomplished through low-powered AM broadcast.

**Highway Advisory Radio (HAR) Flasher:** An ITS technology that signals the traveling public that information is available for a specific route via a nearby transmitting HAR.

**Highway Capacity Manual (HCM):** Updated in 2000 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (Level of Service) of transportation systems.

**Highway Classification:** For purposes of capacity analysis, separation of two-lane highways into Class I, II or III. Class I includes major interregional routes, Class II includes smaller links in the system and Class III includes segments of two-lane highway in smaller developed areas or communities.

## Ii

**Improved LOS:** This represents the LOS that will be achieved if identified capacity improvements are completed.

**Incident:** Any occurrence on a roadway that impedes the normal flow of traffic.

**Incident Management:** the activities of an organization to identify, analyze, and correct hazards.

**Intelligent Transportation Systems (ITS):** Use of advanced sensor, computer, and electronic systems to increase the safety and efficiency of the transportation system.

**Interchange:** A system of interconnecting roadways in conjunction with one or more grade separations providing for the interchange of traffic between two or more roadways on different levels.

**Intermodal:** The ability to connect, and make connections between modes of transportation.

**Interregional Transportation Strategic Plan (ITSP):** The ITSP identifies six key objectives for implementing the Interregional Improvement Program and strategies and actions to focus improvements and investments. This document also addresses development of the interregional road system and intercity rail in California, and defines a strategy that extends beyond the 1998 State Transportation Improvement Program (STIP).

**Intersection:** The general area where two or more roadways join or cross, which include roadside facilities for traffic movements in that area.

**Interstate Highway System:** The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the US to internationally significant routes in Mexico and Canada.

## Jj

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## Kk

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## Ll

**Land Use:** The human modification of natural environment or wilderness into built environment, such as fields, pastures, and settlements.

**Lane Width:** The arithmetic mean of the lane widths of a roadway in one direction expressed in feet.

**Left-Turn Lane:** A storage area designated to only accommodate left-turning vehicles.

**Level-of-Service (LOS):** A rating using qualitative measures that characterize operational conditions within a traffic stream.

**Local Street or Local Road:** A street or road primarily used for access to residences, businesses, or other abutting property.

## Mm

**Maintained Miles:** The length of a facility that is preserved and kept in the safe and usable condition, to which it has been improved.

**Maintenance Service Level (MSL):** For maintenance purposes, routes within the State Highway System are assigned a Maintenance Service Level classification of either Class 1, 2, or 3.

**Median:** The portion of a divided highway separating the traveled ways for traffic in opposite directions. Median may be a solid barrier, an unpaved surface, or designated by markings on the highway.

**Metropolitan Planning Organization (MPO):** By federal provision, the Governor designates this organization by principal elected officials of general-purpose local governments. MPOs are established to create a forum for cooperative decision making. Each MPO represents an urbanized area with a population of over 50,000 people.

**Mixed Flow:** Traffic movement having automobiles, trucks, buses, and motorcycles sharing traffic lanes.

**Mode Choice:** Type of transportation: auto, bicycle, bus, pedestrian, rail, etc.

**Multimodal:** The availability of transportation options using different modes within a system or route.

## Nn

**National Environmental Policy Act (NEPA):** 1969 legislation requiring all federal agencies to prepare an environmental impact statement evaluating proposed federal actions which may significantly affect the environment.

**National Scenic Byway (NSB):** To be designated as a NSB, a road must possess at least one of the following six intrinsic qualities: archaeological, cultural, historic, natural, recreational, or scenic. The significance of the feature(s) contributing to the distinctive characteristics of the corridor's intrinsic qualities must be recognized throughout the multi-state region.

**Naturally Occurring Asbestos (NOA):** Asbestos is a mineral fiber that occurs in rock and soil. Material containing NOA is material containing 0.25 percent or greater concentration of asbestos. Caltrans staff must comply with regulations for managing NOA at Caltrans construction sites.

**Non-attainment:** Areas with air quality levels that exceed the standard for specific pollutants.

**Non-federally Recognized:** Native American Tribes not recognized by the US Bureau of Indian Affairs for certain federal government purposes.

**Nonmotorized Transportation:** Transportation that includes bicycle and pedestrian travel to permit the transport of people.

## Oo

**Operational Improvements:** Improvements addressing deficiencies related to the flow and movement of traffic without expanding design capacity. Some examples include adding auxiliary and truck climbing lanes, ramp metering, and intelligent transportation systems.

## Pp

**Passing Lane:** A lane added to improve passing opportunities in one direction of travel on a two-lane highway.

**Peak Hour:** The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.

**Peak Hour Factor:** The hourly volume during the maximum-volume hour of the day divided by the peak 15-minute flow rate within the peak hour; a measure of traffic demand fluctuation within the peak hour.

**Posted Speed:** A road speed limit is the maximum speed as allowed by law for road vehicles.

**Post Mile (PM):** Using miles and counties, the PM system identifies specific and unique locations in the California highway system.

**Post Mile Prefix:** The post miles are prefixed with an alpha code whenever the location on the route is not an original post mile. Examples of prefixes. R (first realignment, when a section of the road is relocated), L (overlap post mile) and E (post mile equation).

**Prescriptive:** Type of easement that comes into existence without formal action because of long-term historical use in a route. A prescriptive right cannot be established over land owned by a governmental entity.

**Programming:** Process of scheduling high-priority projects for development and implementation.

**Project Initiation Documents (PIDs):** Documents that identify in detail the cost, scope, and schedule of a project and provide the basic information necessary for better understanding the nature of the project. A PID must be completed for any project to be programmed.

**Project Report:** Report summarizing the feasibility of needs, alternatives, costs, etc., of a proposed transportation project affecting state transportation facilities. Often project reports consist of a Transmittal Letter and a draft environmental document.

**Public Participation:** The active and meaningful involvement of the public in the development of transportation plans and programs.

**Public Transportation:** Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point to another. Routes and schedules may be determined through a cooperative arrangement.

## Qq

**Queues:** A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate of the front of the queue determines the average speed within the queue.

## Rr

**Ramp:** A connecting roadway between a freeway or expressway and another highway, road, or roadside area.

**Regional Transportation Plan (RTP):** State-mandated documents to be developed biennially by all Regional Transportation Planning Agencies (RTPAs). They consist of policy, action, and financial elements.

**Regional Transportation Planning Agency (RTPA):** Created by AB 69 to prepare regional transportation plans and designated by the Business, Transportation and Housing (BT&H) secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily-created agencies.

**Rehabilitation:** Activities which preserve the quality and structural integrity of a roadway by supplementing normal maintenance activities.

**Relinquishment:** A transfer of the state's right, title, and interest in and to a highway, or portion thereof, to a city or county.

**Resurfacing:** A supplemental surface or replacement placed on an existing pavement to restore its riding qualities or increase its strength.

**Right-of-Way:** Real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.).

**Roadbed:** That portion of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds.

**Roadside:** A general term denoting the area adjoining the outer edge of the roadbed. Areas between the roadbeds of a divided highway may also be considered roadside.

**Roadway:** That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including also the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

**Road Weather Information Systems (RWIS):** This ITS system collects pavement temperature, visibility, wind speed and direction, and precipitation data and presents the data in a useable format to transportation system operators, potentially for the travelling public.

**Roundabouts:** A road junction at which traffic streams circularly around a central island.

**Route Concept (Facility Concept):** General term used to describe the number of lanes and degree of access control on a State Route or Freeway. The term can be used to describe the existing facility or the future facility that will be required to handle projected traffic volumes within adopted level of service standards.

**Rural:** An area with widely scattered development and a low density of housing and employment.

## Ss

**Sales Tax Measures:** In the California State Constitution and authorizes cities and counties to impose up to one percent additional local sales taxes for transportation if approved by the voters in the local jurisdiction.

**Sandhouses:** Storage facilities for abrasives and deicers.

**Safety Roadside Rest:** A roadside area provided for motorists to stop and rest for short periods. It includes paved parking areas, drinking water, toilets, tables, benches, telephones, information panels, and may include other facilities for motorists.

**Segment:** A portion of highway identified for analysis that is homogenous in nature.

**Segment Concept (Existing):** This term is applied to specific segments of a facility and describes the existing number of through travel lanes and any special features that may currently exist in the segment (such as auxiliary travel lanes, carpool lanes, access control, etc.). [see also Facility Concept and Segment Concept (20-year)]

**Segment Concept (20-Year):** This term is applied to specific segments of a facility and describes the number of though travel lanes and any special features that may be needed twenty years in the future in order to maintain the Concept LOS in the segment. [see also Facility Concept and Segment Concept (Existing)]

**Separate Turning Lane:** An auxiliary lane for traffic in one direction, which has been physically separated from the intersection area by a traffic island.

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

**Signalized Intersection:** A place where two roadways cross and have a signal controlling traffic movements.

**Stakeholder:** Individuals and organizations that are actively involved in the project, or whose interests may be positively or negatively affected as a result of project execution or project completion. They may also exert influence over the project and its results. In transportation, stakeholders include FHWA, CTC, RTPAs, transportation departments, transportation commissions, cities and counties, Native American Tribal Governments, economic development and business interests, resource agencies, transportation interest groups, the public and the Legislature.

**State Highway Account (SHA):** The State Highway Account is used for the deposit of all money from any source for expenditure for highway purposes including major and minor construction, maintenance, right-of-way acquisition, improvements and equipment, services, investigations, surveys, experiments and reports.

**State Implementation Plan (SIP):** Plan required by the Federal Clean Air Act of 1970 to attain and maintain national ambient air quality standards.

**State Routes:** State highways within the State, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

**State Highway Operation and Protection Program (SHOPP):** A four-year program limited to projects related to state highway safety and rehabilitation.

**State Routes:** State highways within the state, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

**State Transportation Improvement Program (STIP):** Biennial document, adopted by the California Transportation Commission (CTC), which provides the schedule of projects for development over the upcoming five years.

## Tt

**TBD:** To-be-determined.

**Terrain:** The surface features of an area of land; topography. In capacity analysis, classification falls into one of three categories: level, rolling, or mountainous. The terms "terrain" and "grade" are not interchangeable (see "Grade").

**Level:** The land surrounding the highway is level or nearly level. The most typical example of level terrain is a valley.

**Rolling:** Land in the vicinity of the highway is composed of low hills, dips and rolls, or other types of undulations. Rolling terrain is found in many locations, including the foothills surrounding the Central Valley of California.

**Mountainous:** Terrain with extensive, steep slopes (often in excess of 6 percent) that may rise sharply on one side of the highway while dropping away rapidly on the other.

**Three C Process (3C):** "Continuing, cooperative and comprehensive" planning process. Required of metropolitan planning organizations (MPOs) as a condition for receiving federal capital or operation assistance.

**Topography:** The surface features of the land that a highway passes through (i.e. the topographic features of the surrounding land).

**Traffic Conditions:** Any characteristics of the traffic stream that may affect capacity or operation, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commutes and recreational drivers).

**Traffic Conflicts:** Exist wherever two vehicles have the potential of occupying the same space.

**Traffic Count Stations:** There are three types of traffic count stations on the highway:

**Control stations:** Counted in one-hour intervals by direction.

**Profile counts:** Obtained on conventional highways and expressways got one to seven days in order to determine the number of vehicles at points of significant change.

**Classification counts:** Generally collected at control station sites or at locations or significant truck traffic.

**Traffic Lane:** The portion of the traveled way for the movement of a single line of vehicles.

**Traffic Markings:** All lines, words, or symbols (except signs) officially placed within the roadway to regulate, warn, or guide traffic.

**Traffic Projections:** Estimates of future traffic growth.

**Traffic Sign:** A device mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic.

**Traffic Signal:** A power-operated control device by which traffic (including vehicles, pedestrians, and bicycles) is alternately directed to stop and permitted to proceed. A traffic signal assigns the right-of-way to the various traffic movements.

**Transit:** Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include: public transit, mass transit, public transportation, urban transit and paratransit.

**Corridor Plan:** Planning document that identifies current operating conditions, future deficiencies, route concept, concept level of service (LOS) and conceptual improvements for a route or route.

**Transportation Demand Management (TDM):** "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

**Transportation Improvement Program (TIP):** Federally required annual schedule of projects for transportation development for the upcoming five years. A project must be in the appropriate regional-Federal TIP to receive Federal or CTC funding.

**Transportation Management Center (TMC):** A focal point that can monitor traffic and road conditions, as well as train and transit schedules, and airports and shipping advisories. From here, information about accidents, road closures and emergency notification are relayed to travelers.

**Transportation Permits:** The Department of Transportation has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight and loading of vehicles contained in Division 15 of the California Vehicle Code. Requests for such special permits require the completion of an application for a Transportation Permit from the office of Traffic Operations-Transportation Permits. Route Classes for length are labeled yellow, green, blue, brown and red. Route Classes for weight are labeled purple, orange and green. See <http://www.dot.ca.gov/hq/traffops/permits/> for more information.

**Transportation System Management (TSM):** TSM is (1) a process-oriented approach to solving transportation issues considering both short and long-term implications, and (2) a services and operations process in which low-cost, environmentally-responsive, and efficiency-maximizing improvements are implemented on existing facilities.

**Travel Demand Model:** A software tool used to predict future demand for transportation demand and services.

**Travel Way:** The portion of the roadway for the movement of vehicles, exclusive of shoulders.

**Tribal Lands:** Lands within a reservation, lands held in trust by BIA, or lands otherwise under the direct ownership of a tribe. Most tribal lands are in trust status and within a reservation, but these lands can also be outside of a reservation.

**Truck Climbing Lane:** Additional lanes added to improve traffic movement around slow-moving vehicles on a grade.

**Truck Escape Ramp:** A long, gravel filled lane adjacent to the highway that enables vehicles that are having braking problems to safely stop.

**Truck Scales:** Weigh stations (also called "weigh stations") are where commercial trucks stop to get weighed and inspected.

**Two-Way Stop Control:** Traffic control at an intersection where the minor approaches are controlled by stop signs, but the major street is not.

**Typical Section:** Depiction of the basic (or typical) design elements/features for an existing or planned facility. Typical sections can be prepared for a variety of facilities, including: highway sections, lane transition areas, medians, interchanges, pavement structural sections, bike paths and drainage systems.

## Uu

**Unimproved LOS:** This represents the unimproved LOS if not capacity projects were undertaken.

**Urban:** An area typified by high densities of development or concentrations of population, drawing people from several areas of the region.

**U.S. Department of Transportation:** The principal direct Federal funding agency for transportation facilities and programs. Includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), and others.

**U.S. Route:** A network of highways of statewide and national importance. These highways can be freeways, expressways or conventional highways.

## Vv

**Vehicle Miles Traveled (VMT):** Used in trend analysis and forecasts. (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specific time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given router or line or network during a specific time period.

**Vista Point:** A paved area beyond the shoulder, which permits travelers to safely exit the highway to stop and view a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water and telephones may be provided.

**Volume:** The number of vehicles passing a given point during a specified period of time.

## Ww

**Weaving:** The crossing of traffic streams, moving in the same general direction, accomplished by merging and diverging.

**Weigh Stations:** Weigh stations (also called "truck scales") are where commercial trucks stop to get weighed and inspected.

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**Yy**

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**Zz**

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**Siskiyou County Local Transportation Commission**  
REGIONAL TRANSPORTATION PLANNING AGENCY

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Melissa Cummins, Executive Director

1312 Fairlane Road, Suite 2  
Yreka, California 96097

To: Siskiyou County Local Transportation Commission

Agenda Item: 4(d)v

Date: February 27, 2024

Subject: Authorize Submission of an Evacuation and Preparedness Plan Grant Application  
Authorize the Executive Director to execute grant agreements if awarded.

**Past Action**

None.

**Background**

On January 17, 2024, a grant application for an Evacuation and Preparedness Plan was submitted to Caltrans' Sustainable Transportation Planning Grant Program under the Climate Adaptation Planning section. A copy of the final application is included as an attachment. Grant awards will be announced in the summer of 2024.

The proposed project description states:

Siskiyou County has experienced twenty-three wildfires dating back to 2020 that have resulted in 1,035,203 acres burned, 458 homes destroyed, and nine fatalities. Evacuation efforts during events have been a partnership between the Siskiyou County Office of Emergency Services (with other law enforcement agencies) and Siskiyou Transit and General Express (STAGE), providing transportation services to transit dependent residents and other evacuees who lost transportation resources. This project would establish evacuation protocols and procedures for relevant agencies, in conjunction with existing emergency operations. The final product would include a reference document aimed at seamless coordination between the various agencies and communities with respect to transportation and evacuation services. The project will also be used to analyze the risk assessments of existing transportation facilities to determine potential strategies or improvement needs for vulnerable areas and populations.

Staff is recommending the use of Local Transportation Funds in FY 2024/2025 for the required match of \$ 32,408.

**Discussion**

If necessary, review any items the Commission wishes to have clarified.

**Recommended Action**

- Adopt Resolution authorizing the submission of an application to the Sustainable Transportation Planning Grant Program for an Evacuation and Emergency Preparedness Plan and authorizing the Executive Director to execute all documents to secure the funding if awarded.
- Authorize the Auditor-Controller to establish budget as required if awarded.

Attachments (1)

Siskiyou County Local Transportation Commission's FY 2024-25 Evacuation and Preparedness Grant application.

# Application Checklist

The following documents are required and must be submitted via Smartsheet in one single PDF document, not to exceed 25 MB. The Signature Page may be submitted separately if there are issues combining with the single PDF document. Keep the file name brief, as files are corrupted when file names are too long. Refer to the Grant Application Guide for additional information and/or samples. Failure to include any of the required documents will result in a reduced application score.

**PDF documents should be submitted in their fillable PDF formats. The original file formats will be required upon grant award.**

Required Application Documents	
(✓)	Ensure these items are completed prior to submitting to Caltrans via Smartsheet
	Application Cover Sheet (complete in Smartsheet and submit with single PDF document)
	Signature Page (Electronic signatures accepted; may submit as a separate file if there are issues with combining with single PDF document)
	Application Narrative
	Scope of Work
	Cost and Schedule
N/A	Third Party In-Kind Valuation Plan (if applicable, required upon award)
	Map of Project Area
Supplemental Documentation (not required)	
	Graphics of Project Area (when applicable)
	Letter(s) of support
	Data



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART A. APPLICATION INFORMATION

FY 2024-25

**Grant Category** (select only one)

**Climate Adaptation** (MPOs, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

11.47% Local Match requirement (Not Applicable to Native American Tribal Governments)

**Sustainable Communities** (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

**Strategic Partnerships** (MPOs and RTPAs only)

Sustainable Communities Competitive  
(11.47% Local Match requirement)

Strategic Partnerships (FHWA SPR Part I)  
(20% Local Match requirement)

Sustainable Communities Competitive Technical  
(11.47% Local Match requirement)

Strategic Partnerships Transit (FTA 5304)  
(11.47% Local Match requirement)

**Application Submittal Type** (more than one may be selected)

**New**

**Prior Phases**

**Re-Submittal**

New Application

Continuation of a prior project.  
If so, list the Grant FY and project  
title below.

Re-submittal from a prior grant cycle.

How many times has an application been  
submitted for this project, including this one?

### PART B. PROJECT INFORMATION

**Project Title and Location**

Project Title: Siskiyou County Evacuation and Preparedness Plan

Project Location (City): County of Siskiyou

Project Location (County): Siskiyou County

**Funding Information**

1. Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#) (posted online)

Minimum Local Match     Over-Match

2. What is the source of Local Match funds being used?

(MPOs – Federal Toll Credits, PL, and FTA 5303 cannot be used to match Sustainable Communities Competitive or Adaptation Planning grants)

Local Transportation Funds     Local Sales Tax     Special Bond Measures

Other, specify:

Grant Funds Requested	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost
\$ 250,136	\$ 32,408	\$ 0.00	\$ 32,408	11.47	\$ 282,544



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### Project Description (3-5 Sentences Max.)

Insert Application Narrative:  
1. Project Description

Siskiyou County has experienced twenty-three wildfires dating back to 2020 that have resulted in 1,035,203 acres burned plus subsequent mud flows and mud slides impacting transportation facilities. Evacuation efforts during events have been a partnership between the Siskiyou County Office of Emergency Services (with other law enforcement agencies) and Siskiyou Transit and General Express (STAGE), providing transportation services to transit dependent residents and other evacuees who lost transportation resources. This project would establish evacuation protocols and procedures for relevant agencies, in conjunction with existing emergency operations. The final product would include a reference document aimed at seamless coordination between the various agencies and communities with respect to transportation and evacuation services. The project will also be used to analyze the risk assessments of existing transportation facilities to determine potential strategies or improvement needs for vulnerable areas and populations.

### Project Type

Choose the Project Type that best represents the focus of the proposed project. See Grant Application Guide for examples. Two max. may be selected.

- Active Transportation (Bicycle and Pedestrian)
- Climate Change (Infrastructure Adaptation, Vulnerability and Resiliency)
- Complete Streets (Multimodal specific type)
- Corridor (Local Streets or Highways)
- Freight/Goods Movement
- General Plan-Related (Circulation Element, Land Use Element, Specific Plan)
- Multimodal (Motorized and Active Transportation)
- Safety (Vision Zero, Safe Routes to Schools)
- Technical (Modeling, VMT Mitigation, ZEV Infrastructure, ZEB Transition, etc.)
- Transit (Bus, Light Rail, and Commuter Rail Service)
- Other, specify:

### Underserved Community Definitions



## Sustainable Transportation Planning Grant Program

### GRANT APPLICATION COVER SHEET

#### PART B. PROJECT INFORMATION (CONTINUED)

If applicable to the project, what tools were used to identify the underserved communities in the project area? Choose all that apply.

- Rural Communities of 50,000 or less and outside of urbanized areas
- Native American Tribal Governments
- Regionally/Locally Defined Underserved Communities
- At/Below 80% Assembly Bill 1550 (Gomez, Statutes of 2016)
- At/Above 75% California Department of Education, Free or Reduced Priced Meals Data
- At/Above 75% CalEnviroScreen Version 4.0
- At/Below 25% California Healthy Places Index



**Sustainable Transportation Planning Grant Program**  
**GRANT APPLICATION COVER SHEET**

**PART C. CONTACT INFORMATION\***

	Primary Applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	Siskiyou County Local Transportation Commission		
Dept./Division			
Street Address	1312 Fairlane Road, Suite 1		
City	Yreka		
Zip Code	96097		
Phone Number	530.709.5060		
Executive Director Name	Melissa Cummins		
Title	Executive Director		
Executive Director E-mail	<a href="mailto:melissa@siskiyoucoltc.org">melissa@siskiyoucoltc.org</a>		
Financial Manager Name	Melissa Cummins		
Title	Executive Director		
Financial Manager E-mail	<a href="mailto:melissa@siskiyoucoltc.org">melissa@siskiyoucoltc.org</a>		
Contact Person Name	Melissa Cummins		
Title	Executive Director		
Contact Phone Number	530.709.5060		
Contact E-mail	<a href="mailto:melissa@siskiyoucoltc.org">melissa@siskiyoucoltc.org</a>		

\*Use additional pages if necessary.



**Sustainable Transportation Planning Grant Program**  
**GRANT APPLICATION COVER SHEET**

**PART D. COMPLIANT HOUSING ELEMENT**

City/County Primary/Sub-Applicants for Sustainable Communities Grants	Yes	No
Does the City/County have a compliant Housing Element? If No, explain the current status:		N/A
Has the City/County submitted Annual Progress Report to the California Department of Housing and Community Development for calendar years 2021 and 2022?		N/A

**PART E. OTHER FUNDING PROGRAMS**

Applicants may leverage other program funds for this planning grant, as long as the activities are eligible.

	Yes	No	N/A
<p>Is the applicant applying for the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant Program? Applicants should not submit the same project application to both funding programs. However, applicants may propose to leverage funds from one funding program to another. For instance, an applicant with a large project may propose to fund one component with Caltrans funds, and another with OPR funds. Applicants may also propose two entirely different projects to each funding program.</p> <p>If yes, identify the differences between each proposal, and briefly summarize the leverage opportunity if awarded both Caltrans and OPR funding:</p>		X	
<p>Is the applicant applying for any other funding programs to complete this project? If yes, list them here:</p>		X	



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART F. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name
2	Brian Dahle	2	Megan Dahle

### PART G. LETTERS OF SUPPORT

List all letters of support received for the proposed project. Letters should be addressed to the applicant.

Name/Agency	Name/Agency
Siskiyou County Health & Human Services	



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name			
Title			
Signature		Date	
Sub-Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

\*Use additional pages if necessary.



**Sustainable Transportation Planning Grant Program**  
CLIMATE ADAPTATION PLANNING - GRANT APPLICATION  
NARRATIVE

**PART G. APPLICATION NARRATIVE**

**FY 2024-25**

**Project Information**

Organization (legal name)	
Project Title	
Project Area Boundaries	
Project Timeframe (Start and End Dates):	

**Application Narrative**

**1. Project Description (5 points)**

Briefly summarize project in a clear and concise manner, including why the project is necessary, major deliverables, desired outcomes, parties involved, and alignment with relevant local, regional, and/or State planning efforts. **3-5 sentences maximum; Do not exceed the space provided.**



**Sustainable Transportation Planning Grant Program**  
CLIMATE ADAPTATION PLANNING - GRANT APPLICATION  
NARRATIVE

**2A. Project Justification (10 points)**

- Describe the problem or deficiencies the project is attempting to address, including the climate adaptation need and any other priority needs, as well as how the project will address the identified problems or deficiencies
- Describe the impact of not funding the project
- Describe the public benefits
- **Do not exceed the space provided**



**Sustainable Transportation Planning Grant Program**  
CLIMATE ADAPTATION PLANNING - GRANT APPLICATION  
NARRATIVE

**2A. Project Justification (continued)**



# Sustainable Transportation Planning Grant Program

## CLIMATE ADAPTATION PLANNING - GRANT APPLICATION

### NARRATIVE

#### **2B. Underserved Communities Justification (5 points)**

The tools in the Grant Application Guide, Appendix A, are intended to help applicants define an underserved community.

- Explain how the project area or portions of the project area benefit underserved communities, including Tribal, local, regional, and rural communities as applicable
- Explain how the proposed project addresses the needs of the communities and how they will benefit from the proposed project, including if the communities informed the scope of the project
- Cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool
- **Do not exceed the space provided**



# Sustainable Transportation Planning Grant Program

## CLIMATE ADAPTATION PLANNING - GRANT APPLICATION NARRATIVE

### 2C. Underserved Communities Engagement (5 points)

See Grant Application Guide, Appendix A. for best practices in community engagement

- Describe how the proposed project will engage underserved communities and how the effort was informed by engagement with underserved communities, including Tribal, local, regional, and rural communities as applicable
  - Include specific outreach methods for involving underserved communities
- Describe how underserved communities will continue to be engaged during the next phases after the proposed planning project is complete, including implementation
- **Do not exceed the space provided**

### 3. Grant Specific Objectives (Total 40 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-D below, as applicable:

- Caltrans Strategic Plan
- California Transportation Plan (CTP)
- Modal Plans that Support the CTP
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Adaptation Strategy
- Master Plan for Aging



# Sustainable Transportation Planning Grant Program

## CLIMATE ADAPTATION PLANNING - GRANT APPLICATION

### NARRATIVE

#### **3A. Grant Specific Objectives; climate risk and adaptation (15 points)**

- Explain how the project identifies and assesses climate change impact risks to multimodal transportation infrastructure vulnerabilities to climate change impacts in the project area
- Explain how the project will identify adaptation strategies and specific actions to remedy identified climate related vulnerabilities. Projects and plans should describe short-, medium-, and long-term strategies that will address the overall risk for the entire service life of the asset or capital project using the best available science and guidance.
- Articulate how the project will advance the planning of specific climate adaptation projects, such as developing a cost estimate, pursuing a technical feasibility study for adaptation options, or developing a conceptual design (up to 30%)
- When applicable, explain how the project includes economic analysis and/or cost-benefit analysis of identified adaptation strategy or strategies
- **Do not exceed the space provided**



**Sustainable Transportation Planning Grant Program**  
CLIMATE ADAPTATION PLANNING - GRANT APPLICATION  
NARRATIVE

**3A. Grant Specific Objectives; climate risk and adaptation (continued)**



# Sustainable Transportation Planning Grant Program

## CLIMATE ADAPTATION PLANNING - GRANT APPLICATION

### NARRATIVE

#### **3B. Grant Specific Objectives; co-benefits (10 points)**

- Identify co-benefits of the adaptation work, such as benefits to public health, natural ecosystems, air quality, social equity, the economy, or reductions in greenhouse gas (GHG) emissions.
  - If reductions in GHG emissions are identified as a co-benefit, explain how the project advances transportation related GHG emission reductions specifically through different project types/strategies (e.g., mode shift, demand management, accessibility, etc.)
- Describe if and how nature-based solutions will be integrated into the proposed project
- Describe how adaptation needs of environmental resources in proximity to the transportation system such as coastal resources like tidal marsh or beaches, wildlife connectivity, wetlands, or fish passage needs are considered in the proposed project (if applicable)
- **Do not exceed the space provided**



**Sustainable Transportation Planning Grant Program**  
**CLIMATE ADAPTATION PLANNING - GRANT APPLICATION**  
**NARRATIVE**

**3C. Grant Specific Objectives; partnerships and stakeholder process (10 points)**

- Explain how the project demonstrates on-going collaboration and partnerships between sectors and jurisdictions, and across levels of government at a regional scale
- Explain if the project also includes collaboration and partnerships with diverse external stakeholders such as businesses, non-governmental agencies, federal, state, or local agencies, community-based organizations, and community residents
- Explain how the project includes a multistakeholder process that provides an opportunity for meaningful community engagement from communities potentially impacted by any project identified or developed as part of the planning grant

**Do not exceed the space provided**



# Sustainable Transportation Planning Grant Program

## CLIMATE ADAPTATION PLANNING - GRANT APPLICATION

### NARRATIVE

#### **3D. Grant Specific Objectives; alignment with other plans and State Goals (10 points)**

- Explain how the project is consistent with priorities, goals, and actions of the California State Adaptation Strategy, follows State guidance on adaptation planning, and is consistent with any applicable local/regional resilience planning.
- Articulate if the project will identify ways to incorporate transportation-related climate adaptation needs into existing transportation plans, specifically how the project will lead to the identification and development of capital projects that can be programmed as part of local or regional plans
- Explain how the project is in alignment with or augments existing plans, including climate action/adaptation plans, hazard mitigation plans, safety elements of general plans, resilience improvement plans, and/or Coastal Act/Certified Local Coastal Program plans
- Explain how the proposed project addresses public access and Complete Streets needs
- **Do not exceed the space provided**



**Sustainable Transportation Planning Grant Program**  
CLIMATE ADAPTATION PLANNING - GRANT APPLICATION  
NARRATIVE

**4. Project Management (Total 30 points)**

See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website:  
<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

**4A. Scope of Work (15 points)**

**4B. Cost and Schedule (15 points)**

# Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only.

**Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

Scope of Work Checklist	
(✓)	Ensure these items are completed prior to submitting to Caltrans
X	Use the Fiscal Year 2024-25 template provided
X	Include the activities discussed in the grant application
X	List all tasks using the same title as stated in the Project Cost and Schedule
X	Include task numbers in accurate and proper sequencing, consistent with the Cost and Schedule
X	Exclude sub-task numbers; only include sub-headings
X	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
X	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the underserved community involved with the project, if applicable
X	Include a thorough and accurate narrative description of each task
X	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee and sub-recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> <li>• Caltrans and grantee Project kick-off meeting at the start of the grant</li> <li>• Invoicing and quarterly reporting to Caltrans</li> <li>• DBE Reporting (federal grants only)</li> </ul>
X	Include Task 02 for the procurement of a consultant (if needed). This task is for the <u>grantee and sub-recipient(s) only</u> .
X	Include detailed public participation and services to diverse communities in the Public Outreach Task (excluding technical projects)
X	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), excluding technical projects
X	Include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback (excluding technical projects).
X	Include a summary of next steps your agency will take towards implementing the project in the Final Product
X	List achievable project deliverables for each Task
X	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide

# SCOPE OF WORK

Project Information	
Grant Category	Climate Adaptation Planning
Grant Fiscal Year	24/25
Project Title	Siskiyou County Evacuation and Preparedness Plan
Organization (Legal name)	Siskiyou County Local Transportation Commission

## Disclaimer

The Siskiyou County Local Transportation Commission commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

## Introduction

Between 2020 and 2023 Siskiyou County endured twenty-three wildfires resulting in 1,035,203 acres burned, 735 structures destroyed with 458 of them being homes, and nine lives lost. Additionally, heavy rains on severely burned areas resulted in mud flows that buried County road equipment and threatened an entire community's water supply line.

During each event it was an all-hands on deck approach to evacuate communities of residents including those that are vulnerable, disadvantaged, or low-income residents. These efforts were coordinated by a team of local agencies including emergency services, various law enforcement agencies including mutual aid partners, transportation agencies, and volunteers. Emergency sheltering was established by the Siskiyou County Health & Human Services Agency for evacuees during these events. Because of the vastness of our region shelter locations are typically established in varied locations outside of the evacuation zone.

Given the frequency of these events in recent years the Siskiyou County Evacuation and Preparedness Plan is intended to coordinate evacuations and other activities to standardize response protocols for potential natural disasters including wildfires, mud flows, or flooding in the future. The project will also be used to educate community members on best practices and procedures to better prepare for future events, helping to facilitate orderly evacuations when needed.

The project area encompasses the entirety of the County of Siskiyou, including the nine incorporated cities and various communities throughout the unincorporated area of the region. There is a focused need to assist the region's most vulnerable populations, such as seniors, disabled, and low-income residents. Recent census estimates show approximately 27.8% of the County to be aged 65 and over (compared to 15.8% statewide.) In addition, Siskiyou County is made up of many "low-income communities," which are typically characterized as having median household incomes equal to or less than 80% of the statewide average. According to United States Census Bureau data (2018-2022) the median household income (MHI) in Siskiyou County was \$53,898 (58.6% of the State MHI of \$ 91,905), qualifying the majority of the Siskiyou region as disadvantaged. Based on the above, the region can also be defined as an "underserved community."

The plan will identify geographically vulnerable and physically/economically disadvantaged populations that may experience the most challenges during evacuations.

## Project Stakeholders

The Siskiyou County Local Transportation Commission (SCLTC) will be the lead agency for this project. A Steering Committee, comprised of representatives from SCLTC, County of Siskiyou, the nine incorporated cities, community service districts, tribal entities, CalFire, US Forest Service, and Caltrans, will be formed to assist with implementation. A transportation consultant will be procured through a competitive process to perform the technical tasks described below under guidance from the Steering Committee.

## Overall Project Objectives

The primary objectives of the proposed project are listed as follows:

- Understand current emergency preparedness plans and how transportation organizations, assets, and services are included in them.
- Analyze infrastructure deficiencies and recommend improvements to help mitigate risks related to natural disasters.
- Create and adopt a region-wide evacuation and preparedness plan detailing standardized practices and protocols for transportation services and evacuation centers, for use by the Office of Emergency Services, local and regional fire departments, local law enforcement personnel, transit and other transportation providers, the County of Siskiyou, cities, and other local jurisdictions.
- Work to ensure regional cooperation, coordination, and capacity building with respect to emergency plans.
- Educate the public (with an emphasis on vulnerable communities) on related emergency protocols (e.g. designated locations for transportation evacuation, emergency shelters, etc.) developed in the proposed plan.

## Summary of Project Tasks

### Task 01: Project Administration

The Siskiyou County Local Transportation Commission (SCLTC) will conduct a kick-off meeting with Caltrans staff to identify project contacts, discuss grant procedures and expectations (including invoicing and reporting) and all other relevant project information. The project will be managed and administered pursuant to the Grant Application Guidelines, Regional Planning Handbook, and the grant contract executed with Caltrans.

SCLTC will prepare and submit complete invoice packages to Caltrans district staff based on milestone completion on a quarterly basis, but not more frequently than monthly. Quarterly reports will also be submitted providing a summary of project progress and grant/local match expenditures.

Task 01 - Deliverables
Schedule and Conduct Kick-off meeting with Caltrans – Meeting Notes
Quarterly invoices and progress reports.

### Task 02: Consultant Procurement

Siskiyou County Local Transportation will procure a consultant, consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and

Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee. As part of this process, staff will further refine the Scope of Work and prepare and distribute Request for Proposals (RFP) for consultant services. A Consultant Selection Committee will be formed to review proposals received and to select a consultant to perform the work. Once selected, staff will prepare and execute a contract for services with the successful consultant.

<b>Task 02 - Deliverables</b>
Final draft of the Request for Proposals
Selection Committee Scoring Sheets and meeting notes.
Executed contract between SCLTC and consultant.

### **Task 1: Coordination with Project Partners**

The consultant and Siskiyou County Local Transportation Commission staff will form a Steering Committee consisting of representatives from each of the region's nine cities as well as County officials from the Siskiyou County Office of Emergency Services (OES), Siskiyou County Sheriff's Office, and Siskiyou County Health and Human Services Agency and other key members such as STAGE, local tribal governments, Cal-Fire, US Forest Service, local emergency response agencies, and Caltrans.

The consultant will also conduct a kick-off meeting with Steering Committee members to share contact information, develop lines of communication, and to clarify the objectives of the project. Steering Committee meetings will be conducted monthly to ensure good communication on upcoming tasks and to ensure that the project remains on schedule and within budget.

<b>Task 1 - Deliverables</b>
List of Steering Committee Members
Kick-off meeting agenda and meeting notes.
Steering Committee meeting agendas and meeting notes.

### **Task 2: Data Collection/Vulnerability Assessment**

The consultant will gather and review existing data pertaining to emergency response protocols in the region or those that may have been included in prior planning studies, needs assessments, community plans, the Regional Transportation Plan, or safety reviews. Regional data on previous natural disasters will also be reviewed as part of the review. The consultant shall also coordinate with key agency officials to conduct information gathering interviews.

The consultant will review and summarize the region's demographic makeup and the geographic locations of potentially higher risk populations. The assessment will identify areas of the region that are most vulnerable during a fire emergency, mudslide, or other natural disaster based on (but not limited to) factors such as fire risk, limitations on ingress and egress for evacuation, and location of higher risk population segments that may require assistance during evacuations (i.e. senior, disabled, low-income, etc.).

The consultant will identify and map key transportation facilities serving the identified vulnerable areas; those most likely to be impacted in a wildfire, flood, or other emergency because of closure, congestion, reduced capacity, etc. Adaptation strategies shall be developed that mitigate or eliminate identified impacts, with a particular focus on potential social equity and

economic outcomes. Mapping products shall include at a minimum: network route mapping, evacuation mapping, network of shelter sites, and wildfire priority areas. A prioritized list of 10-15 projects shall be prepared of recommended network improvement projects, including strategies for funding and implementation.

A bibliography shall be prepared including documents, studies, and/or reports reviewed with a summary of their relevance to the project. The summary will be presented to the Steering Committee for review and comment.

<b>Task 2 - Deliverables</b>
List of existing plans and data review.
Vulnerability assessment memo including analysis, findings, mapping products, and prioritized list of recommended network improvement projects with funding strategies.

### **Task 3: Public Outreach**

With input from the Steering Committee, the consultant shall develop an outreach strategy that includes efforts to reach vulnerable and underserved populations within the region as well as others likely to be impacted or concerned with outcomes of the project. Outreach strategy will include, at a minimum, both surveys (print and online) and in-person workshops. The consultant shall prepare meeting and survey materials in English and Spanish and will advertise public workshops in the community, using a variety of outreach methods consistent with the Siskiyou County Local Transportation Commission Public Participation Plan. This shall include, at a minimum, press releases in local media (newspapers/radio) as well as social media and other methods of outreach including, but not limited to online.

To truly interact and garner input from the various communities a total of thirteen initial public workshops will be held. This number may seem high at first glance, but when you review the map of Siskiyou County and the disadvantaged communities throughout the region there are significant distances between them. Some of these communities, and their residents, have limited access to public transportation. This would be a barrier to engaging them in the planning process. The public workshops are proposed in Fort Jones, Etna, Greenview, Happy Camp, Dorris, Lake Shastina, McCloud, Montague, Mt Shasta, Tulelake, Weed, and Yreka.

The first round of workshops will be held early in the process (concurrent with Task 2) to inform the public of the need and objectives of the project, the timeline, and the various methods made available for public input. The second set of five regional workshops (Butte Valley, Scott Valley, Mt Shasta, Happy Camp/Hwy 96 Corridor, and Yreka) will take place when the Draft Plan is made available for public review (Task 5 below).

As part of the public workshops the Siskiyou County Office of Emergency Services (OES) will develop pre-made emergency preparedness packets for residents to utilize for important documents and final evacuation maps. The project would also include printing by OES of informational postcards, and necessary postage, that would be sent to all mailing addresses in the region to increase awareness of emergency preparedness, and alert systems.

The consultant shall coordinate with key agency officials to conduct information gathering interviews. These will be an important component of the overall plan in determining the historical roles of each during past events. Information obtained will be used to identify capabilities and capacities of individual agencies in coordinating large scale evacuations, as well as developing proper messaging strategies to help the public with emergency preparations. In addition, a presentation before the Social Services Transportation Advisory Council (SSTAC) will be given to obtain feedback from representatives of senior, disabled, and low-income agencies (public and private) regarding evacuation strategies of these target populations.

The consultant shall record all notes, comments, and or concerns submitted in written form or discussed at community workshops. This will include consultant comments or commitments that were made to address such issues.

SCLTC staff will assist with and participate in the public outreach process.

<b>Task 3 - Deliverables</b>
Prepare outreach strategy and surveys.
Advertising materials, news releases, surveys, etc.
Community workshop materials (sign-in sheets, notes, etc.) including records of public comments.
Emergency preparedness packets for residents.

#### **Task 4: Evacuation and Preparedness Analysis**

Consultant shall evaluate all input (within the context of the established project objectives) received from agency officials, the public, and other stakeholders. Existing organizational structures and established lines of communication between agencies involved with emergency evacuations will be used to guide the Plan's development with respect to future protocols. An evaluation of existing Memoranda of Understanding (MOUs) and/or contracts that have been used in past events will help determine whether better or more consistent coordination is needed.

Recommendations will be developed as part of the analysis.

The consultant will review existing plans and suggest improvements to emergency communication methods informing the public before, during, or after disaster events regarding evacuation, repopulation, or other necessary information. This may include online resources, the use of social media, or other communication methods to notify the public of available emergency transportation services, evacuation preparedness, access to additional services, etc. A focus will be placed on evacuation methods for vulnerable populations or those in need of assistance (seniors, disabled, school children, etc.).

An inventory of critical transportation facilities and assets will be created, with maintenance recommendations as well as alternate route options provided for each. This may include private routes which will require recommendations on how to secure future access (e.g. easements, MOUs, etc.). Where no alternate routes are available, the consultant will recommend potential new facilities for vulnerable areas, with potential funding sources to be identified for their future development.

The consultant will review existing training and/or drills used by local agencies and recommend changes or additions to current practices. The consultant will also identify possible funding sources for implementation of parts or all of the Evacuation and Preparedness Plan, including continuing the Steering Committee past the life of project completion, training and drills, improved communication between the agencies and with the public, and evacuation route maintenance or improvements.

The consultant shall prepare an administrative Draft Evacuation and Preparedness Plan, which will be presented to the Steering Committee for review and comment, prior to being posted for public review.

As noted above under Task 5, the consultant will present the administrative Draft at five public workshops. The workshops will be used to inform the public of the overall project findings as well as to solicit final comments that can be incorporated into a final draft.

SCLTC staff will review the analyses provided by the consultant.

<b>Task 4 - Deliverables</b>
Draft Evacuation and Preparedness Plan

### **Task 5: Draft and Final Evacuation and Preparedness Plan**

The consultant shall prepare the final draft Siskiyou County Evacuation and Preparedness Plan in consideration of all Steering Committee, Social Services Transportation Advisory Council, stakeholder, and public comments, suggested corrections, and other input received on the draft version.

The consultant shall present the draft final Siskiyou County Evacuation and Preparedness Plan to the Siskiyou County Local Transportation Commission at a public hearing for comment, consideration, and final adoption. Following the public hearing and Commission adoption of the plan, the consultant shall prepare final bound copies (exact number to be determined and established in the consultant contract) as well as an electronic copy of the final product and appendices, then deliver to the Siskiyou County Local Transportation Commission and other stakeholder agencies.

SCLTC staff will review the draft and final versions of the plan.

<b>Task 5 - Deliverables</b>
Final Draft Evacuation and Preparedness Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy.
Presentation of Plan to Siskiyou County Local Transportation Commission

### **Next Steps**

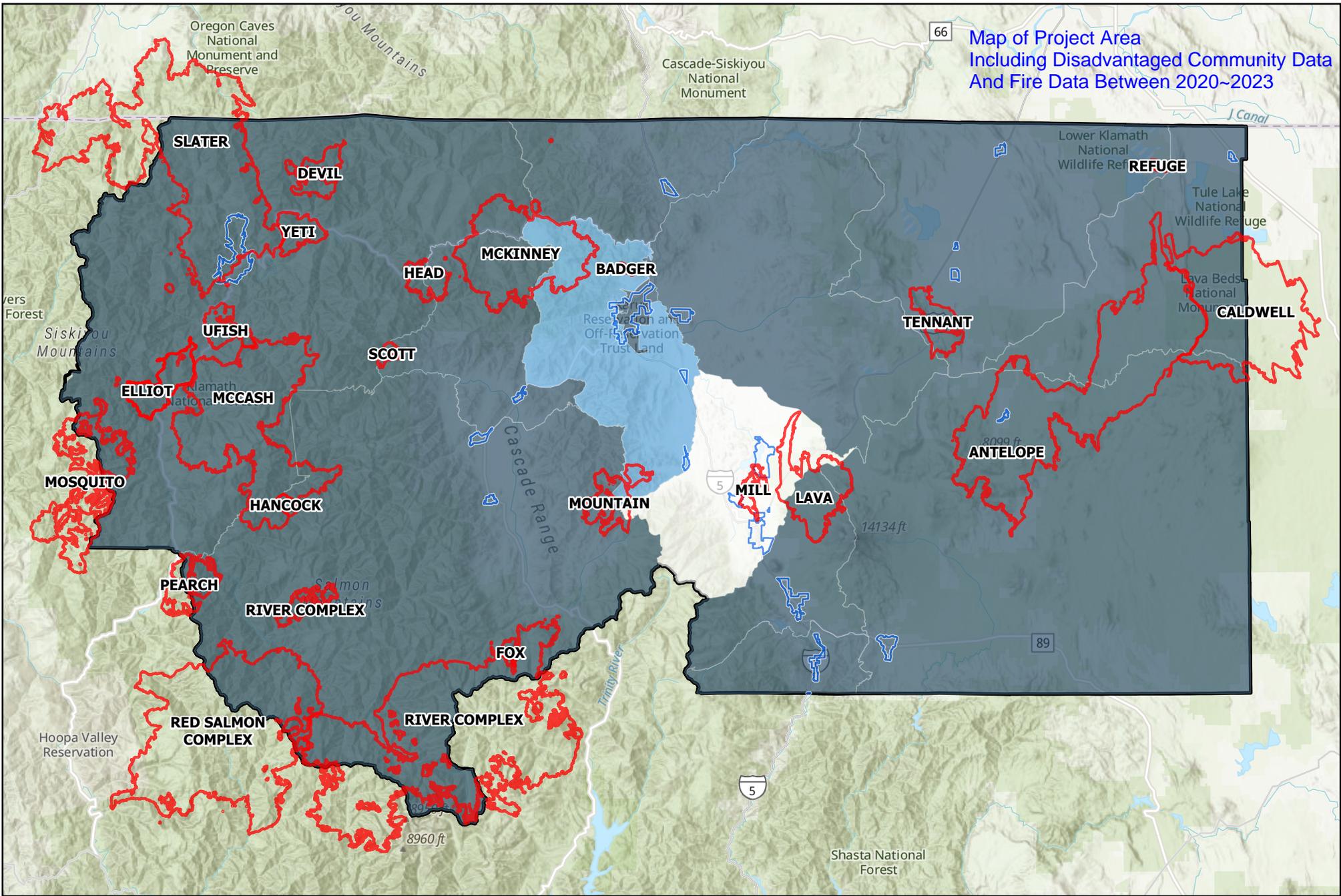
Once adopted, copies of the Final Plan will be distributed to stakeholder agencies for reference and implementation. The Siskiyou County Local Transportation Commission will pursue methods and funds in which to continue future meetings and coordination between previous Steering Committee members and agencies. Likewise, funding for future public outreach will be pursued in order to keep the public informed of preparedness strategies and best practices as derived from the final product.

# Cost and Schedule Checklist

The Cost and Schedule is the official budget and timeline for the project. Tasks 1-6 outlined in the Cost and Schedule are for illustrative purposes only. **The Cost and Schedule must be consistent with the Grant Application Cover Sheet. Applications with missing components will be at a competitive disadvantage.**

Cost and Schedule Checklist	
(✓) Ensure these items are completed prior to submitting to Caltrans	
X	Use the Fiscal Year 2024-25 template provided (do not alter the template)
X	List all tasks with the same title as stated in the Scope of Work
X	Include task numbers in proper sequencing, consistent with the Scope of Work
X	Exclude sub-task numbers and sub-headings
X	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
X	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant amount requested, and only the grantee and recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> <li>• Project kick-off meeting between the grantee and Caltrans at the start of the grant</li> <li>• Invoicing and quarterly reporting to Caltrans</li> <li>• DBE Reporting (federal grants only)</li> </ul>
X	Include Task 02 for procurement of consultants, if consultants are needed. This task is for the <u>grantee and sub-recipient(s) only</u> .
X	Complete all budget columns as appropriate: Total Cost, Grant Amount, Local Cash Match, and if applicable, Local In-Kind Match
X	Ensure the correct minimum local match amount, calculated as a percentage of the total project cost (grant plus local match), is provided
X	Use the Local Match Calculator to ensure the total Local Match amount meets the minimum required Local Match for the specified Grant Category
X	Include a grant amount for each Task (excluding Tasks 01 and 02)
X	Identify if a Tapered Local Match approach will be used, which allows grantees to vary the required local match ratio over the life of the grant contract. Grantee agrees to satisfy the total local match amount by the contract expiration date.
X	Identify the estimated indirect cost rate if indirect costs will be reimbursed. If FY 2023-24 indirect cost rates are not available, the rate will be an estimate based on the currently approved rate.
X	Include a best estimate of the amount of time needed to complete each task
X	State a realistic total cost for each task based on the work that will be completed
X	Use only whole dollars in the financial information fields. No rounding up or down and no cents.
X	Start the timeframe at the beginning of the grant period (November 2024)
X	Extend the timeframe to the end of the grant period (June 2027)





Map of Project Area  
Including Disadvantaged Community Data  
And Fire Data Between 2020-2023



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

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

- Disadvantaged Communities**
- Disadvantaged
- Partially Disadvantaged
- Not Disadvantaged
- County Boundary
- Fire History
- City Boundaries





# SISKIYOU COUNTY

## Health and Human Services Agency

**SARAH COLLARD, PH.D.**

*Director of Health and Human Services Agency*

**TRACIE LIMA, LCSW**

*Clinical Director of Behavioral Health Division*

**AIMEE VON TUNGELN, LMFT**

*Deputy Director of Behavioral Health Division*

Melissa Cummins  
Executive Director  
Siskiyou County Local Transportation Commission  
1312 Fairlane Road, Suite 2  
Yreka, CA 96097

Subject: Support for the Siskiyou County Wildfire Evacuation and Preparedness Plan

Dear Ms. Cummins,

I am writing in support of the Siskiyou County Local Transportation Commission's application for a Caltrans Sustainable Transportation Planning Grant to prepare a Siskiyou County Wildfire Evacuation and Preparedness Plan.

As a region that has experienced severe impacts from numerous catastrophic wildfires over the past few years, Siskiyou County's residents would greatly benefit from a thorough wildfire evacuation and preparedness plan. By identifying vulnerabilities in the geographically diverse areas of the County, identifying at-risk population groups that may need assistance during evacuations, and developing an emergency plan our vast rural region will be better equipped to respond to emergency events in a coordinated matter.

The proposed plan would provide standardized procedures that would benefit the various agencies across the County who may be called upon during a disaster. We fully support this application for funding through the Sustainable Transportation Planning Grant Program.

Sincerely,

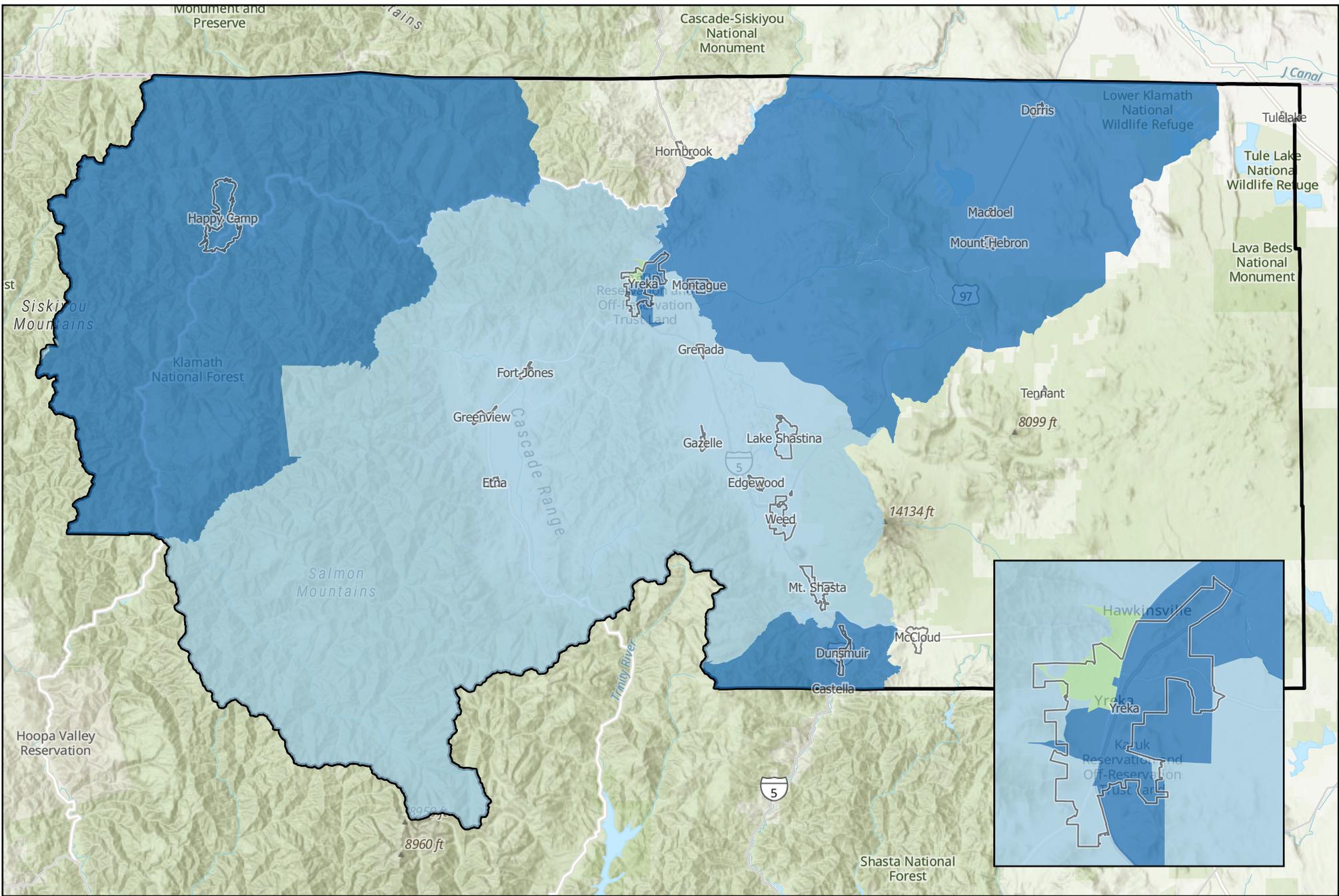
Sarah Collard, Ph.D.  
Director, Health and Human Services Agency  
County of Siskiyou

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### BEHAVIORAL HEALTH DIVISION

*North County (Main) Office*  
2060 Campus Drive  
Yreka, CA 96097  
(530) 841-4100 / Fax (530) 841-4702

*South County Office*  
1107 Ream Avenue  
Mt. Shasta, CA 96067  
(530) 918-7200 / Fax (530) 918-7216



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

## County of Siskiyou Healthy Places Index HPI Score Percentile Ranking January 12, 2024

### HPI Score (Percentile)

- 0-25 (Less Healthy)
- 25-50
- 50-75
- 75-100 (More Healthy)

- County Boundary
- City Boundaries



Year	Fire Name	Acres	Fatalities	Homes Destroyed	Structures Destroyed
2020	BADGER	557			
2020	CALDWELL	81,225			
2020	DEVIL	8,872			
2020	FOX	2,188			
2020	RED SALMON COMPLEX	143,836			
2020	SLATER	157,430	2	214	364
2021	ANTELOPE	145,632		11	20
2021	LAVA	26,329	0	14	23
2021	MCCASH	94,962			
2021	REFUGE	873			
2021	RIVER COMPLEX	199,354			
2021	TENNANT	10,580		1	9
2022	MCKINNEY	60,107	4	118	185
2022	MILL	3,939	2	91	117
2022	MOUNTAIN	13,441		2	4
2022	YETI	7,870			
2023	ELLIOT	13,875			
2023	HANCOCK	1,728			
2023	HEAD	6,941	1	7	13
2023	MOSQUITO	33,781			
2023	PEARCH	12,146			
2023	SCOTT	1,886			
2023	UFISH	7,651			
	<b>TOTALS</b>	<b>1,035,203</b>	<b>9</b>	<b>458</b>	<b>735</b>

\*All structures destroyed including commercial, residential, infrastructure, and utilities



**Siskiyou County Local Transportation Commission**  
REGIONAL TRANSPORTATION PLANNING AGENCY

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Melissa Cummins, Executive Director

1312 Fairlane Road, Suite 2  
Yreka, California 96097

To: Siskiyou County Local Transportation Commission

Agenda Item: 4(d)vi

Date: February 27, 2024

Subject: Modification of Commission's Policy #23-001 Regarding Remote Participation for Committees

**Past Action**

On September 12, 2023, the Commission adopted Policy #23-001 – Remote Meeting Participation.

**Background**

Since adoption of Policy #23-001 by the Commission on September 12, 2023, the Executive Director has scheduled meetings of the Technical Advisory Committee (TAC) meetings. Due to the expansive nature of our region some representatives of the TAC must travel long distances to attend meetings that only last thirty minutes to one hour. Coupled with limited staff for many of our member agencies this creates a barrier to active participation.

The existing policy allows representatives to attend remotely under specific circumstances, but they are precluded from interacting with the rest of the committee during the meeting.

Additionally, the Executive Director has been conducting outreach to garner additional participants for the Commission's Social Services Transportation Advisory Council (SSTAC). As a result of this increased outreach, we have parties interested in serving SSTAC from various areas of the County.

The revised policy aligns with California Government Code (§) 54953(b)(2).

**Discussion**

If necessary, review any items the Commission wishes to have clarified.

**Recommended Action**

Adopt Policy #23-001 with revisions to allow remote participation in accordance with California Government Code (§) 54953(b)(2) by representatives appointed to the Commission's Technical Advisory Committee and Social Services Transportation Advisory Council.

**Attachments (2)**

Siskiyou County Local Transportation Commission's Policy #23-011 Adopted September 12, 2023  
SCLTC Policy #23-011 with proposed revisions.



## **Siskiyou County Local Transportation Commission**

REGIONAL TRANSPORTATION PLANNING AGENCY

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Adopted on: September 12, 2023

Policy #: 23-001

Re: Remote Meeting Participation Policy for SCLTC

The following policy outlines conditions for participation in a meeting, subject to Brown Act rules, via teleconference by a commissioner or committee member:

- In-person participation for SCLTC should be considered the norm and will be encouraged (but not required) for all Commissioners.
- If a commissioner desires to participate remotely, they will need to notify the Executive Director at least ten (10) days prior to the meeting date. The Executive Director will coordinate with the Commissioner to arrange an appropriate satellite meeting location and local posting of the agenda.
- Meetings of the SCLTC will generally continue to be livestreamed for the public (through Zoom or similar technology). Members of the body who are not in attendance at one of the noticed meeting locations may watch or listen to the livestream, but may not communicate with meeting attendees (either orally or through texting/email, etc.) or otherwise interactively participate in the meeting in any manner.
- Certain meetings may be designated for in-person participation only, without the option for satellite meeting locations.
- Members who experience circumstances that may qualify for remote participation under Assembly Bill 2449 should promptly notify the Executive Director. If possible, staff will make arrangements for remote participation in accordance with those provisions; however, due to the limitations in the legislation, it may not be practicable to accommodate remote participation in all cases.
- Other committees conducting business under the Commission's jurisdiction will comply with the requirements as outlined in this policy.
- Meetings of ad hoc committees, and other meetings that are not required to comply with the Brown Act, will not be subject to these restrictions, and may continue to occur entirely through videoconferencing.



## Siskiyou County Local Transportation Commission

REGIONAL TRANSPORTATION PLANNING AGENCY

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Adopted on: ~~September 12,~~February 27, 2024

Policy #: 23-001

Re: Remote Meeting Participation Policy for SCLTC

The following policy outlines conditions for participation in a meeting, subject to Brown Act rules, via teleconference by a commissioner ~~or committee member~~:

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- ~~Other committees conducting business under the Commission's jurisdiction will comply with the requirements as outlined in this policy.~~
- Meetings of ad hoc committees, and other meetings that are not required to comply with the Brown Act, will not be subject to these restrictions, and may continue to occur entirely through videoconferencing.

[Continues on Following Page](#)



## **Siskiyou County Local Transportation Commission**

REGIONAL TRANSPORTATION PLANNING AGENCY

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The following policy outlines conditions for participation in a meeting of the Technical Advisory Committee and Social Services Transportation Advisory Council, subject to Brown Act rules, via teleconference by a committee member:

- All votes taken during a teleconferenced meeting shall be by rollcall.
- The teleconferenced meetings shall be conducted in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the legislative body of a local agency.
- Agendas will be posted as required under the Brown Act.
- Members of the public shall have an opportunity to address the Committee or Council members pursuant to Government Code Section 54954.3.
- Agendas will identify the address of each teleconference location.
- Each teleconference location shall be accessible to the public.
- During the teleconference, at least a quorum of the members of the legislative body shall participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction.



**Siskiyou County Local Transportation Commission**  
REGIONAL TRANSPORTATION PLANNING AGENCY

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Melissa Cummins, Executive Director

1312 Fairlane Road, Suite 2  
Yreka, California 96097

To: Siskiyou County Local Transportation Commission

Agenda Item: 5a

Date: February 27, 2024

Subject: Development of a Joint Powers Agreement to Establish a Transit Authority or Agency

**Past Action**

None.

**Background**

County Administrator, Angela Davis, will be in attendance to discuss the possible creation of a joint powers agreement to establish a transit authority or agency that would involve the Local Transportation Commission, the County, and the nine incorporated cities within the County.

**Discussion**

If necessary, review any items the Commission wishes to have clarified.

**Recommended Action**

Discussion and direction regarding a joint powers agreement for a transit authority.

Attachments (0)



**Siskiyou County Local Transportation Commission**  
REGIONAL TRANSPORTATION PLANNING AGENCY

---

Melissa Cummins, Executive Director

1312 Fairlane Road, Suite 2  
Yreka, California 96097

To: Siskiyou County Local Transportation Commission

Agenda Item: 5b

Date: February 27, 2024

Subject: Election of Chair and Vice-Chair for 2024

**Past Action**

The Commission annually elects a Chair and Vice-Chair.

**Background**

Each year the Commission appoints the Chair and Vice-Chair. Historically, the Chair has alternated between a representative from the Board of Supervisors and the League of Local Agencies.

**Discussion**

If necessary, review any items the Commission wishes to have clarified.

**Recommended Action**

- Appointment of Chair for 2024
- Appointment of Vice Chair for 2024

Attachments (0)



**Siskiyou County Local Transportation Commission**  
REGIONAL TRANSPORTATION PLANNING AGENCY

---

Melissa Cummins, Executive Director

1312 Fairlane Road, Suite 2  
Yreka, California 96097

To: Siskiyou County Local Transportation Commission

Agenda Item: 5c

Date: February 27, 2024

Subject: 2024 Commission Meeting Start Times

**Past Action**

On December 11, 2023, the Commission voted to change the meetings for calendar year 2024 to begin at 10:00 a.m. on the second Tuesday of each month with exceptions for the July, August, November, and December meetings.

**Background**

The Executive Director was contacted by staff from LAFCo regarding conflicting meeting times between Commission and LAFCo meetings. Both entities hold meetings on the second Tuesday of each month, except those identified above.

The Executive Director is seeking direction regarding a modified start time for Commission meetings for the remainder of 2024 from 10:00 a.m. to 10:30 a.m. to avoid any conflicts with LAFCo meetings.

**Discussion**

If necessary, review any items the Commission wishes to have clarified.

**Recommended Action**

Direction to staff regarding a revised start time for the remainder of the 2024 SCLTC regular meetings.

Attachments (0)



**Siskiyou County Local Transportation Commission**  
REGIONAL TRANSPORTATION PLANNING AGENCY

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Melissa Cummins, Executive Director  
melissa@siskiyoucoltc.org

1312 Fairlane Road, Suite 2  
Yreka, California 96097  
Phone: 530.709.5060

To: Siskiyou County Local Transportation Commission

Agenda Item: 6(a/b)

Date: February 27, 2024

Subject: Other Business

**Discussion**

- a. Other topics from the Commission or staff that do not require a formal agenda item.
- b. Next regular meeting – Tuesday, April 9, 2024, at time as determined from agenda item 5(c)

**Recommendation Action**

Adjourn meeting.