

Trail Concept Plan



Core Team



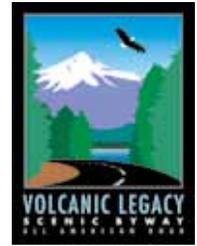
McCloud Local First
Network
mccloudlocalfirst.org



Save Burney Falls



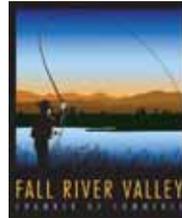
Shasta Land Trust
shastalandtrust.org



Volcanic Legacy
Community
Partnership
volcaniclegacybyway.org



McCloud Trail
Association
mccloudlocalfirst.org/
mccloud-trail-association



Fall River Valley
Chamber of
Commerce
fallrivervalleycc.org

Planning Team

Federal Agencies

Shasta-Trinity National Forest
Lassen National Forest
Bureau of Land Management

State Agencies

McArthur-Burney Falls
Memorial State Park

Tribal Representatives

Pit River Tribe

Regional Agencies

Shasta County Public Health Department
Shasta County Planning Division
Healthy Shasta
Siskiyou County Planning Department
Fall River Resource
Conservation District

Chambers of Commerce

Fall River Valley Chamber of Commerce
McCloud Chamber of Commerce
Burney Chamber of Commerce

Land Trusts & Conservancies

Shasta Land Trust
Siskiyou Land Trust
Rails-to-Trails Conservancy

Trail Associations

McCloud Trail Association
Mt. Shasta Trail Association
American Trails
Pacific Crest Trail Association

Other Non-Profits

Backcountry Horsemen of California
McArthur-Burney Falls Memorial
State Park Interpretative Association
McCloud Local-First Network
Pedali
Recreation Outdoors Coalition
The River Exchange
Save Burney Falls
Shasta Wheelmen
Sierra Club
Volcanic Legacy Community Partnership
We Ski II

Members at Large

From the town of McCloud (2)
From the town of Burney (2)
Retired Forest Service District Rangers

Special thanks to the following for technical assistance:



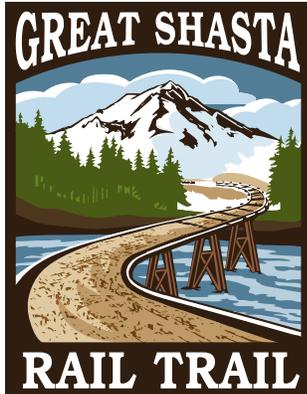
Rivers, Trails, and
Conservation Assistance
Program
nps.gov/rtca



ASLA
California Sierra
Chapter
Northern California
Chapter
asla.org



Rails-to-Trails
Conservancy
railstotrails.org



Trail Concept Plan

Great Shasta Rail Trail

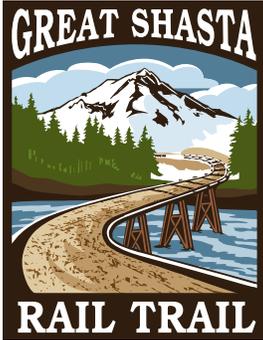
Imagine taking a journey down an evergreen lined corridor of nature and history, venturing between whistle-stops from the past that are now welcoming trailheads. Whether on bike, horse, or foot, a trek along all or part of the 80 mile Great Shasta Rail Trail provides a memorable recreational experience that encourages learning, exploration, and enjoyment of natural open spaces.

Recreation, heritage, and ecological enhancement are the cornerstones of the Great Shasta Rail Trail concept. Recreational opportunities abound, with the communities of Burney and McCloud woven together by a non-motorized pedestrian, equestrian, and bicycle trail that travels the route of an historic rail line, including spur lines to Hambone and Goose Valley. Connections to the existing McArthur–Burney Falls Memorial State Park, National Forest lands, and the Pacific Crest Trail add additional recreational opportunities, as well as amenities such as campgrounds and restrooms. Heritage is interpreted and featured at key locations along the trail, as well as manifested in materials used for construction of signs, buildings, and other amenities. Ecological enhancement is at the forefront with culverts and bridges restored, streams renewed, and native plants abounding.



Great Shasta Rail Trail

Vision



The Great Shasta Rail Trail will link the towns of McCloud and Burney and nearby recreation areas along an 80 mile trail that will feature local heritage, scenic landscapes, and stimulate the economic and social vitality of the region.

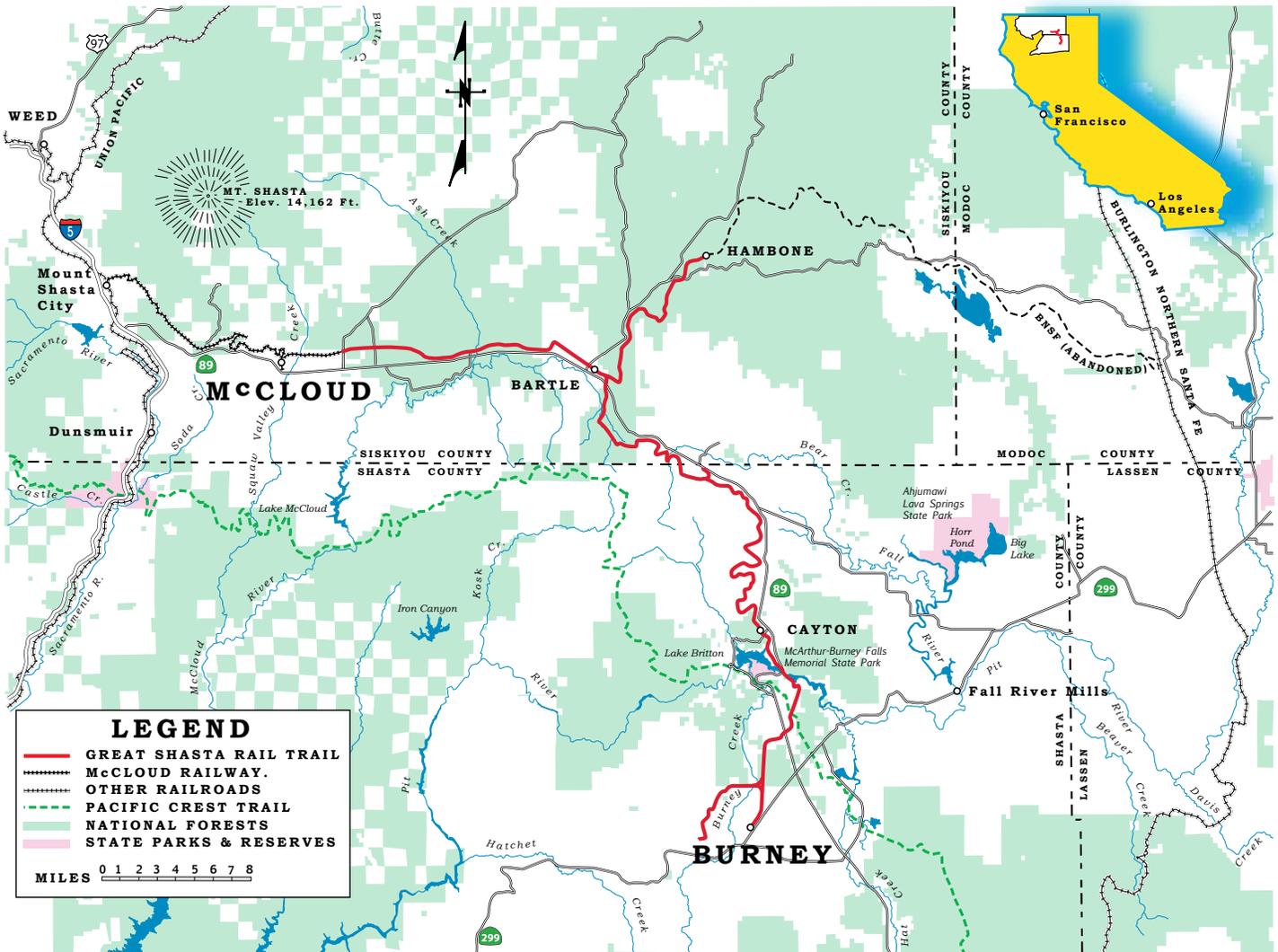


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“As McCloud River Railroad rails reached further and further into the woods, the hungry locomotives were distant from their source of wood fuel. Enormous woodpiles were placed alongside the tracks in the woods to feed the ever-hungry locomotives. Slash in addition to wood which did not meet the high standards of the mill were used for engine fuel.”

- Robert Hanft



The Rail History



Tracks Through Time

The Great Shasta Rail Trail follows the route of the eastern expansion of the McCloud River Railroad, stretching across 80 miles of the natural and human history of the west. The town of McCloud, at the western end of the trail, sits on the southern flank of Mount Shasta, an isolated volcanic peak rising 14,162 feet above sea level. Along the route, there are dense stands of timber, which drew loggers and early settlers. As the logging industry drew the railway east and south, camps, villages, and towns sprang up along the route until the railroad reached the vast timber resources surrounding Burney, the southern terminus. Though the railroad is gone, the towns remain. The story of the railroad still connects these communities, and will come alive again through the Great Shasta Rail Trail.

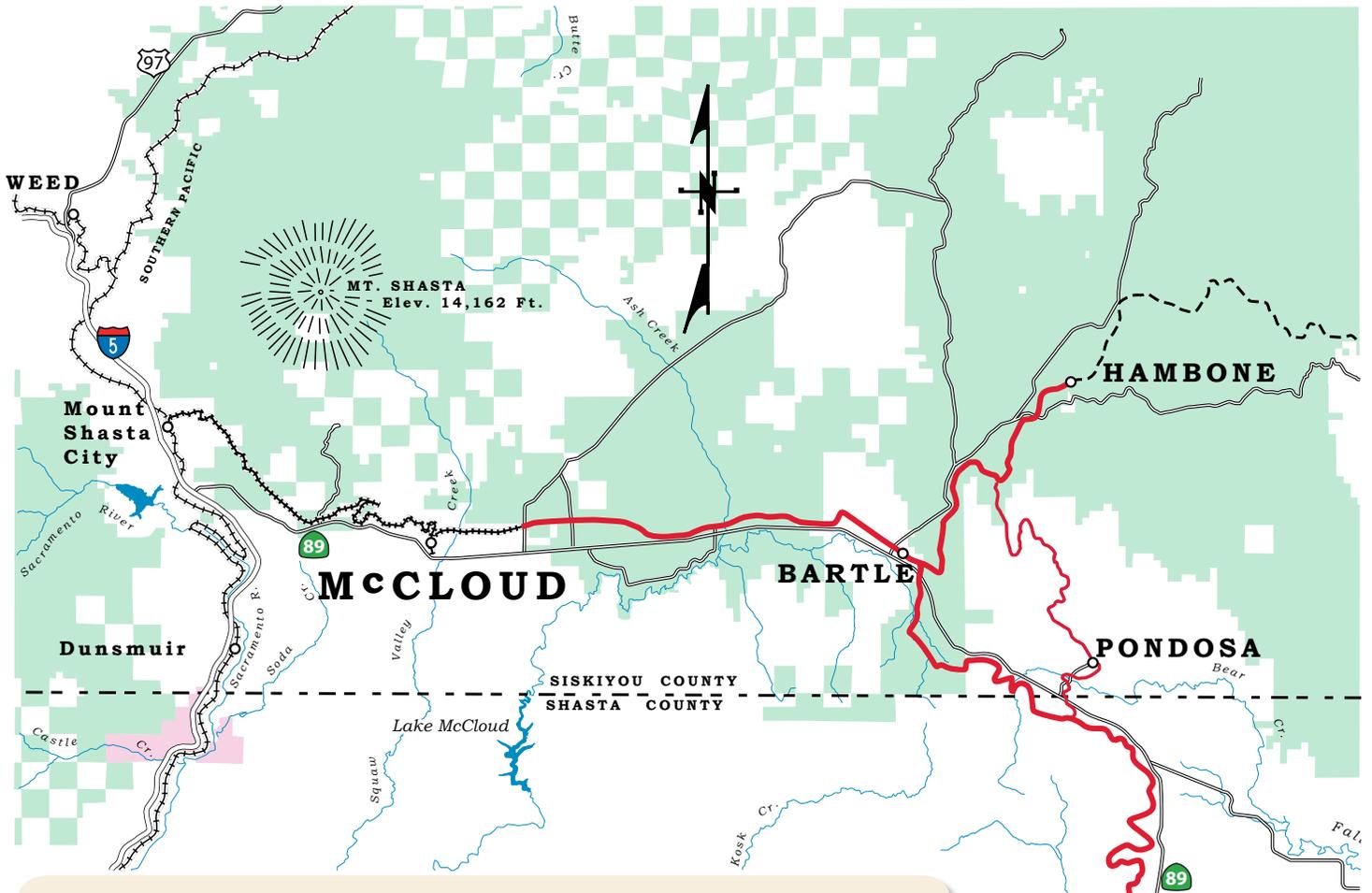
Timber History

The McCloud River Lumber Company began construction of the rail line just north of the town of Mount Shasta (then called Sisson) around 1896 to haul harvested logs and milled lumber to and from its mills. The line, known as the McCloud Railway after its separate incorporation in 1897, extended to follow the expansion of the lumber industry until it reached its southernmost terminus at Burney in 1955. Trains hauled logs to the mills at McCloud, and lumber and products out to main line railroads. During the early part of the 20th century they also provided passengers a connection from McCloud and points east to the main line at Mount Shasta. Declining with the timber industry in the last years of the 20th century, railroad operations east of McCloud ceased in 2006, opening the possibility of conversion of the railroad corridor for trail use.



Settlers & Towns

The era of westward expansion and exploration in the 19th century brought explorers, trappers, and other adventurers seeking fortune to the region. Discovery of the rich timberlands and other natural resources quickly brought the timber industry, the railroad, and finally more settlers and communities.



McCloud

Hudson Bay Company trappers and explorers, led by Alexander Roderick McLoed, came to the area in 1829 and settlers quickly followed. The timber boom brought lumbermen, mills, and eventually the McCloud River Railroad, established in 1897.

McCloud became a true company town, with the McCloud River Lumber Company (known to the community as Mother McCloud) keeping the town secure and prosperous. In the mid-1960's the town was privatized. Houses were sold to the occupants and a Community Services District was formed. Ultimately, changes in the timber industry brought changes to McCloud, and by the end of 2002 the last mill had closed.

Today, McCloud residents are working to strengthen their small local businesses through tourism projects like the GSRT. Set amidst vast timber stands on the flanks of Mount Shasta, McCloud, with its National Historic District, retains the character of its past within a scenic wonderland. It is the perfect place to begin or end a Great Shasta Rail Trail journey.

Bartle

The Bartle Brothers came west with the gold rush and settled in an area east of McCloud where they built an inn and stage stop. From 1905 to late in the 1920's, Bartle served as the eastern terminus of the rail line and provided a rail to highway transfer point for both freight and travelers. The Bartle Café and Bar, begun as a service stop and gas station on State Route 89 in the 1930's, continues to serve travelers today.



Pondosa

In the 1920's the McCloud River Lumber Company built Pondosa, the first of a new style of logging camp. With the main line connecting Pondosa to Hambone and Bartle, Pondosa became the new eastern hub. There are numerous stories of the community rescuing derailed and stranded trains along the line. Pondosa was a thriving village with a mercantile, a post office, a bank, a cookhouse, a church, and a school that employed three teachers. A fire destroyed the last mill in 1976 and the timber companies abandoned the town; however, a few families still live in Pondosa today.

Hambone

On a 13 mile long spur off the then main line to Pondosa, and connecting to the Great Northern/Western Pacific Lookout extension, in 1928 Hambone became the new eastern terminus of the rail line and, for a time, enjoyed a prosperous timber community and logging camp.

Cayton

By the turn of the last century, the Cayton Valley was a bustling ranching area with schools, a post office and store. As the rail and timber industry moved eastward, ranchers hauled freight to and from the trains and providing staging areas for the building of the tracks. Additional lines brought supplies for the construction of Pacific Gas & Electric's Pit powerhouses and the Pit River Bridge. Today, the Cayton Valley remains a ranching area with some of the old ranches run by the descendants of those early settlers.

Burney

In 1880 Burney Valley Township was established, although until 1887 the area where Burney now sits was one big farm with orchards, potato and hay fields, and a huge garden. The vast timber resources of the Burney area drew the railroad, which arrived in Burney with a Golden Spike Ceremony to celebrate the true end of the line on July 3, 1955. Three special trains came to celebrate the day, one all the way from San Francisco, and one drawn by the last operating steam locomotive on the McCloud line. It broke through a paper banner "opening" Burney, and its timber to the mills in McCloud and the world.

Today, Burney is actively working to bring 4-season tourism to the community. Burney lies within miles of premier trout streams, lake fishing, Nordic skiing, as well as camping and other recreation in nearby California State Parks and Lassen National Forest. Through new murals of the history of the town and the surrounding natural beauty, information kiosks, and new plantings of trees and flowers, Burney welcomes visitors with a great place to begin an adventure on the Great Shasta Rail Trail.



“The clearest way into the Universe
is through a forest wilderness.”

— John Muir



The Setting



Knowing the conditions under which the trail is developed is critical for the trail planning and implementation process. Understanding land ownership, key recreation areas and ongoing resource protection issues will help plan appropriate trail access and guide trail management decisions. Addressing the sensitive nature of cultural and historic sites is important to preserve and protect our common heritage. A comprehensive look at what exists, and the opportunities and challenges that are associated with these conditions, will allow development of a trail that provides maximum benefit to trail users and the communities, while protecting our resources and heritage for future generations.

Process and Mapping

To identify existing conditions and begin the process of defining the work of trail development, the Core and Planning Teams have drawn information from many resources. They have examined and analyzed existing public and private maps and data. They interviewed locals and consulted with members of key cultural groups. This, coupled with archeological and historical research, has provided important context. Finally, they physically examined the corridor. For map making convenience the trail was divided into four segments: (1) McCloud to Bartle Wye; (2) Bartle Wye to Hambone; (3) Bartle Wye to Cayton; and (4) Cayton to Burney (including the Sierra Spur). These section maps may be found on pages 35–38.

Corridor Description

Location: The Great Shasta Rail Trail will be approximately 80 miles long and stretch across Shasta and Siskiyou Counties connecting the communities of Burney and McCloud. This will incorporate the corridor for the main rail line as well as that of the Hambone and Sierra Spurs. The route passes through the Lassen and Shasta-Trinity National Forests, and

runs near McArthur–Burney Falls Memorial State Park and over Lake Britton. The remainder of the corridor passes through private land.

Grade and surface: The corridor is 50 to 200 feet wide with a gentle railroad grade. The elevation ranges from a low of 2,830 feet at Lake Britton to a high of 4,500 feet at Dead Horse Summit. Existing rail bed surfaces are packed cinder with portions of the route on elevated beds. Rails and ties have been removed, but some areas of railroad debris and hardware remain.

Ownership of the Corridor and Trail Access

Right of Way: The McCloud River Railroad Company was incorporated in January 1897. Since that time ownership of the railroad company and right of way property has changed hands four times. Some of the property is held in fee title by the railroad and other sections of the line operate under a variety of easements.



In 2005, the current owner of the right of way, 4 Rails, Inc., filed for abandonment¹ of four portions of the railway, including the section of line between Burney and McCloud and three spurs. These sections of the railroad are now being purchased for conversion to the Great Shasta Rail Trail.

Adjacent Land: Twenty different neighbors own property along the trail, nine in Siskiyou County and eleven in Shasta County. These neighbors include the United States Forest Service, a utility company, private timber companies, and individual landowners.

Access: There are numerous potential access points, including existing trails and public and private roads that intersect the trail. Access development in partnership with landowners and agencies must consider private property, seasonal access issues, access point maintenance, use regulations on existing trails, and user safety.

Improvements and Leases within the Right of Way

Leases — easements: There are a number of leases and easements either within or adjacent to the right of way. These include Covanta/Burney Mountain Power and a fiber optics line where the corridor crosses Fruit Growers Supply Company and Forest Service land. A full inventory has been completed as part of the title search which was part of the “due diligence” before fulfilling the purchase agreement.

Roads: State Route 89 crosses the trail three times along with six paved Forest Service and County roads. Numerous small dirt and gravel roads also bisect the right of way. As the trail is developed, these crossings will have safety markings as required to alert both trail users and drivers.

Bridges and Trestles: The railroad crossed various creeks and streams via bridges, trestles and culverts. The largest trestle crosses Lake Britton, while smaller trestles cross Burney and Goose Valley Creeks and small bridges or large culverts cross Moosehead Creek, Mud Creek, the Upper McCloud River, and others. All these, and numerous culverts and small crossings, will require a needs assessment, and complete engineering inspections to assess their condition for safety, erosion control, and restoration.

Historical Sites: The four sites that contribute to the McCloud River Railroad Historic District are the Bartle Water Tank, Bartle Spring, Hambone Camp, and Car A Camp. These sites are eligible for inclusion in the National Historic Register.

¹ More detailed information about abandonment and railbanking can be found on our web site.

Existing Recreational Uses

Shasta-Trinity and Lassen National Forests: The two National Forests crossed by the GSRT offer a multitude of recreational opportunities. The popular McCloud River Recreation Area, about eight miles from the town of McCloud, is a destination for anglers, kayakers, hikers, and swimmers. Hunters and fishermen enjoy other locations in the National Forests near the GSRT as well.

McArthur-Burney Falls Memorial State Park: The GSRT corridor passes within a half mile of one of the most popular state parks in the California State Park System, McArthur-Burney Falls Memorial State Park. With camping, hiking, interpretive programs, and a waterfall named by Theodore Roosevelt as the “eighth wonder of the world,” the park draws travelers from around the world.

Lake Britton: Formed by a hydroelectric dam on Pit River, Lake Britton provides great fishing and boating opportunities to local residents and visitors to the area. Campgrounds can be found along the lake, as well as boat launching facilities. A giant trestle that towers over Lake Britton, originally served railroad traffic, will eventually offer GSRT users sweeping vistas of this beautiful lake. The trestle is famous as the setting for the railroad scene in the 1986 movie “Stand by Me,” directed by Rob Reiner, based on a novella by Stephen King.



Pacific Crest Trail: Hikers enjoying this 2,650-mile long National Scenic Trail will cross the Great Shasta Rail Trail at a point about halfway between its terminuses at the borders of the U.S. and Mexico and the U.S. and Canada. The Pacific Crest Trail is open to hikers and equestrians only.



Overview of Natural Features

Geography and Climate: The trail region encompasses several different geographic and climate zones extending from the near desert of the Modoc Plateau to the eastern slope of the Cascade Range. Average rainfall varies from around 30” inches a year in Burney to about 45” annually in McCloud, with about 60% of regional precipitation falling during the winter months. Across the region, daytime temperatures are generally mild with average of 47–85°F in the summer and 20–42°F in the winter.

Mountains: The northeastern regions of California are dominated by the presence of many active volcanoes, including Medicine Lake Volcano, Burney Mountain, Mount Shasta, and Lassen Peak. The latter two are the southernmost peaks of the Cascade Mountain Range that extends from northern California through central Oregon and into Washington and British Columbia. Mount Shasta stands at 14,162 feet above sea level, a full 10,000 feet higher than the surrounding countryside and Lassen Peak rises 10,457 feet above sea level. There are also a variety of smaller peaks and cinder cones, as well as recent and ancient lava flows.

Vast Mixed Conifer Forests: There are both public, (the Lassen and Shasta-Trinity National Forests) and private forest lands along the route of the GSRT, featuring Ponderosa pine (*Pinus ponderosa*), Douglas fir (*Pseudotsuga menziesii*), incense cedar (*Calocedrus decurrens*), white fir (*Abies concolor*), and sugar pine (*Pinus lambertiana*).

Watersheds: The GSRT crosses a large watershed divide at its highest point near Dead Horse Summit with waters flowing into the McCloud River to the west and to the Pit River to the southeast. Both of these watersheds provide important wildlife habitat within the Lassen and Shasta-Trinity National Forests.

The Upper McCloud watershed covers an area of over 500 square miles. Snow melt from Mount Shasta permeates the volcanic soils of the mountain’s southern flank and arises down slope in the numerous springs and seeps that feed the McCloud River and its tributaries. The eastern portion of the Pit River flows into Lake Britton and supports warm water species in the lake. The lower river supports a cold water fishery for native trout.

Wildlife: Several areas near the GSRT have been designated by the Forest Service and the State as wildlife viewing sites, including on the Upper McCloud River region near Fowler’s campground, McArthur-Burney Falls Memorial State Park, the Ahjumawi Lava Springs State Park, and the Ash Creek Wildlife Area.

Mammals found in the area include black bear, elk, blacktail deer, mountain lion, coyote, grey fox, bobcat, river otter, marten jackrabbits, and numerous species of squirrels and chipmunks. Bird species commonly found in the area include eagles, hawks, vultures, ravens, as well as the western tanager, owls, nuthatches, woodpeckers, and the stellar and scrub jays. Additionally, herons, dippers, killdeer, and ospreys can be found near Lake Britton and along the river corridors.

Cultural and Historic Features

The human history of this area goes back thousands of years. Features that represent the tribal cultures, the lore of the westward expansion of the United States in the later 1800’s, and the stories of the early loggers and homesteaders are all to be found in the region surrounding the trail.

Tribal: There are numerous sites in the region which are integral to the cultural and spiritual heritage of the Pit River Tribe, the Shasta Nation, and the Wintu. These sites remain important to the Native American tribal culture and practices of today and trail development will respect these areas.

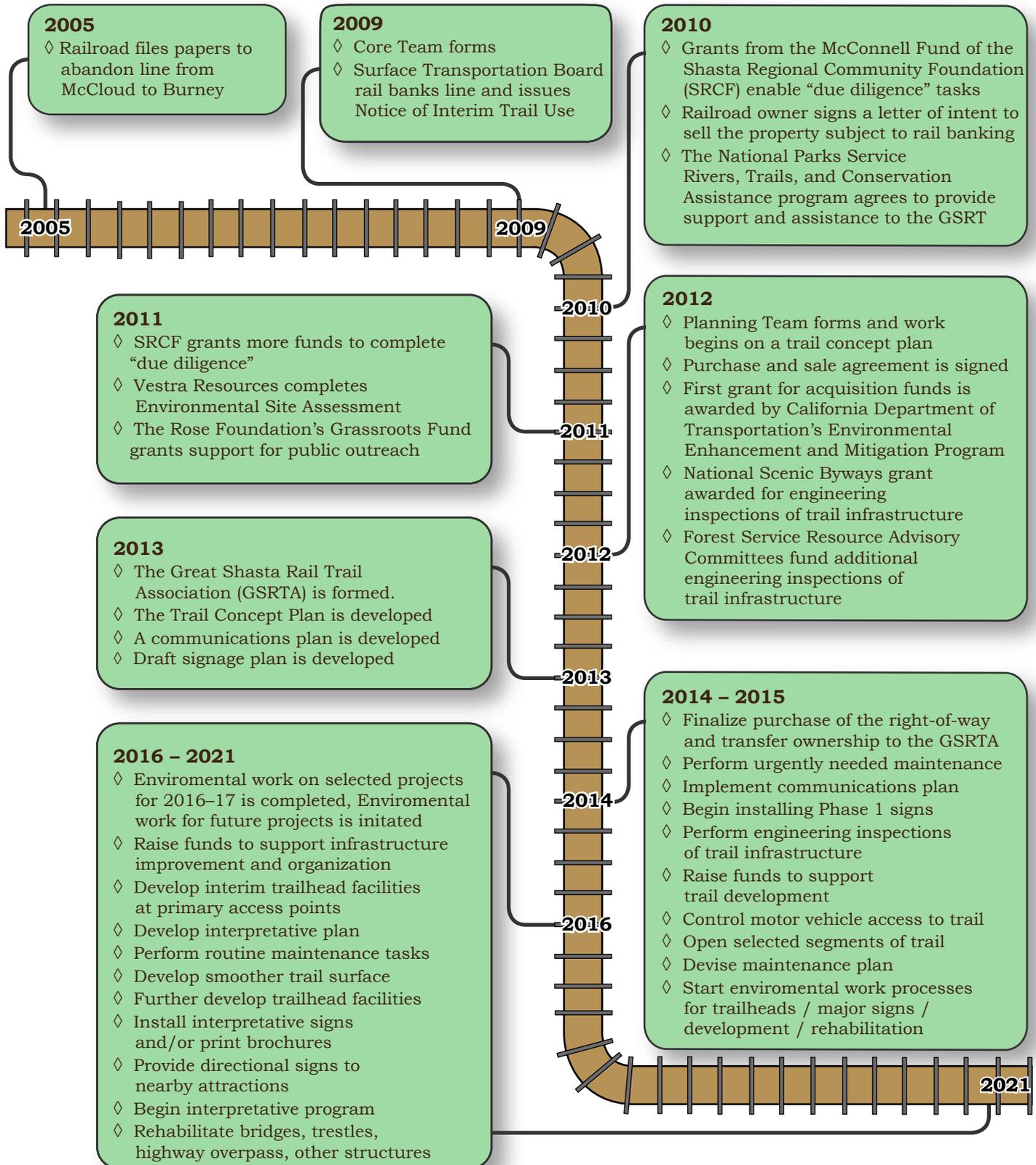
Wagons, Rails, Timber, and Hydropower: The GSRT will pass through many historic areas including the remains of early logging camps, remnants of wagon roads used by trappers and homesteaders, and the rail line built to bring materials to the sites of the first hydropower plants built on the Pit River in the early 1920’s. The town of McCloud has a registered National Historic District and offers opportunities to learn about its unique history.

Socioeconomics

The decline of the region’s timber industry and loss of the rail has resulted in reduced economic opportunities for the communities along the corridor. Subsequent periods of high unemployment have led to an out migration of job seekers, particularly young families, which has placed further stress on communities and small businesses struggling to provide goods and services. Trail development offers these communities new economic potential through the attraction of tourists for new year-round outdoor recreation opportunities, and expanded population thanks to the attraction of second home owners.



GSRT Project Timeline



Progress & Timeline



The development of Great Shasta Rail Trail is the result of collaboration and cooperation among many organizations and individuals. The Core Team that guided trail development from 2009 through 2013 was a informal coalition of five organizations. Core Team members shared the work and gained support for the project. Their accomplishments were due to the beautiful idea of an 80 mile rail trail and their success in collaborating. Planning Team members volunteered many hours of time and their expertise, assuring that the core of this plan would be ready when needed.

2005 – 2008: A Project is Born

The story of the development of the Great Shasta Rail Trail began in Burney when a member of the Board of Directors of Save Burney Falls (a local nonprofit) became aware that the owner of the McCloud Railroad had filed paperwork requesting permission for abandonment of four sections of the railroad right of way, including the corridor between Burney and McCloud. The railroad's June 27, 2005 filing was with the Surface Transportation Board (STB), a federal regulatory agency that oversees U.S. railroad rate and service disputes. Tasked with reviewing proposed railroad abandonment's, the STB retains jurisdiction over these rights of way until it approves final abandonment of any such corridor. These actions set in motion the eventual removal of the rails and ties between Pilgrim Creek Road (just outside of McCloud) and Burney. It also set the stage for the eventual designation of Shasta Land Trust as the "Interim Trail User" and purchaser of the entire corridor.

Save Burney Falls effectively halted the abandonment process when it submitted a "trail use request" to the STB in November 2005 and started negotiations with the railroad owner for the purchase of the eight mile portion of the rail line that could take hikers and bicyclists from Burney to the McArthur-Burney Falls Memorial State Park. Save Burney Falls, while negotiating for the purchase of the property, worked to obtain community support for the proposed trail, an effort that was supported by the Shasta County Health Department, the Burney Chamber of Commerce, and a large number of individual contributors.

The railroad owner, however, was not interested in selling only eight miles of an 80 mile corridor. Owners of adjacent property declined to enter into negotiations to sell their (future) interests and the project was stymied.

2009: Core Team Forms

A gathering of representatives of organizations from throughout northeastern California interested in developing a rail trail between Burney and McCloud included the Executive Director of the Lassen Trails and Trust, who had rail to trail project development experience. He suggested to



the group that they use the tool of “rail banking” to acquire the entire corridor between McCloud and Burney. The group of organizations that became the “Core Team” supported combining the proposals of Save Burney Falls (trail to the Park) and McCloud Local First Network (trail from McCloud to the SBF trail) and began work on the project that would become the Great Shasta Rail Trail.

Core Team members, who were representatives of Shasta Land Trust, Save Burney Falls, Volcanic Legacy Community Partnership, and McCloud Local First Network, set to work developing strategies for purchase negotiation and dealing with rail banking, grant applications, and garnering community support for the project.

2010: Letter of Intent to Sell is Signed and National Park Service Commits Assistance

The Core Team began negotiating with the railroad owner to determine the details of a purchase by Shasta Land Trust of the railroad property. The railroad signed a “letter of intent” to sell and the Core Team began fund-raising, grant writing and extensive planning related to converting a railroad corridor into a public recreation trail. A grant from the McConnell Fund of the Shasta Regional Community Foundation made possible the crucial “due diligence” efforts to prepare for the purchase of the 80 mile property. The title search was more complex than originally imagined, requiring hundreds of hours of sifting through more than 100 years of title history consisting of thousands of pages of documents related to the title of the long narrow property.

Late in the year, the Core Team received news that the Great Shasta Rail Trail was accepted as one of 26 projects to receive assistance from the National Park Service’s Rivers, Trails and Conservation Assistance Program. This grant of technical assistance was key as the Core Team worked to develop a trail concept plan.

2011: Fundraising Continues and ESA Completed

A second grant from the Shasta Regional Community Foundation enabled contracting with Vestra Resources for the Environmental Site Assessment (ESA) of the rail corridor. A study of the railroad’s operations records, coupled with testing of suspicious sites yielded a detailed report that named several sites where grease and fuels used in railroad operations needed to be appropriately cleaned up. Those sites were cleaned and the hazardous materials were disposed of in 2013.

The Grassroots Fund of the Rose Foundation awarded a grant to develop public outreach materials for the project. Tracy Tuttle Design developed the logo and designed a brochure that became the foundation for the “look and feel” of the project’s outreach materials. The trail’s web site (developed by NorCal Planet Web Design with the Fund’s financial support) is the Great Shasta Rail Trail’s most important communication tool.

The Core Team continued to collaborate on other grant applications in 2011, and late in the year applied to the California Department of Transportation’s Environmental Enhancement and Mitigation Fund (EEMP) for the majority of funding needed to purchase the property. Community members in Shasta and Siskiyou County also generously contributed funds to support the acquisition.

2012: Grant for Acquisition Funds Awarded and Planning Team Forms

In March of 2012, the California Transportation Commission awarded a \$350,000 EEMP grant to Shasta Land Trust for the purchase of the railroad right of way.

Staff from the National Park Service Rivers, Trails and Conservation Assistance program (2010 in-kind grant) worked with the Core Team to recruit participants and collaborate with a newly formed “Planning Team”. Volunteers who joined the Planning Team committed to work together to develop a concept plan for the trail, propose site improvements and use restrictions. More than 50 organizations and individuals were invited to the March 16, 2012 kick off meeting. Invitees included land management agencies, trail user groups, and key community interest groups with a major stake in the trail project outcomes. The Planning Team met monthly for a year to develop the Vision, Goals and Guidelines, and develop the opportunities and challenges that are presented as Chapter 4 and Chapter 7 in this document.

A formal Purchase and Sale Agreement was signed by the railroad and Shasta Land Trust on March 29, 2012. This agreement established the purchase price for the trail and identified tasks that must be completed to finalize the purchase. (Shasta Land Trust will donate the property to the Great Shasta Rail Trail Association soon after its acquisition.)

More Core Team grant writing yielded funds to support engineering inspections of the proposed trail’s bridges and culverts and to support preparation of the trail concept plan. The National Scenic Byways Program granted more than \$180,000, and is supplemented by smaller grants from the USDA Forest Service.





The Rails-to-Trails Conservancy provided assistance to the Planning Team's efforts, writing a report which detailed recommendations regarding road crossing and safety, focusing on the two at grade crossings of State Route 89.

In coordination with the Core Team, the River Exchange, a nonprofit organization located in Dunsmuir, California, received a grant from Bella Vista Foundation to assess the condition of stream crossings along the McCloud Railway in the McCloud River Drainage and develop plans to restore degraded streams.

2013: Landscape Architects Lend a Hand and Great Shasta Rail Trail Association Is Formed

The National Park Service Rivers, Trails and Conservation Assistance recruited support for the project from the San Francisco and Sacramento chapters of the American Society of Landscape Architects. In February, Planning Team members journeyed to Sacramento for an all day workshop with twelve professional landscape architects who volunteered to create some conceptual drawings to kick start the trail infrastructure design process. The concepts developed at that session compose Chapter 6: Trail Design in this document.

While Shasta Land Trust was willing to facilitate the purchase of the right of way, a trail management entity was needed to hold title to the property over the long term and manage it as a public recreation trail. The Board of Directors of Save Burney Falls offered to appoint new trail focused Board members to their organization and add management of the

property as a public trail to the organization's purpose. The transition went smoothly and the "Great Shasta Rail Trail Association" (GSRTA) was formed June 28, 2013 with four members of the Core Team serving as Board members of the GSRTA to assure continuity.

In late 2013, Shasta Land Trust and the railroad signed an amendment to the Purchase and Sale Agreement, reducing the purchase price of the right of way in exchange for the GSRTA taking on a few tasks that were originally assigned to the railroad prior to transfer of the property. The new purchase price was within the amount of funding Shasta Land Trust and the Core Team had raised for acquisition through grants, fund-raisers, and private donations.

2014 – 2015: Complete Acquisition and Open Segments of Trail

It is expected that the Shasta Land Trust will complete the purchase of the trail corridor and donate it to the GSRTA in 2014-15. A plan is already in place to perform urgently needed maintenance on the trail.

Chapter 7 of this document describes phased development of the trail, opening sections close to the two towns as soon as possible. These plans arose from the advice of professional trail developers whose volunteer labor has been invaluable. As this plan is being written, the GSRTA Board of Directors continues to plan for trail development — writing a signage plan, looking for funding for equipment, and planning to recruit, train, and manage the next wave of volunteers that will be needed to implement all of these plans.

2016 – 2021: Develop Trailheads and Signs; Rehabilitate bridges

Opening the entire 80 miles of trail will be a long term process. Success in implementation depends upon the ability to raise funds for the planned upgrades of bridges, improvement of trail surface, installation and construction of trailheads, and other projects.





“It’s not enough to be busy, so are
the ants. The question is, what are we
busy about?”

— Henry David Thoreau



Vision, Goals, & Guidelines



The process of planning any new recreational facility requires acceptance of a vision, with goals and guidelines, which provides direction for the trail development process. The Planning and Core Teams, with the assistance of the National Park Service Rivers, Trails, and Conservation Assistance Program, developed and adopted the vision, goals, and guidelines listed below.

Vision Statement

The Great Shasta Rail Trail will link the towns of McCloud and Burney and nearby recreation areas along an 80 mile trail that will feature local heritage, scenic landscapes, and stimulate the economic and social vitality of the region.

Goals

The Great Shasta Rail Trail will:

Goal 1: Provide year round safe recreation opportunities for hikers, bicyclists, equestrians, skiers, and other non-motorized uses.

Goal 2: Promote user awareness, appreciation, and protection of natural, scenic, cultural, and historic resources and promote community involvement in their protection and care.

Goal 3: Incorporate trail designs that mimic the natural, historic, and cultural environment along the trail.

Goal 4: Promote local stewardship.

Goal 5: Feature a well maintained primary trail within the railbanked right of way.

Goal 6: Incorporate safe and easy access from local communities and connections to nearby major recreation areas on adjacent public land.

Goal 7: Promote healthy lifestyles through exercise, interpretation and education, and trail stewardship activities.

Goal 8: Stimulate local recreation that can boost economic opportunities linked to the uniqueness of the area — its environment, culture, heritage, people, and history.



Guidelines

The following guidelines provide direction to trail planners, managers, stewards, users, and local groups in establishing the Great Shasta Rail Trail.

Recreation and Interpretation

Goal 1: Provide year round safe recreation opportunities for hikers, bicyclists, equestrians, skiers, and other non-motorized uses.

Goal 2: Promote user awareness, appreciation, and protection of natural, scenic, cultural, and historic resources and promote community involvement in their protection and care.

Recreation Guidelines:

- ◆ Provide safe, well maintained, and easy access within the established railroad right of way for a wide range of users of all ages and abilities.
- ◆ Utilize parallel trail alignments within the right of way to accommodate multiple uses in areas with high use and for improved trail and natural resource management.
- ◆ Provide opportunities for disabled access at major access points.
- ◆ Accommodate motorized use where appropriate to provide interconnected access to local and regional motorized trails and other recreation opportunities, consistent with local policies.
- ◆ Provide visitor facilities at major access areas and other designated points along the trail where feasible, featuring visitor amenities such as kiosks, restrooms, water, picnic tables, benches, bike racks, and hitching posts.
- ◆ Identify and clearly mark trail connections from population centers and to nearby recreation areas and facilities, working with local communities and other entities that own and manage adjacent lands and fully considering adjacent private property interests.
- ◆ Maintain access for existing allowable uses on adjacent lands, such as hunting and fishing.
- ◆ Incorporate emergency access points for visitor safety, wildland fire management, and other resource management needs.
- ◆ Identify and link to new or existing public and private camping (consistent with adjacent landowner policy) and other lodging opportunities along the trail to accommodate multi-day trips.



Interpretation Guidelines:

- ◆ Define interpretive themes and sites along the trail for outdoor learning, featuring a diverse range of subjects, tools, materials and media (information kiosks, maps, interpretive stops).
- ◆ Partner with local Native American tribes, adjacent landowners, local communities and schools, public agencies, and other entities to capture their stories for interpretive materials.
- ◆ Highlight local heritage including all human history, including railroad history, the development of McCloud and Burney, and associated industries.
- ◆ Protect and interpret sensitive and unique natural habitats, including water resources, plants, and wildlife.
- ◆ Consult with local Native American tribes to interpret where possible, cultural and tribal resources.



Trail Design and Development

Goal 3: Incorporate trail designs that enhance the natural, historic, and cultural environment along the trail.

Goal 4: Promote local stewardship.

Goal 5: Feature a well maintained primary trail within the railbanked right of way.

Goal 6: Incorporate safe and easy access from local communities and connections to nearby major recreation areas on adjacent public land.

Trail Design Guidelines:

- ✦ Communicate a clear identity linked to the area's unique heritage and natural environment.
- ✦ Incorporate a simple rustic design that invites use and illustrates best management practices in sustainability.
- ✦ Incorporate a natural surface trail (existing native sub grade and cinder ballast) as the trail surface with gentle grades. Replace and improve trail surfaces in the areas of high visitation using local materials.
- ✦ Incorporate bridge and culvert designs, improvements, and replacements to accommodate a 100 year flood event.
- ✦ Utilize environmentally friendly and vandal resistant materials and practices in trail and facilities construction
- ✦ Incorporate a user friendly wayfinding system to easily guide users to and from the trail.
- ✦ Facilitate the development of "downtown" trailheads and appropriate wayfinding for visitors and local residents to begin their journey to the trail.



Trail Development Guidelines:

- ✦ Develop the trail expeditiously and "open" in phases to promote interest, engagement, and use.
- ✦ Create a trail operation and maintenance plan to guide the investments of partners, volunteers, and the trail manager.
- ✦ Enlist the support of local land managers, community groups, and nonprofit organizations to maintain and steward the trail through partnership agreements, shared services, and volunteerism.
- ✦ Assure the maintenance and, where possible, improve the quality, operation, and integrity of existing facilities within the trail right of way.
- ✦ Promote broad participation in the financial support of the trail for planning, development, maintenance, and stewardship.
- ✦ Consider seasonal closures and adaptive management as part of a comprehensive resource management strategy.

Community Development

Goal 7: Promote healthy lifestyles through exercise, interpretation and education, and trail stewardship activities.

Goal 8: Stimulate local recreation that can boost economic opportunities linked to the uniqueness of the area, its environment, culture, heritage, people, and history.

Development Guidelines:

- ✦ Promote visitor services along or close to the trail and engage local groups and businesses in delivering these services.
- ✦ Strengthen cooperative marketing with regional and local tourism partners to leverage capacity, extend reach, and expand employment opportunities.
- ✦ Develop and promote side trips and loops to local attractions to prolong visitor stays and encourage local resident exploration as a means to increasing revenue potential.
- ✦ Extend seasonal recreation opportunities along the trail through the development and promotion of year round tourism activities, trip packages, and special events that are compatible with the trail's vision & mission.





“Physical Fitness is not only one of the most important keys to a healthy body, it is the basis of dynamic and creative intellectual activity.

— John F. Kennedy



The Benefits



Benefits of the GSRT to Communities

The recreational opportunities provided by the GSRT are boundless. Hiking, walking, skiing or cycling along historic routes that lead from the flanks of Mount Shasta through National Forests and State Parks, past creeks and waterfalls, and stretch all the way into Burney is a journey that will now be available to people from all over the region, the state, the nation, and the world.

Yet that is not all that the trail will provide.

The loss of the railway brought economic hardship to communities that had thrived during the boom of the timber industry. The Great Shasta Rail Trail brings the rail corridor to life again, draws visitors, providing new economic opportunities for the towns and region. There will be new paths for alternate transportation, new ways to stay active and healthy. These communities will draw visitors and young families to the area with the lure of a healthy life in a land of opportunity.

Increased Recreation

The GSRT will provide a significant increase in access and opportunity for recreation on and through public lands. From any of the communities along the trail, locals and visitors will be able to walk or ride their bikes to Burney Falls or to one of the McCloud River access points for a day of fishing, picnicking, or just enjoying the scenery. Cyclists, cross country skiers, snowshoers, and backpackers will have new ways to access the numerous parks, campgrounds, vistas, and communities along the trail and the GSRT will provide a key link to other established trail systems like the Pacific Crest Trail and the trails of the McCloud River area.



Improved Physical and Mental Health

The GSRT will provide outdoor exercise opportunities to the surrounding communities by providing in town access at all levels of training and ability.

With a gentle grade the trail provides access for easy walking for people of all ages and abilities. At the same time, stretching 80 miles through the woods, the GSRT will provide elite and endurance athletes with a beautiful and challenging training ground. It will also provide a new physical fitness training area for schools and emergency service organizations.

Beyond the obvious physical benefits, outdoor exercise of any duration provides a positive experience that is both restorative and beneficial to mood and self-esteem. Because the GSRT will be easily accessible from many different locations, residents and visitors will be able to quickly avail themselves of the trail for a refreshing and rejuvenating period of exercise. The positive benefits gained from this experience will hopefully lead to a stronger commitment to continued exercise and the potential for a longer, healthier, happier life.

Alternative Transportation

Currently, cyclists who wish to travel between the town of McCloud and local attractions such as the McCloud River Falls, Cattle Camp, and Lakin Dam must ride along State Route 89, sharing the narrow road with fast moving cars and trucks. Similarly, hikers coming off the Pacific Crest Trail must either walk or hitch hike along State Route 299 to reach Burney for supplies and a rest. With the opening of the GSRT, cyclists and backpackers will now be able to reach their destinations safely by avoiding the risks inherent to traveling along a busy highway. Some of the new routes could include:

- ◆ A commuter route between communities such as Burney and Johnson Park for employment, shopping and recreation activities.
- ◆ Trail based bike access into Burney for the 250,000 annual visitors to McArthur–Burney Falls Memorial State Park connecting these visitors with the shops and restaurants in town.
- ◆ Links between the town of McCloud to the McCloud Falls and the Upper McCloud River Trail.
- ◆ Safe access to Burney and other communities for Pacific Crest Trail users.
- ◆ Safe and enjoyable long distance bike travel through the region by providing an alternative to State Route 89.



Socioeconomic

Communities along the trail will realize increased visibility and opportunities as tourist destinations. Marketing and promotional channels will be available through existing GSRT partnerships with the Volcanic Legacy Scenic Byway–All American Road and McArthur–Burney Falls Memorial State Park. Trail use will likely attract new businesses such as one way shuttles and bike rentals. The GSRT will also increase the customer base for existing businesses that serve food or provide lodging and other visitor services.

Additionally, the trail offers new opportunities for event-based tourism. Long distance cycling events; half, full, and ultra marathons and snowshoe and Nordic ski events are all very exciting ways in which communities can entice visitors.





Stewardship

An asset like the GSRT requires long term maintenance and care. The trail winds through forests and riparian environments at many different elevations and thus will require habitat specific maintenance and management. Additionally, the trail structures, crossings, trailheads, access points, interpretive signs, benches, and fencing will all require ongoing maintenance. These efforts will require the work of the whole trail community through collaborative partnerships and volunteerism. This provides an opportunity to bring community service organizations, youth organizations and seniors together with businesses, agencies, and professionals to maintain and enhance the trail and the corridor.

Education

Opportunities for educational experiences abound along the trail corridor. The history of the McCloud Railway is well documented and the stories from that time already draw many a rail buff. Railroad history is embedded within the early years of the timber industry and the westward expansion of the United States. The McCloud Railway rolled through areas rich in the history of tribal culture and the settlers who followed.

Additionally, the GSRT winds through a diverse and beautiful natural environment with vast acreage of tall trees, high mountains, and beautiful rivers. Trail access will allow greater opportunities for study and education at all levels, from access for public and private scientific work to public education regarding habitat, ecosystems, and the importance of forest management practices and resource protections.



And so much more...

In a broader sense, the trail can provide an environment for a stronger social fabric and a broader perspective on the world. Active, healthy locals will interact with active healthy visitors and both groups will have a chance to understand and appreciate their differences through their shared love of the outdoors. The need to achieve common economic goals will bring diverse interests together both within communities and around the region. Finally, the GSRT can provide the nexus for visitors, citizens, businesses and community groups to work together for the health of the communities and the natural environment.

A hundred years ago, settlers came to this region for adventure and a chance to work hard and provide a better life for their families. Today, their descendants are once again pursuing that opportunity through the Great Shasta Rail Trail.



VISIONS



Legend

	Great Shasta Rail Trail		Public Land
	Primary Trailhead (Proposed)		Private Land
	Secondary Trailhead (Proposed)		State Park
	Mile post		Pacific Crest Trail
	Public Campground		Mc Cloud River Trail

0 1 2 3 4 5
Miles



Trail Design



Trail Design

The trail winds through a region rich in scenic beauty, cultural, and natural history. Volunteer landscape architects working with the Core and Planning Teams, have brought their perspective and skills to the task of creating a unique brand for the GSRT. In beginning the design of the look and feel of trail facilities, care has been taken to include themes that will highlight and enhance the visitor experience and appreciation of the area.

Design Workshop

In February 2013, a workshop brought together members of the San Francisco and Sacramento Chapters of the American Society of Landscape Architects, and Great Shasta Rail Trail volunteers to create design concepts for the trail. The workshop involved an overview of the proposed trail, outlining regional and cultural history, user needs, and goals for the project, with special focus on the locations of identified trailheads and the region's natural resources and topography.

Two work groups formed to consider (1) access and amenities and (2) identity and image. These groups reviewed the Opportunities and Challenges maps and a variety of publications which contained photographs relevant to the project or examples of other rail-trail infrastructure and sketched ideas that rose from the information presented.

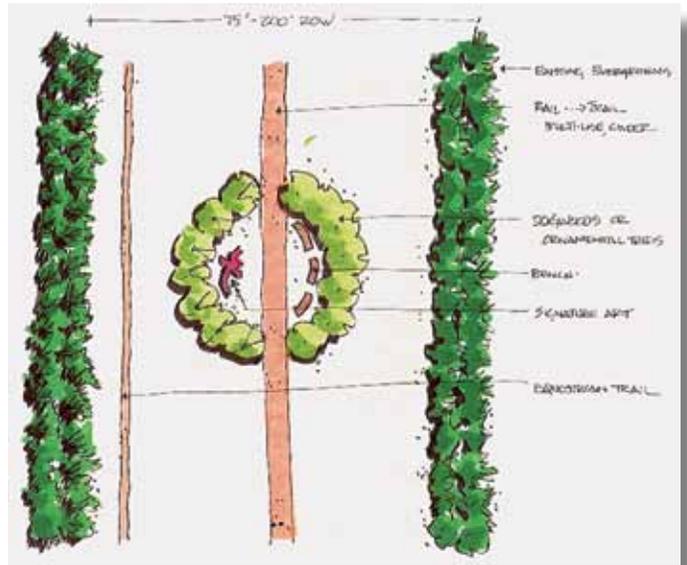
Many of the sketches produced at the workshop illustrate this chapter. Choices will be made as the trail is developed—ideas presented here may be enhanced, changed, simplified or combined; some may be not be used.



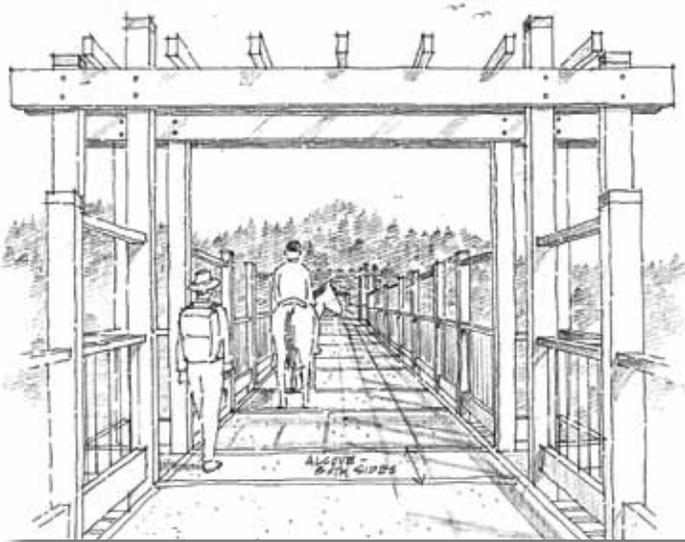
The Trail

The trail will echo the route of the rail line and, although the rails have been removed, its sinuous journey through the Sierra-Cascade landscape remains. Most of the trail surface will be compacted volcanic cinder and at least eight feet wide, but near access points and communities, it is envisioned that the trail will be a hard surface that meets the requirements of the Americans with Disabilities Act (ADA). Where feasible within the corridor, an equestrian trail will parallel the pedestrian-bike trail, either on the trail shoulder or as a separate trail. Motorized use will be limited to areas where existing uses cross the trail corridor.

The GSRT crosses several major forest roads and State Route 89 as well as many minor low speed logging roads. Precautions for safe crossings will be installed as appropriate for each crossing. The Rails-to-Trails Conservancy recommendations can be found online.



Interpretive – Sally Sheridan



Stand by Me Bridge at Lake Britton – John Stevenson



Trail Crossing – Chris Kent



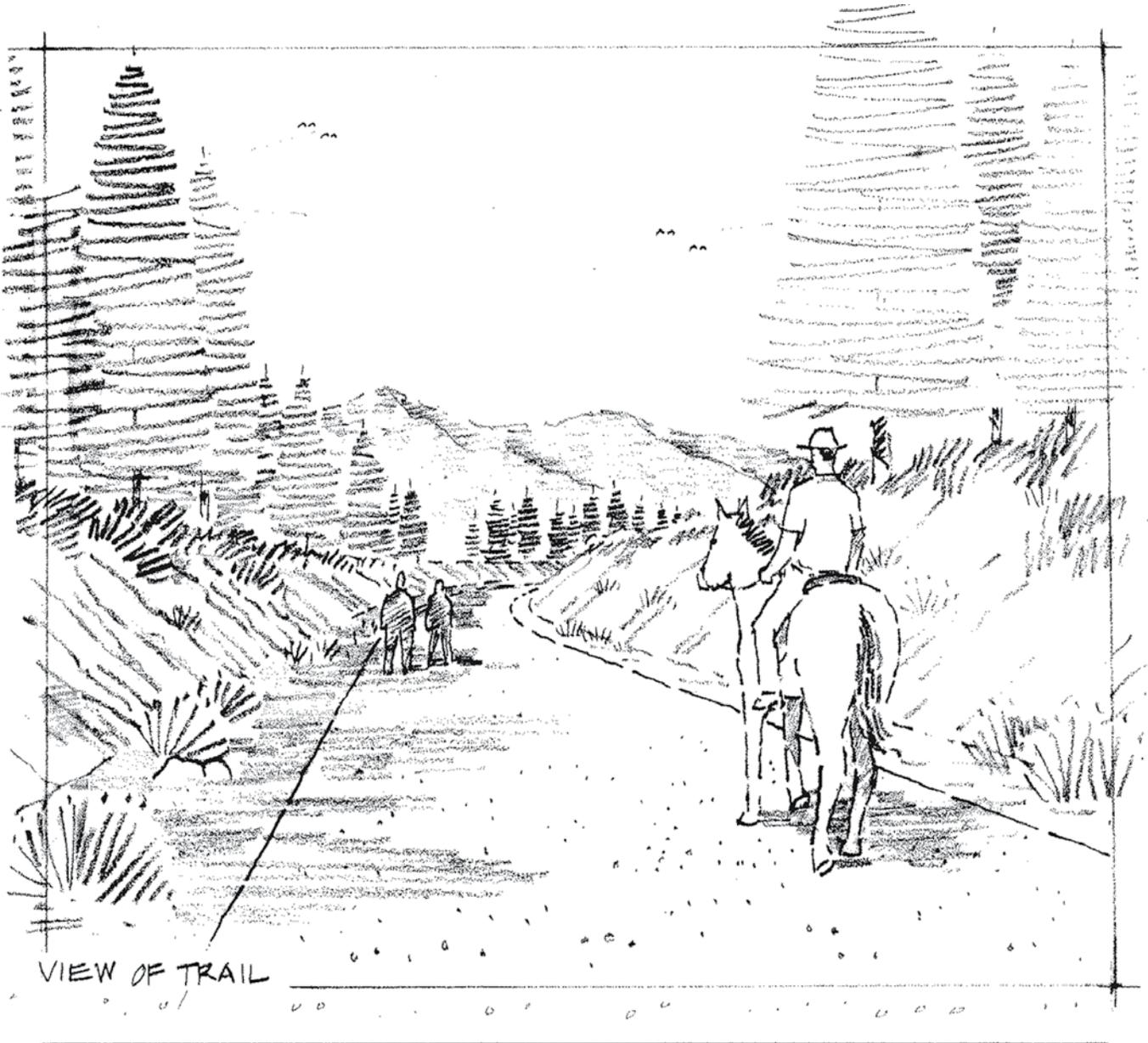


Shasta Skiers – Chris Kent

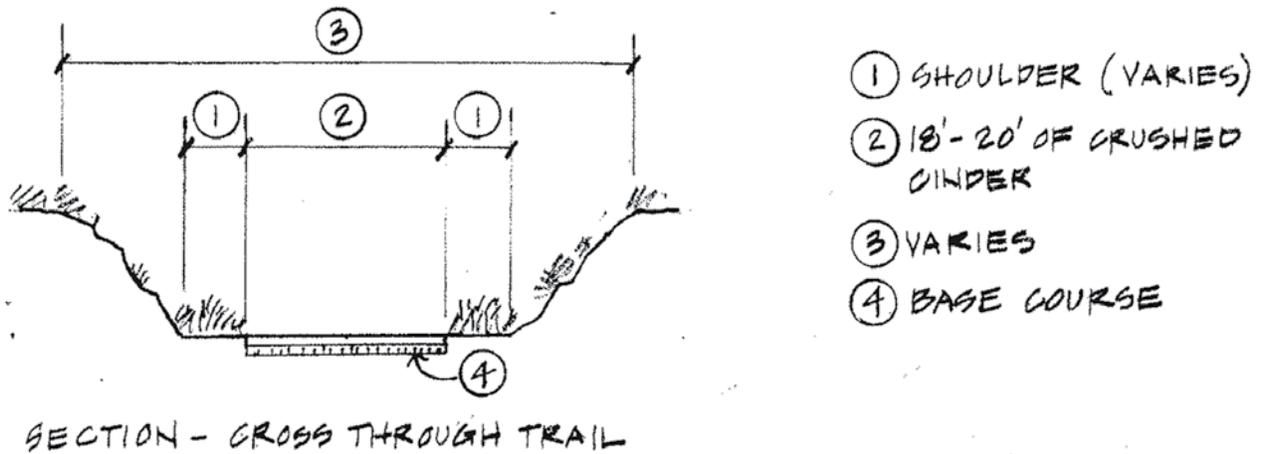


Bridge Overlook at Lake Britton – Chris Kent





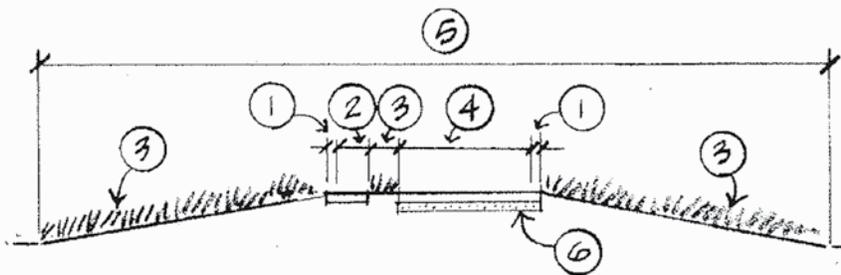
Cross Section Through Trail - John Stevenson





VIEW OF TRAIL

Multiuse Trail Section - John Stevenson



SECTION - MULTIUSE TRAIL

- ① CINDER SHOULDER
- ② EQUESTRIAN FRIENDLY SURFACE
- ③ NATIVE PLANTS
- ④ 8'-15' WIDE - CRUSHED CINDERS
- ⑤ 75' (VARIES)
- ⑥ BASE COURSE

Access

Primary and secondary trailheads will provide clear and accessible entries to the GSRT. It is envisioned that trailheads will be designed with an ultimate build out scheme; development occurring in a building block approach that starts with limited capacity and amenities according to budget and partnership opportunities, and then further developed according to user demand and available finance.

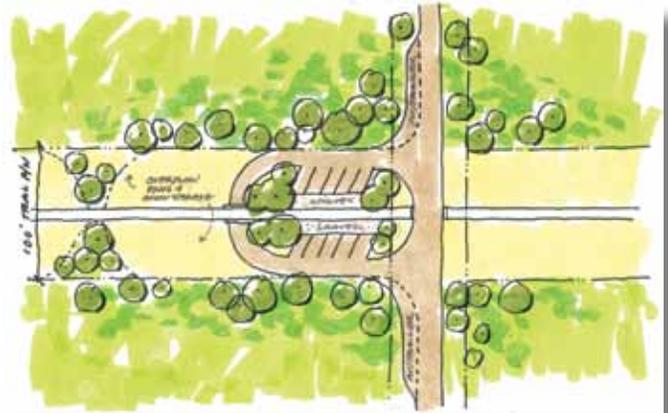
The four primary trailheads — Pilgrim, Bartle, Cayton, and Burney Depot — will be located in areas that are easy for the visitor to discover, provide strategic access to the corridor, and are within the GSRT right of way. Pilgrim and Burney Depot trailheads will be located near the primary towns in the area, McCloud and Burney, and offer a gateway to the trail; Bartle and Cayton trailheads will be near other service areas and offer access into more remote areas of the trail. Each primary trailhead, at build out, will provide amenities such as at least ten parking spots for cars, parking spots for equestrian trailers and RV's, restrooms, interpretive kiosks, entry landscaping, and picnic areas. Depending on the trailhead, additional features such as a botanical interpretive garden, public art pieces, or vendor areas could be incorporated.

Secondary trailheads will be smaller, but provide parking for at least four cars, entry landscaping, and orientation signs. The nine secondary trailheads — Esperanza, Military, Sheepheaven, 49/Davis, Hambone, Bartle Gap, Lake Britton, Sierra Spur and Goose Valley — will offer additional access to the trail, and serve as destination and orientation stops.

In addition, visual interest will be enhanced in long, linear stretches of trail either by additional native plantings to narrow the wide corridor, or by newly created interpretive spots that incorporate seating, art, and plantings.



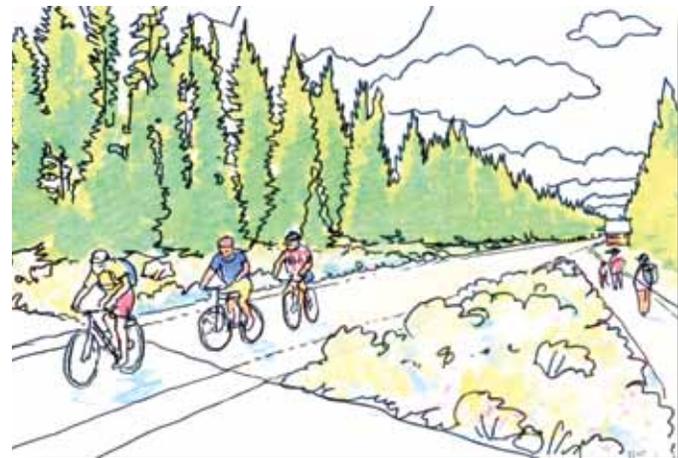
Primary Access – Chris Kent



Secondary Access – Chris Kent



Station Trailhead – John Stevenson



Cyclists – Chris Kent



Heritage and Interpretation

The rich heritage of the GSRT will be manifested through built materials and interpretive features. The overall design palette will feel natural, incorporate native materials, and feature relics of the past. Some of the built features at each primary trailhead can express a different interpretive theme such as:

- ◆ Railroad History
- ◆ Forest Management Practices
- ◆ Native American Culture and History
- ◆ Watershed and Rivers
- ◆ Geology and Volcanism
- ◆ Renewable Energy
- ◆ Flora and Fauna

Wayfinding signage will be of a consistent design throughout the corridor, and provide instant recognition of the GSRT. Directional signs, trail locators, and mile markers will help orient the user and include the GSRT logo, and incorporate wood, stone and reclaimed rail. Interpretive stops along the trail will be integrated to reflect the rich natural and cultural resources of the corridor and surrounding landscape. A detailed interpretive plan providing more specifics will be developed as a separate initiative.

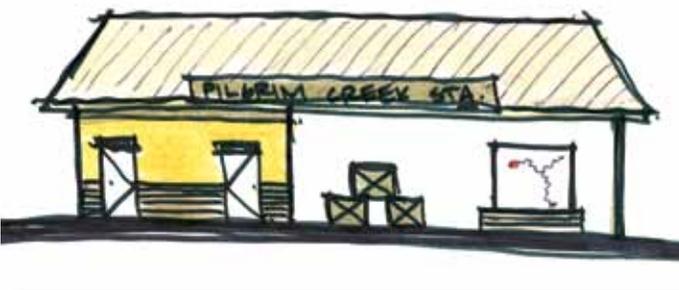
Public art along the trail can be located at trailheads, or can be sited at key locations along the trail to add an element of surprise and fun.

Ecological Enhancement

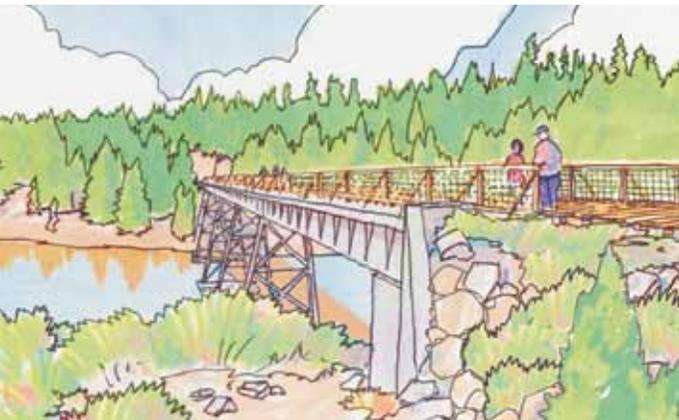
Enhancing the beauty and ecological health of the corridor will be accomplished by replacing or stabilizing existing culverts and bridges, protecting and restoring sensitive habitats, promoting outdoor learning about nature to enhance the visitor experience, and working with adjoining landowners to reserve visual edges on harvest areas. Projects will be site specific and will be implemented as funding and regulatory approval is acquired.



Trail Seating and Signage – Dalton LaVoie



Trailhead Depot – Andrew Wickham



Bridge at Lake Britton – Chris Kent





“Do not worry if you have built
your castles in the air. They are
where they should be. Now put
the foundations under them.”

-Henry David Thoreau



Making the Vision Real



The task of developing, maintaining the trail and its infrastructure, and stewardship of the surrounding cultural and resource environment will be a monumental one which will require the expertise, enthusiasm, and labor of a broad community of stakeholders.

The GSRT Association and Opportunities for Involvement

From the original six member Core Team to the 35 plus members on the Planning Team, guiding the development of the trail has brought together a diverse group of people with a common goal: capturing the benefits of the GSRT. The Great Shasta Rail Trail Association (GSRTA) will lead detailed planning efforts, trail development, maintenance work, interpretative, and stewardship efforts.

This chapter outlines the plans for the next five years of trail development, showing the path of converting 80 miles of railroad right of way into a multi use public recreation facility. The GSRTA is seeking partners to help with the many varied projects. There will be hands on trail work, as well as writing and marketing tasks. There is a need for groups who will build benches and for folks who will clear trailheads or put up fences. Expertise in sign design and installation is needed to put together a phased plan for the trail's many signs. Web site maintenance and management will be needed to facilitate communication about trail progress and special events.

The work of bringing the trail to life creates the need for a larger community of partners. The GSRTA will look to partnerships already developed by the Core Team and to new partners who can join in the effort to bring the trail to its full potential. They will look to youth organizations, historical societies, economic development groups, schools, businesses, and individuals across the region to lend a hand.

Partnerships

Public Agencies

Federal, state, and local agencies have resource protection responsibilities along the corridor, and many of these agencies are chartered to provide recreational opportunities on public lands. Thus, agencies have a vested interest in the successful development and management of the trail. Agencies also have expertise, staff, and equipment that could be used on projects that are in alignment with their objectives. Partnering with these agencies will encourage cooperative planning and smooth implementation of projects.

Similarly, local and regional governments have responsibilities regarding alternative transportation, community health and recreation. Many also have an interest in preserving cultural history and supporting economic development efforts in their communities. A GSRTA partnership offers these governments a mutually beneficial path to provide these services to their communities. Through cooperative development of local pathways, the GSRTA partnerships will provide outdoor recreation, promote a healthy lifestyle, and support interpretative stewardship of cultural and natural resources.

Community Groups

The GSRTA can offer a variety of community groups opportunities for learning, sharing, and helping. For



example, local 4-H clubs and scouting groups could work with the GSRTA volunteer coordinator to develop and implement trail interpretation and restoration projects that are youth appropriate. Churches could coordinate their members' participation in specified trail maintenance days. Local Trail associations have experience in all aspects of trail development and management and could be important partners.

Local businesses and chambers of commerce have already recognized the potential value of a new recreation facility as demonstrated by their financial support for the project. Partnerships with the business community could facilitate business support of the trail, as the trail will support many businesses. The GSRTA hopes that Friends and the business community will help with fund raising events and focus their specialized talents into trail development activities. Many timber companies and public utilities operate within the trail's region and have expertise that could prove valuable in safety and resource management along the route. Their support during repair and restoration projects will be important to the outcomes.

Adjacent Landowners

The owners and managers of land that is adjacent to this long trail and the GSRTA have shared interests. Projects that benefit not only the trail, but the land surrounding it invite coordinated efforts. Development of water resources, for

example, could provide a fire suppression resource for the trail and its forest management neighbor.

Cultural and Historical Groups

Local Native American Tribes could offer support and advice on management of sensitive cultural areas and assist with restoration projects. In the same ways, historical societies and museums can provide interpretive information and programs as well as assist with interpretive projects.

Planning Bears Fruit

With gratitude to those who have given so much to this project, the GSRTA has adopted the Vision and Goals developed by the Core and Planning Teams to guide the detailed planning and implementation of the trail. Outlined on the following pages is a plan to develop the trail in phases, defining time to make detailed plans, to raise funds, to perform maintenance, and to install needed infrastructure.

The GSRTA is confident that the sections of the GSRT described below can be opened within the next five years. These will be the focus for that time period.

2014 – 2015: Open more than 35 miles of trail

Trail Sections	Miles	Access & Features
Esperanza Trailhead to Bartle Trailhead	12.6	Gives access to McCloud Falls & Bartle Lodge
Bartle Trailhead to Hambone Trailhead	13.3	Continues access from Esperanza to Hambone via Bartle
Lake Britton Bridge (southern end) to Burney Depot Trailhead and Berry Wye to Burney Creek	11.4	Gives access to McArthur-Burney Falls Memorial State Park (via Pacific Crest Trail, hiker/equestrian only)

2015 – 2016: Open an additional 23 miles

Trail Sections	Miles	Access & Features
Bartle Gap Trailhead to Cayton Trailhead	23.1	Opens access to Bear, Ditch, and Coyote Creeks, with great wildlife viewing and vistas of Burney Mountain and Lassen Peak

2016-2017: Add 6 more miles of trail

Trail Sections	Miles	Access & Features
Pilgrim Creek Trailhead to Esperanza Trailhead	1.9	Continues access to Hambone via Esperanza via Bartle. Brings the trail closer to McCloud
Bartle Wye to Bartle Gap Trailhead	4.4	Opens more great vistas (including Mount Shasta when travelling west) and wildlife viewing. Opens access to McCloud River and Moosehead Creek

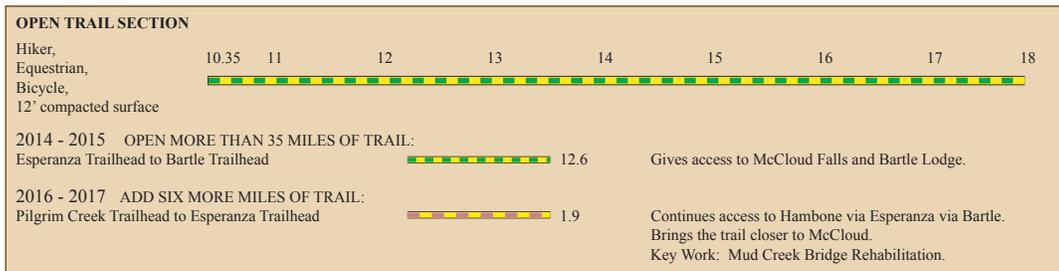
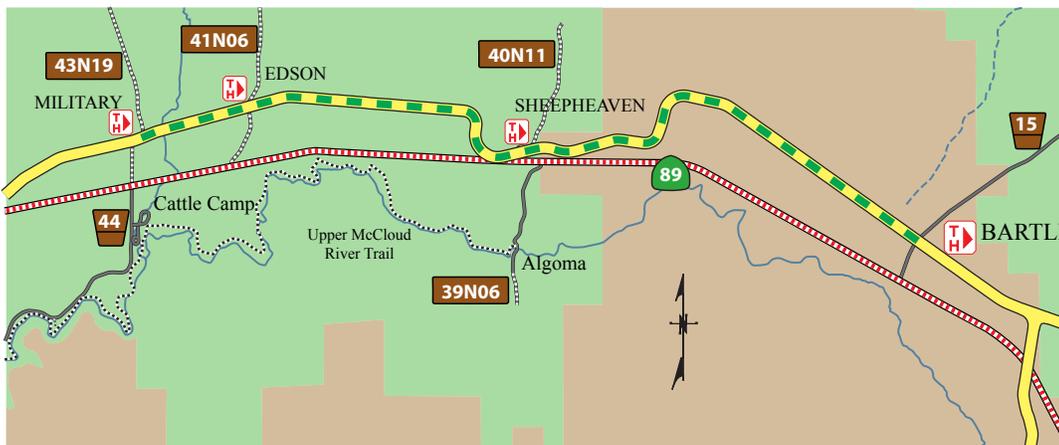
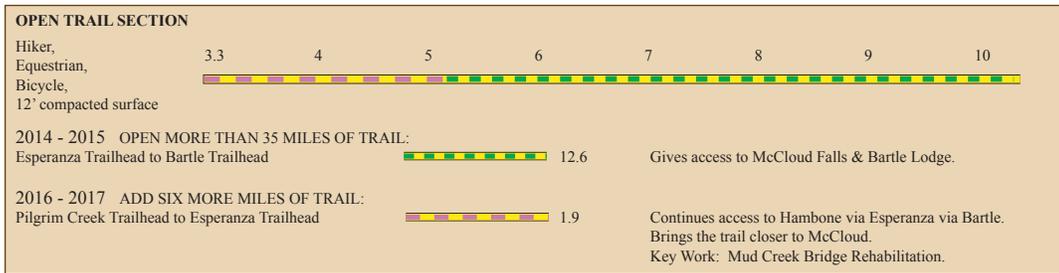
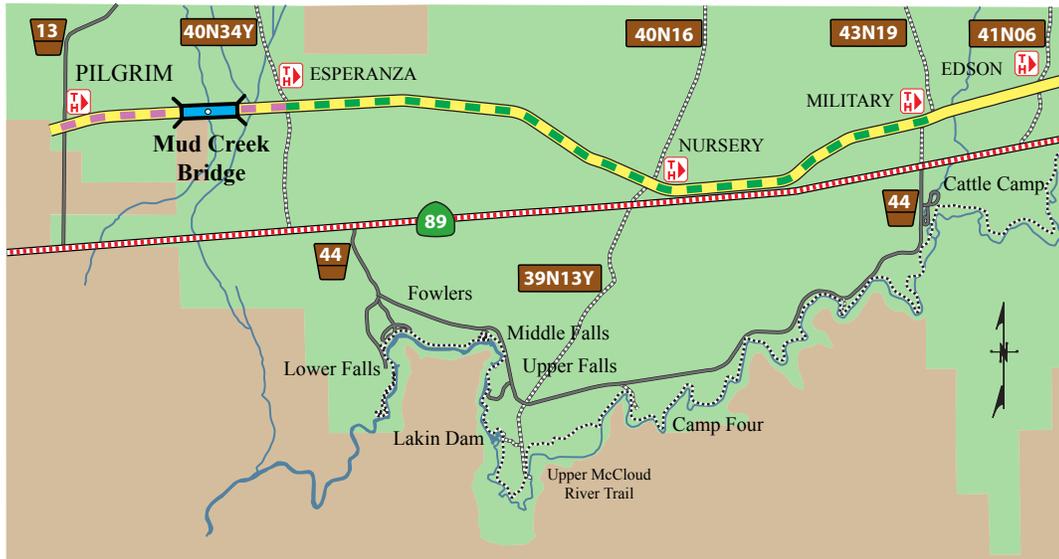


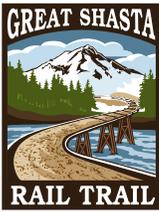


Phase Implementation Map With Bridge Locations

Railbanked Line of the McCloud Railway

Pilgrim Creek Road to Bartle, MP 3.3 to MP 18

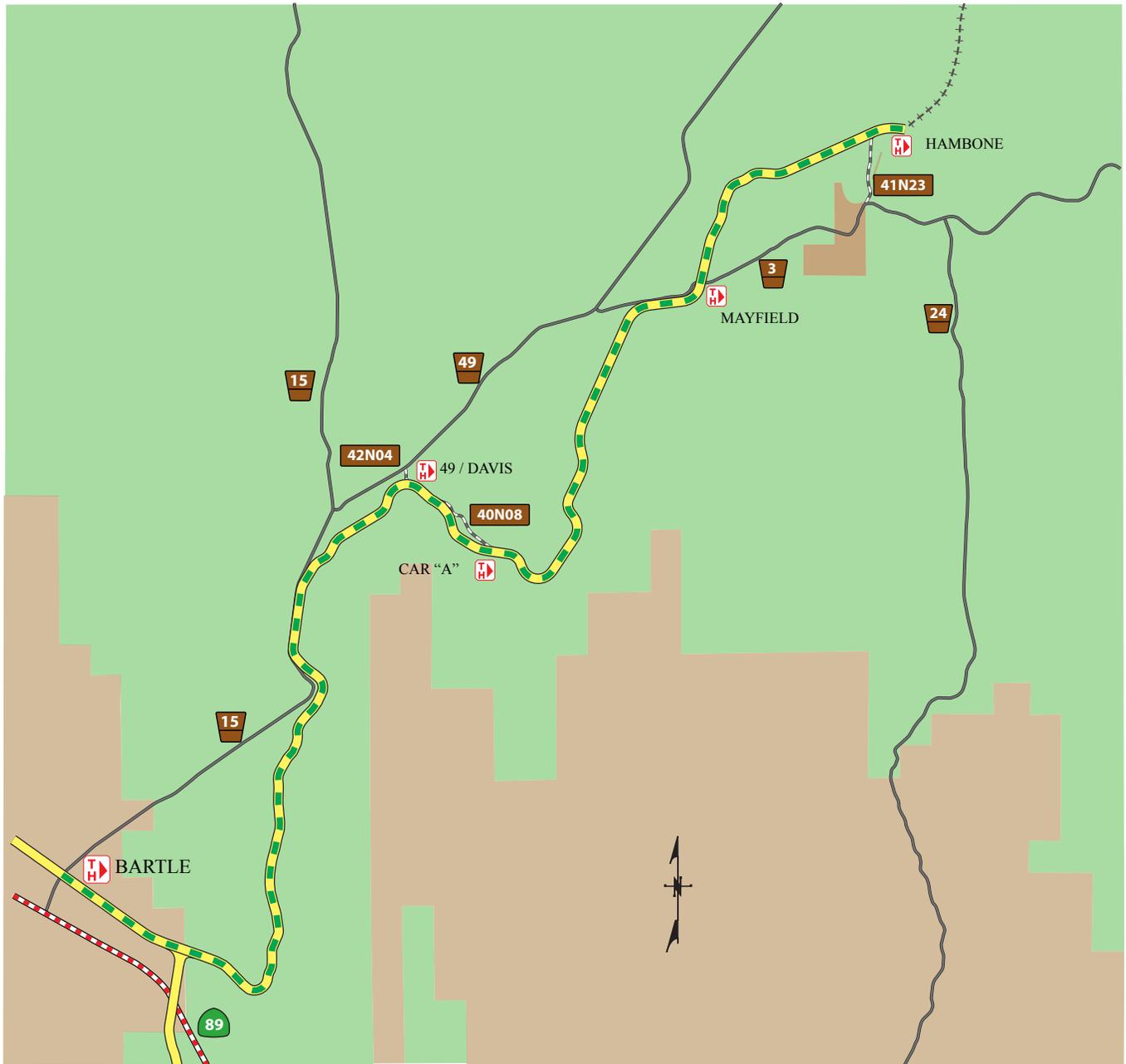




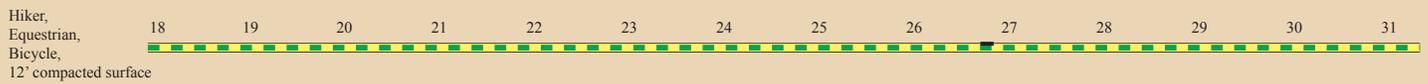
Phase Implementation Map With Bridge Locations

Railbanked Line of the McCloud Railway

Bartle to Hambone, MP 18 to MP 31.2



OPEN TRAIL SECTION



2014 - 2015 OPEN MORE THAN 35 MILES OF TRAIL:

Bartle Trailhead to Hambone Trailhead



Continues access from Esperanza to Hambone via Bartle and Bartle Wye.

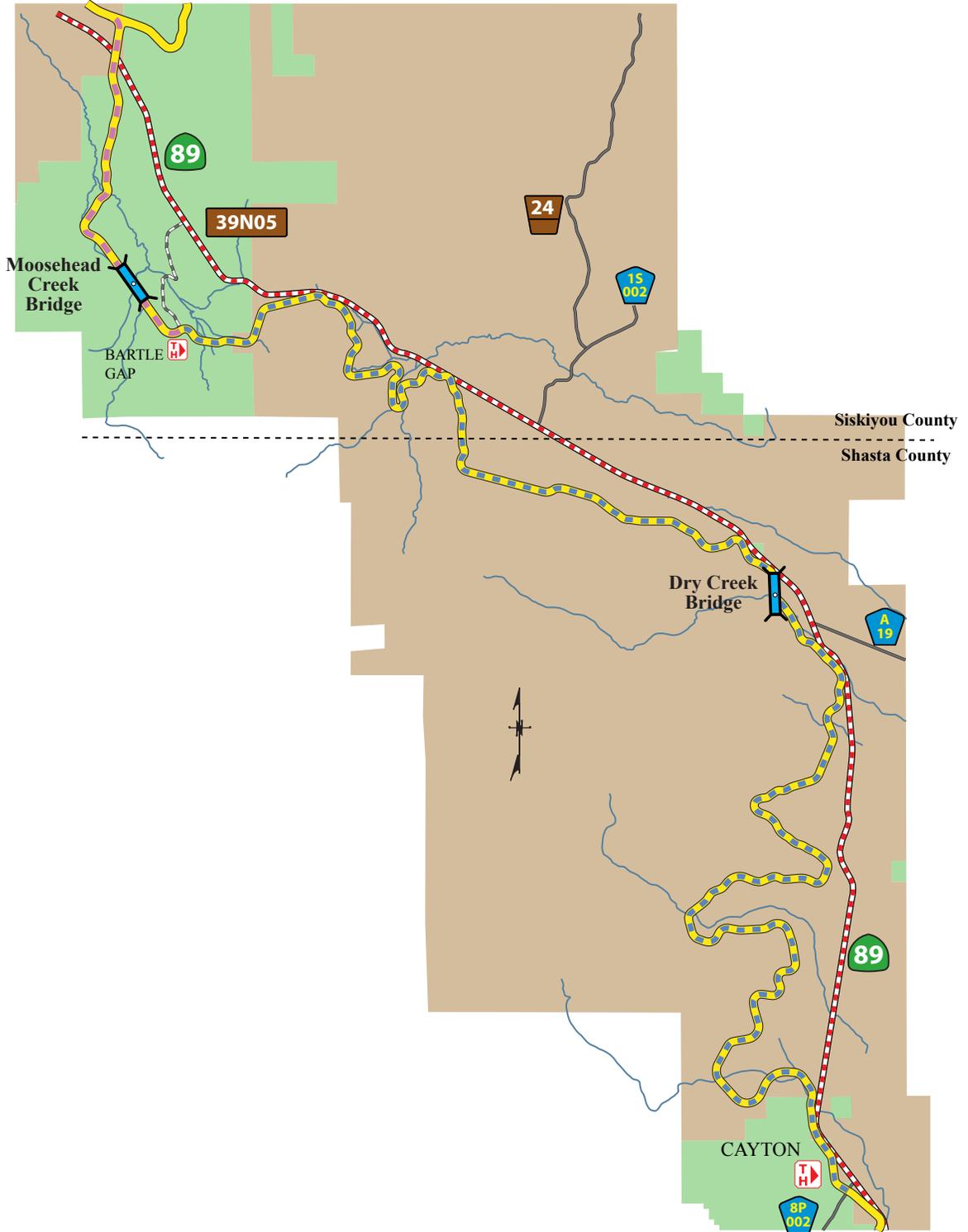




Phase Implementation Map With Bridge Locations

Railbanked Line of the McCloud Railway

Bartle Wye to Cayton, MP B- 19 to MP B- 48



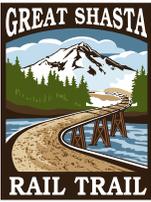
OPEN TRAIL SECTION

Hiker, Equestrian, Bicycle, 12" compacted surface	B19	B21	B23	B25	B27	B29	B31	B33	B35	B37	B39	B41	B43	B45	B47
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2015 - 2016 OPEN AN ADDITIONAL 25 MILES:
Bartle Gap Trailhead to Cayton Trailhead — 23.1 Opens access to Bear, Ditch and Coyote Creeks, with great wildlife viewing and vistas of Burney Mountain, Lassen Peak.
Key Work: Dry Creek Bridge Rehabilitation.

2016 - 2017 ADD SIX MORE MILES OF TRAIL:
Bartle Wye to Bartle Gap Trailhead — 4.4 Opens access to McCloud River and Moosehead Creek, more vistas (including Mt. Shasta going west), and wildlife viewing.
Key Work: Moosehead Creek Bridge Rehabilitation.





Phase Implementation Map With Bridge Locations

Railbanked Line of the McCloud Railway
Cayton to Burney Depot MP B- 48 to MP B- 61
Berry Wye to Goose Valley, MP B- 58 to MP S- 6

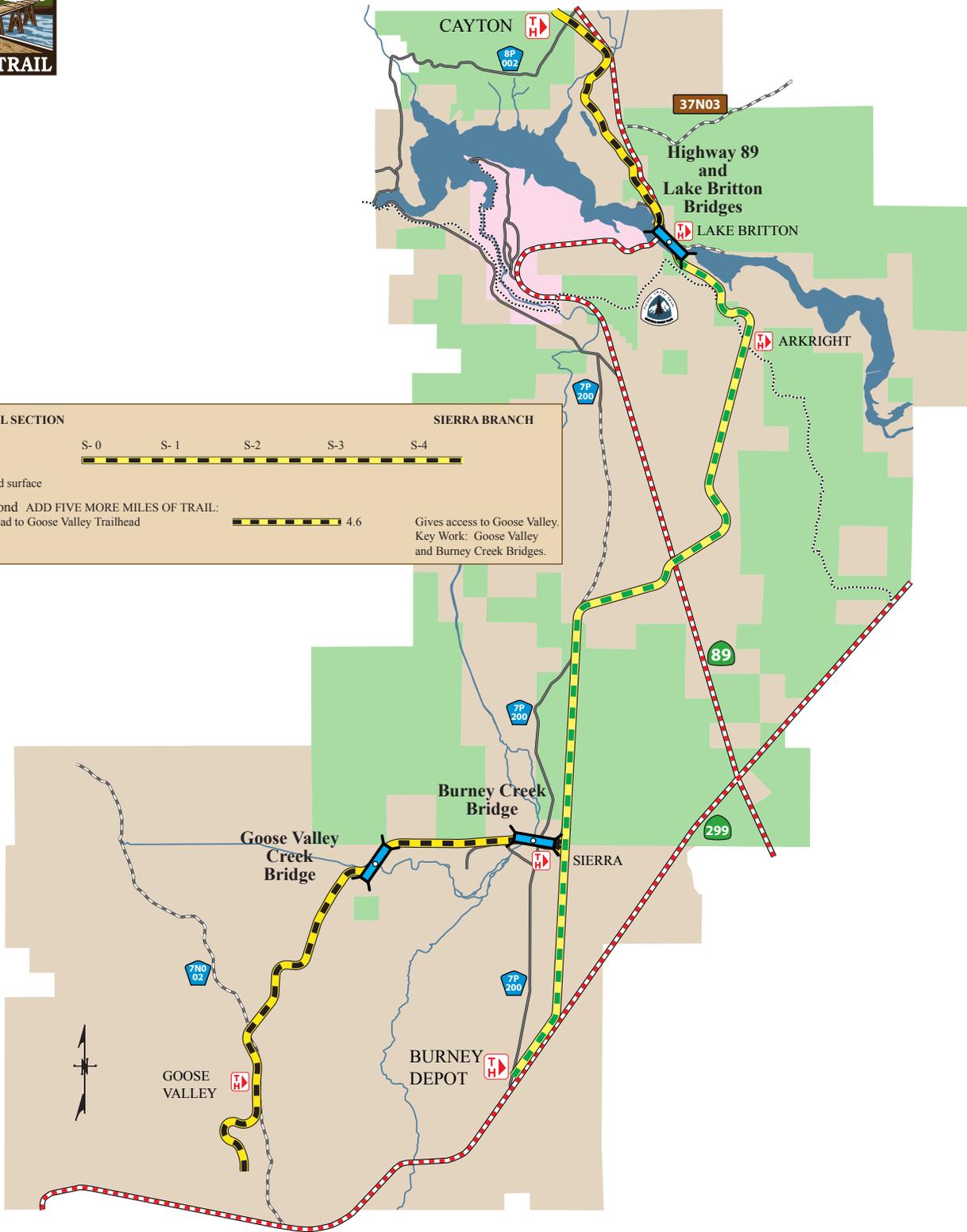
OPEN TRAIL SECTION
Hiker,
Equestrian,
Bicycle,
12' compacted surface

S- 0 S- 1 S- 2 S- 3 S- 4

2017 - Beyond ADD FIVE MORE MILES OF TRAIL:
Sierra Trailhead to Goose Valley Trailhead

4.6

Gives access to Goose Valley.
Key Work: Goose Valley
and Burney Creek Bridges.



OPEN TRAIL SECTION
Hiker,
Equestrian,
Bicycle,
12' compacted surface

B48 B49 B50 B51 B52 B53 B54 B55 B56 B57 B58 B59 B60 B61

2014 - 2015 OPENS MORE THAN 35 MILES OF TRAIL:
Lake Britton Bridge (southern end) to Burney Depot Trailhead

11.4

Gives access to McArthur-Burney Falls Memorial State Park (via PCT, hiker/equestrian only).

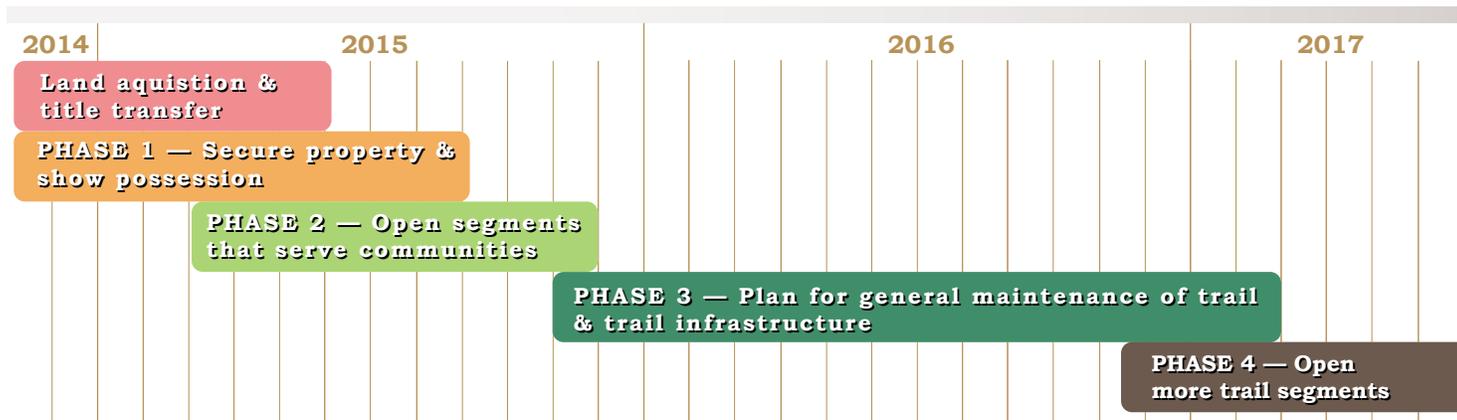
2017 - Beyond ADD FIVE MORE MILES OF TRAIL:
Cayton Trailhead to Lake Britton Bridge (southern end)

1.7

Completes main trail.
Key Work: Lake Britton and Highway 89 Overpass Bridges.



Five Year Implementation Strategy



Five Year Implementation Strategy

The Five Year Implementation Strategy is an outline of the tasks necessary for opening the new Great Shasta Rail Trail to the public. As the Great Shasta Rail Trail Association (GSRTA) takes ownership of the railroad right of way, it will find an 80 mile long ribbon of rail bed consisting of volcanic cinders. The trail is crossed by a number of roads — both private and public, and is drained by more than 300 culverts in a wide variety of sizes and has seven bridges of various types and spans, which cross streams, lakes and highways. It is also crossed by utility lines both above and below ground.

In order to invite the public to use the trail, the GSRTA must post more than 300 signs, restrict motorized access, restrict access to parts of the trail not yet opened, and organize and supervise crews to do long-delayed drainage maintenance. And then the work of designing and developing trailheads, designing signage, interpretation, and maintenance plans can begin. The GSRTA plans to open almost 70 miles of trail in the first five years of operation.



Phase One: (First month of ownership)

Upon acquisition of the right of way, the GSRTA will secure the property, demonstrate ownership, and notify interested parties about the change.

Project 1. Implement initial communications plan.

- ◆ Notify Surface Transportation Board (STB), adjacent landowners, and the public of the change in ownership through letters, signage, and press releases.
- ◆ Communicate with adjacent landowners regarding barriers and issues of trespass.

Project 2. Install initial signage.

- ◆ Post “Property of GSRTA” signs at points where roads cross the trail (48 have been identified).

Project 3. Perform urgent maintenance.

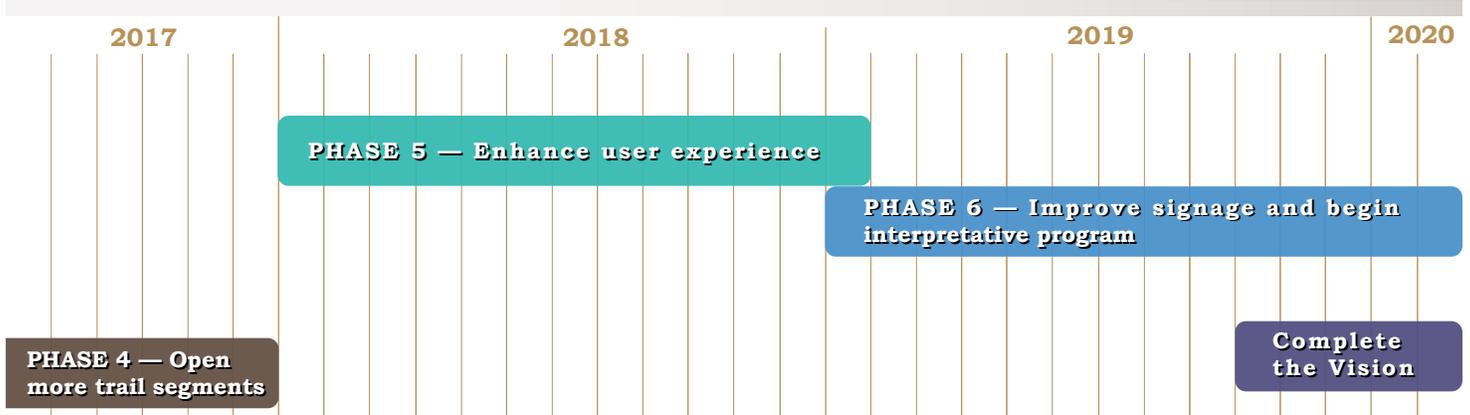
- ◆ Repair drainage features to prevent damage to the trail, ballast, or environment.
- ◆ Address cross drainage issues (there are currently 28 problem points identified) – unplug culverts by hand and machine.

Project 4. Raise funds to support trail development.

- ◆ Send notice of purchase and appeal for funds to key/long time supporters.

Project 5. Prepare for engineering inspections.

- ◆ Already awarded grant funds will support inspection of trail’s bridges, trestles, and culverts.



Phase Two: (First ten months of ownership)

Open segments that serve communities at each end that are relatively easily managed and require few infrastructure improvements (Esperanza to Bartle; Burney to Lake Britton; Bartle to Hambone).

Project 1. Devise a comprehensive signage plan.

Project 2. Implement early signage plans.

- ◆ Post signs at public road crossings.
- ◆ Post signs at sites where GSRT bridges are closed.
- ◆ Post two types of signs: “Open to non-motorized recreational use” and “Area closed to public beyond this sign” as appropriate.
- ◆ Post signs that give notice of user restrictions on the Pacific Crest Trail and the GSRT.
- ◆ Post user safety and general information at road crossings
- ◆ Install warning signs for (State Route 89, “Lorenz crossing”) approaches.

Project 3. Remove barriers on the trail that impede the opening of targeted sections.

Project 4. Provide paper maps at trailheads and user information and restrictions on web site.

Project 5. Install barriers and control devices to prevent motor vehicle access onto GSRT at road crossings.

Project 6. Begin removal and disposal of railroad ties that are on or near the trail.

Project 7. Organize and supervise volunteer opportunities.

- ◆ Clear brush and debris on inlet and outlet side on all the rest of the culverts.
- ◆ Clean up trash.
- ◆ Repair surface and sub grade where beavers, ground squirrels, and heavy equipment have been active.
- ◆ Clean out encroaching brush.
- ◆ Remove scrap steel and stockpile.



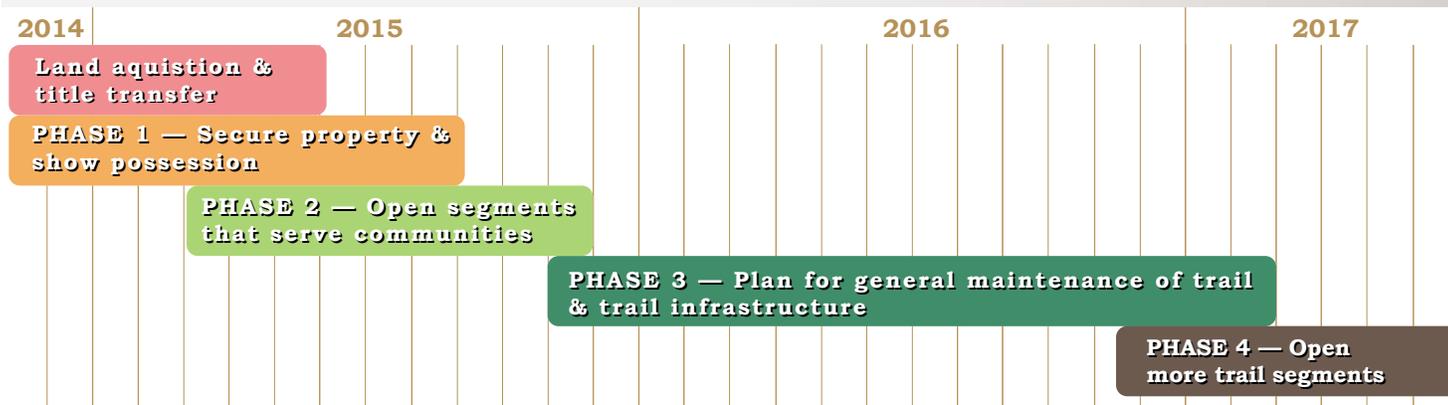
Project 8. Raise funds to support planned activities.

Project 9: Identify, determine, prioritize, and then initiate environmental process for trailhead installation.

Phase Three: (Second Year of Ownership)
Plan for general maintenance of trail and trail infrastructure.

Project 1. Complete engineering inspections of bridge and trestle work and begin environmental processes for recommended repairs and rehabilitation.





Project 2. Fully inspect all culverts, and identify those needing rehabilitation, and ensure clear functioning.

Project 3. Develop routine maintenance plan.

- ◆ Identify annual and recurring maintenance tasks, and schedule first 5 years.
- ◆ Identify additional roles for volunteers.
- ◆ Develop budget for routine maintenance needs.

Project 4. Complete first year routine maintenance tasks.

Project 5. Complete removal of ties.

Project 6. Raise funds to support planned activities.

Phase Four: (Third year of ownership)
Open more trail segments for public enjoyment.

Project 1. Initiate easy to resolve upgrades of bridges to safely serve GSRT users.

- ◆ Dry Creek Bridge.
- ◆ Mud Creek Bridge.

Project 2. Build interim trailhead facilities at Pilgrim Creek, Bartle Gap & Cayton.

- ◆ Install signs, barriers, and interim kiosks.

Project 3. Develop interpretive plan.

- ◆ Identify sites, design signs and interpretive brochures.
- ◆ Develop interpretative information for selected topics:
 - ◆ Human history.
 - ◆ Railroad history.
 - ◆ Region flora and fauna.
 - ◆ Settlement history.

Project 4. Complete second year routine maintenance tasks, including rudimentary improvements to trail surface.

Project 5. Raise funds to support planned activities.

Phase Five: (Fourth year of ownership)
Enhance GSRT trail user experience.

Project 1. Upgrade Moosehead Creek Bridge.

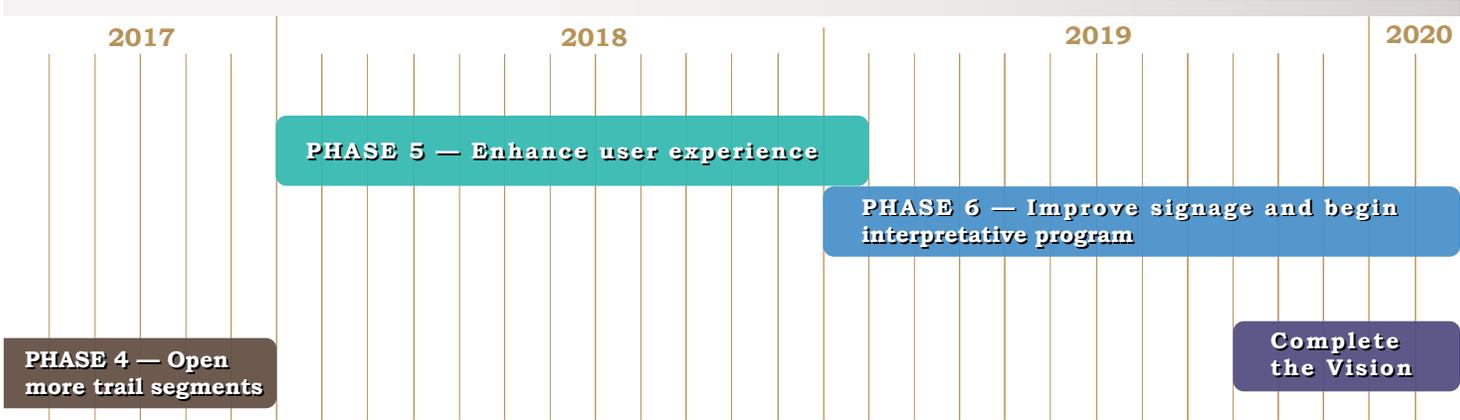
Project 2. Improve trail surface.

- ◆ Rip up existing trail surface.
- ◆ Blade and shape tread to shed water.
- ◆ Re-compact to make smoother surface.

Project 3. Further develop trailhead facilities at Pilgrim Creek, Esperanza, Military Pass, Bartle, Bartle Gap Road, Hambone, Cayton, Burney.

- ◆ Mark interim parking areas.
- ◆ Erect signs.
- ◆ Improve and upgrade kiosks to welcome visitors.
- ◆ Provide interpretive information.
- ◆ Improve way finding information and update maps.





Project 4. Develop major trailheads at Burney and McCloud.

- ◆ Complete site designs for parking areas, snow removal, rest rooms, etc.
- ◆ Install interpretive signs and print interpretive brochures.

Project 5. Complete annual maintenance tasks.

Project 6. Raise funds to support planned activities.

Phase Six: (Fifth year after acquisition)
Improve signage and begin interpretative program.

Project 1. Provide directions to nearby attractions.

- ◆ McArthur–Burney Memorial State Park.
- ◆ Established Public Campgrounds.
- ◆ McCloud River Falls.
- ◆ Bartle Café.

Project 2. Begin interpretative program.

Project 3. Raise funds to support planned activities.

Complete the Vision:

Open the remaining trail segments.

Project 1. Rehabilitate Lake Britton Trestle to safely serve GSRT users.

Project 2. Rehabilitate State Route 89 “Lake Overpass” Trestle.

Project 3. Rehabilitate Sierra Branch Trestles.

Project 4. Develop camping on adjacent public lands in conjunction with National Forest managers.

Project 5. Raise funds to support planned Activities.





How does this plan get implemented?

As this plan is being written, the Great Shasta Rail Trail Association Board of Directors (the Board) is preparing to assume ownership and manage the 80 mile rail corridor and turn it into a public recreation facility.

The Five Year Implementation Strategy outlines projects that require a variety of expertise. The Board has identified these and is forming committees that will be led by Board members who will recruit volunteer experts and workers to accomplish the needed work under the direction of the whole Board. The Fund raising Committee will write grant applications, plan fund raising events, and reach out for private donations. The Maintenance Committee will assure appropriate maintenance of the trail tread, trees and brush, culverts, and other infrastructure. Design of trailheads and signs will be under the purview of the Design and Trail Committee along with improvement and installation of them. Press, media relations, brochures, advertising, and the newsletter will emanate from the Outreach Committee.

The committees will schedule and oversee the basic work of trail development, while remaining aware of the goals and guidelines developed by the Planning Team. In addition, Board members will make sure that public officials, adjacent private property owners, other partners, and interested parties are informed of developments and potential project partnerships. At this time a sign plan, maintenance plan, and a strategic plan are being developed to guide the Board over the ensuing five years.

The Great Shasta Rail Trail's need for help is great. Readers of this document are invited to contact the association at askus@greatshastarailtrail.org to inquire about ways in which they might become involved. Possibilities include but are not limited to donations of equipment, materials, expertise and hands on labor. The development and maintenance of 80 miles of trail will be a challenging task.

The Trail needs volunteers for:

- Trail maintenance, general labor.
- Trail maintenance equipment and operation of equipment.
- Sign building.
- Sign installation (labor and equipment).
- Grant writing.
- Event development and sponsorship.
- Outreach for donations.
- Your own special talent.

Financial support is of course, very welcome.

Donations can be made to Great Shasta Rail Trail at:
www.greatshastarailtrail.org/contact
And at:
Great Shasta Rail Trail Association
P.O. Box 221
McCloud CA 96057

The Great Shasta Rail Trail Association is a
501(c)3, nonprofit organization



The Great Shasta Rail Trail Association thanks our funders, without whose support the trail and this document would not be possible.

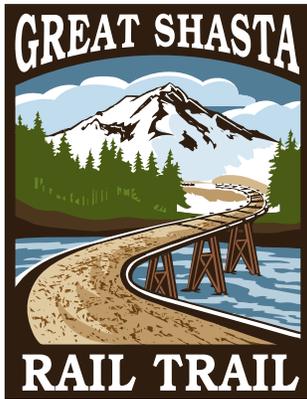


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And many thanks to the individuals and organizations who have committed their time, money, and skills to this project.





Great Shasta Rail Trail

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GreatShastaRailTrail.org

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To file a complaint of discrimination:

Write:

Great Shasta Rail Trail Association
P. O. Box 221 McCloud CA. 96057

If you feel that the complaint is unresolved, you may also contact:

Director, Office of Civil Rights
US Department of the Interior
1849 C Street, NW Washington, DC, 20240

or

Director, Office of Civil Rights
US Department of Agriculture
Room 326-W, Whitten Building, 1400 Independence Avenue, SW
Washington, D.C. 20250-9410

or

Departmental Office of Civil Rights
US Department of Transportation
1200 New Jersey Ave.
Washington D.C. 20590