

Trinity County Resource  
Conservation District

Trinity Resource Conservation  
and Development Council



USDA Natural Resources  
Conservation Service

# The Weaverville Basin Trail System

*A Trail Through Time...*



Master Plan



June 2000  
Release 1.0



### Acknowledgements:

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## **I. Introduction**

The Weaverville Basin Master Plan is a conceptual plan designed to show the potential of the Weaverville Basin trail system. Although much public input has gone into this document, it is not cast in stone. It is a document subject to change, revision and updating. This plan is designed to help guide the development of a trail system that integrates trails on lands managed by the US Forest Service with the trails on private and county property in the Weaverville Basin. It is hoped that the information provided will help people make the best decisions possible toward implementing the mission and vision of a basin-wide trail system.

### **A. History**

The Weaverville Basin Trail Project began in 1989 with the inclusion of the Weaverville Basin Trail System in the Recreational Element of the Weaverville Community Plan. The Weaverville Community Plan was adopted by the County of Trinity as the official planning document for the future development of Weaverville, a historic gold rush town nestled in the mountains of northwest California. At that time, the Weaverville Basin Trail Committee was formed as an adhoc group of interested trail users. In 1993, the Trail Committee was adopted as a committee of the Trinity County Resource Conservation District, providing funding opportunities and a variety of resources, such as technical expertise and thus ensuring the future of the Weaverville Basin Trail.

Prior to this time, the Weaverville Basin Trails Committee was just a handful of interested people seeing a need to protect Weaverville's historic old trails—trails that had been used for generations to access mining, hunting and wood gathering areas around Weaverville. In later years, these old trails became a network of recreational trails maintained by individual users for hiking, horseback, motorcycle and mountain bike riding. As time went by and more development began to occur in the basin, it became evident that without a formal plan to identify and protect these historic trails, access would be lost.

The US Forest Service developed and approved an Environmental Assessment (EA) for trails on the lands managed by the USFS around Weaverville in 1996. Then a Memorandum of Understanding was signed between the Shasta-Trinity National Forest and Trinity County Resource Conservation District to provide a framework for cooperation in support of the trail system in the Weaverville area. This step was made to enhance the recreation experience of area hikers, mountain bikers, equestrians and, to a limited extent off-road motorcyclists. The Weaverville community and its visitors have benefited from an increase in recreational opportunities in the adjacent National Forest lands.

What began as a simple plan of protecting old trails has grown to include a more walkable and bike friendly community with a network of in-town trails and paths so travel by automobile is only one option to safely get around town. It also includes a plan to connect a diverse network of trails that will eventually circumnavigate Weaverville with over 50 miles of trail. It provides direct trail access from Weaverville to the Trinity Alps Wilderness Area. The project recognizes many opportunities for educational, historic and environmental interpretation. The trail will continue to draw visitors to Weaverville who are looking for easy access to a motel, hot shower and restaurant meal at the end of their trail day. These are visitors that may one day decide to call Weaverville home. As Weaverville grows, the trail system will help maintain the rural atmosphere and quality of life we have all come to appreciate.

## **The Trail as a Community Resource**

It is exciting to see what a real resource the Weaverville Basin Trail has become for the community. The trail system is used by the La Grange Classic Mountain Bike Race, the Timber Ridge Run, Multiple Schlerosis Society Walkathon, Native Plants Society, Weaverville Elementary School's third grade immigrant wagon train reenactment, Trinity Riders equestrian poker rides and of course, the community at large, young and old. The trail provides a no charge way to exercise, bringing both physical and mental health dividends to all who use it.

In addition, the Trinity County Department of Probation has involved kids who owe community service time in trail work. Working with volunteers, these youth are provided valuable work experience and a job that shows tangible results at the end of the day. Trinity County Behavioral Health Services also uses the trail system extensively to teach harm reduction activities and mountain biking to youth as a healthy alternative to substance abuse.

The Weaverville Basin Trail System is many things to many people. The trail system contributes significantly to providing a healthy community environment. Beyond the practical use of the trail for recreation and alternative transportation, one can see a broader and more holistic application that binds the community together and to its historic past. Not only is the Weaverville Basin Trail a "Trail Through Time", it is a trail through our lives and community that, with care and careful planning, can forever be enjoyed and celebrated.

## **Making Trails Work**

Some who began this project are no longer with us. To those and the many other volunteers who have worked tirelessly to make this trail system happen, the Weaverville Basin Trail Committee would like to extend a debt of gratitude which can never be fully repaid. Trails don't happen by themselves. It takes many thousands of hours of dedicated work by many people. It takes commitment and vigilance to make sure trails remain accessible. It takes buy-in from volunteers, community leaders, private land owners, county, state and federal agencies, and the community. Weaverville is no stranger to making wonderful things happen when it comes together in common purpose. The Weaverville Basin Trail System is a gift we give ourselves, our children and generations to come. We invite you to come build with us this "Trail Through Time"!



## **B. Weaverville Basin Trail System Mission Statement**

The mission of the Weaverville Basin Trail System is to develop a comprehensive trail system for hikers, mountain bikers, and horse riders for Weaverville residents and tourists. This system will foster an appreciation for the natural surroundings, plants, and wildlife of the area as well as enhancing the economy of the community through increased tourism. Through maintenance of a trail network around and through Weaverville, the many historical features of the area will be preserved and interpreted along with ensuring public access in a developing town. The Weaverville Basin Trail System will serve the community with cultural, educational, and recreational opportunities, thus providing an additional amenity that will help attract and retain a stable population base while supporting property values.

## **C. Vision**

A basinwide trail system that identifies routes across or adjacent to private lands must address the land-use, privacy, and liability concerns of landowners. This is true whether the lands in question are to remain in private ownership or are to eventually be obtained by a public agency. Respect for individuals' use of their own property and fairness in accommodating the public good without placing an undue burden on the property owner are basic tenets.

The success of a trail system throughout the Weaverville Basin depends on identifying realistic trail routes and prioritizing those trail routes that will facilitate the maximum use in terms of accessibility, and a quality experience. Success of the trail system also depends on community acceptance and involvement in it's planning, implementation and maintenance.

## **D. The Need for the Basinwide Trail System**

### **1. Outdoor Recreation**

The activity of walking is consistently ranked the highest in terms of participation. Bicycling, and in particular mountain bicycling, continues to increase in popularity. Horseback riding is a strongly supported heritage of the Weaverville Basin. Additionally, motorcycle riding, skating, and skateboarding are popular local outdoor activities.

## **2. Transportation**

Trails provide an alternative form of travel to get to work or school, to go shopping, or to get to any number of other destination points, including parks and other open spaces. Trails, as an alternative to the private automobile, are energy-efficient, improve air quality and reduce in-town traffic congestion. The Trail Master Plan should be incorporated into the Weaverville Basin Transportation Plan and Community General Plan and referred to when construction of alternative transportation routes and connectors are being considered. The Trail Master Plan should not be in conflict, but rather compliment the Transportation Plan.

## **3. Education**

To many individuals, trails are also a means to an end. This is especially true for teachers representing all levels of our educational system. Trails provide access to and through nature's outdoor laboratories. The wildlife and native plant study opportunities provided by trails are invaluable. Involving kids in trail planning and construction provides educational opportunities on a variety of levels.

## **4. Public Health and Physical Well-being**

Trail use supports exercise of any desired degree. Activities involving exercise are both healthy for the individual and reduce health care costs.

## **5. Social and Economic Well-being**

The positive benefits of well managed trails on the local economy and increased property values near trails is well documented. The potential increase in visitors to the trail system could have a major impact on the tourist sector of the Weaverville economy. With increased positive activities along the trails, the potential for antisocial or criminal activities decreases. It is doubtful that the trail system will ever attract the number of users that trails draw in more metropolitan areas due to the remoteness of Weaverville. Because of this, a high degree of user satisfaction and low degree of user conflict is anticipated.

## **6. Alternative Emergency Access and Egress**

The subdivision of properties and intensification of land uses within wildland areas of the Basin increases the need for providing and maintaining emergency access / egress routes. Trails can serve as access routes in and out of an area blocked by fire, landslide, flood, or traffic. Trails also can serve as fire breaks, protecting more remote areas, providing a first line of defense against wild fires.

## **II. Basinwide Trail Policies**

### **A. Trail Planning Objectives:**

- Identify historic and new trail routes that meet a public need, while recognizing the rights of private property owners, safety requirements, and environmental protection goals.
- Provide trails within the Basin that offer a range of convenient urban, rural, and open space experiences and a range of long trip opportunities.
- Maintain a Basinwide trails master plan as the basis for the planning, coordination, and implementation of a Basinwide trail system.

The basinwide system of trails will offer a variety of user experiences and conveniences. These trails will provide needed connections between parks, schools, and other public open spaces, and access to these from the urban areas. This access will be provided for a range of user capabilities and needs, including persons with physical limitations, in a manner consistent with State and Federal regulations. This will provide the public with environmentally superior alternative transportation routes and methods where they presently do not exist. This trail system will also include connections to transit facilities, and many will actually even serve as routes for emergency vehicles or evacuations.

Trails will be established on, or along, historically significant trail routes and scenic routes providing virtually limitless opportunities for outdoor education and recreation. These historically significant trails and scenic routes, and the regional trail links will all be signed as such.

The trail committee and design team will work with interested groups in developing recommendations for specific design and management plans. The recommendations should be consistent with County, State, and Federal design and management regulations and reflective of environmental and safety constraints, community needs, and the needs of various user groups. The team should also encourage private developers to incorporate trail routes and build trail segments identified on the Weaverville Basin Trail System Master Plan Map into their development proposals and implementation plans.

### **B. Provide Recreation, Transportation, And Other Trail Needs**

A major purpose of these trails is to provide opportunities for the public to engage in recreational activities such as walking, jogging, bicycling, and horseback riding through areas of the Weaverville Basin's natural and urban environment. To assure that the natural resources are available to future generations as well, it is



important that recreational trails be carefully located, designed, and maintained, so that their impact on the landscape is minimized.

Of particular importance are streamside areas. They are usually scenic amenities with important wildlife habitat areas. These habitats are relatively fragile and can be easily damaged or disrupted. Trails near streams and other sensitive areas should receive detailed study prior to implementation.

Whether located on public or private lands, trails are sometimes a cause of concern to adjacent property owners. Among the issues of concern to landowners are litter, trespass, vandalism, security, fire, and liability. Many of these concerns are addressed at the detailed phase of planning and design. Therefore, the property owner's involvement during the trail alignment, design, operations, and management should be encouraged. The desire to be an active participant in the design and management planning of a trail route is a keen one. After all, the property owner whose land is crossed by or is adjacent to a public trail experiences the results on a day-to-day basis. Property owners should also be made aware of California Civil Code 846 which provides them with liability protection.

#### **Policy Objective:**

Trail routes, trail heads, and access points shall be located, designed, and developed with sensitivity to the potential impacts on adjacent lands and private property.

Landowners will be invited to incorporate their concerns into trail design and related management policies to accommodate the privacy, security, and liability concerns. Such measures could include, but are not limited to; fencing or barrier planting that discourages trespassing, signage, scheduling of maintenance, patrol scheduling, and indemnity agreements to protect the landowner and affected landowners from liability for injuries to trail users.

#### Neighborhood Access Points vs. Trailheads

The concept of the neighborhood access point is one where access is provided to the trail from the neighborhoods in the area and no off-street parking is provided. These neighborhood access points should discourage parking in areas adjacent to the trail. Every effort should be made to direct drive-in trail users to more remote trailheads that have developed parking areas in order to lessen traffic in neighborhoods near the trail(s). These trailheads would be denoted on maps with the "walking stick hiker" icon. Further explanation of this concept in future trail brochures would also be helpful .

Design and management plans should provide for the safety and support of trail users and affected landowners, and respond to the unique concerns associated with highway safety, traffic operations, public transit, and business.

Trails shall be located to protect sensitive habitat areas such as wetlands and riparian corridors and other areas where sensitive species may be adversely affected.

### **C. Implement the Planned Trail Network**

Implementation of the planned trail network will require the use of a variety of tools for acquisition, development, operations, and maintenance. For example, some of the tools for obtaining trail routes include:

- Development of joint use agreements with public agencies for the construction of trails on public lands
- Purchase of additional lands or trail easements
- Obtaining gifts of trail easements from property owners
- Requesting dedication of trail easements as development occurs along the proposed trail routes
- Development of fees and assessment districts
- Use of volunteer efforts, non-profit organizations, and land trusts
- Review of proposed trails for their potential environmental impacts in accordance with the California Environmental Quality Act.
- Ensurance that all regulations and guidelines applicable to trails have been met, including noticing requirements.

### **D. Operations and Maintenance of Trails**

Trails, when managed properly, become an amenity. However, it may take only one example of failure to jeopardize the public support for trails. A well maintained trail encourages use, which in turn, discourages misuse. Many of the fears of nearby residents and potential trail users about trails can be alleviated with maintenance , education, and careful planning.

As the trail network grows and as public trail use increases, the challenge of patrolling and maintaining these trails will also increase. To help assure that the trails remain usable and safe, volunteers and non-profit organizations may provide assistance in maintaining trails and a trail patrol. A good example of this type of trail program is the East Bay Regional Park and Recreation District's volunteer program.

### **Operation and Maintenance Recommendations:**

- Trails shall be temporarily closed when conditions become unsafe or environmental resources are severely impacted. Such conditions could include soil erosion, logging, flooding, fire hazard, environmental damage, or failure to follow the specific trail management plan.
- Develop a monitoring program to determine whether or not new trails or trail management programs are effective in addressing user needs, conflicts, safety issues, and environmental impacts.
- Develop guidelines for procedures to temporarily close trails and implement steps necessary to correct problems requiring closure.
- Encourage neighborhood volunteers and other groups to provide trail support services ranging from “trail watch” and clean up activities to annual maintenance and construction.
- Provide information and technical services to neighborhoods surrounding trails on how to establish adopt-a-trail groups.
- Provide sign information to encourage responsible trail use. Appropriate markers should be established along historically significant trail routes.
- Provide current maps and trail guides to the public to increase awareness of existing public trails and proper trail etiquette.

### **E. Establish Priorities**

Realization of a basinwide trail system and the individual trails within it is a challenging and delicate process that will take many years to accomplish using a variety of processes as resources become available. Many decisions and actions will be required to fully implement the vision of the Weaverville Basin Trail System. The timing and sequence of activities will primarily reflect available funding, landowners willingness to provide or sell easements, and community priorities, all of which may shift over time.



The Weaverville Basin Trail System should be installed in phases. The entire project includes over 50 miles of trails and would be terribly difficult to successfully complete in a single undertaking. Concentrating on specific portions of the overall trail system will simplify the project by focusing efforts on trail segments where funding is available and landowner approval has been obtained. High priority trail segments that do not yet have approval or funding require additional time and effort to engage in the long-term process that obtaining these things normally requires. There is a great value in completing a new trail that becomes a useful and viable part of the community. One successful trail builds momentum and additional support for the next project.

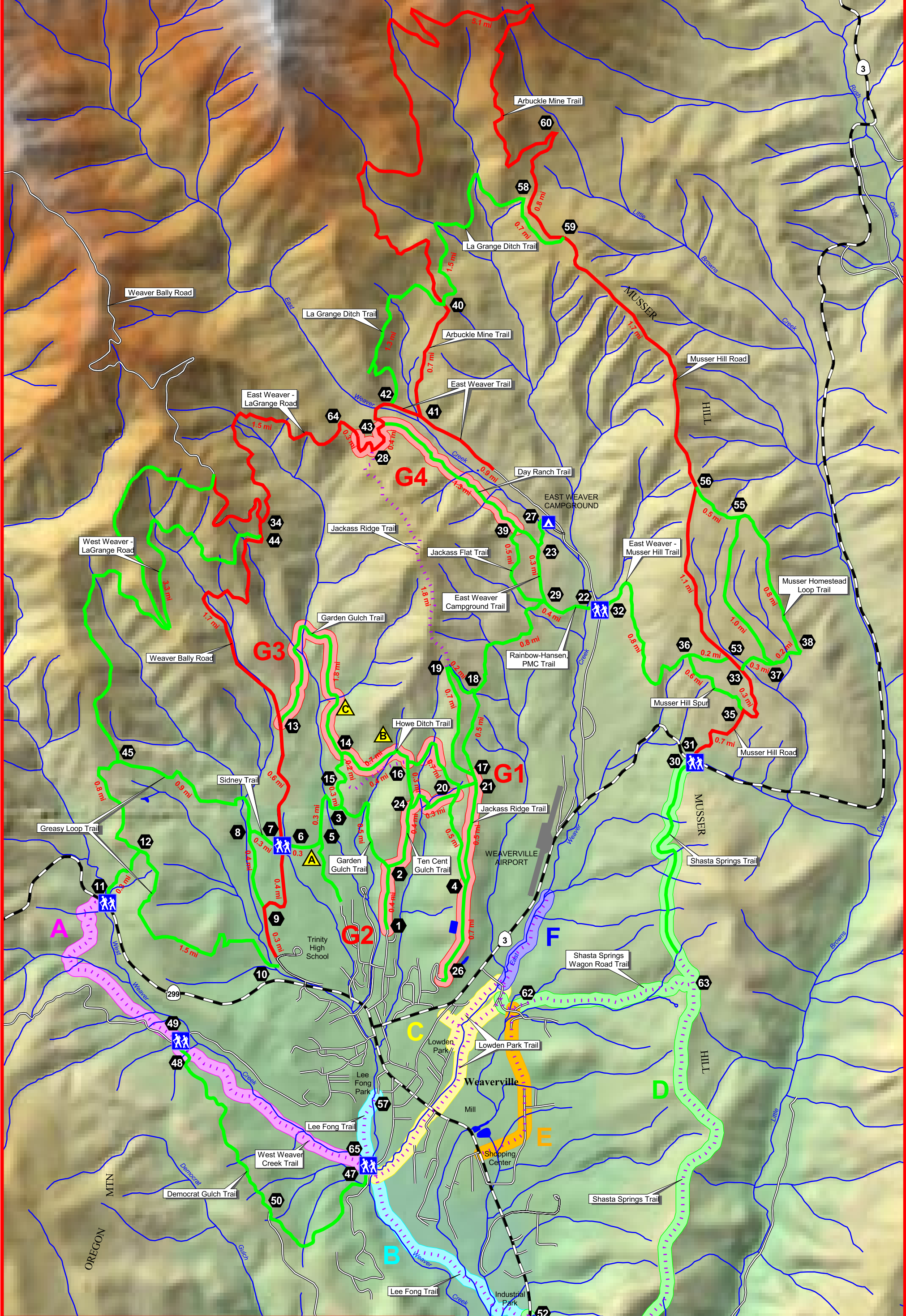
Criteria used to prioritize trail routes shall include; need for trail uses, access, compatibility of the trail route with adjoining property, trail usefulness, complexity of land acquisition, opportunities for a large number of users, safety concerns, financial considerations, and linking the community together by way of trails as alternative routes of travel. Prioritization may also be effected by land development and the implementation of public works projects such as road construction.

A list of priorities should be maintained for trail acquisition and development through purchase, dedication, and other means. The priority list should also include trail maintenance and improvement or relocation needs. This list of priorities should be reviewed and updated annually by the Weaverville Basin Trail Committee with community input.

## **F. Facilitate Inter-Jurisdictional Coordination**

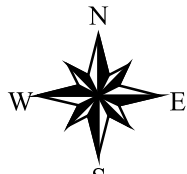
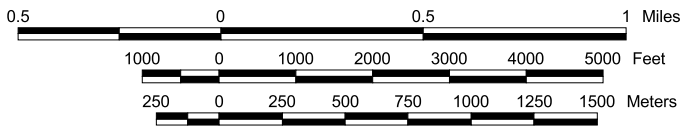
Implementation of the basinwide system of trails will require substantial coordination, effort, and cooperation.

- Trail planning, acquisition, development, and management of trail reaches shown on the Weaverville Basin Trail System Master Plan Map should be coordinated among the various local, regional, state, and federal agencies that have jurisdiction as well as the public and affected land owners.
- Trail acquisition responsibilities should be established on a project-by-project basis, and should be coordinated with all jurisdictions involved in each trail route.
- Encourage the adoption of appropriate portions of the Weaverville Basin Trail Master Plan Map as part of the local general plan, parks and open space master plan, public facilities general plan, and transportation plan.



# WEAVERVILLE BASIN TRAIL SYSTEM

Map produced by the Weaverville Basin Trail Committee in cooperation with the Trinity County Resource Conservation District and the Trinity County Planning Department.



Scale 1 : 30,000

Contour Interval 20 Meters - To convert meters to feet, multiply by 3.28084

- |  |                   |  |                             |
|--|-------------------|--|-----------------------------|
|  | Main Access Point |  | All Uses (and Motorcycles)  |
|  | Trail Post Marker |  | Horse, Hiker, Mountain Bike |
|  | Historical Site   |  | Future Trail Route          |

### **III. Weaverville Basinwide Trail Master Plan**

The entire Weaverville Basin Trail System consists of over 50 miles of trails meandering through a 35 square mile basin. This Plan focuses on existing and proposed trail segments on primarily private lands (or potentially private lands). An effort to tie planned projects such as the Trinity Gateway Project and the Industrial Park Wetlands into the Weaverville Basin Trail System is being made by developing conceptual designs for these projects. (See the Weaverville Basin Trail System map on the preceding page).

#### **1. Description of Existing and Proposed Trails**

- (A) West Weaver Creek Trail:** (Proposed) Along the West Weaver Greenway Corridor connecting trail post marker 11 on Highway 299 with the Lee Fong Trail south of Lee Fong Park. Landownership is mixed includes private landowners and Bureau of Land Management (currently targeted for trade-out with Sierra Pacific Industries). Estimated Length: 5 mi.
- (B) Lee Fong Trail:** (Proposed) Connecting Lee Fong Park with the Industrial Park and the Wetland. Several private property owners depending on routing. Est. Length: 3.1 mi.
- (C) Lowden Park Trail:** (Proposed) East Weaver Greenway Corridor connecting Lowden Park with the Lee Fong Trail. Ownership is mixed, primarily businesses. Est. Length: 3.8 mi.
- (D) Shasta Springs Trail:** (Existing) Lower Musser Ridge connecting the existing Shasta Springs Trail with the Southern end of the Lee Fong Trail and including a proposed spur (Shasta Springs Wagon Road Trail) connecting the Lowden Park, Glen Road/Brown's Ranch Road, and East Weaver Extension Trails. Ownership is primarily Sierra Pacific Industries and State of California. Est. Length: 7.5 mi. (main trail), 2.0 mi. (proposed spur).
- (E) Glen Road/Browns Ranch Road Trail:** (Proposed) Connecting the Shopping Center with the Shasta Springs Wagon Road Trail. Ownership is Trinity River Lumber Company, but if East Side Rd is constructed, will be a County right-of-way. Est. Length: 1.6 mi.
- (F) East Weaver Extension Trail:** (Proposed) Connecting the Old Airport with the Lowden Park Trail. Ownership is mixed. Est. Length: 1.1 mi.
- (G1) Jackass Ridge Trail:** (Existing) Connecting the Jackass Ridge with the Howe Ditch Trail and the Ten Cent Gulch Trail. Ownership is private, Weaverville Community Services District, and US Forest Service. Est. Length: 1.2 mi.
- (G2) Ten Cent Gulch Trail:** (Existing) Connecting Garden Gulch Trail with the Jackass Ridge Trail. Ownership is Snyder/highland Trust and US Forest Service. Est. Length: 1.1 mi.
- (G3) Garden Gulch Trail and Howe Ditch Trail:** (Existing) Connecting the Weaver Bally Road with the Jackass Ridge Trail. Ownership is mixed. Est. Length: 2.5 mi.
- (G4) Day Ranch Trail:** (Existing) Connecting the East Weaver/La Grange Road Trail with the Jackass Flat trail near the East Weaver Campground. Follows along East Weaver Creek. Ownership is mixed public and Weaverville Community Services District. Est. Length: 1.7 mi.
- (G5) Five Cent Gulch Trail:** (Proposed) Connecting the Old Airport to the East Weaver Campground Trail. BLM right-of-way has been granted to Trinity County. Not depicted on map. Est. Length: 2 miles.



## **2. Trinity Gateway**

The Trinity Gateway Project is a multi-modal, multi-use recreational facility that will serve as the main entry point of the trail system for visitors. This project is being funded by the State's Environmental Enhancement and Mitigation Program and will preserve and educate about area history, flora and fauna. It will be visually attractive from Highway 299 in the historic district of Weaverville and will be used as a central entry and information area for the trail system. An upgrade of the parking lot in Lee Fong Park will serve many additional purposes: a staging area for visitors to the trail system; information kiosks; and access to the basin wide trail system. A public transportation drop-off and pick-up area will be included. This plan includes a conceptual design for the Trinity Gateway Project to help tie it into the Weaverville Basin Trail System as the primary trail head facility. (See page 76).

## **3. Industrial Park Wetland**

A significant destination and feature of the Weaverville Basin Trail System will be the Industrial Park Wetland. Located along the east side of Weaver Creek and at the outlet of Lance Gulch, the wetland will serve several purposes. As a destination point along the Lee Fong Trail, the wetland will provide a natural experience for trail users. Wildlife habitat and native plantings will enhance the area and will act as a close-to-town yet remote feeling and easily accessible trail system feature.

The wetland will also serve an environmental function. The discharge from Lance gulch contains lignin and other non-point sources of pollution in storm run off. The wetland will be designed to biologically reduce the lignin content and to settle the sediment before the flow reaches Weaver Creek, thereby greatly improving water quality. (See page 82).

## B. Detailed Reach Descriptions

**The following maps, photographs, aerials and photo simulations depict the approximate proposed alignments and configurations of trail reaches. The trail alignments shown here are only approximations that connect two or more points. Actual routing of the trails will be dependent on right-of-ways agreed upon by landowners, land management agencies, and the community at large.**

For each trail reach, a key map indicates the location of the reach on the Weaverville Basin Trail System Map. Paired with each key map is an enlarged location map that illustrates the specific trail reach. Each reach is also represented with an aerial photograph, overlaid with text and graphics to illustrate the proposed trail alignment and connections to other trails, trailheads, parks, and other features. Additionally, photopoints indicated on the aerial show the locations illustrated in the “photo sets”, which include a photograph of the present conditions and a photo simulations depicting proposed trail configuration, surfacing, signage, and other features.

The existing trails have been marked with signposts at trailheads and intersections that correspond with numbers on the Weaverville Basin Trail map. An extensive system was designed and implemented by a Trail Committee volunteer member, Jim Love, utilizing material donated by CalTrans. Descriptions of some of the trail reaches refer to these signpost numbers. Therefore we have included a table in the Appendix of the trail post markers for a complete picture of the existing signage system. This system has provided an effective means of indicating location and direction to hikers, bikers and other trail users, especially in areas where there are many diverging trails.

The cost estimate table itemizes the expenses for clearing, surfacing, bridges, signage, and other items for each trail.

## Reach A -- West Weaver Creek Trail

Aproximate Length: 5.0 Miles

The **West Weaver Creek Trail** will run along the West Weaver Greenway Corridor at an elevation above the annual flood-plain, between the Lee Fong Trail at post markers 47 and 65, and Highway 299 at post marker 11. At postmarkers 47 and 65 will be a main access point, offering access to the West Weaver Creek, Lee Fong, Lowden Park, and Democrat Gulch Trails from Mill street. Approximately mid-way of the West Weaver Creek Trail will be another main access point at post markers 48 and 49, offering access to the other end of the Democrat Gulch Trail and the West Weaver Creek Trail from Oregon Street. Postmarker 11 will also be a main access point offering access to the West Weaver Creek and Greasy Loop Trails from



Key Map -- Reach A



Location Map -- Reach A

Highway 299 where it crosses West Weaver Creek. (See Location Map and Aerial Photograph).

The West Weaver Creek Trail will be a non-motorized reach of approximately 26,500 feet in length and will have a right-of-way width of 10 feet. The right-of-way also includes two trail parking areas parallel to Mill and Oregon Streets. The paved width will be a minimum of 3 feet in the remote areas and 10 feet wide between Lee Fong Park and the Industrial Park. The trail between the parks will also include an equestrian soft shoulder.

This section of the trail offers some of the highest potential for historical interpretation as it is replete with historical placer mining sites. Prior to the trail right-of-way granting from Bureau of Land Management to the County of Trinity, these sites were well documented by KEA Consulting and BLM Archeologist. Introduction to placer mining concepts could be made at the Jake Jackson Museum and Historical Park. Visitors to the historical park could then be directed down the Lee Fong Trail and up the West Weaver Creek Trail to mining sites for further exploration and historical interpretation of hydraulic mining. Consideration might be given to actual construction of a hydraulic “giant”, races and flume boxes at one or more of these sites. Trails with high potential for historical interpretation could be a natural extension of the historic parks which are at or near build out.

An important point of note is that this reach of trail may be in conflict with a future proposed west side traffic connector route. Careful consideration in placing the trail in areas of required environmental or cultural protection without compromising the area’s integrity might be one strategy for reducing future conflict between the trail and a possible connector route. If a traffic connector route comes to fruition, funding for trail rerouting and protection of these sensitive areas should be considered as an environmental mitigation measure.

This section of trail has potential for ADA trail specifications and shared use trail with modifications (Page 97) , particularly from postmarker 47 west until topography limits access. At that point trail may convert to shared use-natural tread (Page 98) in order to follow topography.



**Weaverville  
Basin  
Trail  
Master  
Plan**

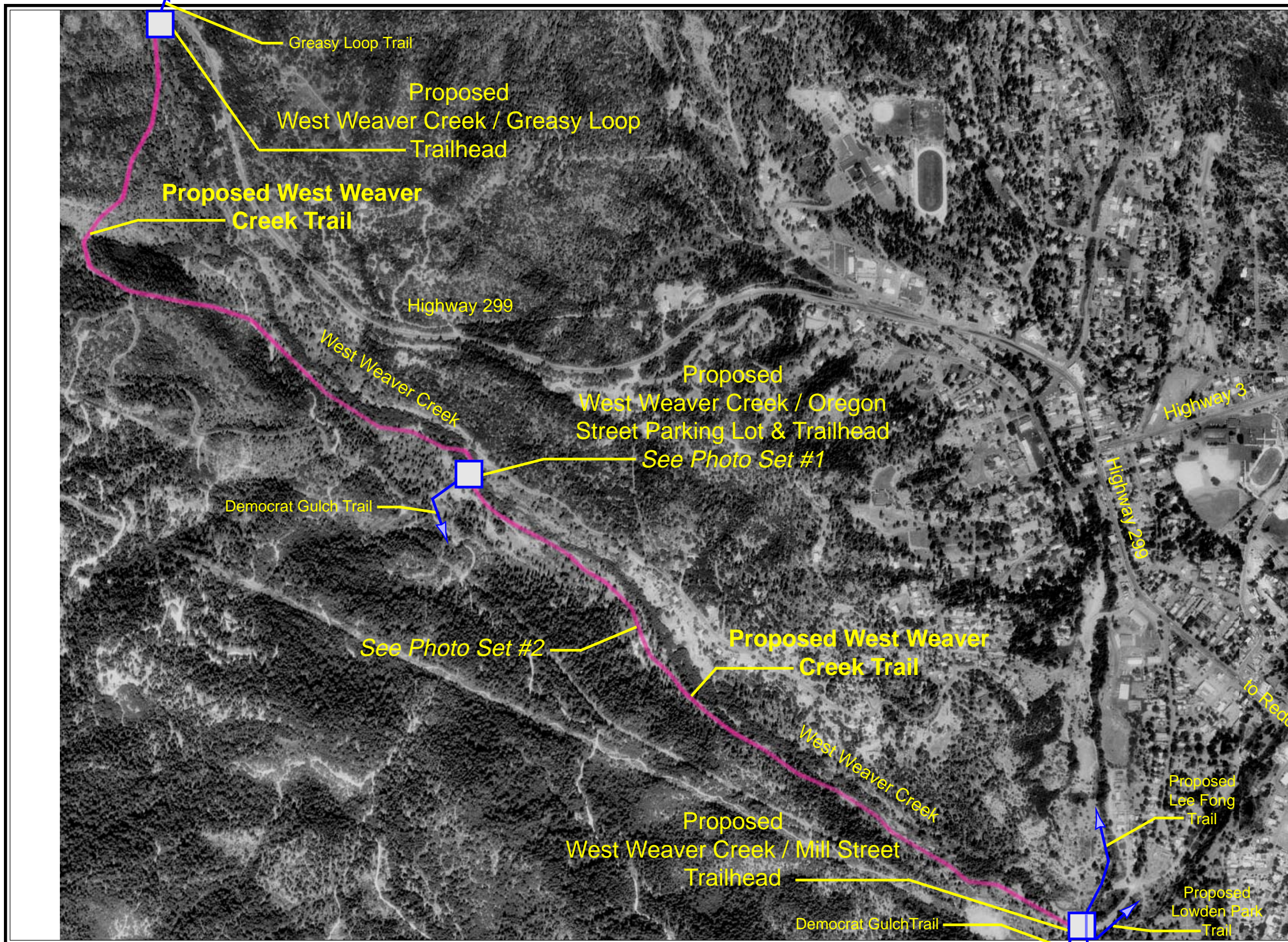
**Reach A:  
West  
Weaver  
Creek  
Trail**

Along the  
West Weaver  
Greenway Corridor

Approximate Length:  
5.0 Miles

**N**  
ORTH  
Approximate  
Scale:  
1" = 1000'

Drawn By:  
**Bob Snieckus  
and  
Ken Doty**  
September  
30, 1999





Sixty percent of this reach will be constructed on existing informal trails and dirt roads, and over 50 percent across slopes of greater than 20 percent. Construction will be done manually, with the exception of the span between Mill Street and the mine tailings area, and will include the removal of low hanging tree limbs and the clearing of other vegetation. Where the trail crosses drainages, construction will utilize seasonal crossings, culverts, or trail bridges, and the Weaverville Basin Trail Committee in cooperation with other agencies will supervise all construction to minimize erosion potential.

### Images Along the Proposed West Weaver Creek Trail:



*Overview of Tailings.*



*Wheeling Plank Remnant.*



*Secret Path off West Weaver Creek Trail.*

### Images Along the Proposed West Weaver Creek Trail:



Scott Morris Inspects a Mysterious Stone Pit.

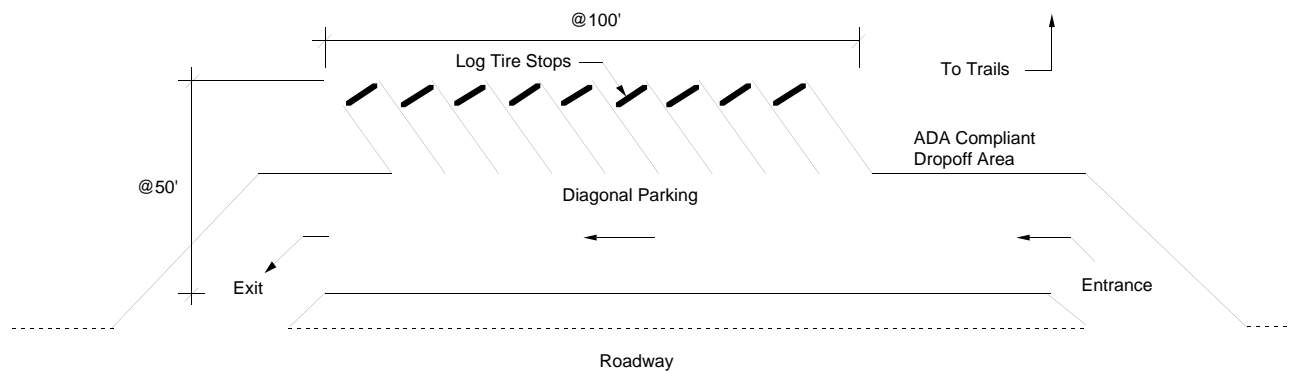


The Legacy of a Hydraulic Mine.



Close-up of Stone Pit.

### Proposed Trailhead Parking and Drop-off Area







*Photograph #1 -- Existing View of West Weaver Creek Trail.*



*Simulation #1 -- Proposed Trail Surfacing and Interpretive Panel.*





*Photograph #2 -- Existing View of Parking Lot and Trailhead at Oregon Street.*



*Simulation #2 -- Proposed Parking Lot Fencing and Signage.*

Reach A Items	Length or Qty	Unit Cost	Cost
Design & Project Management and Administration	5.0 Mi.	\$8,488/Mi.	\$42,444
Clearing	5.0 Mi.	\$4,250/Mi.	\$21,250
Surfacing			
Asphalt Pavement			
Resin Pavement	2.5 Mi.	\$54,000/Mi	\$135,000
Compacted Decomposed Granite			\$3,600
Compacted Existing Soil	2.5 Mi.	\$4,250/Mi.	\$10,625
Landscaping, Benches, Markers	5.0 Mi.	\$1,340/Mi.	\$6,700
Seasonal Crossings	9	\$100	\$900
Signage	5.0 Mi.	\$2,450/Mi.	\$12,250
Traffic Barriers / Parking Improvements	3	\$8,500 ea	\$22,500
<b>Grand Total</b>			<b>\$255,269</b>



## Reach B -- Lee Fong Trail

Approximate Length 3.1 Miles

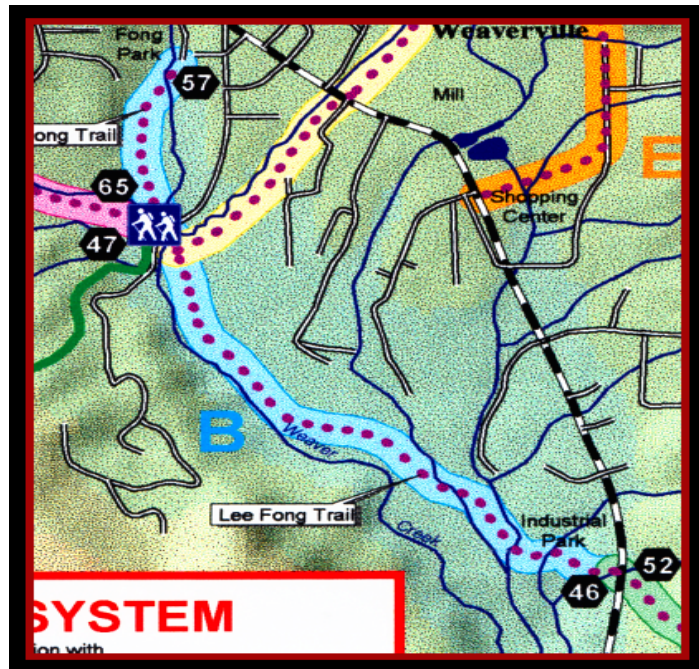
The **Lee Fong Trail** is perhaps one of the most important sections of trail within the trail system. It connects many trail reaches and provides a major alternative transportation route from one end of town to the other. This section of trail spans from Lee Fong Park, at postmarker 57 to the Trinity Alps Industrial Park and Industrial Park Wetlands at postmarker 46 and 52.

The trailhead at Lee Fong Park is the most centralized and urban trailhead in the system. It originates at the proposed Trinity Gateway parking area and at the cultural center of Weaverville. This reach of trail connects the West Weaver, Lowden Park and the Shasta Springs Trails together. Consideration should be given to hard surfacing of this trail for multimodal and handicap access (see page 97-Shared-Use Trails specifications). This reach would be a good candidate for PUD lighting. This coupled with hard surfacing would extend the seasonal use of the trail. Trail connectors should also be considered for access from Masonic Avenue, Mountain View Street and Glenn Road neighborhoods as well as from the Trinity Alps Golf Course. Points of particular interest along this reach include the Industrial Park Wetlands, Weaver Creek, rich riparian habitat areas, dredge ponds, and chinese cemetery.

Special Note: This section of trail as well as the West Weaver Trail share routing with the proposed west side traffic connector. As with the West Weaver Trail, funding should be built into potential connector route construction cost projections to mitigate any impacts to the trail and trail reconstruction included as a part of the project.

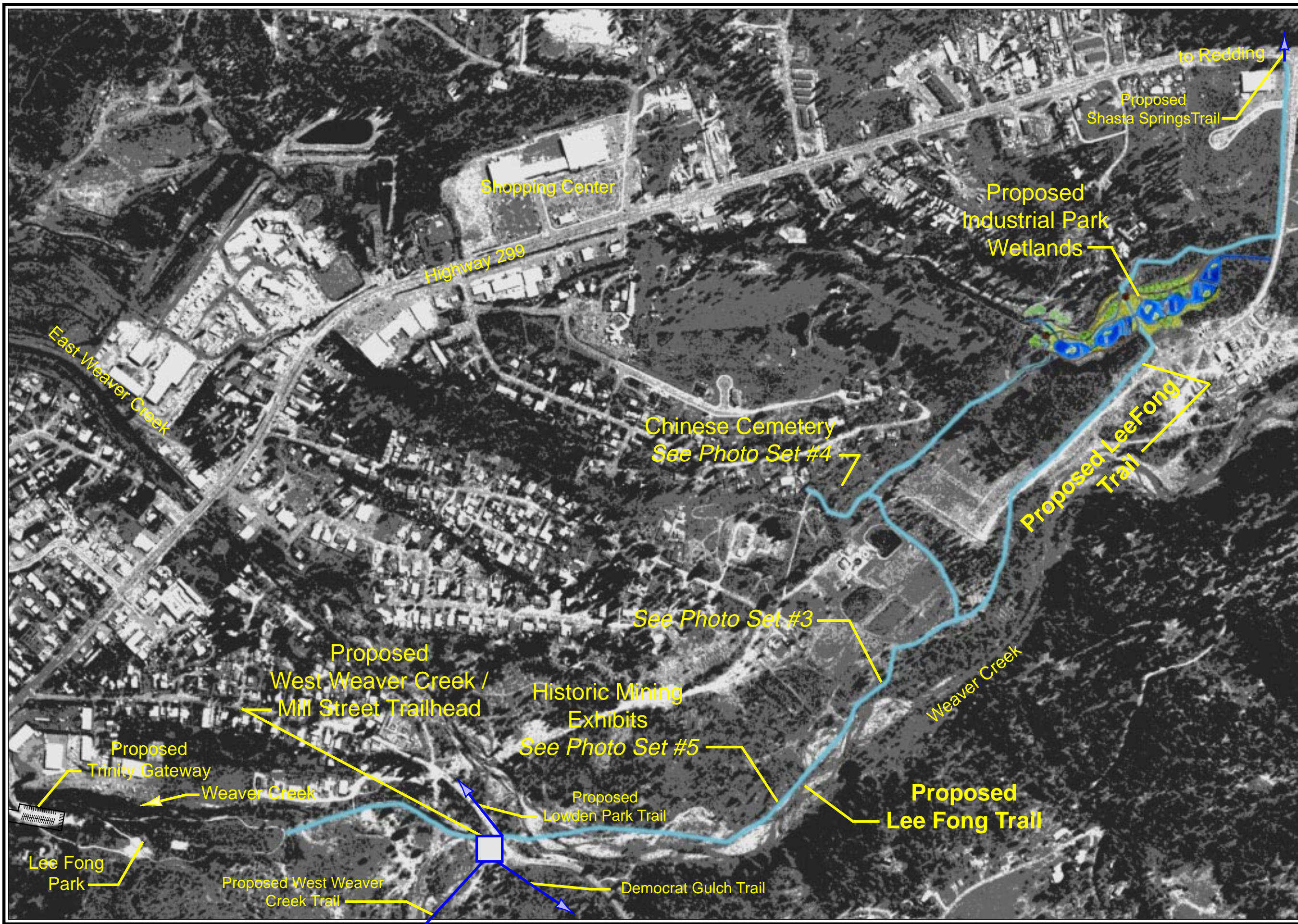


Key Map -- Reach B



Location Map -- Reach B





**Weaverville  
Basin  
Trail  
Master  
Plan**

**Reach B:  
Lee Fong  
Trail**

Connecting  
Lee Fong Park  
to the  
Proposed  
Industrial Park  
Wetlands

Approximate Length:  
3.1 Miles

Approximate  
Scale:  
1" = 500'

Drawn By:  
**Bob Snieckus  
and  
Ken Doty**  
September  
28, 1999





*Photograph #4 -- Existing View Along Chinese Cemetery.*



*Simulation #4 -- Proposed Trail Alignment and Interpretive Exhibit.*



*Photograph #5 -- Existing View of Hydraulic Mine Tailings.*



*Simulation #5 -- Proposed ADA Compliant Boardwalk and Historical Interpretive Display.*





*Photograph #3 -- Existing View Along Sanitary District Property.*



*Simulation #3 -- Proposed Paved Trail and Interpretive Panel.*



Reach B Items	Length or Qty	Unit Cost	Cost
Design & Project Management and Administration	3.1 Mi	\$8,488	\$26,313
Clearing / Site Prep	3.1 Mi.	\$4,250/ Mi.	\$13,175
Surfacing			
Asphalt Pavement			
Resin Pavement	3.1 Mi.	\$54,000/Mi	\$167,400
Compacted Decomposed Granite			
Compacted Existing Soil			
Landscaping, Benches, Markers	3.1 Mi.	\$1,340/ Mi.	\$4,154
Seasonal Crossings	3	\$100 ea	\$300
Seasonal Bridge	1	\$2000 ea	\$2000
Signage	3.1 Mi.	\$2450/ Mi.	\$7595
Traffic Barriers/ Parking Improvements	1	\$8500 ea	\$8500
<b>Grand Total</b>			<b>\$229,437</b>

## Reach C -- Lowden Park Trail

Aproximate Length: 3.8 Miles

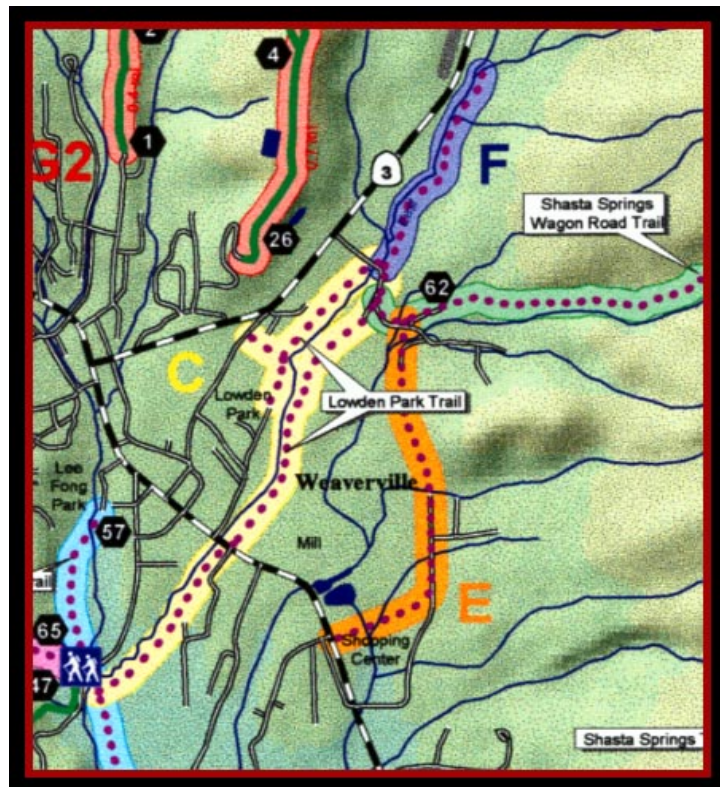
The proposed Lowden Park Trail runs along the East Weaver Creek Greenway Corridor from the Lee Fong Trail, near the confluence of West Weaver Creek, to Lowden Park connecting the proposed Shasta Springs, East Weaver Extension and Glen Road / Browns Ranch Road Trails. The proposed route takes the trail along the south-east bank of East Weaver Creek and under Highway 299 West at the highway bridge. It then heads north along the Army Corps of Engineers' levee.

The trail eventually crosses the Browns Ranch Road bridge, doubling back on itself, heading downstream along the Weaverville Sanitary District's utility easement to Lowden Park. A pedestrian bridge across East Weaver Creek at Lowden Park is also proposed as part of the East Side Connector route project designed to relieve in town auto congestion. Funding for some of this section of the Lowden Park Trail is also being included in this congestion relief project.

It is proposed that this trail also be designed with a multi-modal hard surface to accommodate all non-motorized uses and to maximize the trail's potential as an alternative transportation route (see page 97, Shared-Use Trail specifications).



Key Map -- Reach C



Location Map -- Reach C



**Weaverville**

**Basin  
Trail  
Master  
Plan**

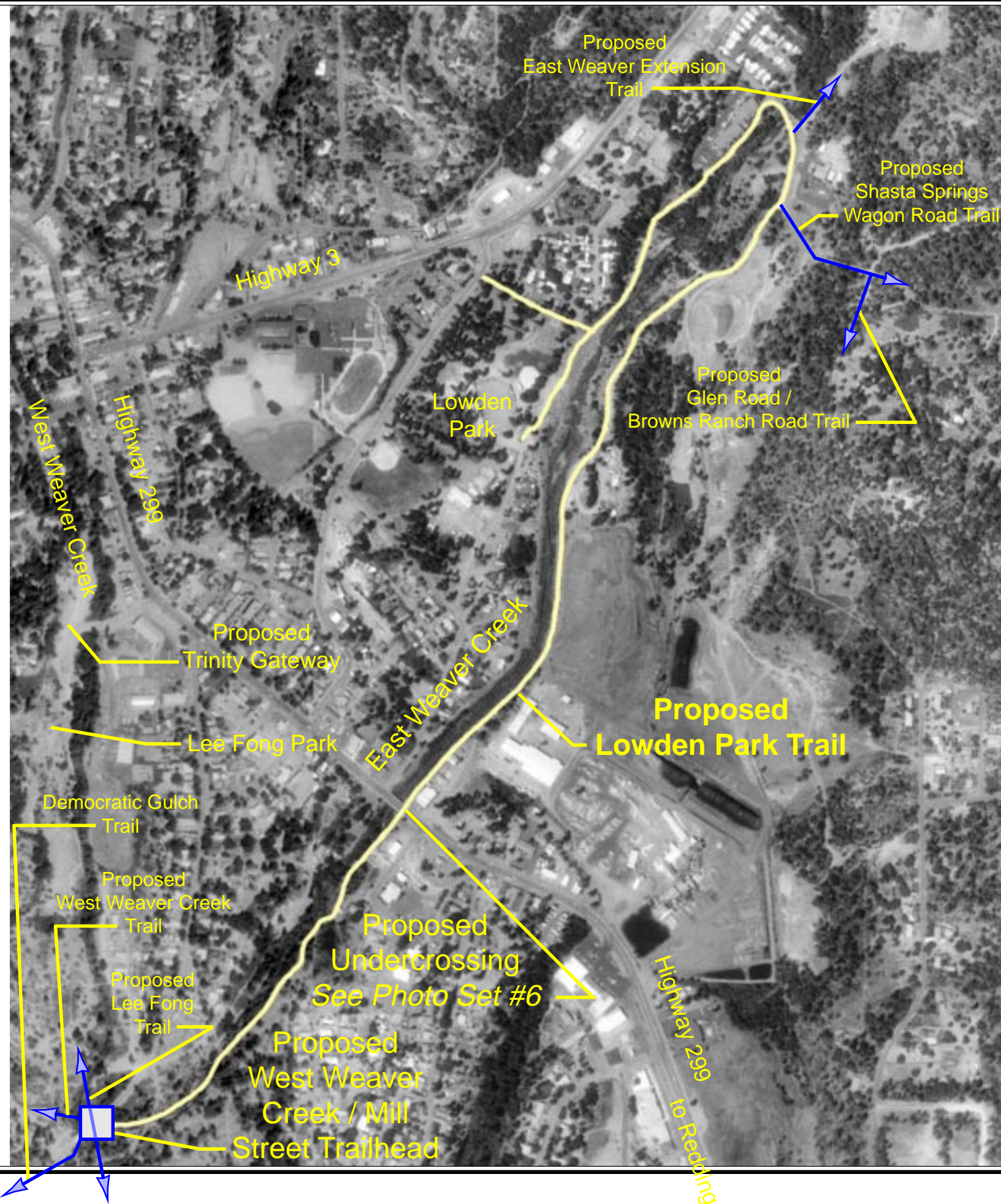
**Reach C:  
Lowden  
Park Trail**

Along the  
**East Weaver  
Greenway Corridor**,  
connecting **Lowden  
Park** and the  
**Proposed Lee Fong  
Trail**

Approximate Length:  
**3.8 Miles**

**N**  
**ORTH**  
Approximate  
Scale:  
**1" = 600'**

Drawn By:  
**Bob Snieckus  
and  
Ken Doty**  
October 4,  
1999







Photograph #6 -- Existing View of Highway 299 overpass.



Simulation #6-- Proposed trail undercrossing under Highway 299.



Looking downstream from the Shasta Springs Wagon



Looking upstream from just below Highway 299.





*Riparian habitat along the proposed  
Lowden Park Trail.*



*Looking towards confluence of East  
Weaver Creek and Weaver Creek.*



*Approaching frog pond near confluence  
of East Weaver Creek and Weaver  
Creek.*

Reach C Items	Length or Qty	Unit Cost	Cost
Design & Project Management and Administration	3.8 Mi	\$8488/ Mi	\$32,255
Clearing/ Site Prep	3.8 Mi.	\$4250/ Mi	\$16,150
Surfacing			
Asphalt Pavement			
Resin Pavement			
Compacted Decomposed Granite			
Compacted Existing Soil	3.8 Mi	\$1400/ Mi	\$5320
Landscaping, Benches, Markers	3.8 Mi	\$1340/ Mi	\$5092
Underpass	1	\$20,000	\$20,000
Signage	3.8 Mi	\$2450/ Mi	\$9310
Traffic Barriers/ Parking Improvements	N/A		
<b>Grand Total</b>			<b>\$88,127</b>

## Reach D -- Shasta Springs Trail

Approximate Length: 7.5 Miles + 2.0 Mile spur

The **Shasta Springs Trail** includes both the Rush Creek Ditch section of this trail (between posts 30 and 63) and the Shasta Springs Wagon Road (between posts 62 and 63). Many portions of this old wagon road can be easily traced and it is important historically as it was the first wagon road into the basin used by early miners and settlers. Remnants of an old cabin can still be seen at Shasta Springs. The Rush Creek Ditch once brought water all the way from Rush Creek through Musser Flat to mines along the eastern side of the Weaverville Basin, terminating into lesser ditches along lower Musser Ridge above Shasta Springs.

Further south along the top of Musser Ridge, between posts 63 and 52, an old trail exists but is faint and difficult to follow in places. This is also the area where a new Weaverville Airport is proposed. Because of this, little work has been done to this section of the trail. If an airport comes to pass, trails should be included in the construction funding as alternative routes to the airport from town and as wildlife corridors, helping to mitigate environmental impacts caused by the construction of an airport in this area. This should be considered as a shared-use trail (see figure 6, page 98, Shared-Use Trail specifications-natural tread surface)

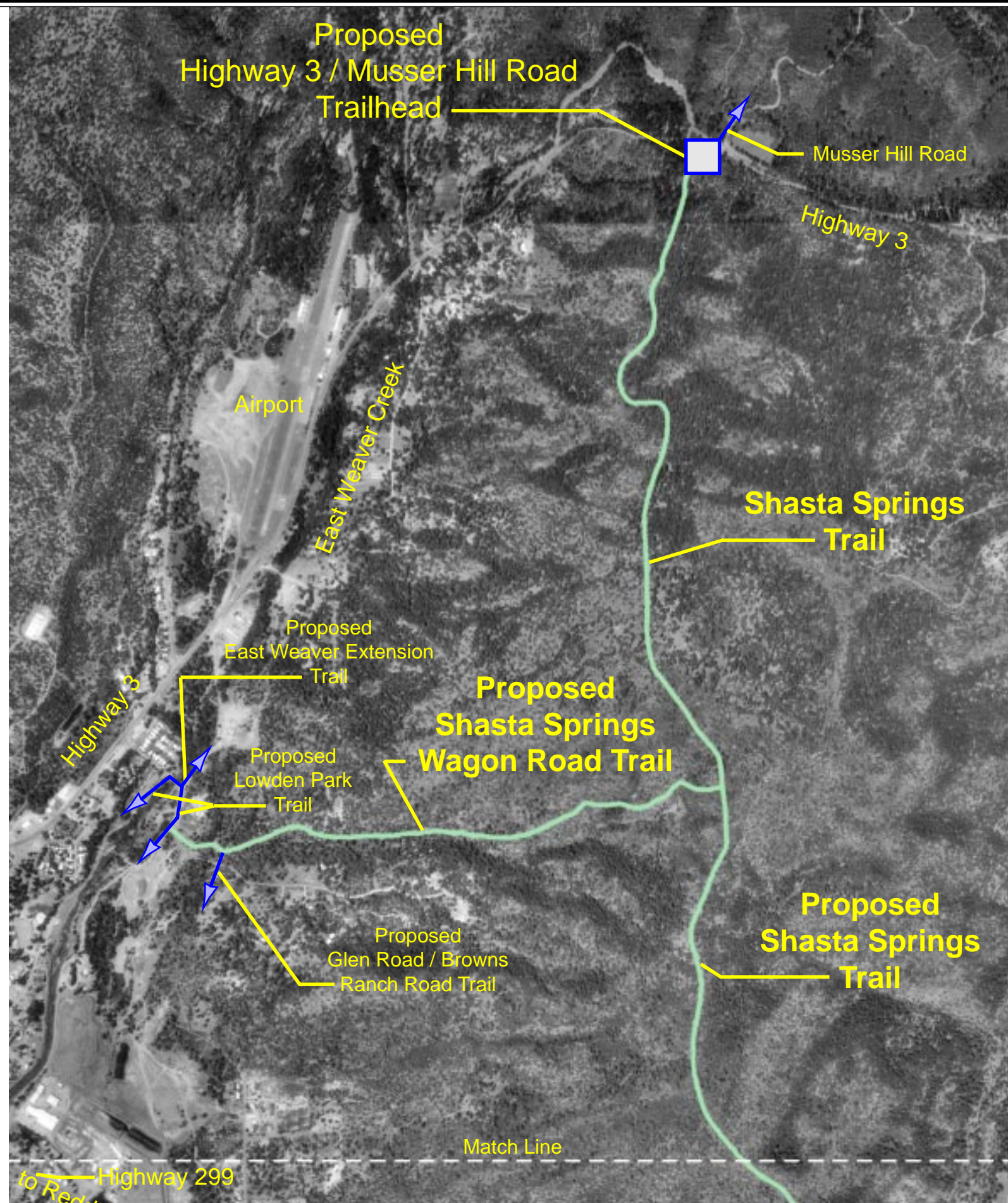


Key Map -- Reach D



Location Map -- Reach D





**Weaverville  
Basin  
Trail  
Master  
Plan**

**(North)  
Reach D:  
Shasta  
Springs  
Trail**

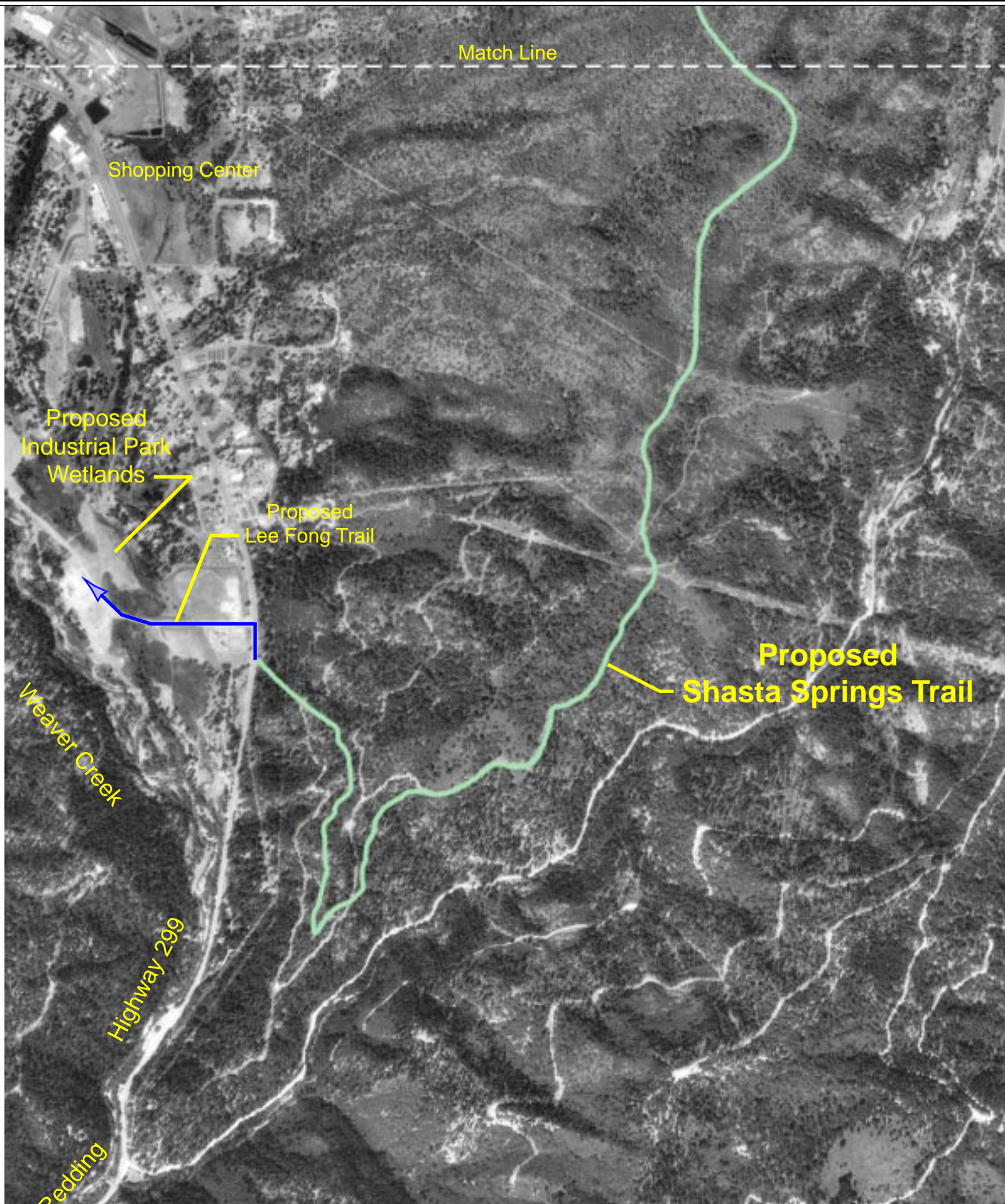
Connecting the Existing Shasta Springs Trail with the Proposed Lee Fong Trail and 3 other trailheads via an east-west spur

Approximate Length: 9.5 Miles

**N**  
NORTH  
Approximate Scale:  
1" = 1600'

Drawn By:  
**Bob Snieckus**  
and  
**Ken Doty**  
October 7,  
1999





**Weaverville  
Basin  
Trail  
Master  
Plan**

**(South)  
Reach D:  
Shasta  
Springs  
Trail**

Connecting the  
**Existing  
Shasta Springs Trail**  
with the  
**Proposed  
Lee Fong Trail**  
and  
**3 other trailheads**  
via an east-west spur

Approximate Length:  
**9.5 Miles**

**N**  
**O**  
**R**  
**T**  
**H** **Approximate  
Scale:**  
**1" = 1600'**

Drawn By:  
**Bob Snieckus  
and  
Ken Doty**  
October 7,  
1999



*View of Shasta Spring Trail access area.*



*Proposed trail alignment will follow historic ditch.*



*Opportunities abound for environmental education.*







*Existing Manzanita / Oak woodland community.*



*Trail winds through interesting and mysterious landscapes...*



*and majestic forests...*

Reach D Items	Length or Qty	Unit Cost	Cost
Design & Project Management and Administration	9.5 Mi	\$8488/ Mi	\$80,636
Clearing/ Site Prep	9.5 Mi.	\$4250/ Mi	\$40,375
Surfacing			
Asphalt Pavement			
Resin Pavement			
Compacted Decomposed Granite			
Compacted Existing Soil			
Landscaping, Benches, Markers			
Seasonal Crossings			
Signage	9.5 Mi	\$2450/ Mi	\$23,275
Traffic Barriers/ Parking Improvements			
<b>Grand Total</b>			<b>\$144,286</b>



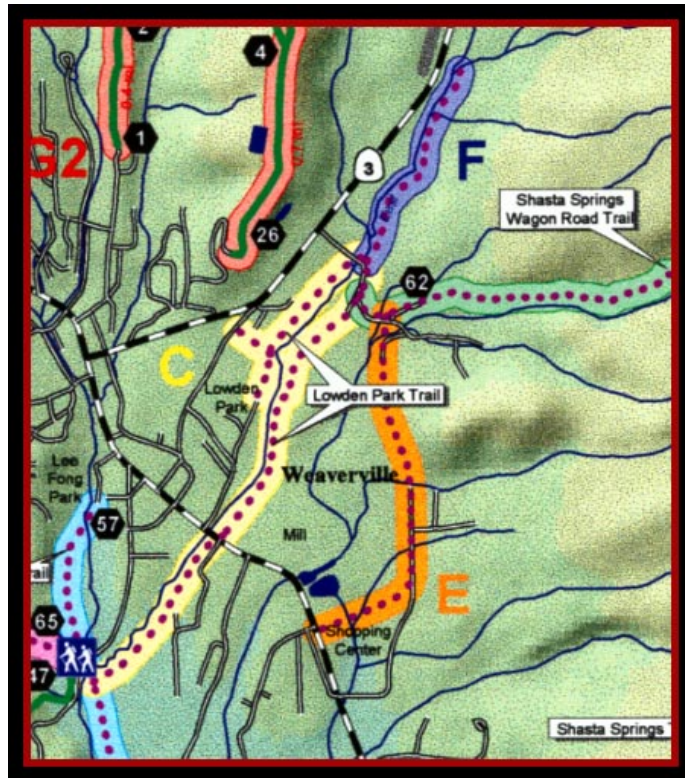
## Reach E -- Glen Road/Browns Ranch Road Trail

Aproximate Length: 1.6 Miles

The **Glen Road/Browns Ranch Road Trail** is proposed to coincide with the east side connector route as it relates to the Weaverville Basin Transportation Plan. This trail should be a two lane hard surfaced bike / pedestrian / ADA path separate from, yet paralleling the east side connector (figure 5, page 97, Shared-use Trails). The route would run between Highway 299 West and Highway 3. This would provide a safe and alternative walking, biking, and wheelchair accessible route between the south of town, Tops / Longs shopping center, Weaver Creek Apartments, Lowden Park and Weaverville Elementary School. It will connect with the Lowden Park Trail, East Weaver Extension, and Shasta Springs Trail.



Key Map -- Reach E



Location Map -- Reach E

**Weaverville**

**Basin  
Trail  
Master  
Plan**

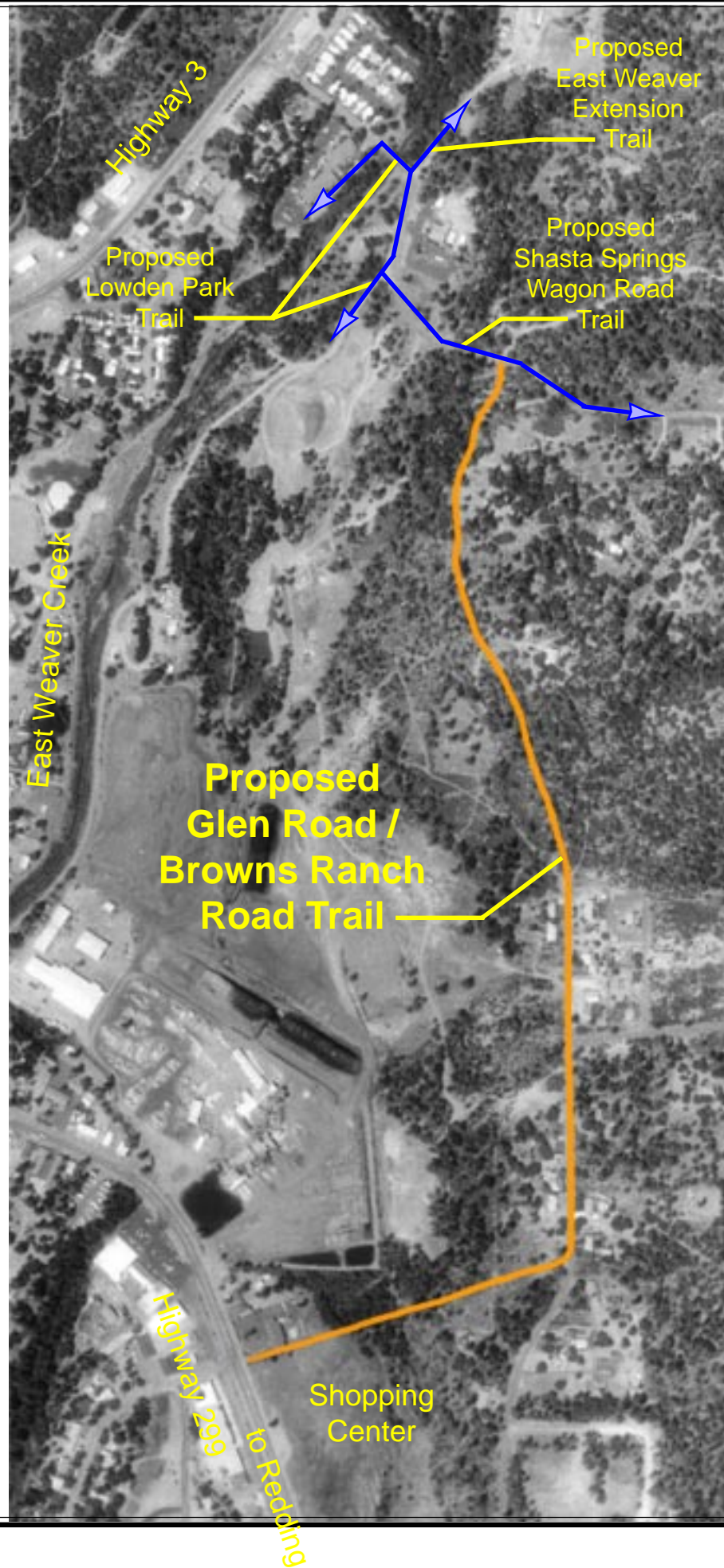
Reach E:  
Glen Road  
/ Browns  
Road Trail

Connecting the  
**Shopping Center**  
with the  
**Proposed Shasta  
Springs Wagon  
Road Trail**

Approximate Length:  
**1.6 Miles**

**N**  
O  
R  
T  
H  
Approximate  
Scale:  
**1" = 650'**

Drawn By:  
**Bob Snieckus**  
and  
**Ken Doty**  
October 8,  
1999







*Entrance to Glen Road / Browns Ranch Road Trail from Shasta Springs Wagon Road.*

Reach E Items	Length or Qty	Unit Cost	Cost
Design & Project Management and Administration	1.6 Mi	\$8488/ Mi	\$13,580
Clearing/ Site Prep	1.6 Mi.	\$4250/ Mi	\$6800
Surfacing			
Asphalt Pavement			
Resin Pavement			
Compacted Decomposed Granite			
Compacted Existing Soil			
Landscaping, Benches, Markers			
Seasonal Crossings	3	\$100 ea	\$300
Signage	1.6 Mi	\$2450/ Mi	\$3920
Traffic Barriers			
<b>Grand Total</b>			<b>\$24,600</b>



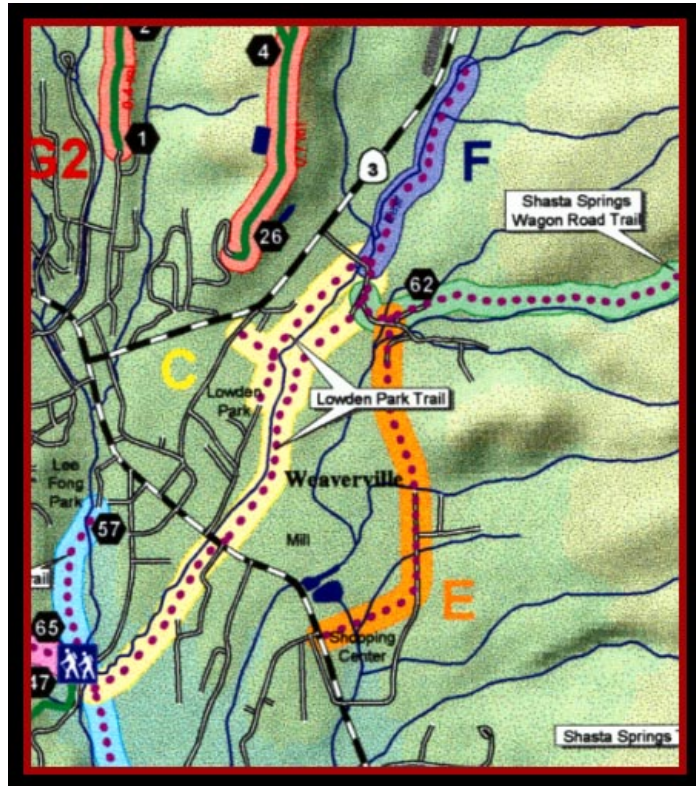
## Reach F -- East Weaver Extension Trail

Aproximate Length: 1.1 Miles

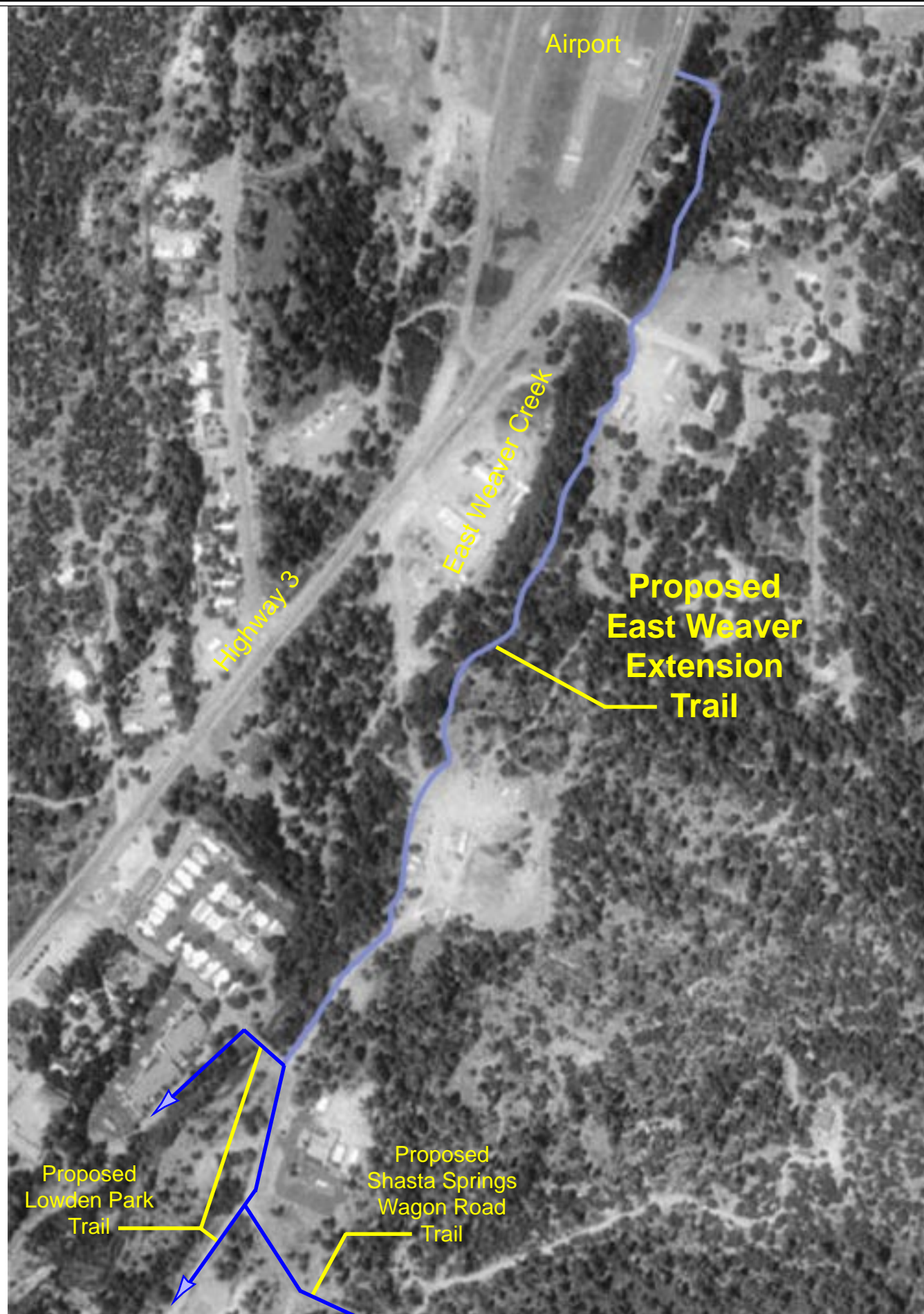
The **East Weaver Extension Trail** connects with the Shasta Springs Trail and extends out the Lowden Park Trail to the old Weaverville Airport site. With the construction of the new juvenile hall facility and the potential of redevelopment of the airport site, this section of trail will provide off-highway alternatives for commuters working in this area or people living in the East Weaver Road / Brooks Lane areas.



Key Map -- Reach F



Location Map -- Reach F



**Weaverville  
Basin  
Trail  
Master  
Plan**

**Reach F:  
East  
Weaver  
Extension  
Trail**

Connecting the  
**Old Airport**  
with the  
**Proposed Lowden  
Park Trail**

Approximate Length:  
**1.1 Miles**

**N**  
NORTH  
Approximate  
Scale:  
**1" = 400'**

Drawn By:  
**Bob Snieckus  
and  
Ken Doty**  
October 11,  
1999





*Looking upstream along the Glen Road / Browns Ranch Road Trail. The trail will extend to the old Weaverville Airport.*

Reach F Items	Length or Qty	Unit Cost	Cost
Design & Project Management and Administration	1.1 Mi	\$8488/ Mi	\$9336
Clearing/ Site Prep	1.1 Mi.	\$4250/ Mi	\$4675
Surfacing			
Asphalt Pavement			
Resin Pavement			
Compacted Decomposed Granite			
Compacted Existing Soil			
Landscaping, Benches, Markers			
Seasonal Crossings	2	\$100 ea	\$200
Seasonal Bridge	1	\$2000 ea	\$2000
Signage	1.1 Mi	\$2450/ MI	\$2695
Traffic Barriers			
<b>Grand Total</b>			<b>\$18,906</b>



## Reach G1 -- Jackass Ridge Trail

Aproximate Length: 1.2 Miles

The **Jackass Ridge Trail** spans between postmarker 28 and 26. This is a share-use trail of natural tread (figure 6, page 98) with access from the end of Manzanita Street near the heart of Weaverville. The Jackass Ridge Trail is one of the most breathtaking trails in the system, providing tremendous views of the Weaverville Basin, Trinity Alps and Mount Shasta from the trail's upper reach. Most of this trail is accessible with the exception of the upper reach. The access point for this trail is what is considered a neighborhood access point and no vehicle parking should be considered in this area unless a suitable alternative can be found that will not significantly impact the neighborhood with additional vehicular traffic.

Currently the historic access to this trail is being contested along the Weaverville Community Service District's easement at the end of Reservoir Road. The landowner, through whose property the easement runs, has constructed fences and gates in an attempt to keep people from using this historic trail. It is hoped that through negotiations, this access can be reestablished.

This section of trail connects several trails within the trail system and protection of this trail is a high priority. Also of high priority is the construction of the upper reach of this trail between postmarkers 28 and 19. Brushing of the trail route along this section has been completed and over 400 yards of trail have been constructed south from postmarker 28. The construction of this section should be undertaken as soon as possible and this section should be considered a top priority as environmental approval has been granted from the U.S. Forest Service, USDA.



Key Map -- Reach G1-G4



Location Map -- Reach G1-G4



**Weaverville  
Basin  
Trail  
Master  
Plan**

**Reach G1:  
Jackass  
Ridge Trail**

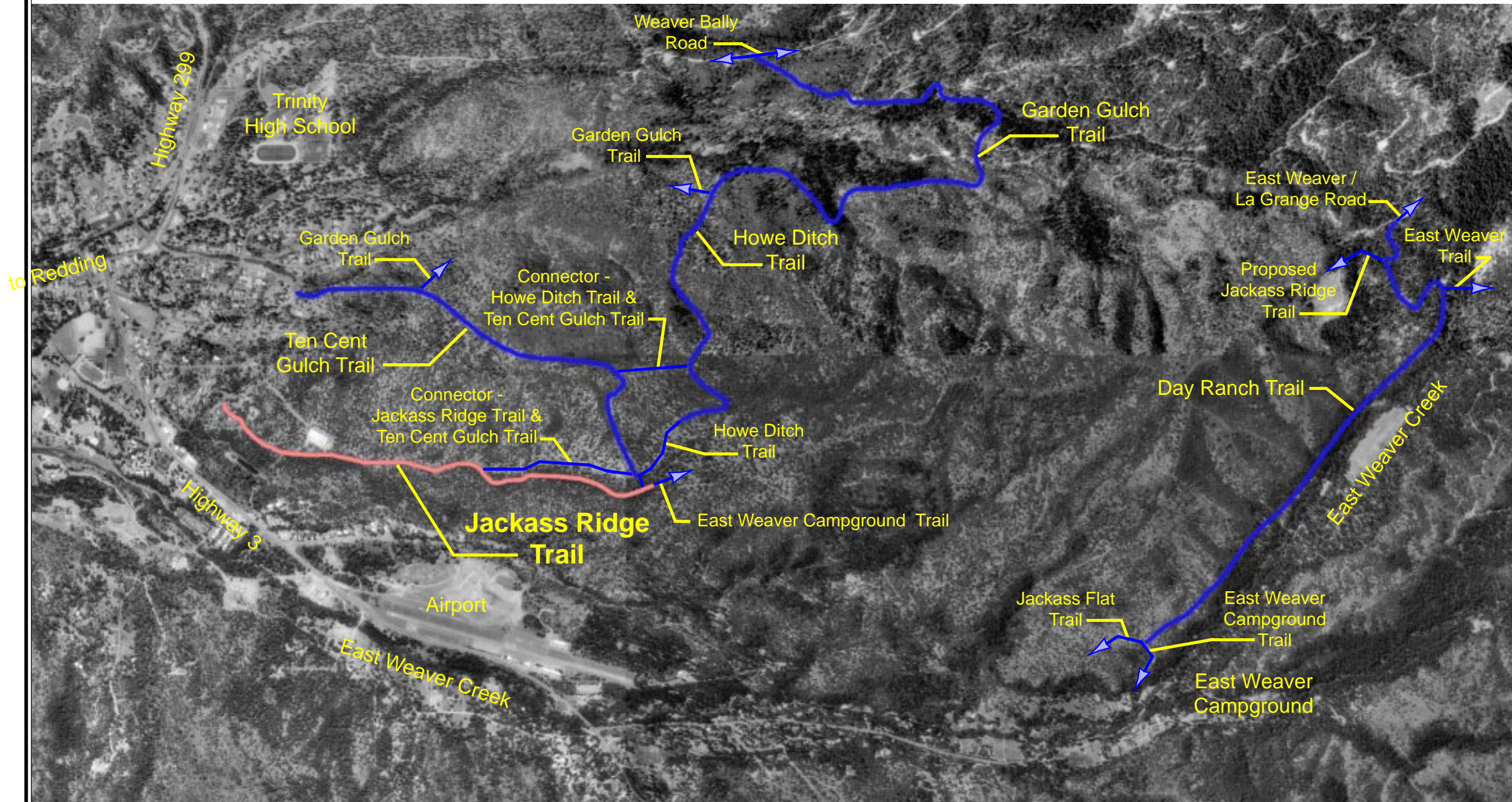
Connecting the  
**Jackass Ridge**  
with the  
**Howe Ditch Trail**  
and the  
**Ten Cent Gulch Trail**

Approximate Length:  
**1.2 Miles**

**Approximate  
Scale:  
1" = 1350'**



Drawn By:  
**Bob Snieckus  
and  
Ken Doty**  
  
October 14,  
1999







*The trail wil follow the crest of Jackass Ridge.*

Reach G1 Items	Length or Qty	Unit Cost	Cost
Design & Project Management and Administration	1.2 Mi	\$8488/ Mi	\$10,186
Clearing/ Site Prep	1.2 Mi.	\$4250/ Mi	\$5100
Surfacing			
Asphalt Pavement			
Resin Pavement			
Compacted Decomposed Granite			
Compacted Existing Soil			
Landscaping, Benches, Markers			
Seasonal Crossings			
Signage	1.2 Mi	\$2450/ Mi	\$2940
Traffic Barriers			
<b>Grand Total</b>			<b>\$18,226</b>



## Reach G2 -- Ten Cent Gulch Trail

Aproximate Length: 1.1 Miles

The **Ten Cent Gulch Trail** spans between postmarker 20 and 1. At Postmarker 20, access is provided to the Howe Ditch and Jackass Ridge Trails. At postmarker 1, access to the trail from Taylor Street is provided. North of postmarker 1 is postmarker 2, which provides access to the Garden Gulch Trail, and north of this is postmarker 24, offering a “short-cut” connection to the Howe Ditch Trail.

The Ten Cent Gulch Trail is an important section of the trail system. This historic old trail, previously a wagon road, provides access to the trail system from Taylor Street and surrounding neighborhoods ( Taylor Street is considered a neighborhood access point as there is no parking in this area for drive-in users.). This section of trail also connects the Howe Ditch and Garden Gulch Trails.

This trail crosses two privately held properties. Despite the historic nature of this trail, every attempt should be made to secure a permanent right-of-way for the continued use of this trail as reroute options in this area are extremely limited or simply not possible. This non-motorized section of trail is open to equestrians, bikes and hikers. It is a natural surface single-track trail winding through scrub oaklands and it historically provided access to several mines in the area. This trail is in good condition and is heavily used by locals.



Key Map -- Reach G1-G4



Location Map -- Reach G1-G4



**Weaverville  
Basin  
Trail  
Master  
Plan**

**Reach G2:  
Ten Cent  
Gulch Trail**

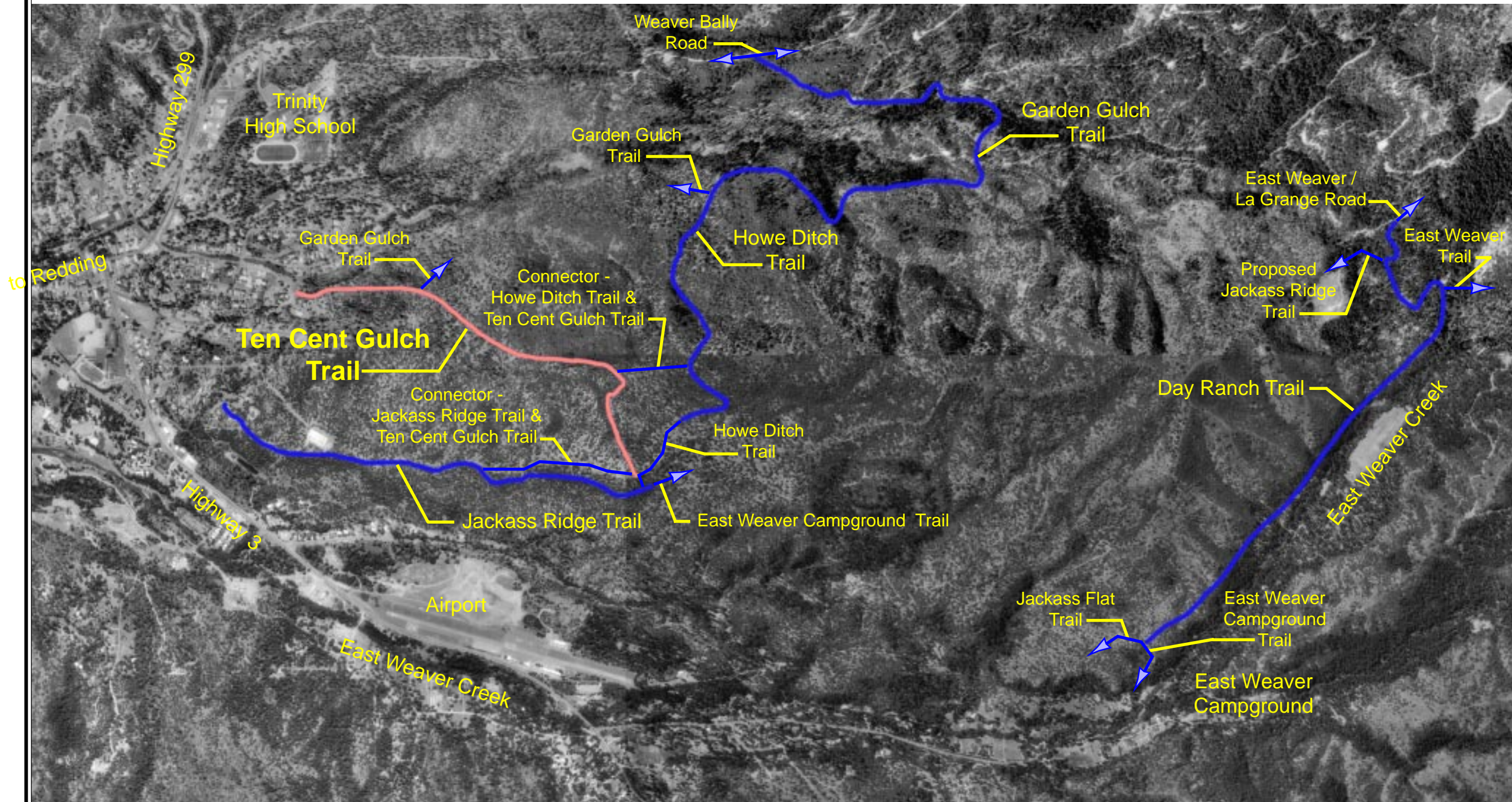
Connecting the  
Garden Gulch Trail  
with the  
Jackass Ridge Trail

Approximate Length:  
1.1 Miles

Approximate  
Scale:  
1" = 1350'



Drawn By:  
**Bob Snieckus  
and  
Ken Doty**  
October 14,  
1999





Reach G2 Items	Length or Qty	Unit Cost	Cost
Design & Project Management and Administration	1.1 Mi	\$8488/ Mi	\$9337
Clearing/ Site Prep	0.4 Mi.	\$4250/ Mi	\$1700
Surfacing			
Asphalt Pavement			
Resin Pavement			
Compacted Decomposed Granite			
Compacted Existing Soil			
Landscaping, Benches, Markers			
Seasonal Crossings	4	\$100 ea	\$400
Signage	1.1 Mi	\$2450/ Mi	\$2695
Traffic Barriers			
<b>Grand Total</b>			<b>\$14,132</b>

## Reach G3 -- Garden Gulch Trail and Howe Ditch Trail

Aproximate Length: 2.5 Miles

The **Howe Ditch Trail** spans between postmarker 20 and 14, and then the **Garden Gulch Trail** continues from postmarker 14 to the Weaver Bally Road at postmarker 13. At Postmarker 20, access is provided to the Ten Cent Gulch and Jackass Ridge Trails. At postmarker 14, another reach of the Garden Gulch Trail continues south. At postmarker 14, access to the **Garden Gulch Trail** from Weaver Bally Road is provided.

These two non-motorized shared-use trails are the oldest trails in the Weaverville Basin Trail system. The Garden Gulch Trail follows the route of the old Wood Road, a historic route that once provided access to mines along upper Garden Gulch, including the Woodbury Mine, Al Browder camp, and Mac Toope's Cabin and mining site. The Garden Gulch trail crosses two private parcels at its' upper reach and every effort should be made to work with the owners to secure a permanent right-of-way. Some rerouting may be possible in this area but not without some difficulty and red tape. Possibility of a reroute should be looked at along the existing USDA lands between these two private parcels as a net increase of single-track trail may be realized while still providing access to the Al Browder historic site. A compromise might be reached with private landowners to minimize trails on their lands yet maintain the integrity of the trail.

The Howe Ditch Trail is a level trail that contours from Garden Gulch to Jackass Ridge and winds around oak and pine covered hillsides. It is a major connector for the trail system and is another historic route of foot travel in the basin. Built originally by James Howe in 1850, the ditch delivered water from East Weaver Creek to mines north of Weaverville and

later domestic water to town. Now dry, old timers tell stories of fishing in the Howe Ditch when it once ran clear and cold and fat trout prowled its' waters.



Key Map -- Reach G1-G4



Location Map -- Reach G1-G4



**Weaverville  
Basin  
Trail  
Master  
Plan**

**Reach G3:  
Garden  
Gulch Trail  
&  
Howe  
Ditch Trail**

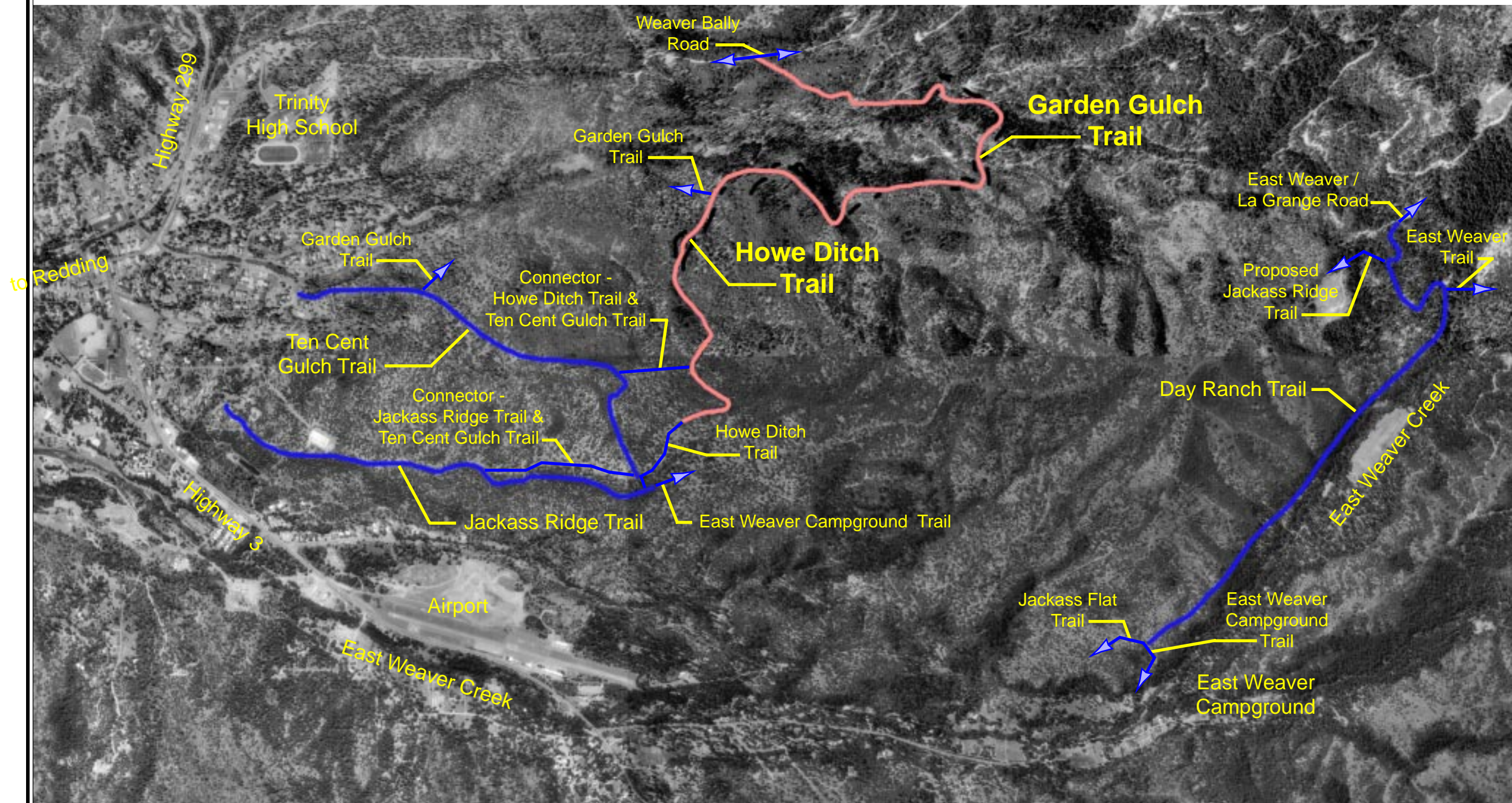
Connecting the  
Weaver Bally Road  
with the  
Jackass Ridge Trail

Approximate Length:  
2.5 Miles

**Approximate  
Scale:  
1" = 1350'**



Drawn By:  
**Bob Snieckus  
and  
Ken Doty**  
October 14,  
1999





Reach G3 Items	Length or Qty	Unit Cost	Cost
Design & Project Management and Administration	2.5 Mi	\$8488/ Mi	\$21,220
Clearing/ Site Prep	0.3 Mi.	\$4250/ Mi	\$1275
Surfacing			
Asphalt Pavement			
Resin Pavement			
Compacted Decomposed Granite			
Compacted Existing Soil			
Landscaping, Benches, Markers			
Seasonal Crossings	3	\$100 ea	\$300
Signage	2.5	\$2450/ Mi	\$6125
Traffic Barriers			
<b>Grand Total</b>			<b>\$28,920</b>



## Reach G4 -- Day Ranch Trail

Aproximate Length: 1.7 Miles

The **Day Ranch Trail** spans between postmarker 39 and 64. At postmarker 39, access to the Jackass Flat and East Weaver Campground Trails is provided. At postmarker 64, the East Weaver - LaGrange Road continues west. Just east of postmarker 64 is postmarker 28, offering access to the northernmost reach of the Jackass Ridge Trail.

This section of trail is also important as it provides direct access to the Trinity Alps Wilderness Area via the East Weaver Lake Trail which starts along East Weaver Creek just upstream from postmarker 43. This trail currently exist running along East Weaver Creek. Right-of-way needs to be obtained from the Weaverville Community Service District in order to preserve access along this important trail. Another route that should be considered for inclusion into the trail system is on the opposite side of the creek along a route that has been used for the La Grange Classic Mountain Bike Race downhill event. This route would run along a buried WCSD water supply line route from the East Weaver Campground to postmarker 42. This trail is a natural surfaced shared-use trail.



Key Map -- Reach G1-G4



Location Map -- Reach G1-G4



**Weaverville  
Basin  
Trail  
Master  
Plan**

**Reach G4:  
Day  
Ranch  
Trail**

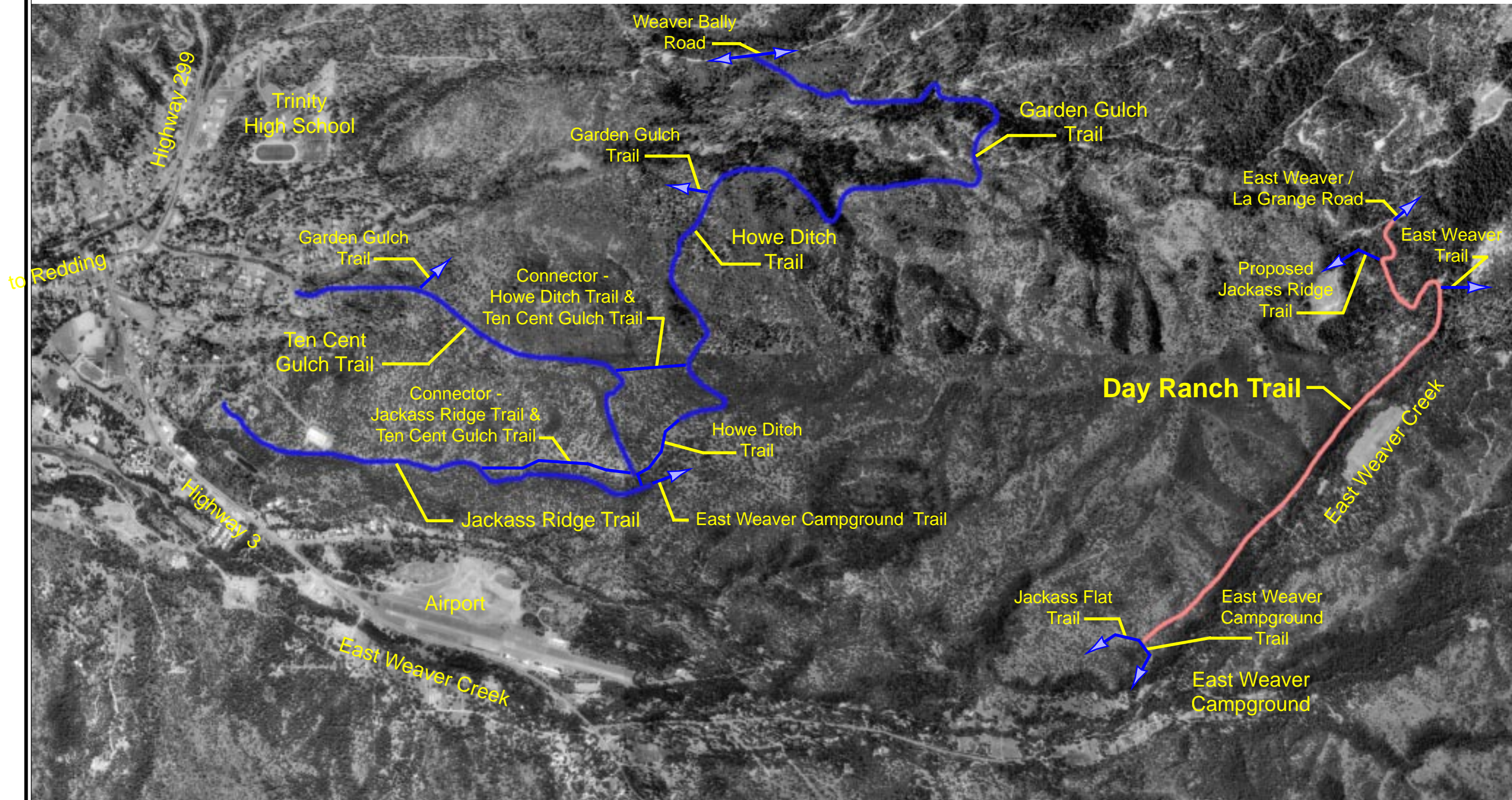
Connecting the  
**East Weaver /  
La Grange Road**  
with the  
**Jackass Flat Trail**  
near the  
**East Weaver  
Campground**

Approximate Length:  
**1.7 Miles**

**Approximate  
Scale:  
1" = 1350'**



Drawn By:  
**Bob Snieckus  
and  
Ken Doty**  
  
October 14,  
1999







Day Ranch Trail - Looking south-east.



Looking north-west.



Postmarker 42.

Reach G4 Items	Length or Qty	Unit Cost	Cost
Design & Project Management and Administration	1.7 Mi	\$8488/ Mi	\$14,430
Clearing/ Site Prep	0.4 Mi.	\$4250/ Mi	\$1700
Surfacing			
Asphalt Pavement			
Resin Pavement			
Compacted Decomposed Granite			
Compacted Existing Soil			
Landscaping, Benches, Markers			
Seasonal Crossings	2	\$100 ea	\$200
Signage	1.7 Mi	\$2450/ Mi	\$4165
Traffic Barriers			
<b>Grand Total</b>			<b>\$20,495</b>



### **G5—Five Cent Gulch Trail**

A trail route has been GIS located and right-of-way granted from BLM to the County of Trinity running roughly from the sanitary transfer and landfill site to the East Weaver Campground Trail. This is an alternative access route that should be high on the list of priority for construction as approvals are already in place for its construction. This route is a proposed natural tread shared-use trail (figure 6, page 98).

### C. Trinity Gateway Concept Plan

This proposed Trinity Gateway Project will provide a trailhead facility for the Weaverville Basin Trail System. The project involves the development of a parking and transit facility, walkways, interpretative signage, improvements to existing trails, preservation of historic orchards and garden areas, and the protection and enhancement of the riparian corridor along Sidney Gulch, a tributary to Weaver Creek.

The Gateway project has received funds from Caltrans for design and construction. The facility is presently being designed by Trinity County Planning Department for construction within the next year. With parking improvements, kiosks illustrating destinations for museums, restaurants, and places to stay, visitors can pick up a tram or walk to Weaverville's Historic District.

*Aerial photograph of the Trinity Gateway site.*







*This sketch illustrates proposed parking improvements, information kiosks, street tree and riparian buffer planting, and tram stop within the Trinity Gateway area.*

*Panorama of the existing parking area and open space.*



## Trinity Gateway Entrance Concept

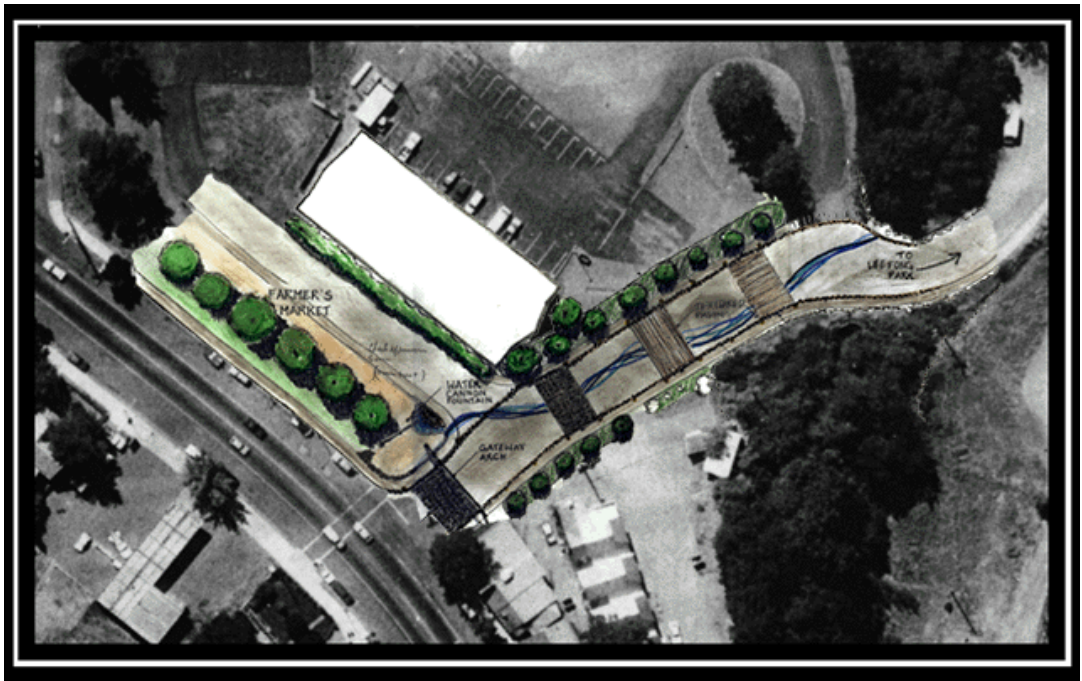


*The existing intersection of Bremer Street and Highway 299 will serve as the entrance to the Trinity Gateway*





*Aerial view of the Trinity Gateway Entrance at the intersection of Bremer Street and Highway 299.*



*The Trinity Gateway Entrance concept creates a sense of arrival for visitors to the Gateway. It features pavement changes, sculptures, displays of historic hydraulic mining equipment, and a water feature. The Farmers' Market would be improved through the planting of shade trees and other features.*



*Site of proposed pedestrian bridge between the Trinity Gateway parking area and the Weaverville Historic Museum grounds.*



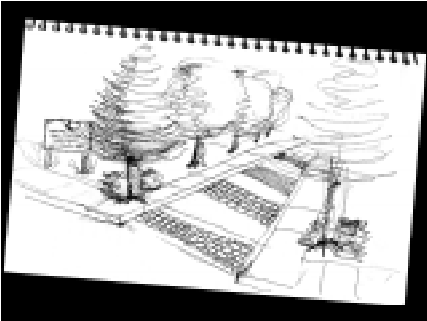
*Photo simulation of proposed pedestrian bridge crossing Weaver Creek.*



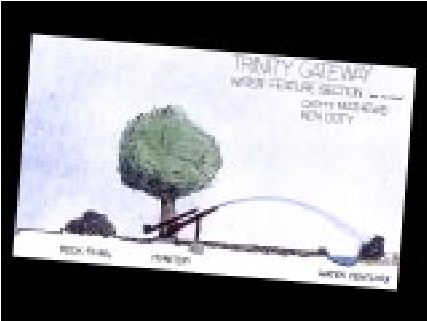
*Conceptual sketch of Trinity Gateway Arch.*



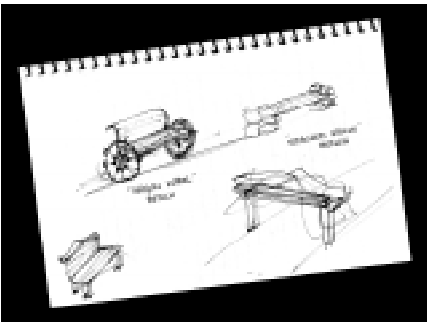
*Repaving of Bremer Street with different sized cobble evokes a comparison to historic sluice box*



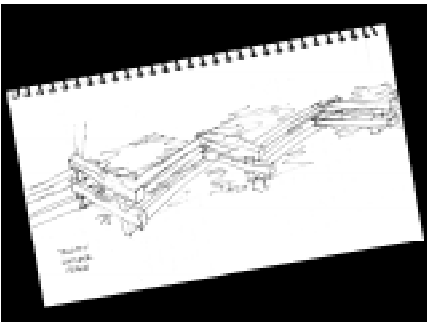
*An interactive water feature with a restored monitor.*



*A sketch study of cultural themes.*



*A rustic fence study.*



## D. Industrial Park Wetland Concept Plan

At the site of Weaverville's Industrial Park is the proposed 7 acre constructed wetland site. The multiple purpose wetland will provide wildlife habitat, recreation opportunities, and environmental education while filtering pollution from Lance Gulch. The proposed wetland restoration is a part of a 70 - acre wetland complex adjacent to Weaver Creek. Trinity County applied to the Wetland Reserve Program of the USDA Natural Resources Conservation Service and was approved for inclusion in year 2000.





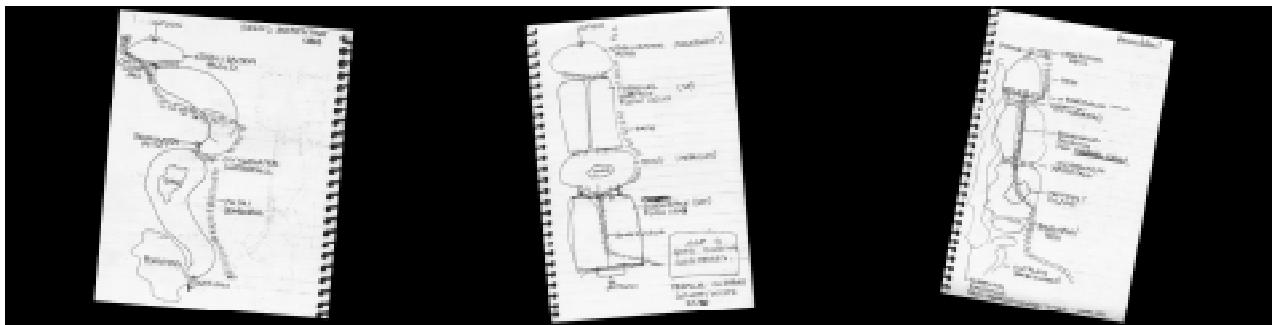
The concept plan illustrates a series of ponds, aerating waterfalls, nesting islands, paths, boardwalks, and overlooks. The proposed wetland will become a recreational destination for users of the Lee Fong and Shasta Springs Trails. Boardwalks and interpretive trails through the wetland restoration site will be integrated into the Weaverville Basin Trail System as spurs to the Lee Fong Trail.



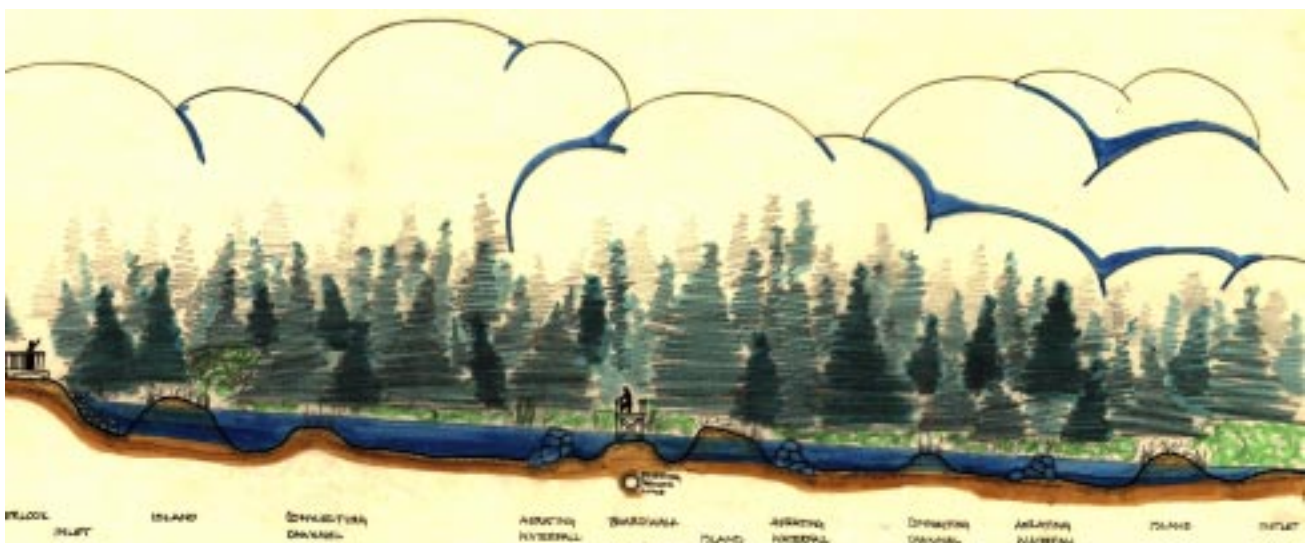




View of existing beaver pond. This pond will be protected and enhanced with construction of the new wetlands.



Various technical studies will be performed for optimal filtration capability. The wetland must be able to biologically reduce the lignin content from Lance Gulch runoff and settle sediment before the flow reaches Weaver Creek.

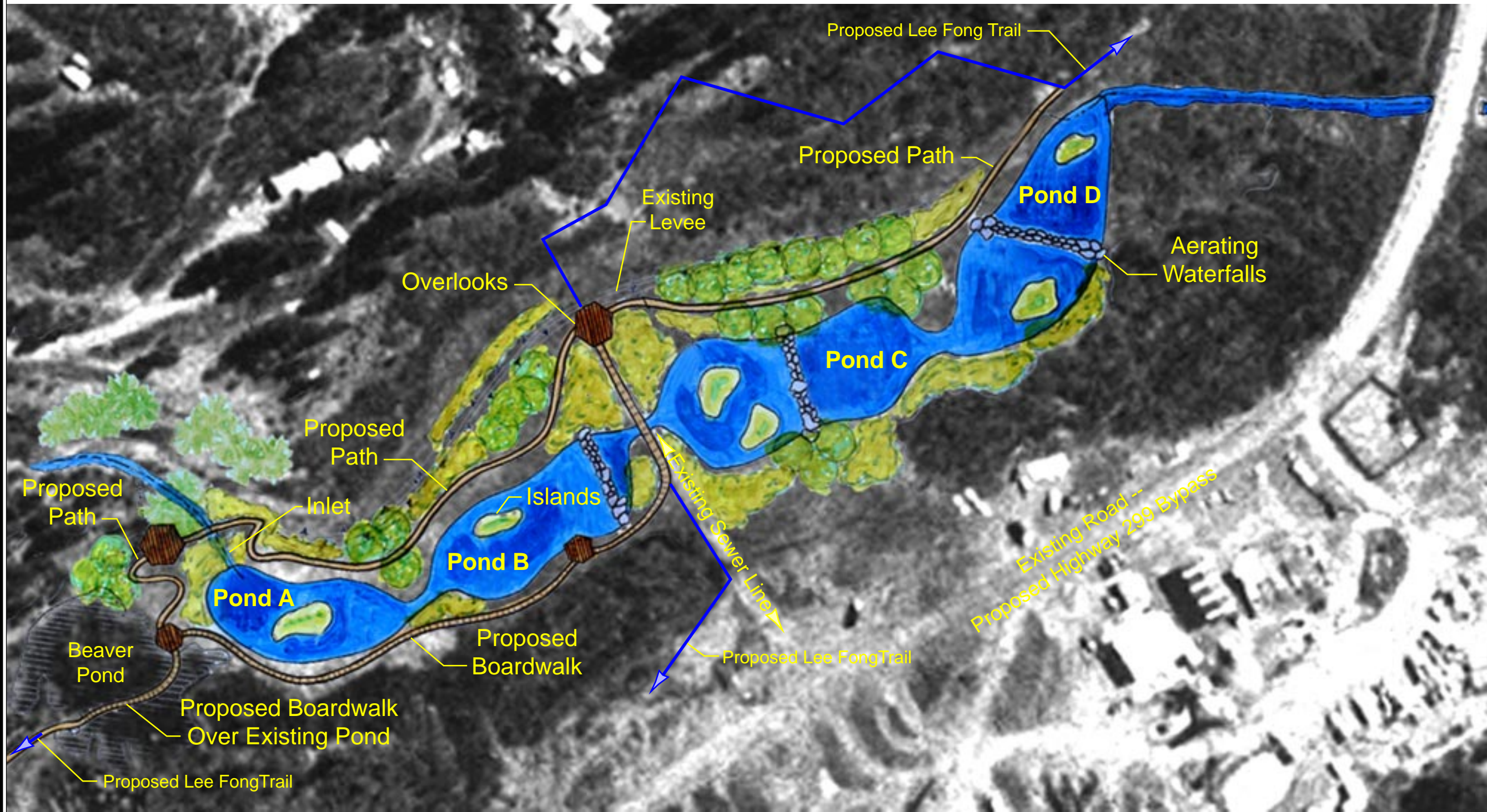


Section elevation of the proposed wetlands.

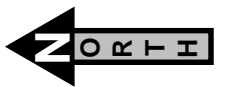


**Weaverville  
Basin  
Trail  
Master  
Plan**

**Industrial  
Park  
Wetland  
Concept  
Plan**



Approximate  
Scale:  
1" = 100'



Drawn By:  
**Bob Snieckus,  
Cathy Mathews,  
and  
Ken Doty**  
August 3, 1999

## IV. Trail Priorities

### **A. Purpose**

The purpose of identifying trail priorities is to focus attention on those trail segments that present significant opportunities for the community and to assist in directing the acquisition of funds in a strategic manner.

Trail priorities are based on the fundamental goals expressed for the trail system. They provide a guide for making choices and focusing efforts of the Trail Coordinator, the Trail Committee, and volunteers. These priorities should not be applied rigidly, as opportunities arise, they should be taken advantage of.

**B. Priority Criteria** for trail segment development are based on the following considerations:

- Need as identified through public workshops and other trail meetings and evaluated based on existing trail supply, use and projections of population and tourism, and in terms of community benefits for recreation, alternative transportation routes, access to other trails, educational opportunities, and health and safety.
- Compatibility of Trails with Adjoining Private Property based on existing use and land use designations from the County General Plan.
- Complexity of Land Ownership, Acquisition and Design including the number of property owners involved, existing easements, and potential for land use changes which could provide opportunities for trail implementation.
- Opportunities for a Large Number of Users or provides access to schools and parks and is accessible to residents and tourists.
- Safety Concerns including visibility along the trail and separation from motorized traffic.
- Financial Considerations-cost and availability of funds including costs for acquisition, development, and maintenance.
- Environmental Documentation complete.
- Trail Settings along riparian areas, mountain ridges, historic locations and access to wildlands to provide for a variety of trail experiences.
- Ready to Go

**Types of Land Transactions** -It should be recognized that there are several options available to explore with landowners for the continued development of the Trail System. It is important to approach land transactions with complete flexibility in order to realize the trail system's goals on mutually acceptable terms that are consistent with the needs of the landowners.



**Some of the possibilities include:**

- Full Fee Purchase
- Options
- Life Estates
- Conservation Easements
- Easements for Recreational Facilities
- Donations
- Land Exchanges
- Protection of Existing Entitlements
- Mitigation Land Banks

**Cost Considerations** - Major cost components of implementing this Master Plan include:

- Land acquisition, including purchase, exchange, or granting an easement
- Trail and trail head development, including parking areas
- Interpretive displays and kiosks
- Ongoing trail maintenance costs, could be kept low by utilizing dedicated volunteer efforts

Funding sources exist for the development of trails, but are extremely competitive. Thus, it is critical to have a clear planning strategy as well as to be able to demonstrate broad community support for the Weaverville Basin Trail System. The development of the remainder of the Trail System will likely occur over a period of several years and utilizing several sources of funds. It must be approached in phases, taking on segments of trail that are most critical to the development of the trail and/or already have landowner approvals in place.

**Some of the funding sources to consider include:**

- State and federal highway construction mitigation funds
- Federal grant funds (Land and Water Conservation Fund)
- Trail construction funding from the US Forest Service
- Mitigation land banks
- Development impact fees
- California State Recreational Trail Program funds
- California Riparian Habitat Conservation Program (State grant)
- Private donations from individuals, corporations, foundations
- Cooperative expenditures by land conservation organizations
- Urban Stream Restoration Program (State grant)

**C. High Priority Trails** - A matrix has been developed to identify the highest priority trails utilizing the above identified priority criteria. Higher priority trail segments include those segments of trail that are critical to the development and connection with the Trinity Gateway and Wetlands projects and the overall vision of the Weaverville Basin Trail System. Higher priority trails are also those that have landowner permission for trail development. See Table 1 on the following page for the Trail Development Prioritization Matrix.

This matrix will be used to prioritize segments within the reaches as opportunities arise.

- 1) West Weaver Creek Trail. Bureau of Land Management provided Trinity County with a Trail Easement. Apply for Recreational Trail Program funds and other potential sources as feasible in order to implement an ADA specification paved trail.
- 2) Lee Fong Trail is a critical component in order to connect the Trail System to the Trinity Gateway project, but landowner easements/acquisitions need to be resolved. Appoint appropriate individual to begin communication with the landowners involved to determine needs.
- 3) Jackass Ridge Trail access route—to bypass uncooperative landowner to access existing heavily used trail. Alternative trail route has been developed and landowner is ready to provide easement.
- 4) Lowden Park Trail will require the development of trail crossing under Hwy 299. Look for funds for the design and implementation of this project. Need landowner permissions.
- 5) Glen Road/Browns Ranch Road Trail could be incorporated into the planned County Road development along this route.

#### **D. Lower Priority Trails**

Lower priority trails are those that are not as critical to the vision of the Trail System or have difficult landowner issues to resolve.

- Shasta Springs Wagon Road trail and spur
- East Weaver Extension trail

#### **E. Other Priorities**

- Trail Maintenance and Improvement Needs-can be undertaken with a group of dedicated trail volunteers. An annual work plan with trail maintenance/improvement recommendations and prioritization would provide the volunteers with the necessary guidance to implement projects as required.

- Trail drainage improvements are required following winter storm events to preserve the trails and reduce erosion.

- Brushing is required regularly, especially on some of the less utilized segments of trail.

- Trail rerouting is sometimes necessary for safety or trail improvement.

- Trail reworking is required following timber harvest operation and should take place following permission of landowner.

- Shasta Springs Trail-requires trail reworking following recent logging operation
- Garden Gulch Trail and Howe Ditch Trail-maintenance
- 10 cent Gulch Trail-maintenance
- Day Ranch Trail-maintenance
- Signage Needs
  - Installation of signs for trail destination clarification and safety concerns.
  - Conformance to USFS signage standards and requirements.



**Table 1**  
**TRAIL DEVELOPMENT PRIORITIZATION MATRIX**

Relative Scoring 1 to 5 - Highest Relative Score Segment has Highest Priority or Relative Need

Trail Segment Name	Access/Demand/Need		Project		Complexity			\$ Needed	Environmental Documentation	Total Score
	Need	Setting	Ready to Go	Compatibility	Leas	Opportunity	Safety			
West Weaver Creek (A)	4	5	4	4	3	3	3	3	4	33
Lee Fong (B)	5	5	3	5	2	4	5	2	3	34
Lowden Park (C)	3	4	2	4	2	4	4	3	2	28
Shasta Springs (D)	3	3	1	3	4	3	3	3	2	25
Glen Rd./Browns Ranch (E)	4	3	3	4	2	4	4	2	1	27
East Weaver Extension (F)	2	3	1	3	3	2	2	2	1	19
Jackass Ridge (G1) Access Route	4	3	4	4	4	3	3	4	4	33
Ten Cent Gulch (G2) Access	3	4	2	5	2	5	4	3	5	33
Five Cent Gulch (G5)	3	4	4	4	4	4	4	3	5	35

## V. Design and Management Guidelines

### A. Overview

The Weaverville Basin Trail System Master Plan Map identifies hiking, horse-back riding, skating, bicycling, and motorcycle trails. The system of trails crosses many types of terrain and passes through virtually every type of urban and rural land use in the basin.

These guidelines provide direction for the implementation of new trails and are a general guide, rather than a specific formula for success. Each new trail route should be evaluated on a case-by-case basis, taking into account actual field conditions and trail routes and land use relationships.

The guidelines provide detailed direction, but also recognize the advantages of flexibility to trail suppliers, trail users, and property owners when discussing the site specific implementation and administration of any trail route shown on the Trail System Master Plan Map.

These guidelines compliment existing codes, rules, and regulations of land managing and permitting agencies. For example, the California Department of Fish and Game has jurisdiction over the bed and banks of creeks, streams, rivers, and seasonal drainage's that have a defined channel. The U.S. Army Corps of Engineers has jurisdiction over creek channels and wetlands. Necessary permits from these agencies will be obtained when trail alignments result in impacts to their jurisdictional areas.

The guidelines are divided into two sections:

- **Design Guidelines:** summarizing physical parameters for siting, designing, and constructing a new trail and the immediate trail setting. Design guideline reference numbers begin with the letter "D".
- **Management Guidelines:** summarizing the managerial parameters for siting and constructing a new trail. Management guideline reference numbers begin with the letter "M".

### B. Design Guidelines

#### D-1.0 Location

##### D-1.1 Trails and Land Use Compatibility

D-1.1.1 Locate trails along property lines where feasible and avoid unnecessary crossing of private property.

D-1.1.2 Trails should be sited as far away from occupied dwellings as practical.



## County Rural Areas

61' Road Right of Way (+slope easements): Between Intersections

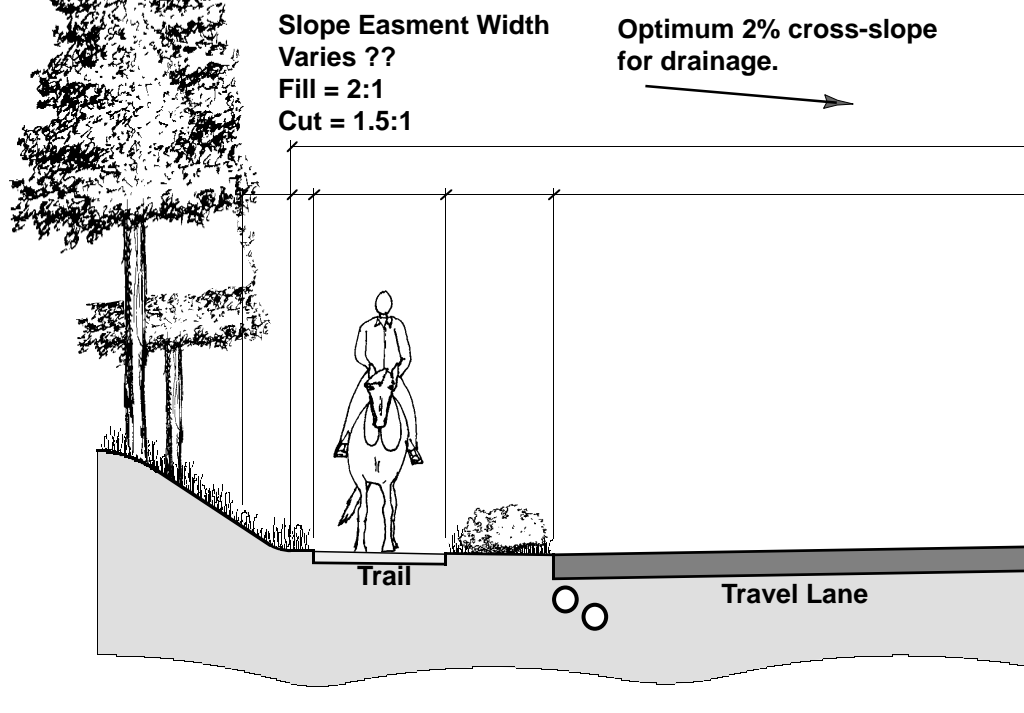


Fig. 1

D-1.1.3 At-grade crossings must be designed to equally consider vehicular and trail user safety. (Fig. 1)

D-1.1.4 At trail intersections, there should be a 15' turning radius and 25' sight clearance between the two routes.

### D-1.2 Trail Heads and Staging Areas

D-1.2.1 If possible, noise-attenuating and visual screen berms and landscaping should be used to reduce noise and visual impacts to residences.

D-1.2.2 Staging areas shall be designed adequately to prevent overflow parking onto local neighborhood streets.

### D-1.3 Trails and Environmental Protection

#### D-1.3.1 General

D-1.3.1.1 Trail alignments and associated facilities shall be sited

and designed to be in harmony with surrounding natural and cultural settings.

D-1.3.1.2 Remove as little existing native vegetation as possible to accommodate the trail clearing width

D-1.3.1.3 Trail design shall include barriers to control trail use and prevent environmental damage

D-1.3.1.4 Biological resource assessments shall be conducted prior to trail route implementation, and will include mitigation recommendations as appropriate.

#### D-1.3.2 Special Status Species Habitats

D-1.3.2.1 To the maximum extent feasible, trail alignments shall avoid impacts to known special status plant and animal habitats. Trail alignments shall be evaluated on a case-by-case basis to identify impact avoidance measures or mitigation measures for unavoidable impacts. Consideration shall be given to: rerouting the trail; periodic closures; revegetation prescriptions including replacement vegetation based on habitat acreage or plant quantity; buffer plantings; and other appropriate measures. Removal of mature native vegetation shall be avoided as much as possible to protect the productivity of the landscape and the aesthetic quality of the trail. The appropriate resource agencies must be contacted for consultation regarding any trail alignments that are identified as having potential significant impacts to special status species or their habitat.

D-1.3.2.2 In special-status species habitat areas, trail use levels shall be limited as appropriate to ensure protection of resources. Techniques for limiting use may include, but are not limited to:

- physical access controls
- seasonal or intermittent closures
- restricted use permits
- exclusion of domestic pets.

#### D-1.3.3 Streams, Riparian Zones, and Wetlands

D-1.3.3.1 When parallel to a stream or riparian zone, new trails shall be set back from the top of bank or from the outside edge



of the riparian zone.

D-1.3.3.2 Trails close to a riparian zone shall be composed of natural materials or shall be designed to minimize disturbance and protect water quality.

D-1.3.3.3 Trail crossings of stream zones and drainages shall be designed to minimize disturbance. Bridges and culverts shall be designed to visually and functionally blend with the environment.

D-1.3.3.4 Trails should avoid wetlands, including seasonal wetlands, wherever possible. Boardwalks will be used to cross wetlands, and trails adjacent to wetland areas will be constructed to avoid filling any wetlands.

D-1.3.3.5 Mitigation will be undertaken where any sensitive habitat or special status species habitat will be disturbed or destroyed by trail construction if impacts are unavoidable. The design of an appropriate revegetation program shall fully compensate for the lost habitat, with no net loss of habitat functions and values. The revegetation program should be designed by a qualified designer and submitted to the appropriate regulatory agency for approval. At a minimum, the revegetation program should include a description of project impacts, area calculations, the mitigation site, revegetation techniques, maintenance measures, a long-term monitoring program, and contingency measures. Riparian and wetland habitat impacts will typically be mitigated at a 3:1 ratio for high quality habitat areas. Mitigation will be based on in-kind replacement of impacted habitat with habitat of equal or better value. Native plant materials will be utilized in all mitigation work.

D-1.3.4 Wildland Fire: Siting criteria used to establish detailed trail alignments should include the following:

- Avoidance of existing vegetation patterns in terms of their fuel characteristics, such as ease of ignition, relative flammability, fuel load, responsiveness to suppression actions, and ramifications if the vegetation should burn. Where alternate alignment siting is available, the alignment with the least flammable vegetation should be given priority.

- In Very High and High Fire Hazard Severity Zones, trail alignments and access points should be located to serve as access routes for patrol, fire suppression, or emergency medical transport, and as fuel/fire breaks. Emergency access/egress points should be located in conjunction with CDF guidelines.

D-1.4 Hillside Scenic and Aesthetic Resources: Trail alignments across the face of hillsides and near the top of ridgelines should be sited to avoid creating visible lines on the existing landscape. Avoid excessive cuts in slopes that can not be effectively revegetated.

D-1.5 Historic Resources: Trail alignments shall avoid disturbing or destroying areas of historic or archaeological significance.

D-1.6 Areas of Geologic Instability: Appropriate surveys shall be conducted as part of trail route site planning to identify the occurrence of any potentially hazardous geologic conditions. Such areas shall be avoided or necessary construction design measures will be incorporated into the design of the trail to assure that users will not be exposed to the identified hazard.

D-1.7 Emergency Access: During trail implementation, planners should locate final trail alignments and access points to allow the trails to also serve as emergency access routes (for patrol or emergency medical transport). For more remote trails, emergency access points should be located, where feasible, approximately every two miles along the trail and provide either access for ground vehicles or helicopter landing sites.



## Typical Sections Trail Structure Terminology

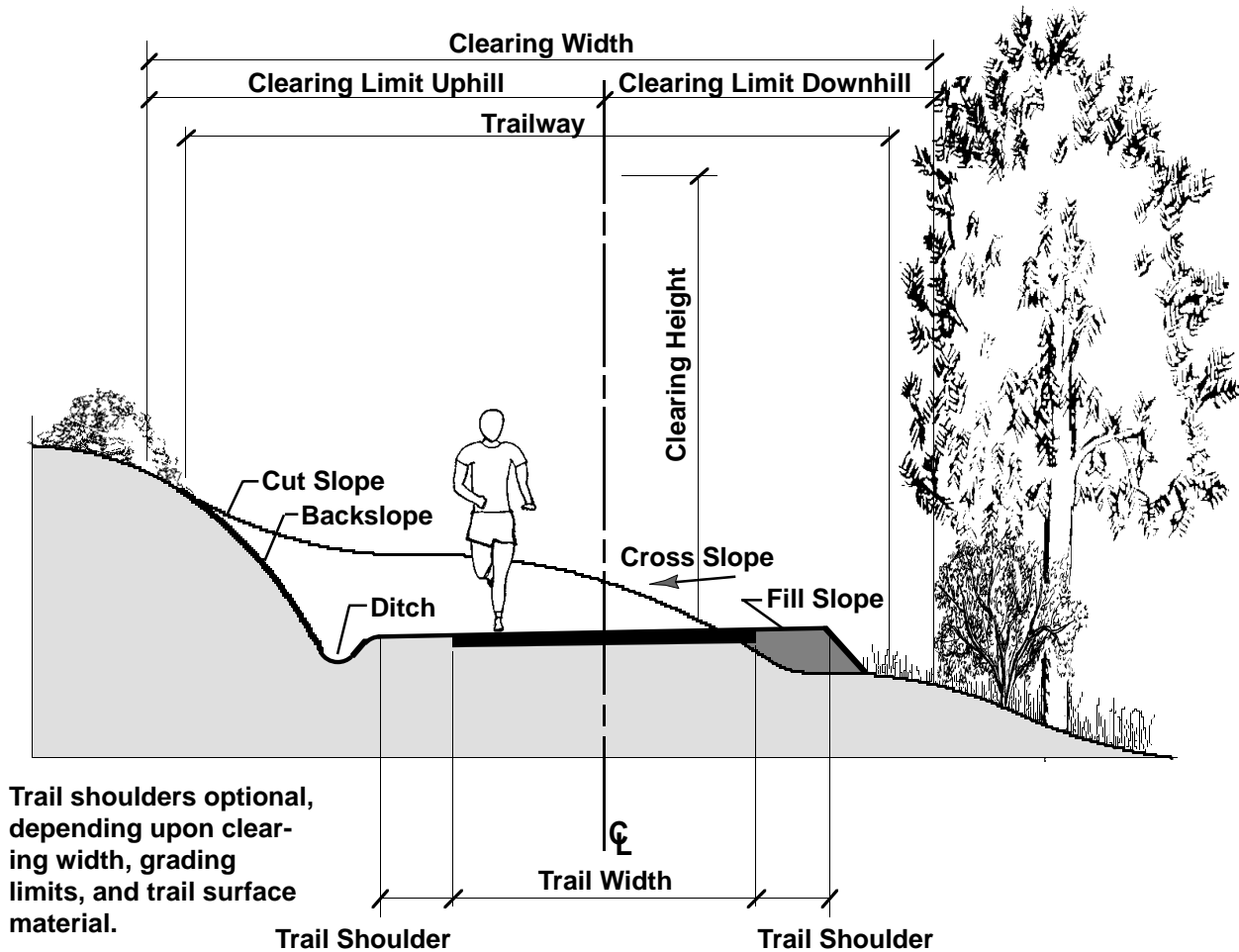


Fig. 2

### D-2.0 Trail Design

D-2.1 Trail Setting: The public lands and easements that the trails will traverse should provide surface width for the actual trail plus enough easement to provide a buffer area to adjacent uses.

## Relationship to Residences, Property Lines, and Environmentally Sensitive Areas

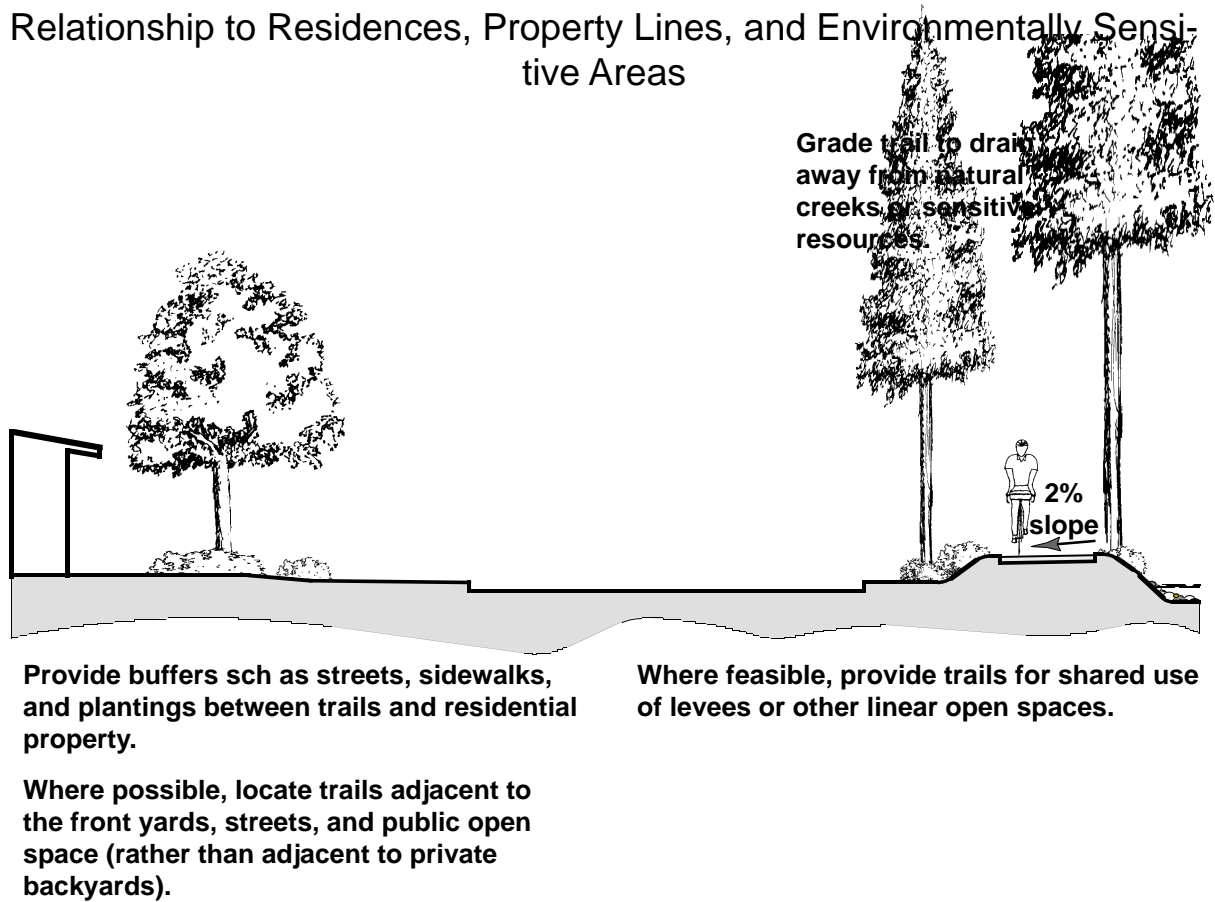


Fig. 3

### D-2.2 Trail Width

D-2.2.1 Trail width should be determined by existing field conditions such as topography, vegetation, and sensitivity. Where widths are narrow (5 feet or less), occasional passing areas must be provided at places with gentle slopes.



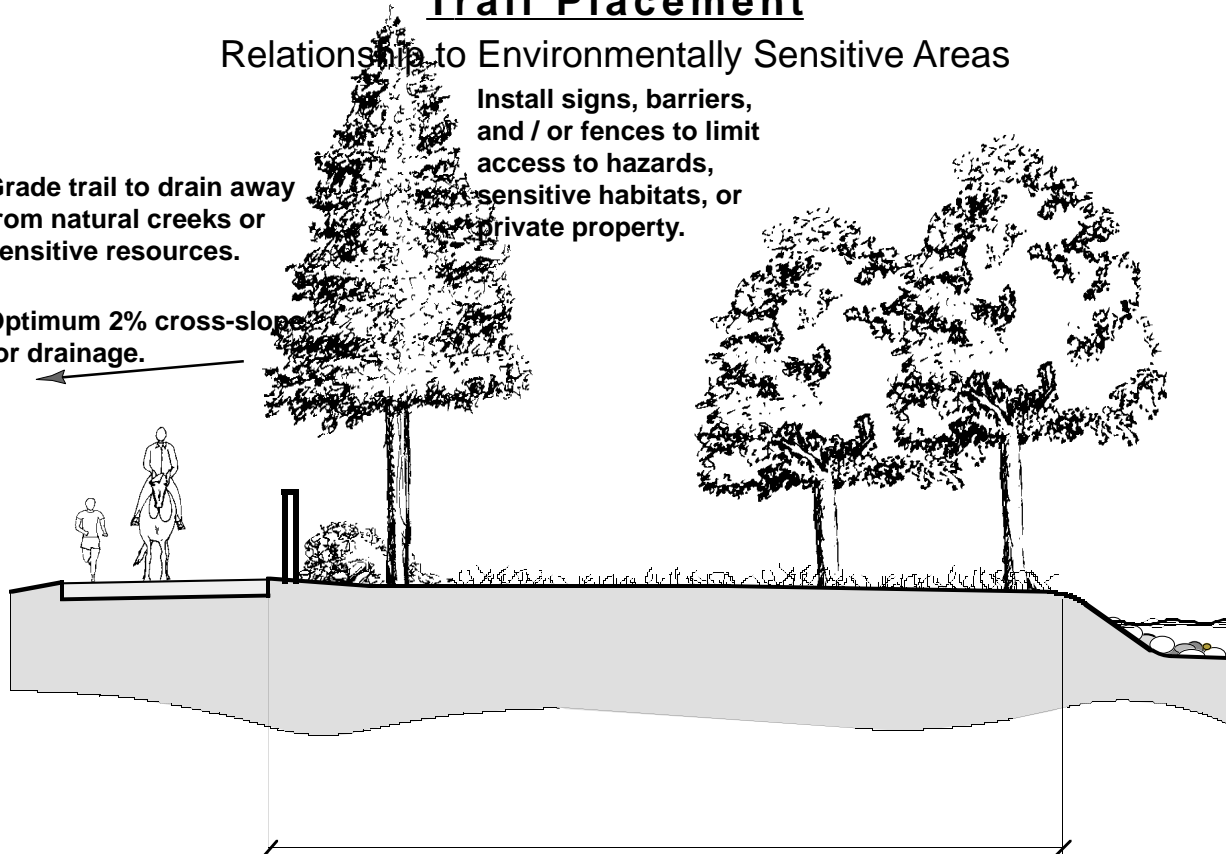
## Trail Placement

### Relationship to Environmentally Sensitive Areas

Grade trail to drain away from natural creeks or sensitive resources.

Optimum 2% cross-slope for drainage.

Install signs, barriers, and / or fences to limit access to hazards, sensitive habitats, or private property.



For shared-use trails, provide 150' setback buffer, where possible from the top of the bank (where the stream is predominantly in its natural state) or 100' from the outside edge of the riparian zone where there are no opportunities for shared use of levees or existing roadways.

Fig. 4

D-2.2.2 Shared use, double track trails should be designed as two-way paths as shown. Where paved, the paved portions of a Shared-use-Trail should have an optimum width of 12 feet with a center stripe and minimal 2 foot, flush gravel shoulders or clear space on each side of the trail.

### Shared-use Trails

Paved Tread - Double Trail  
Equestrians, Hikers, & Bicycles

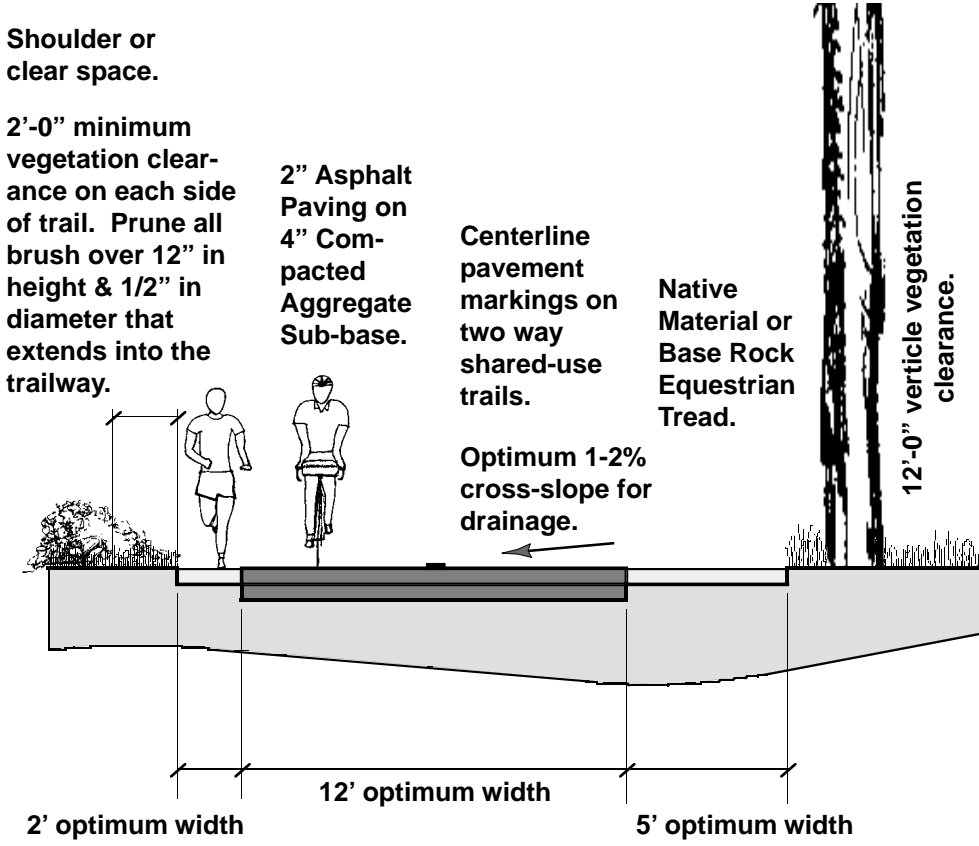


Fig. 5



## Shared-use Trails

### Natural Tread - Double Track Trail Equestrians, Hikers, & Bicycles

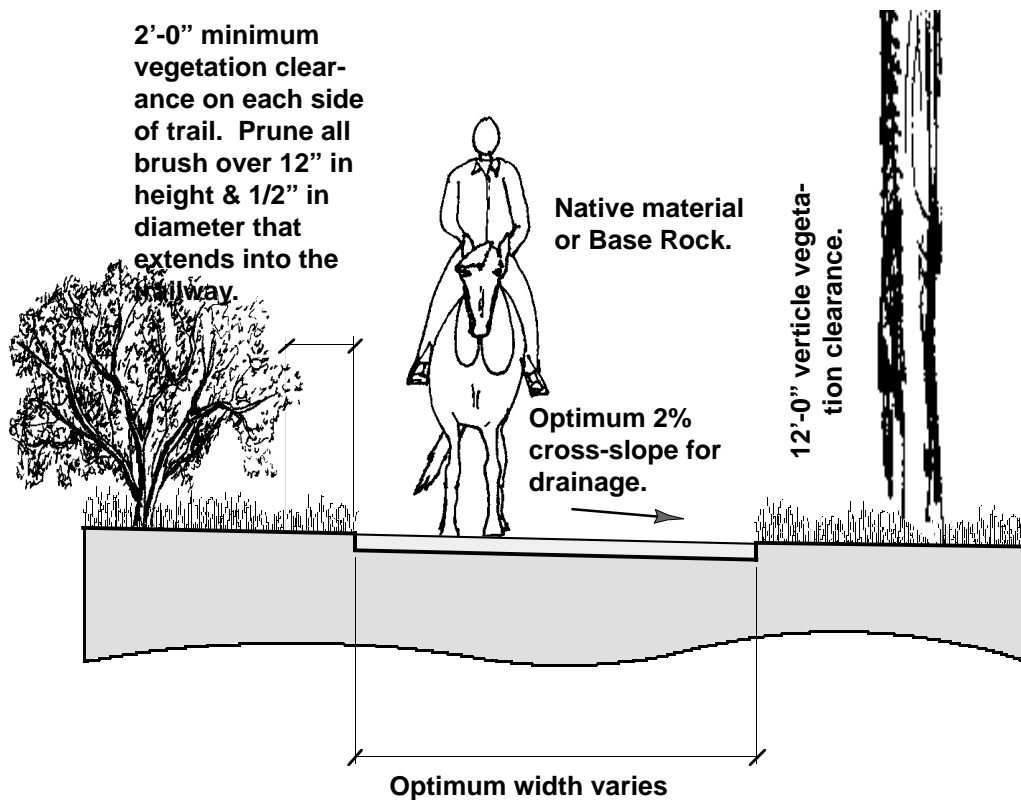


Fig. 6

D-2.2.3 Limited use Trail treads should be designed as two-way paths with an optimum width of 6 feet.

### Limited-use Trails

#### Natural Tread Single Track Trail

2'-0" minimum vegetation clearance on each side of trail. Prune all brush over 12" in height & 1/2" in diameter that extends into the trailway.

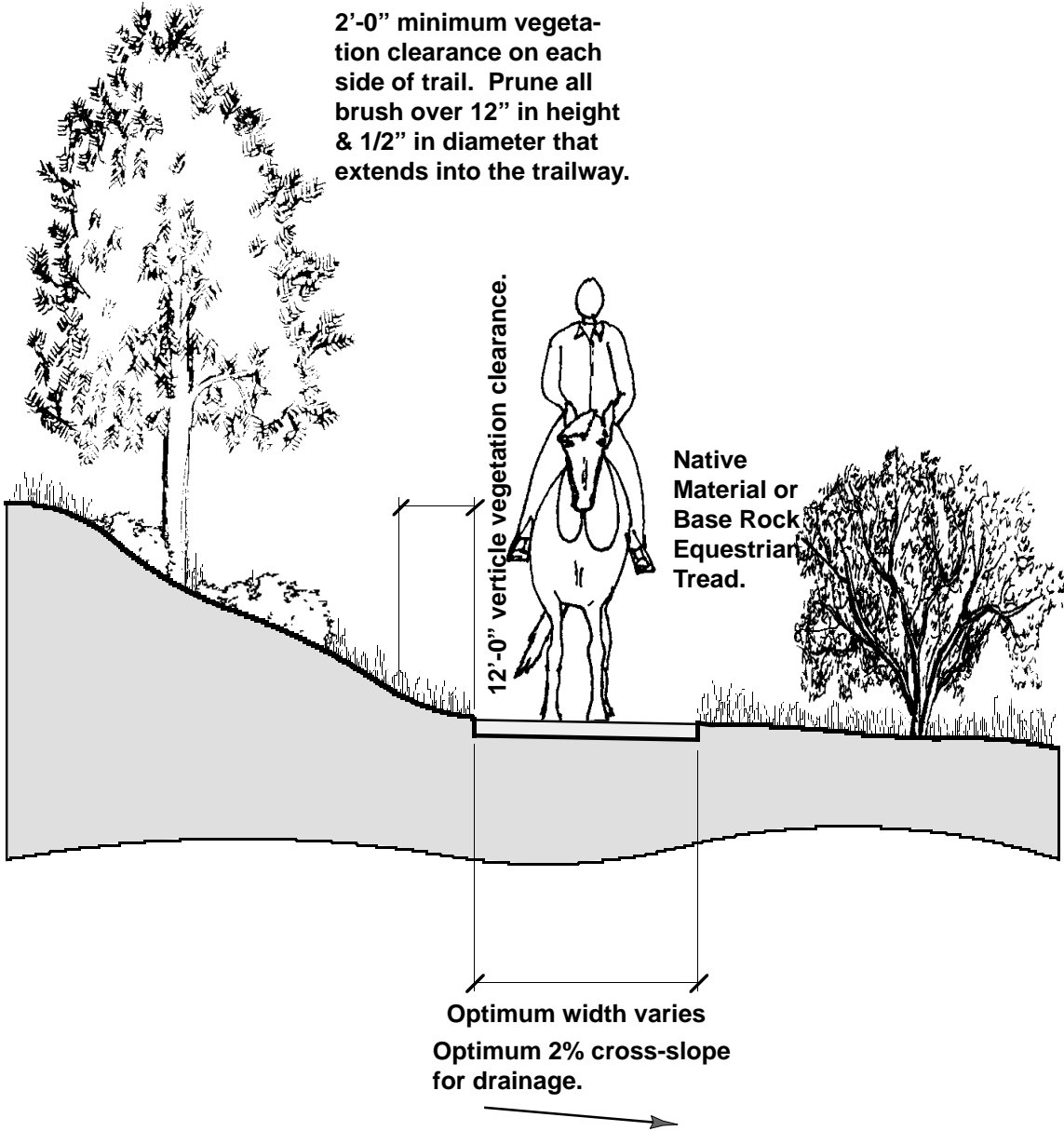
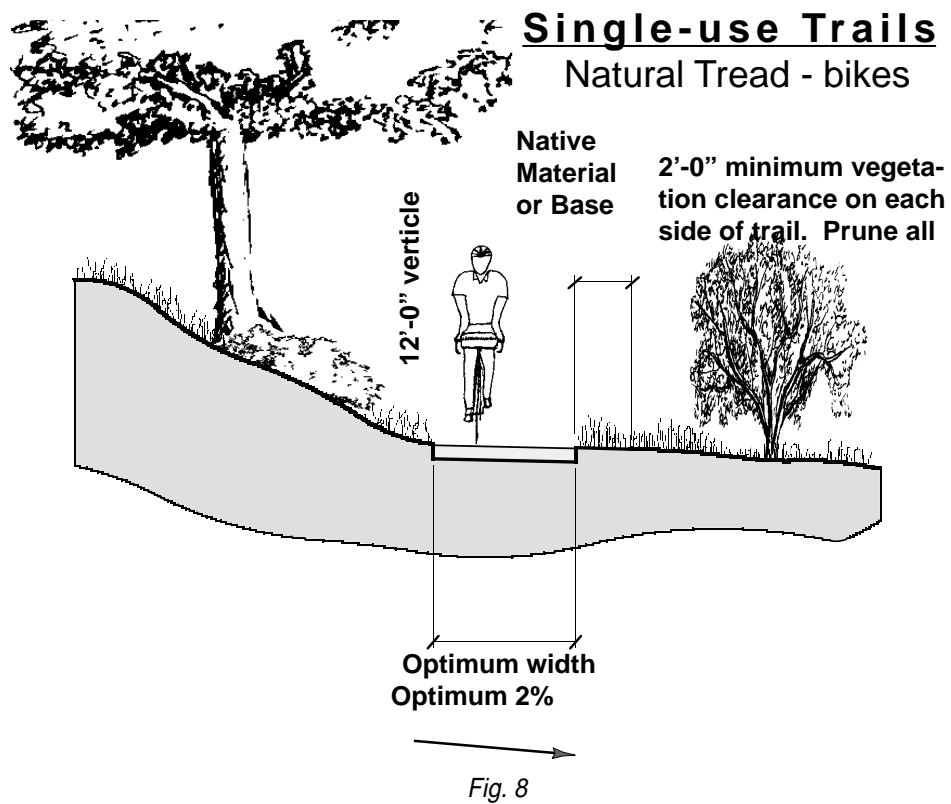


Fig. 7



D-2.2.4 Single purpose rails should be an optimum of 4 feet wide.



# Single-use Trails

## Natural Tread for Hikers

2'-0" minimum vegetation clearance on each side of trail. Prune all brush over 12" in height & 1/2" in diameter that extends into the trailway.

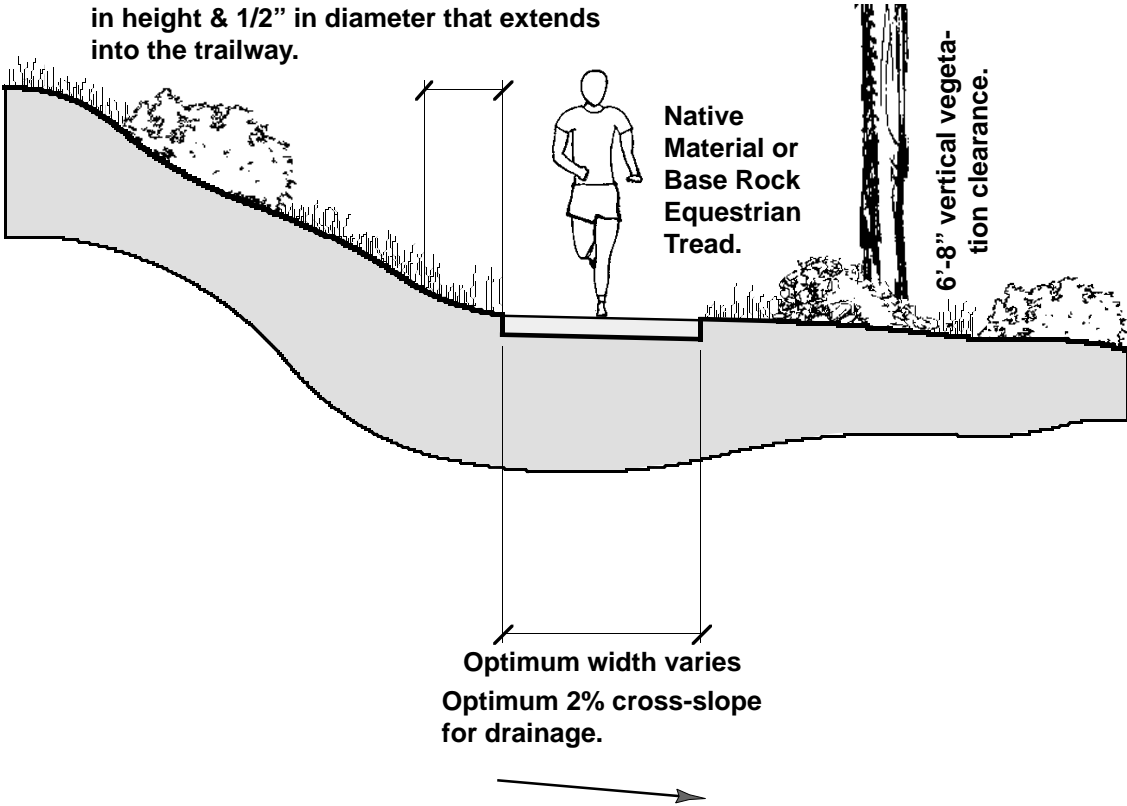


Fig. 9

D-2.3 Trail Grades: Grades along trail treads should be held to a minimum. Grades of 10% or less are desirable; grades may be as great as, but not greater than 12.5% without use of switchbacks. Where grades exceed 10%, long, gradual switchbacks should be used rather than short, steep switchbacks.

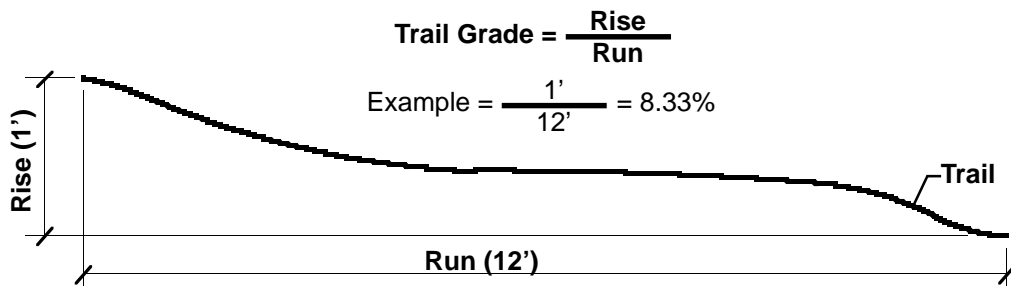


Fig. 10

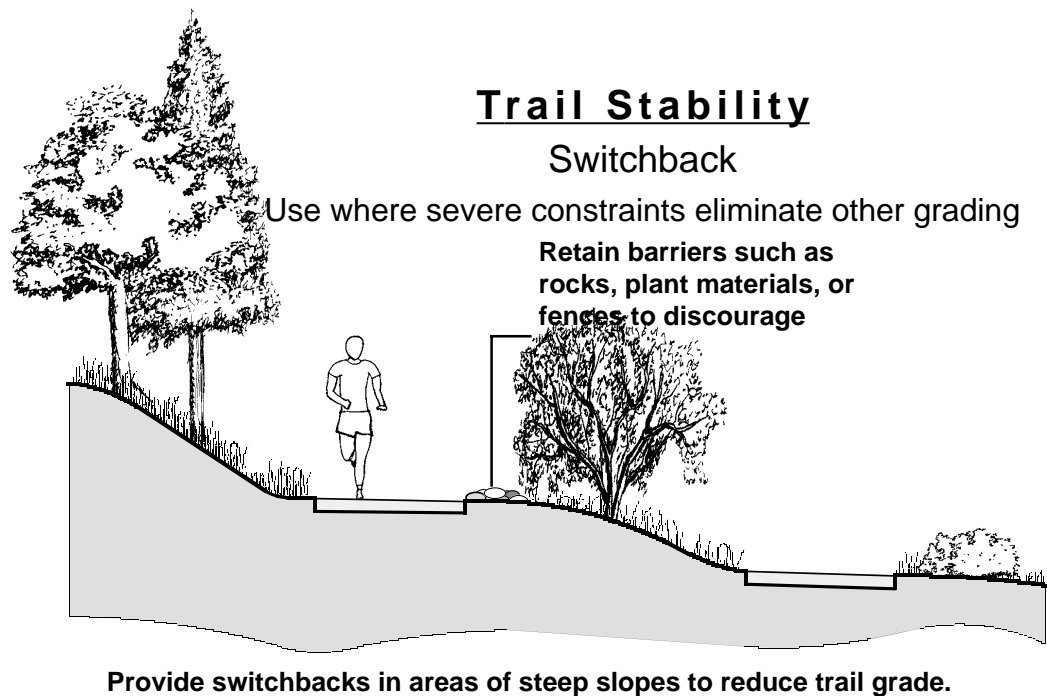


Fig. 11



#### D-2.4 Accessible Trails

D-2.4.1 The design of the Basinwide trails should comply with the American With Disabilities Act (ADA) and should emphasize accessibility for everyone. To determine feasibility and the degree to which trails will be designed for whole-access, the overall terrain conditions of the area surrounding the trail route will be referenced.

D-2.5 Sight Distance: Clearing widths of Shared-use and Limited-use Trails involving bicycles should be developed to assure a 100-foot average sight distance where possible. If sight distances on curves, around hills, or through densely vegetated areas are less than 100 feet, safety signs and reduced speed limits should be considered.

D-2.6 Trail Undercrossings: Where a Basinwide trail must pass under a highway bridge, sufficient vertical clear-space and security lighting should be provided to accommodate trail use. Adequate horizontal dimensions as shown in Fig. 12 should be provided. Where the horizontal distance is less than specified dimensions, alternative pavement textures should be provided and safety signs placed on either side of the undercrossing to inform trail users to reduce speeds or dismount.

## Trail Under - Crossing at Roadways

### Grade Separation - Trail Undercrossing

Control access to trail through gate or other barriers. Provide 4'-0" access that

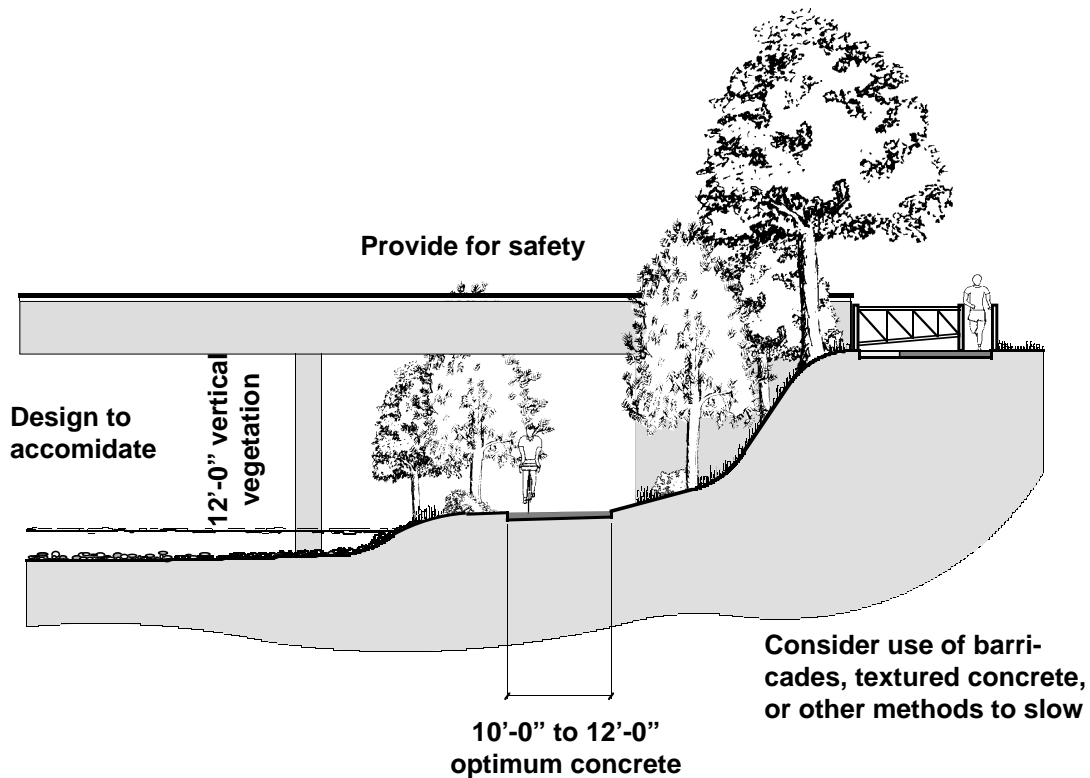


Fig. 12

D-2.7 At-Grade Trail Crossings

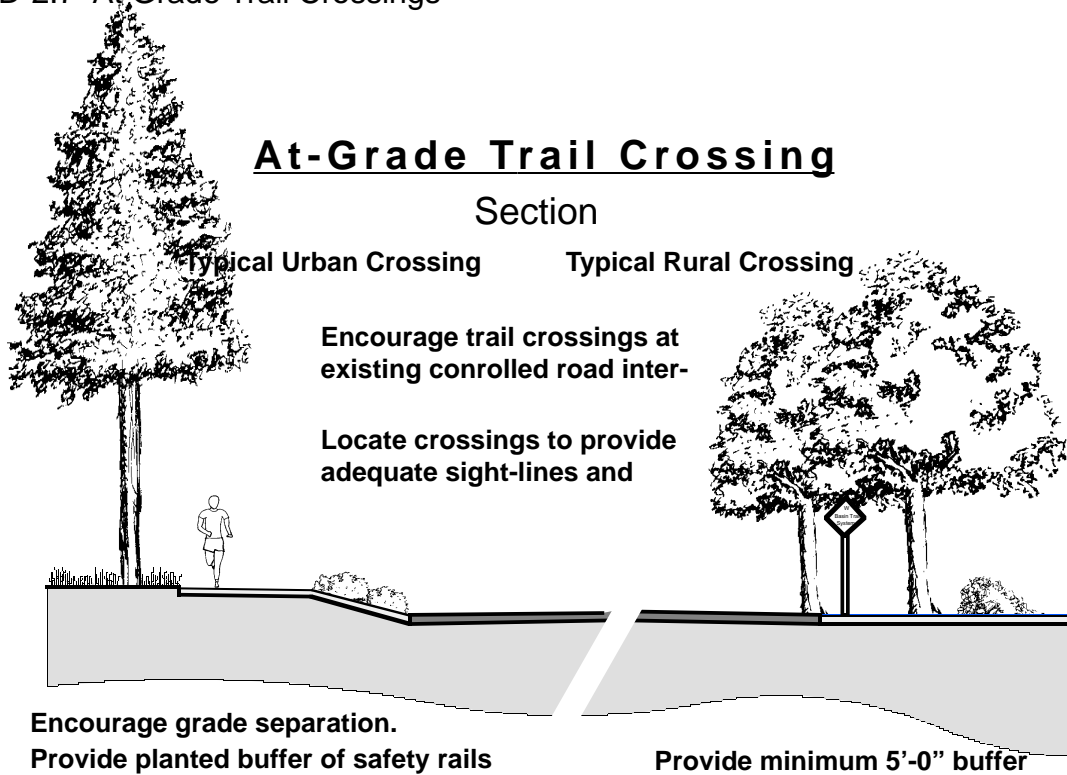


Fig. 13



## At-Grade Trail Crossing

### Plan of Typical at-grade Crossing

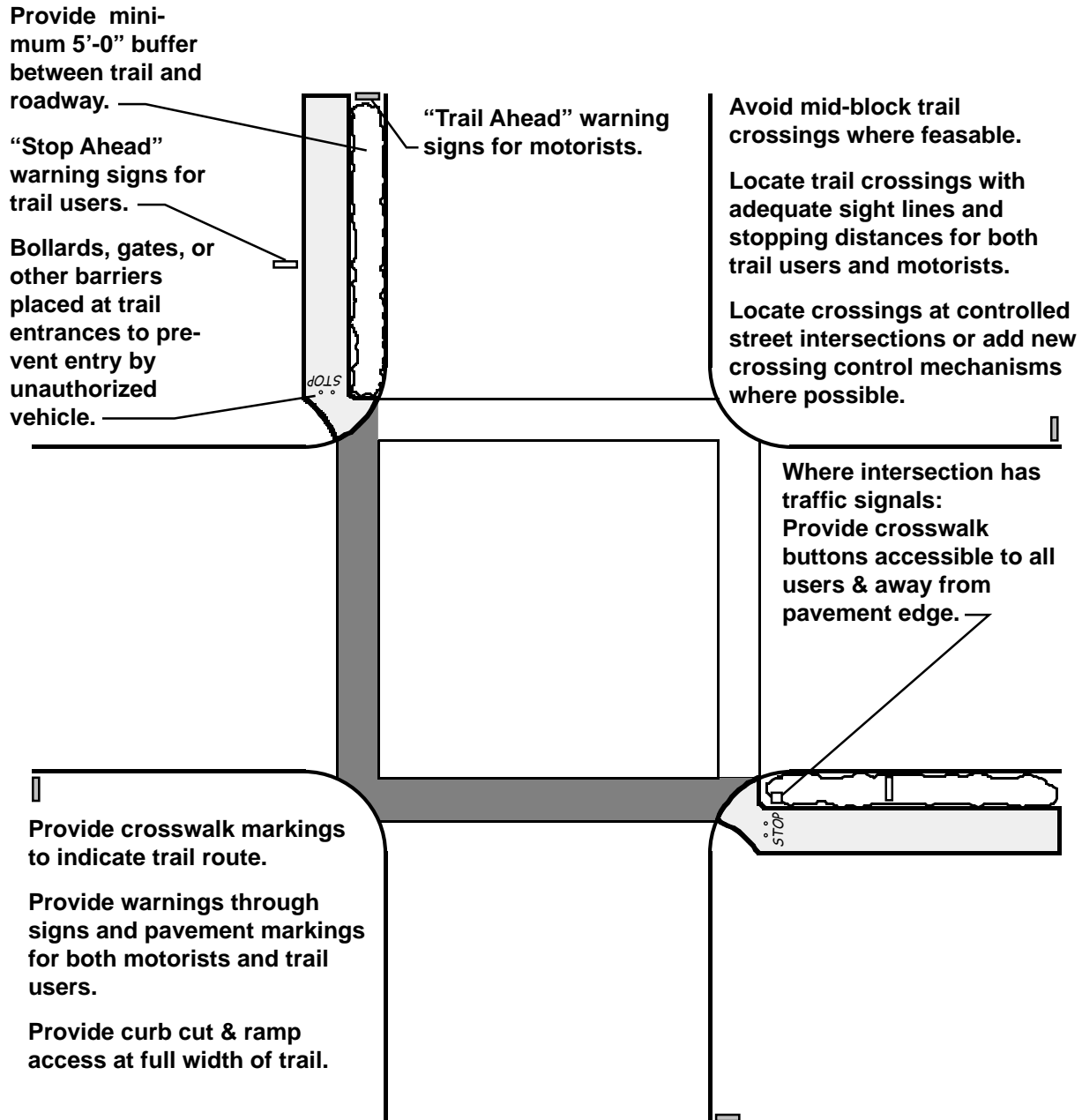


Fig. 14

### D-3.0 Trail Materials and Construction Practices

#### D-3.1 General

D-3.1.1 Machine construction of trails is the most cost-effective in the majority of cases. Hand construction of trails is preferable where opportunities for use of volunteer labor exist or where potential impacts to land or habitat resources, and subsequent mitigation costs, would be exacerbated by machine construction.

D-3.1.2 Trail development should require the minimum construction necessary to provide for public safety and protect natural and cultural resources.

D-3.2 Construction Limits: Visible evidence of trail construction should be confined to the trail-clearing limit.

D-3.3 Clearing Width: The minimum horizontal clearing width from physical obstructions varies based on the type of trail but shall be no less than 2 feet from the outer limits of the trail tread. Minimum vertical distance from overhanging branches shall be 12 feet on Shared-use Trails, Limited-use Trails, and single use trails for equestrian or bicycles. Minimum vertical distance from overhanging branches shall be 7 feet on Single-use hiking trails.

#### D-3.4 Trail Surfaces

D-3.4.1 Where feasible, trail treads should be of materials that provide a firm smooth surface meeting requirements and guidelines of the ADA.

D-3.4.2 Trail surface appropriate to the intended use shall be selected so as to minimize runoff and erosion.

D-3.5 Grading and Drainage

D-3.5.1 Extent of Grading: No large-scale grading shall be used for trail construction unless in conjunction with a development project where large-scale grading has been found acceptable.

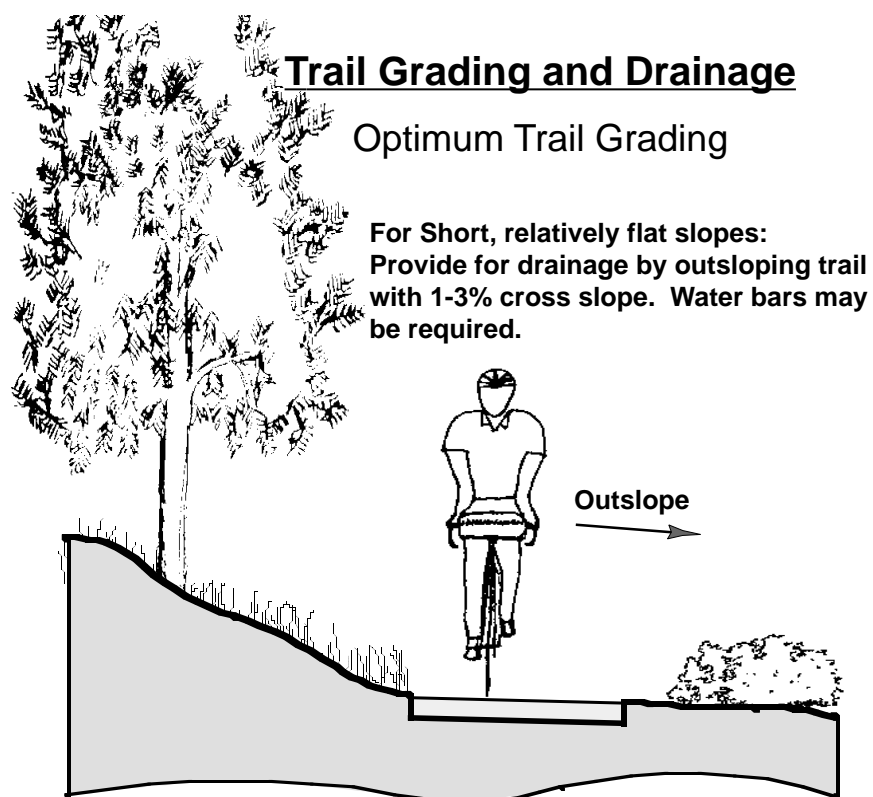


Fig. 15



D-3.5.2 Cut and Fill: The degree of cut allowed on a slope depends on the soil type, hardness, and surrounding natural resources. Ultimate cuts shall be contoured to blend with the natural slopes. Berms of earth, rocks, or wood on the outside of the trail may be necessary. Steep areas shall be handled by limited terracing or building steps to avoid large-scale grading. Steps must be reinforced with stone or wood.

### Trail Grading Near Natural Streams or at Switchbacks

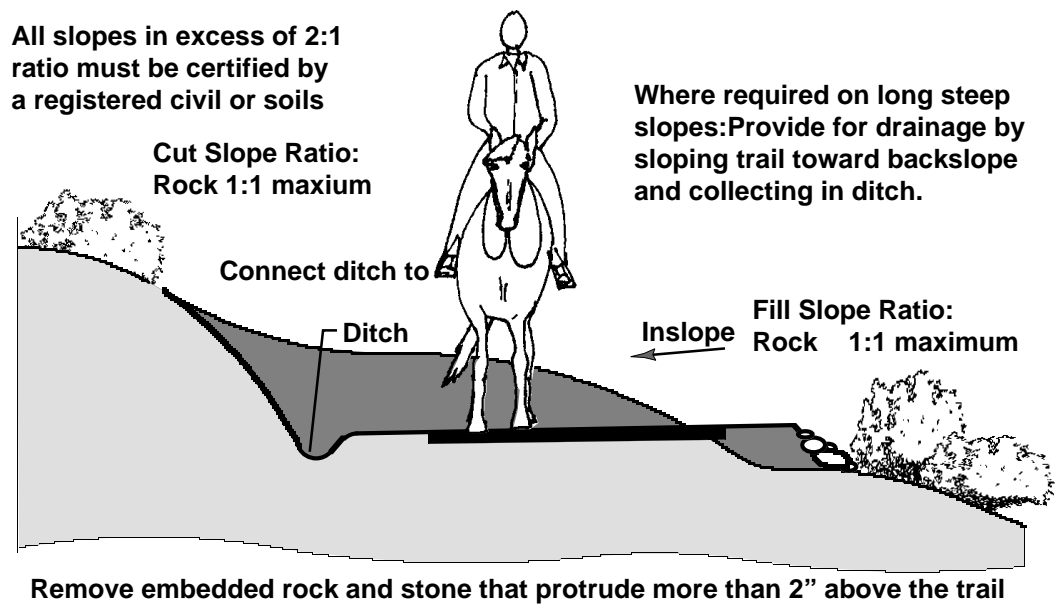


Fig. 16

D-3.5.3 Soil Disturbance: In order to reduce erosion and maintenance problems, disturbance of the soil surface shall be kept to a minimum. Only those rocks, stumps, and roots that interfere with safe passage shall be removed.

D-3.5.4 Drainage: Surface water shall be diverted from trails by outsloping the trail tread between 1% and 3% where feasible. Where necessary, shallow ditches or water bars shall be used to divert water on running slopes greater than 5%.

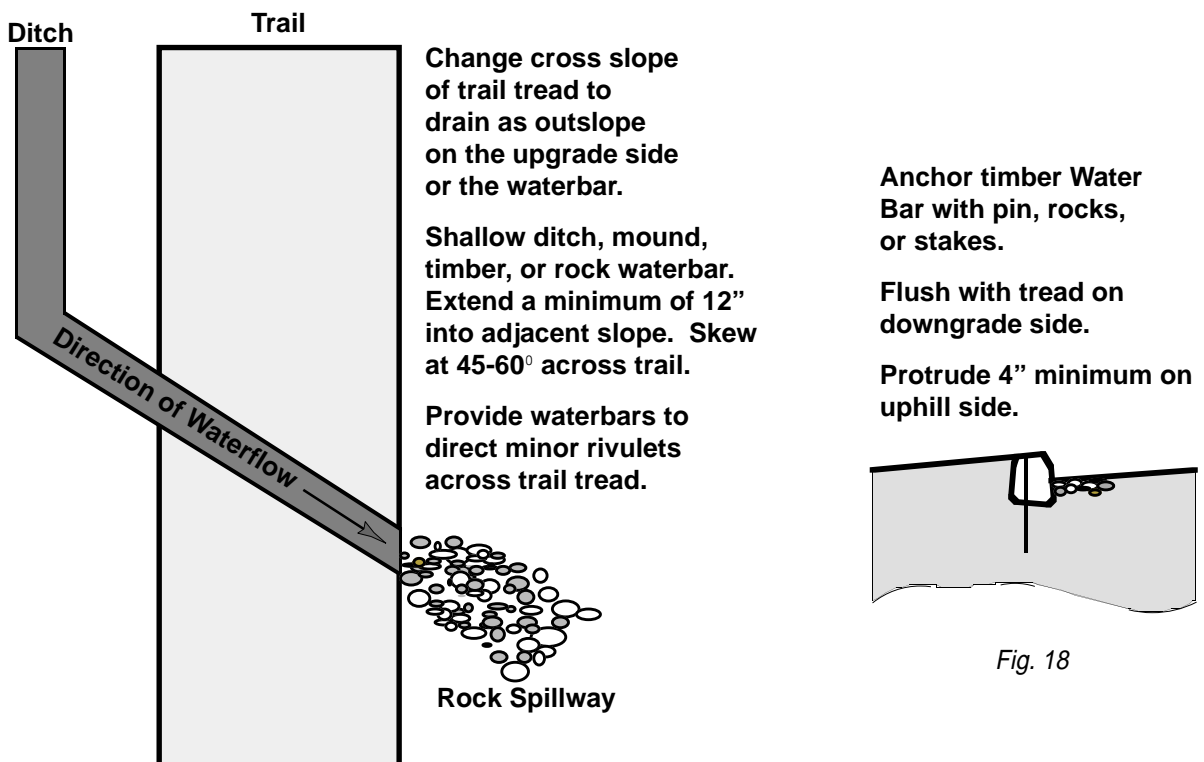


Fig. 17

Fig. 18

D-3.5.5 Erosion Control Plans: Where a potential for significant soil erosion exists along a new trail alignment, specific erosion control plans shall be developed by a Registered Civil or Soils Engineer as part of the trail construction documentation. Criteria to be used in determining the erosion potential includes: slope, soil type, soil composition and permeability.

D-3.6 Planting of Disturbed Areas: Any cut or fill slopes shall be immediately reseeded or replanted with vegetation native to the general area. Criteria that would be used in selecting plant material include, but is not limited to: if the species is indigenous to the area; habitat value; rate of growth; ultimate size; fire resistance; strength of root system; resistance to pests and diseases; aesthetic characteristics; ability to provide shade; and ease of maintenance. Noxious plants (e.g. Yellow Star Thistle) shall be controlled within the trail setting.

D-3.7 Cultural Resource Protection: Trail design shall minimize negative impacts on cultural resources by avoiding grading where such resources are known to exist. Prior to construction, a cultural resource survey by a qualified professional will be made of the trail alignment. Where it is deemed appropriate and use-related impacts can be avoided, trails may be designed to provide access to resources, such as historic sites.

D-3.8 Air Quality: Parking surfaces and trail materials that reduce dust shall be used. Dust suppression techniques, including watering of disturbed lands, should be used in constructing Regional I Staging Areas and Shared-use Trails to reduce dust during trail construction.



#### D-4.0 Related Trail Features

##### D-4.1 Trail Structures

D-4.1.1 Drainage Crossings: Trails crossing creeks and drainages may require a bridge or culvert. Structures over watercourses shall be carefully placed to minimize disturbance. Erosion control measures shall be taken to prevent erosion at the outfalls of drainage structures.

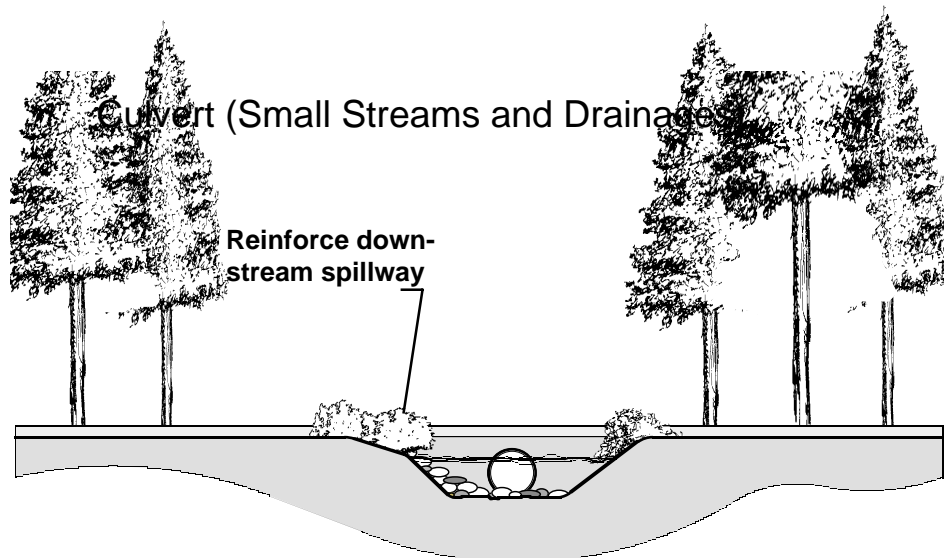


Fig. 19

D-4.1.2 Trail Bridges: Bridges should be a minimum of 5 feet wide on Single-use and Limited-use Trails and a minimum of 8 feet wide on a natural-surfaced Shared-use Trail. Bridges for paved Shared-use trails should be a minimum of 12 feet wide and structurally capable of carrying maintenance vehicles. All bridges must have minimum 42 inch high railings when necessary. Fill over culverts should match the trails width. Bridge footings should be constructed outside of the stream's top of bank.

### Bridge (Major Streams and Drainages)

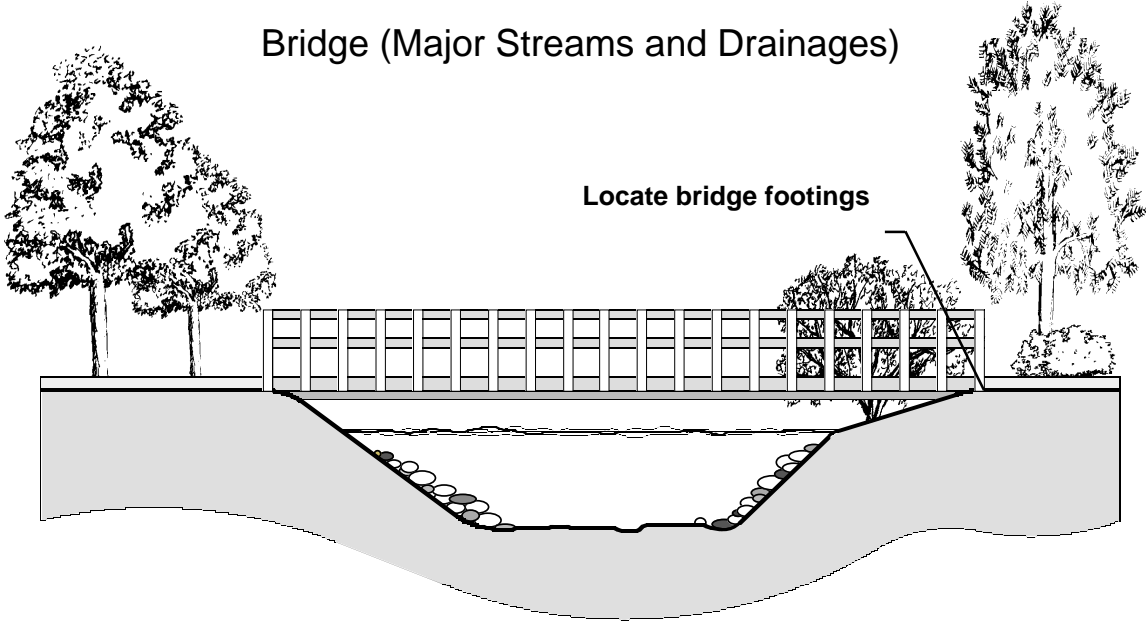


Fig. 20

### D-4 1.3 Seasonal Crossings

#### Seasonal Crossing

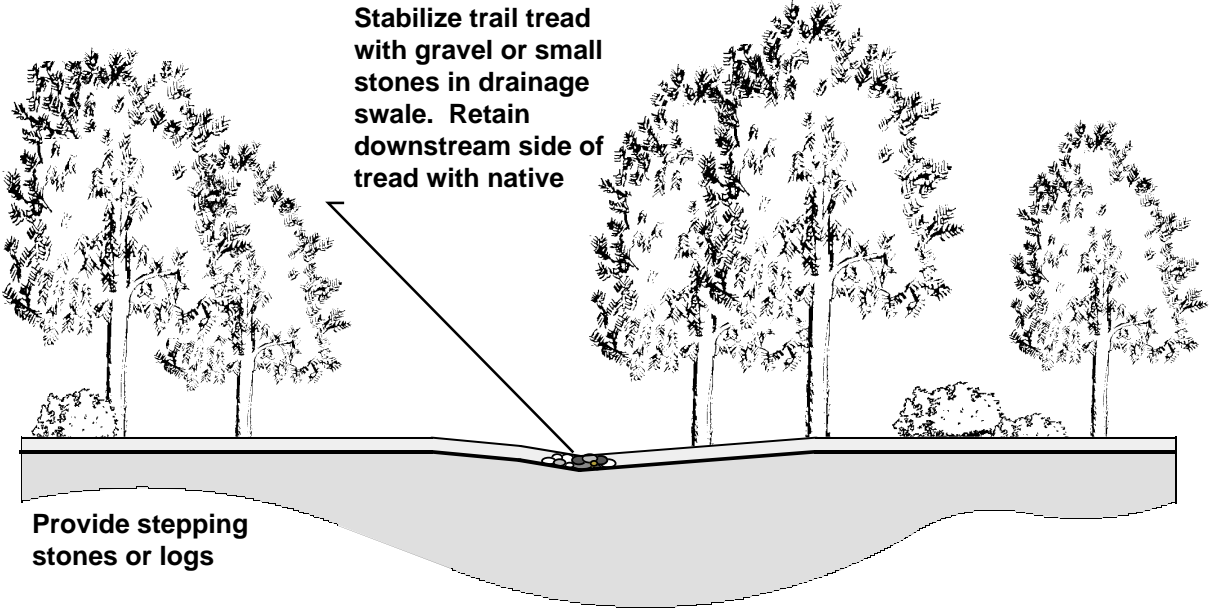


Fig. 21

## D-4 1.4 Stairways

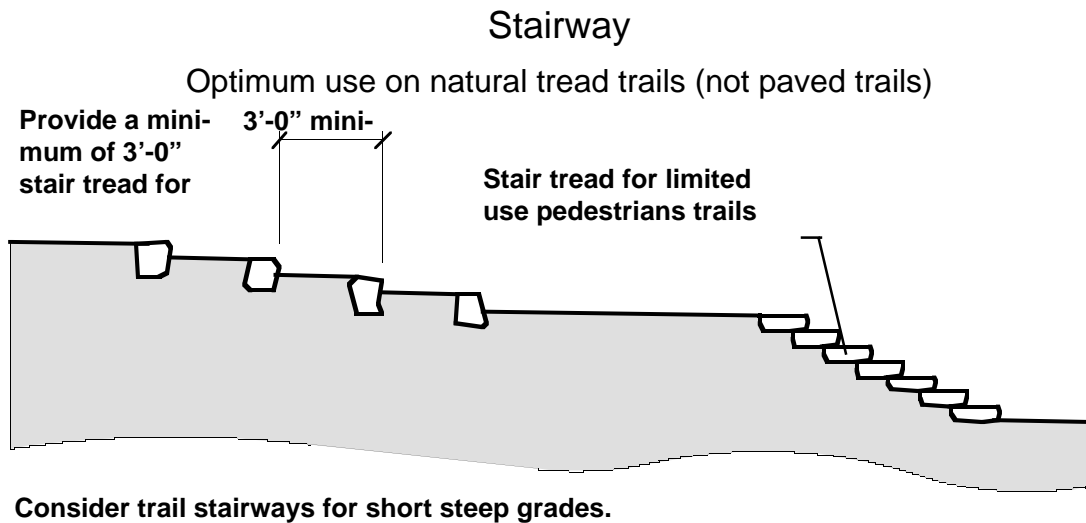


Fig. 22

D-4.1.5 Hardware: All trail structures should be designed to be as vandal-proof as possible. Rounded framing members and recessed bolt heads and other hardware should be used for safety.

### D-4.2 Access and Safety Barriers:

D-4.2.1 Bollards, Boulders, logs, stiles and other structures shall be used to prevent motorized vehicles from entering trail routes at any crossing of a public road right-of-way or at any trail staging area.

D-4.2.2 Safety barriers, grade separations and barrier plantings shall be provided to protect trail routes along heavily traveled roads.

D-4.2.3 Gates installed for trail users should be 4 to 5 feet in width and able to be easily closed or self closing. Vehicle gates, where necessary, should be signed to prevent blocking.

D-4.3 Signs: Sign plans need to incorporate the US Forest Service requirements and specifications to tie in with trail segments on USFS lands. Design theme of signage plan should incorporate the historical nature of the area and the theme "A Trail Through Time".

D-4.3.1 Identity signs shall include trail name and distance to staging areas, intersections with other trails and other points of interest along the trail route. Identity signs should be located at all staging areas and trail and road intersections.



D-4.3.2 Use Signs: portraying which types of trail use are appropriate, permitted or prohibited on the trail; identifying accessibility conditions and other ADA related information; educating trail users about respecting private property along the trail route and/or any special land use considerations; restricting trail user parking on local streets; and restricting smoking and/or use of matches or lighters during high fire season. Use signs should be placed at each trail staging area. Information about litter control shall be included in use signs located at Regional Staging Areas and other trail access points.

D-4.3.3 Safety Signs: displaying warnings of upcoming underpasses, blind intersections, blind curves, vertical clearances; providing information about water availability along the trail; advising trail users of the need to reduce speed or dismount and walk their bicycles or horses; warnings of mountain lion or other wildlife danger; identifying any use restrictions during the fire season; and explaining the hierarchy of yielding among trail users. Safety signs should be located on an as-needed basis.

D-4.3.4 Private Property Signs: posted at regular intervals in conformance with legal requirements to remind the trail user not to trespass.

D-4.3.5 Interpretive and Protective Signs: indicating natural resource or historical points of interest or sensitive areas. Signs would be designed to identify specimen habitat types and to be educational by briefly describing resource characteristics and values.

D-4.3.6 Regional Signs: posted at strategic locations to direct regional traffic to staging areas and away from neighborhoods which may have trail access points but do not have sufficient parking to accommodate such use

D-4.4 Potable Water: Potable water will be provided at Lowden Park, Lee Fong Park, the Trinity gateway, the Farmers Market Plaza, and the Industrial Park Wetland. Basin Trail signage will remind users that potable water is not provided within the trail system outside these areas.

D-4.5 Non-Potable Water: Water for domestic animals permitted on the Basin Trail System will be provided at Lowden Park, Lee Fong Park, the Trinity gateway, the Farmers Market Plaza, and the Industrial Park Wetland.

D-4.6 Sanitary Facilities: Sanitary facilities will be located at Lee Fong Park and the Trinity Gateway.

D-4.7 Benches: Benches will be located at select locations subject to ADA guidelines.

D-4.8 Stream Access Points: One of the most important features of the Weaverville Basin Trail System is the many streams running throughout the area. Almost every reach of trail crosses a stream, with many crossing more than one, and several run parallel to streams. Access to these streams will be provided at locations determined to be the most valuable for all users that will not threaten the environmental health of the stream.

D-4.9 Wildland Fire Suppression: During preparation of design plans for specific trail alignments, the Weaverville Basin Trail Committee and the TCRCD will:

- Review, in conjunction with the local fire protection services, available water sources at staging areas and/or along the trail, and provide for “draft” systems to allow fire suppression equipment access to emergency water supplies; and

- Select plant materials and/or seed mixes utilized at staging areas or along trails for their low maintenance and drought and fire resistant characteristics to minimize additional fuel available to wildland fires to the maximum extent feasible.

D-5.0 Trail Head and Staging Area Design

- D-5.1 Location

- D-5.2 Security

- D-5.3 Facilities

- D-5.4 Visual Screening

- D-5.5 Wildland Fire Suppression

## Use and Management Guidelines

### M-1.0 General Use Conditions

Basinwide trails are intended for day use only. Shared use on trails is encouraged. Where it is considered unsafe and necessary to limit use, trails should be clearly signed. Where a trail, surrounding habitat, or adjacent land use condition warrant special notice limiting trail use, the trail should be clearly designated and should be equipped with use signs and appropriate barriers to discourage unauthorized use.

Any necessary trail closures should be posted at trail entrances and trail heads. Closure notices should include reason for closure, what steps are being taken to correct the problem, how long the trail is expected to be closed, and a phone number for additional information.

### M-2.0 Trail Monitoring and Maintenance

Identification of all trail maintenance needs, including drainage improvement, vegetation clearing, signing, trail rerouting, and surfacing shall be made annually in the spring. Prioritization of maintenance needs will be made based on trail use, difficulty of repairs and availability of volunteers.

### M-3.0 Trail Reclamation

In the event of the necessity of permanently closing a segment of the Weaverville Basin Trail, a management program to rehabilitate the trail should be employed. Such a program will include seeding and mulching the former trail to a natural condition and/or sufficiently blocking the trail with barriers to effectively prohibit use. Noxious weeds (i.e. star thistle and French broom) shall be controlled along the trails.

### M-4.0 Trail Information and Supervision

The Weaverville Basin Trail Committee in cooperation with Trinity County Planning Department has responsibility to revise and update trail maps with up-to-date trail information. These maps should also provide trail use rules, trail accessibility, emergency information, and other pertinent information.

Volunteer groups should be used to patrol trails to ensure that they are safe and usable and not being littered. Increased cooperation between the Trail Committee, federal and county agencies to supplement services available to the trail is worth pursuing.

### M 5.0 Noticing Requirements of Landowners

Formal notification shall be made to all affected landowners for any activities planned on trail system.



## A. Postmark Table



WEAVERVILLE BASIN TRAIL SYSTEM

## Intersection Posts

TRAIL Name	FROM POST	Location	TO POST (miles)	TO POST (miles)	TO POST (miles)	TO POST (miles)
Garden Gulch	^ 1	Taylor Street	2 (.4)			
Garden Gulch/Ten Cent Gulch	^ 2		^ 1 (.4)	3 (.5)	24 (.4)	
Garden Gulch/Garden Gulch Spur	^ 3		2 (.5)	5 (.3)	15 (.3)	
Howe Ditch/Jackass Ridge	^ 4		20 (.5)	21 (.5)	^ 26 (.7)	
Garden Gulch Spur	^ 5		3 (.3)	^ 6 (.3)	^ 25 (.4)	
Garden Gulch Spur	^ 6	Weaver Bally Road	5 (.4)	^ 7 (0)	^ 13 (.6)	
Sidney	^ 7	Weaver Bally Road	^ 6 (0)	8 (.3)	^ 9 (.4)	
Sidney/Greasy Loop	^ 8		^ 7 (.3)	^ 9 (.4)	45 (.9)	
Greasy Loop	^ 9	Weaver Bally Road	^ 7 (.4)	8 (.4)	^ 10 (.3)	
Greasy Loop	^ 10	Weaver Bally Road	^ 9 (.3)	12 (1.5)		
Greasy Loop (Access)	^ 11	Hwy 299	12 (.3)			
Greasy Loop	^ 12		^ 10 (1.5)	^ 11 (.3)	45 (.8)	
Garden Gulch	^ 13	Weaver Bally Road	^ 6 (.6)	14 (1.8)	^ 44 (1.7)	^ 34 (1.7)
Garden Gulch/Howe Ditch	^ 14	Teacher Rock	15 (.2)	16 (.7)	13 (1.8)	
Garden Gulch/Chillis Gulch	^ 15		3 (.3)	14 (.2)	16 (.4)	
Howe Ditch/Chillis Gulch/Ten Cent Gulch	^ 16		14 (.7)	15 (.4)	20 (.7)	24 (.3)
Jackass Ridge	^ 17		21 (.1)	19 (.7)	18 (.5)	
East Weaver Campground/Jackass Ridge	^ 18		17 (.5)	19 (.2)	29 (.8)	
Jackass Ridge	^ 19		17 (.7)	18 (.2)	28 (1.8)	
Howe Ditch/Ten Cent Gulch Spur	^ 20		4 (.5)	16 (.7)	21 (.1)	24 (.3)
Jackass Ridge /Ten Cent Gulch Spur	^ 21		4 (.5)	17 (.1)	20 (.1)	
Rainbow/Hansen PMC	^ 22	E. Weaver Creek Rd/Meadow Rd	29 (.4)	^ 32 (250 ft)		
Day Ranch/East Weaver Campground	^ 23		^ 27 (.2)	29 (.3)	39 (1.4)	
Ten Cent Gulch/Ten Cent Gulch Spur	^ 24		2 (.4)	16 (.3)	20 (.3)	
Garden Gulch Spur (Access)	^ 25	Ridge Road/Easter Avenue	5 (.4)			
Jackass Ridge	^ 26	Reservoir Road	4 (.7)			
East Weaver Campground	^ 27	East Weaver Campground	23 (.2)	^ 41 (.9)		
Jackass Ridge/East Weaver-LaGrange Road	^ 28		43 (.4)	64 (.3)	19 (1.8)	
Rainbow-Hansen PMC/East Weaver Campground/Jackass Flat	^ 29		18 (.8)	23 (.3)	39 (.5)	^ 22 (.5)
Shasta Spring	^ 30	Hwy 3/Musser Hill Road (34N95)	^ 31 (0)	63 ( )		
East Weaver-Musser Hill	^ 32	East Weaver Road	^ 22 (250 ft)	36 (.8)		
Musser Homestead Loop Access	^ 33	Musser Hill Road/34N52Y	35 (.3)	37 (.3)	^ 53 (.1)	
East Weaver-LaGrange Road	^ 34	Weaver Bally Road/34N01Y	^ 44 (0)	64 (1.5)	^ 13 (1.7)	
Musser Hill Spur	^ 35	Musser Hill Road/34N95A	^ 31 (.7)	^ 33 (.3)	36 (.6)	
East Weaver-Musser Hill/Musser Hill Spur	^ 36		^ 32 (.8)	^ 35 (.6)	^ 53 (.2)	
Musser Homestead Loop	^ 37		^ 33 (.3)	38 (.2)	55 (1.0)	
Musser Homestead Loop	^ 38		37 (.2)	55 (.8)		
Day Ranch/Jackass Flat	^ 39		23 (.1)	29 (.5)	43 (1.3)	
LaGrange Ditch/Arbuckle Mine	^ 40		^ 41 (.7)	^ 42 (1.3)	58 (1.5)	
LaGrange Ditch/Arbuckle Mine (Access)	^ 41	East Weaver Creek Road	^ 27 (.9)	40 (.8)	^ 42 (.1)	61 (0)
LaGrange Ditch	^ 42		40 (1.3)	61 (.1)	43 (.1)	
Day Ranch/East Weaver-LaGrange Road	^ 43		28 (.4)	39 (1.3)	42 (.1)	
West Weaver-LaGrange Road	^ 44	Weaver Bally Road	^ 13 (1.7)	^ 34 (0)	45 (3.3)	
Greasy Loop/West Weaver-LaGrange Rd	^ 45		8 (1.1)	12 (.8)	^ 44 (3.3)	
Lee Fong	^ 46	Hwy 299	65 ( )	^ 52 (0)		
Timber Ridge	^ 47	Mill Street	^ 50 ( )			
West Weaver	^ 48		49 ( )	65 ( )		
West Weaver	^ 49	Oregon Street	48 ( )			
Timber Ridge	^ 50	Democrat Ridge Road	^ 47 ( )			
Shasta Spring	^ 52	Hwy 299	^ 30 ( )	^ 46 (0)		
East Weaver-Musser Hill	^ 53	Musser Hill Road	^ 33 (.1)	36 (.2)	^ 56 (1.1)	
Musser Homestead Loop	^ 55		37 (1.0)	38 (.8)	^ 56 (.5)	
Musser Homestead Loop Access	^ 56	Musser Hill Road	^ 53 (1.1)	55 (.5)	^ 59 (1.7)	
Lee Fong	^ 57	Lee Fong Park	65 ( )			
LaGrange Ditch	^ 58	Mud Tunnel So.	40 (1.5)	^ 59 (.7)		
LaGrange Ditch	^ 59	Musser Hill Road	56 (1.7)	58 (.7)		
Arbuckle Mine	^ 60	Musser Hill Road	40 (5.1)	59 (.8)		
E. Weaver Creek/E. Weaver Creek Rd	^ 61	East Weaver Creek Road	27 (.9)	41 (0)	42 (.1)	
Shasta Spring Wagon Road	^ 62		63 ( )			
Shasta Spring	^ 63		30 ( )	^ 52 ( )		
East Weaver-LaGrange Road	^ 64	34N01Y/34N01YC	28 (.3)	^ 34 (1.5)		
West Weaver/Lee Fong	^ 65	Mill Street	46 ( )	47 ( )	48 ( )	57 ( )

Trail accesses, junctions, and noteworthy locations are indicated on the map with a unique number. Wooden posts with corresponding numbers are also present on the trail. Each post bears a sign indicating the trail name and the direction and distance to the next post. A sign also provides the direction and distance to trail access points. The posts used in the Weaverville Basin Trail System are listed above in numerical order. This list identifies and provides distances to adjacent posts.

^ Trail Access Point      ■ Post Installed

Rev. 16 May 99

## B. Committee and Public Involvement Summary

### 1. Summary of the Weaverville Basin Trail System August 5, 1999 Public Meeting

The following is a very brief summary of the August 5, 1999 public meeting. All comments, questions, and responses are paraphrased unless enclosed in quotation marks.

**Q = Question**      **C = Comment**

#### **Scott Morris**

*Topics included, but were not limited to:* An introduction of committee and project members, and an introduction to the project; Option 9 grant; his beginning of this project involving the work and play with his grandmother, including that on the Sneiders “shared” property; his Moon Lee Ditch project; The Weaverville Community Plan; change in the demographics of the neighborhood, including the demands on the trail access, not much user conflict; Where do we want to go in the future?; The Weaverville Basin Circulation and Transportation Study including the bypass issue, not a very “walkable” community, not bike and pedestrian friendly, and the need to address these issues before further development; the need and desire to work with private property owners and that property values increase and crime decreases; spirit and generosity of the community of Weaverville including the museum, the playground project, the amphitheater., etc.; number 1 recreational pastime = driving for pleasure! number 2 is walking; survey results; grants – Option 9, DuPont, and sesquicentennial (brochure with profits for sellers).

#### **Bob Snieckus**

*Topics included, but were not limited to:* What has been done, and what we (NRCS) will provide, the assets of this county with images of historical, cultural, etc.; zoom-ins on the map to particular reaches followed by images and discussions of those, including trailheads, difficulties (I.e. Undercrossing), and conflicts (I.e. shot sign); Trinity Gateway (GW) and its entrance, including elements and ideas...

Q. Will there be parking access to RVs.

Bob S. No, not here, however it will be designed that should they wander in, they can maneuver out. Other areas are being look at which are close enough to get to the site. Due to the constraints of the site we are having a problem with RV's making some of these turns.

C. They stop on the street blocking 3-4 parking spaces to ask (in the museum) where to park

Scott M. We are looking into parking in other parking lots.

...GW entryway ideas, etc....

Q. How would we route the fire engines into this area?

Bob S. There is no problem with that – we are making sure all the radiuses, etc are ok.

Q. Will the trees be in the way?

Scott M. They are a very important player and will be putting in very important information. Maybe there should be a second way out.

...wetland site including concepts, ideas, elements, the Tule Pond Project as and example, etc; then a “Wrap-up” including photo simulations for examples of what can / might be done of signage, ADA accessibility, etc., followed by quick explanation of the wetland concept plan that was hanging on the wall.

C. There is an alternative to this plan. Move the ponds further up into Lance Gulch, and take the trail right along Lance Gulch. It will come out right at the Saw Hill saloon up on 299 / Tops Market. This area (present wetland project site) could then be the location for an extension of the 9-hole golf course. The land surrounding the wastewater treatment plant is BLM owned and a trade with SPI is forecasted. The trail could be multi-use used by hikers and golfers — the new owners seem to be open to that.

What a facilitated design charrette is...

C. Would like to see the motorized trails addressed differently. The problem is that these trails are just roads, not a trail for motorcycle rider to use. Weaver Bally road is NOT an OHV road – a fully licensed, road legal motorcycle is required. Not safe because of automobiles which use the road (or fun).

C. He would like to see a group of the motorcycle riders getting together and getting in on the planning if it's not too late. He would really like to see a trail system that actually left from Weaverville and went way up to Trinity Lake, Louiston Lake, Wiskytown, etc., for a completely connected trail system from the valley all the ways to those areas.

Scott M. There is a proposal to do that – to actually bring that up clear creek from French Gulch. They are talking about a trail that connects into Wiskytown so that all the recreational trails are actually connected. There are ways to do that. Also, when we first started this process, the feedback we got was that riders like the trails that are further out and that they like to be able to ride distances, and there was some conflicts with the concern of the residents about noise, etc. There is much that can be accomplished with S.P. We need to take them out on the trail and say, “Here is an area where we have been riding for years.”



C. The electrical right-of-way on Oregon Mt. is accessible for motorcycles, and in the 20 years that she has lived there, she has seen about 8 riders, and all have been polite, properly dressed, etc. This would be a good site for them to use, but unfortunately there has been resistance by the timber industry. Logs have been placed across the roads so now even fire trucks can not use it.

Scott M. These are all access issues, and we all share these concerns. Fortunately, Mike is coming into the picture – we have not had any dialog with the motorcycle riders – they have not come to the meetings. “Mike, I think what your asking us is that you would like a place at the table.”

C. Exactly. Were not saying “Get this together for us.” We are saying that we have a body of people that can get stuff done. We should be in on the planning from the beginning. There should be trailheads for motorcycles. They do not like to be near residential and want to be out on the trails away from town.

Scott M. The problem in town is the young riders who can not get to the trails easy.

C. Bally can be accessed now by trails that are there now and he was wondering if he can secure those for access to the trail.

Scott M. That is really important right now because that land trade is going forward and we might not have addressed your needs for access. That should be brought up at the next meeting with the NRC and BLM.

C. Likes the presentation on the Gateway, and the idea of a gathering place and a welcoming entrance.

C. Likes the ruggedness of most of the trails but would like to see some paved areas for bladers that can not use the rugged trails and for those bikers that do not want to use the rugged trails. Suggested paving (at least some) trails on the outskirts of town — possibly going back from the Industrial Site to Lee Fong park, and access to reach D. The roads are not a good place for bladers.

C. Suggestion to light any underpasses.

C. RV parking has to be available at the GW from the beginning. Not providing for them (or disallowing them there) will defeat anything that is done there.

C. Have it known that they know that they are welcome in that area.

Bob S. Suggested a sign indicating the GW and instructions for both cars and RV's as you approach the town, another as you approach the GW, and at the GW.

C. The planned bypass might be an option if undeveloped areas adjacent to the bypass were reserved for the RV's and that could be GW back into town.

C. They would have to be able to walk back into town.

Scott M. We have GTE, UPS, and the water district parking lots that are seldom used to capacity. Maybe we can solve UPS's problem by finding them another place. These companies may be open to talk about these other options. One of the selling points of the gateway project is that it would replace many of the parking spaces lost to the road widening, and the physical restraints. Thus, there is a reluctance to forfeit car parking for other uses.

C. We may not have to solve the UPS problem at the start of the GW

project if we know that there will be other areas available in the future and they are identified for such uses.

Scott M. Requested other comments on the trail system.

Q. Asked if we were featuring certain trails or the GW.

Scott M. The committee wants the trail project to provide something for everyone, and there is a need for ADA accessible trails. So, not all trails will be featured for all users.

Q. How many land owners do we need permission from for the proposed trails, or has that been worked out?

Scott M. Most have been talked to and are very open to the idea, but there are some that we have not talked to yet. We are trying to do things in a sensitive way which makes sense to us, but weather or not it makes sense to them —

C. BLM is very enthusiastic about the protection of all the archeological sites throughout the area.

Scott M. Another point to mention to the property owners about concerns of being restricted in future development is that we are looking at other options like “floating” easements. Additionally, this could be a playing card for the developer. I.e. The developer could request that they run the trail through their site instead of building an expensive sidewalk.

Pat F. Asked for suggestions on a theme for the GW / Trail System.

C. Historic (“A Trail Through Time”)

Scott M. There are others, like the wildlife, and the survey kind-of shows an interest in these.

Q. Are there any references to the Native Americans?

Scott M. There is but we really need the help of the native people.

C. The problem is most of there sites have been destroyed. Suggests that not to include this would be a mistake.

Scott M. Asks that the people tonight speak with others about the project, especially if they hear about concerns of others, etc.

C. Suggestion that Mike needs some help in location areas for motor-cycles. I.e. Entry points for young riders to trails that will allow them to get to the areas where they ride.

Scott M. Maintenance issues will also need to be resolved. Presently maintenance is done by volunteers.

Bob S. Schedule for the future of the project.

## 2. Summary of the Weaverville Basin Trail System September 8, 1999 Public Meeting

The following is a very brief summary of the September 8, 1999 public meeting. All comments, questions, and responses are paraphrased unless enclosed in quotation marks.

**Q = Question**                      **C = Comment**

The crowd consisted of almost an entirely different group of people than those of the previous meeting, so it was decided to quickly repeat some of the material presented in that previous meeting.

### **Scott Morrison**

*Topics included, but were not limited to:* An introduction of the “three parts” of the plan (the Trinity Gateway, the Industrial Park Wetlands, and the Basin Trail System), the grant and its design restrictions due to the parking requirements associated with it, introductions of the involved persons, and a very quick timeline of the project, from the Weaverville Community Plan in 1989 to the present.

### **Bob Snieckus**

*Topics included, but were not limited to:* A quick repeat of the presentation that was presented in the previous public meeting. This included discussions on the delineation of the different trails as indicated on the Trail Map; the areas historic resources; the reaches that the Master Plan will be limited to (Reaches A through G1-4) and a quick introduction to each of these reaches; the design issues and challenges, such as over or under crossings, conflicting interests, etc.; the Trinity Gateway; and the Industrial Park Wetland. Then this presentation ended with an example of the photo simulations that will be done as part of the Master Plan.

C.            As vehicles come over the hill at the 49er Hotel and drop into that corridor, there is a real tendency not see the new Trinity Gateway as well as we might like, because of the geography of the road condition. The first thing that is seen when coming into town is Burger King, Top’s and Longs. It would be nice to have something there that would invite them to take their drive through from Burger King to the Gateway to eat it rather than “under the trees at my office where the dump it on the ground.” Laughter...

C.            After looking at a topography map of the industrial park approximately five years ago, felt that an additional nine holes could be added to the existing golf course, but that the owners at the time would not be interested. However, with the new ownership of the golf course, this is now a viable option for the property.

Scott M. Supervisor Erickson mentioned that at the last meeting, and that if we do expand the golf course we would want to connect a trail from the that part of the Industrial Park to the golf course, which would connect in at about where the Sawmill



Saloon. This could be a multi-use trail for public and the golf course.

C. There is a 33-foot easement on his property that would leave enough room to place a trail that will give a needed crossing.

Scott M. That is some of the concepts that we are working with people — can we put two way sidewalks separated with a median on one side of the road instead of one-way walks on each side of the road? Scott M. asked Scott (of the planning department) about the classifications of these bike trails.

Scott. Class 1 is separated, class 2 is adjacent, 3 is a bike path not associated with the road.

C. To see this in action, see Greenwood Village, Colorado.

Bob S. Requested that these suggestions and others be sketched on trace paper over the map.

Scott M. Mentioned that we would like to have a brainstorming session (tonight) to here any comments, ideas, or concerns, so that we know what they are.

Q. Has there been any thought of having a second Gateway down by the Industrial Park?

Scott M. That is a good point because if it is handicap accessible we really need a couple trailheads. We do need one at the Industrial Park as well as the Lee Fong Park.

C. They (the two) could reference each other so that when you are at one you would know about the other, instead of just when you come over the hill.

Scott M. Right, and how can we advertise it? How do you see that when we come into town? How do we sign it? How will Cal Trans work with us?

Q. What is the location of the sewer plant? Is it below the industrial site?

Scott M. It's actually above. It is northwest of the Industrial Site. The trail at that point runs adjacent to their lowest (last step) treatment pond.

C. But that is a short distance to the industrial site. "I am thinking of incorporating in that lower end a RV facility offering more than what would be available at the Lee Fong Park site and the position of the sewer plant for the RV dumping would be an important consideration.

Scott M. "That's a good idea." Some issues are that we do not necessarily want to encourage overnight camping. If we have these people coming into our community, we really want them to be in the right places. Also, we have restrictions in the turning radiuses in the Gateway Project. However, there will be more opportunities to talk about the Gateway. He then asked Scott about the timeline on the gateway.

Scott. All the "players" in this project will be discussing the designs again probably late this year.

Scott M. The funding will not go away, it is just a matter time and getting everyone together to work on it. We just want to introduce the idea of the GW conceptually and how it ties in with the trail project.

C. One of the reasons we spoke of this originally was for RV's, because there is no place to park downtown. So, if you could put a sign right there at the beginning for the RVs indicating where to park, many would use it.

Scott M. Yes, that needs to be connected with the Gateway Project. There have been discussions with the Water District parking for off street parking and with GTE. Part of these design considerations will need to be worked out with the Fire Department, the Water District, and GTE. Also the old football field.

C. Another option is to use the Top's parking lot and maybe provide some type of transportation to the GW (if other store owners do not object).

Scott M. Also, many of these RV's have bicycles with them, and if they knew that we had such a nice trail system, they may explore the rest of town.

C. Actually, I see more towing cars than bikes.

C. And those are the ones that could be accommodated at the Industrial Park easily without the inconvenience of the long walk into town.

Scott M. Referring to an on-screen map, shows Lee Fong Park showing the trail easement and greenway along West Weaver Creek that is in trade negotiations with BLM. Tremendous amounts of tailings have been found in this area and are eligible for the historic register. One idea is to set up a monitor and sluice box in this area, so that the museum could refer the visitor of this trail, where these artifacts can actually be seen. This provides for a unique opportunity to expand the reach of the museum outside it's walls into surrounding environment. This will be a very valuable part of this trail system. Eventually, we hope to go under 299 where West Weaver Creek crosses, and connect in with the Greasy Loop Trail.

Q. Do you plan a trail bridge at the mouth of West Weaver to connect to Lee Fong Park?

Scott M. What we really want to do is take advantage of that East Weaver Bridge (Mill Street Bridge). If they ever do build a connector down on this side of town, it would be nice to dovetail in and save the expense of a separate trail bridge.

### **Bob Snieckus**

Continued the meeting after this comment session by mentioning that we had compiled the comments and responses of the participants of the first public meeting, that RV parking and signage were a great concern of theirs as well, and that the ideas that we are gaining at this meeting will be considered too. This was followed by a review of the summary of the previous public meeting.

Scott M. Mentioned that one issue we always struggle with is that we always try and work with private land owners, but how do we work with a private land owner who adamantly rejects any idea of a trail passing through his property, even when the community has been using for as much as 50 years or more. Also, what if there is an exchange in ownership and the new owners want to change what is allowed on their property.

C. With regards to public to private trades – Shasta Springs is probably to late, but possible not Timber Ridge – a public easement can be written into the county land records so regardless of what happens with the land, this land is guaranteed to be for public use.

Scott M. "There is now, because we are so pro-active." The requests for an easement on Musser Ridge were ignored, and we were almost ignored on the land trade on Timber Ridge, until going to BLM and being pro-active. It is very easy to lose access usually a little at a time. The best trail system is worthless if you can't get to it.

C. A suggestion for a sign, such as "Home of the Weaverville Basin Trail System", on the big sign as you come into town.

... continued with the review of the summary...

C. A suggestion that it will be important to have some kind of continual staff. There needs to be a place where someone is there to talk to about the trail system and to answer questions.

Q. Asked if we spoke about an information center as entering town on the community plan.

Scott M. Yes, we did – how do we promote what is here?

C. The sign could have buttons to push to see displays of what is here.

Scott M. The Industrial Park could be a place for a trailhead.

C. It should be somewhere before the Victorian Inn.

Q. A question was asked about liability.

Scott M. If someone is recreating on private property uninvited, they themselves are responsible for any complications. However, if you are invited onto (or charged to enter) private property, and you are injured, the property owner is responsible. Also, if someone hurts themselves on the trail while using it to get to the store, he is not recreating, therefore there is some liability.

C. A concern was expressed that if a bridge is constructed by the museum, and someone falls or is injured, that the museum would be liable.

Scott M. That's why we all carry insurance, and there are many questions of who is responsible. That is the reason that we have offered to private property owners when they give us trail easements or access to indemnify the private property owner through the county so that the county comes to their defense. The County is already covered by Civil Code 830, which covers public entities. Insurance is necessary.

C. The small bridge to the Post Office has been there for years, and it is about the same scale of these that we are suggesting.

Scott M. Mentioned the frivolous law suit regulations, which has cut down the number of suits.

Bob S. The design standards for all these elements (trails, grades, at-grade crossings, etc) have to comply with zoning ordinances, Cal Trans, ADA guidelines, etc. have to be met.

...finished the review of the summary by thanking Supervisor Erickson for sitting down with us after the previous meeting and tracing changes to the alignments of the trail due to the new relocation of the airport, possible areas for motorcross, future



sub-divisions locations, etc.

**Bob Snieckus**

Continued the meeting with the presentation of the 50% Master Plan. This began with a summary of what will be included as listed in the table of contents, and was followed by quickly paging through the sections of text. Next, he paged through the design section “mock-up” including the Wetland, the Gateway and its entrance, the Lee Fong Ditch, and the individual reaches (A-G4), and then concluded by paging through and briefly explaining the section drawings, and possible paving options.

C. The one thing that I did not see mentioned was restroom facilities.

Bob S. The Lee Fong Park...

C. That is a long way –

Bob S. True, and the golf course / wetland designs would be a great location.

We are open to suggestions of locations and types.

C. There are a number of public restrooms that are close to the trail.

Maybe what is needed is signage on the trail of where these are, because it's not like there is a devoid of restrooms in the area.

Scott M. Mentioned that the trail survey results show a preference for rugged, natural trails v. paved, but the ambiguity of what exactly is a paved trail. Also, that people really wanted to see a kiosk to inform visitors what was available and where. Another interest was the historical, cultural, biological, and ecological issues. Most trail users were between 35-65 years of age and they brought their children and grandchildren.

C. Suggestion to involve the youth in the project.

Scott M. The Boy Scouts have already done some work and kids with community service hours have helped on the trails.

Q/C. What about something positive, like us bringing out our children to participate? Trail blazing may be too intense for them at this age, but maybe break it down into smaller components and have mentors to handle certain aspects. This would bring the involvement down to the local level.

Scott M. We have also talked about an “Adopt a Trail” program, and this involves some training.

Q. Asked if there was any king of timeline for this plan in the Master Plan.

Bob S. A time limit is not really part of the Master Plan, but a series of priorities of certain trails that should be addressed first. Parts of this Master Plan will be attached to a grant request at the end of this month.

Scott M. The Master Plane also dove tails with the Community Bike Plan being developed. We want this to be able to serve as their plan for the developing bike plans in our community, and also that it works with the transportation elements in the community.

Scott M. Another exciting thing about this plan is that the trail is becoming a valuable resource for the schools. Presently the third graders hike from the elemen-

tary school to the East Weaver Campground and camp. This gives them an appreciation of what the emigrants must have gone through. The fourth grade class does a history tour. So, this trail is really becoming a resource for this community, and I am surprised when some property owners do not want it. So dealing with these perceived threats are difficult to deal with.

C. Some of these perceived threats are real – i.e. motorcycles with no mufflers blasting by on a quite night. So, people that may have come from the city may have these experiences.

Scott M. We are dealing with this kind of thing all the time. There is an owner that does not want a trail through his property because of the experiences he had in another city. But here, he would probably only have 2-3 people pass through there in a day.

C. It is just a matter of education. It is important to make sure that anyone that has anything to do with this project, talks about it all in a positive way. Speak of its benefits to the community.

Scott M. The other thing we don't do is thank the people. How many people here know that Dr. Dolci has let us go across his property. The next time you go to see Dr. Dolci for a check up, thank him. Thank Kieth Crane, and Kathy Rose. We hope to negotiate something with them that will work.

C. If we went to these resistant property owners involved with the schools that were going up to their property lines and educating the students about the history of their property, much of that resistance would be broken because they would have the positive involvement and the appreciation of the audience.

Scott M. Look at what this communities done – the Jake Jackson Museum, the Highland Arts Center, the Paint-up. The Paint-up was the catalyst of knowing that we can make our community better.

C. After some of these projects manifest throughout town there will be positive reinforcement coming back to everyone. Once you see the gateway or more bicycles through town the resistance will lessen.

Scott M. "Are we on the right track?"

C. Many in the crowd said yes.

Scott M. "Do people feel good about what's happening here and where this plan is going?"

C. Yes.

Scott M. "Are there any blaring in this plan that people are uncomfortable with or concerned about?"

C. No response, then laughingly "outhouses."

Bob S. Encouraged everyone to contact us with concerns, comments, suggestions, ideas, etc.

C. Suggested that the Gateway be a replica of the archway to the Chinese Cemetery rather than a modification as a fitting tribute and historical reference.

C. Mentioned the necessity keep the visibility to business / signage – do not overshadow with a tremendous Gateway. There is a need for balance.

C. A general comment of being impressed with the scope of the project,

and that Hayfork looks forward to using it as a guide for a future project there.

Scott M. Mentioned another trail project where property owners immediately put up fences to separate their property from the trail. During the first couple years after the completion of the trail, gates started being constructed in the fences, and within the next few years, all the fences came down.





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