

Trail Design



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

Design Workshop

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

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

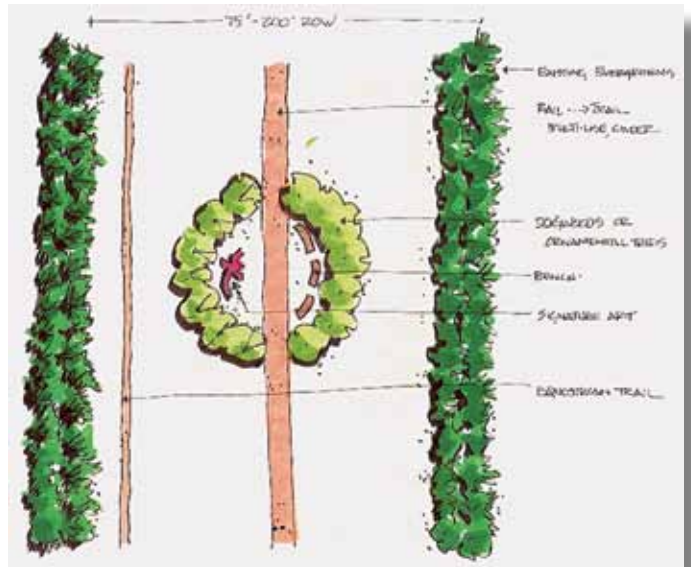
Many of the sketches produced at the workshop illustrate this chapter. Choices will be made as the trail is developed—ideas presented here may be enhanced, changed, simplified or combined; some may be not be used.



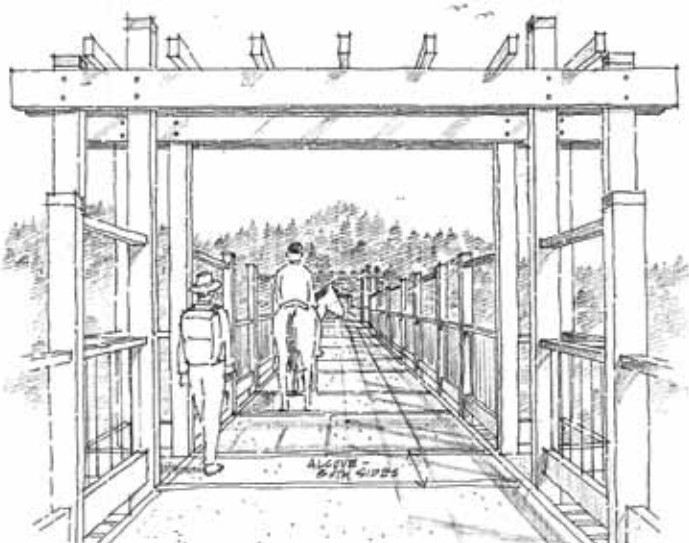
The Trail

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

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



Interpretive – Sally Sheridan



Stand by Me Bridge at Lake Britton – John Stevenson



Trail Crossing – Chris Kent



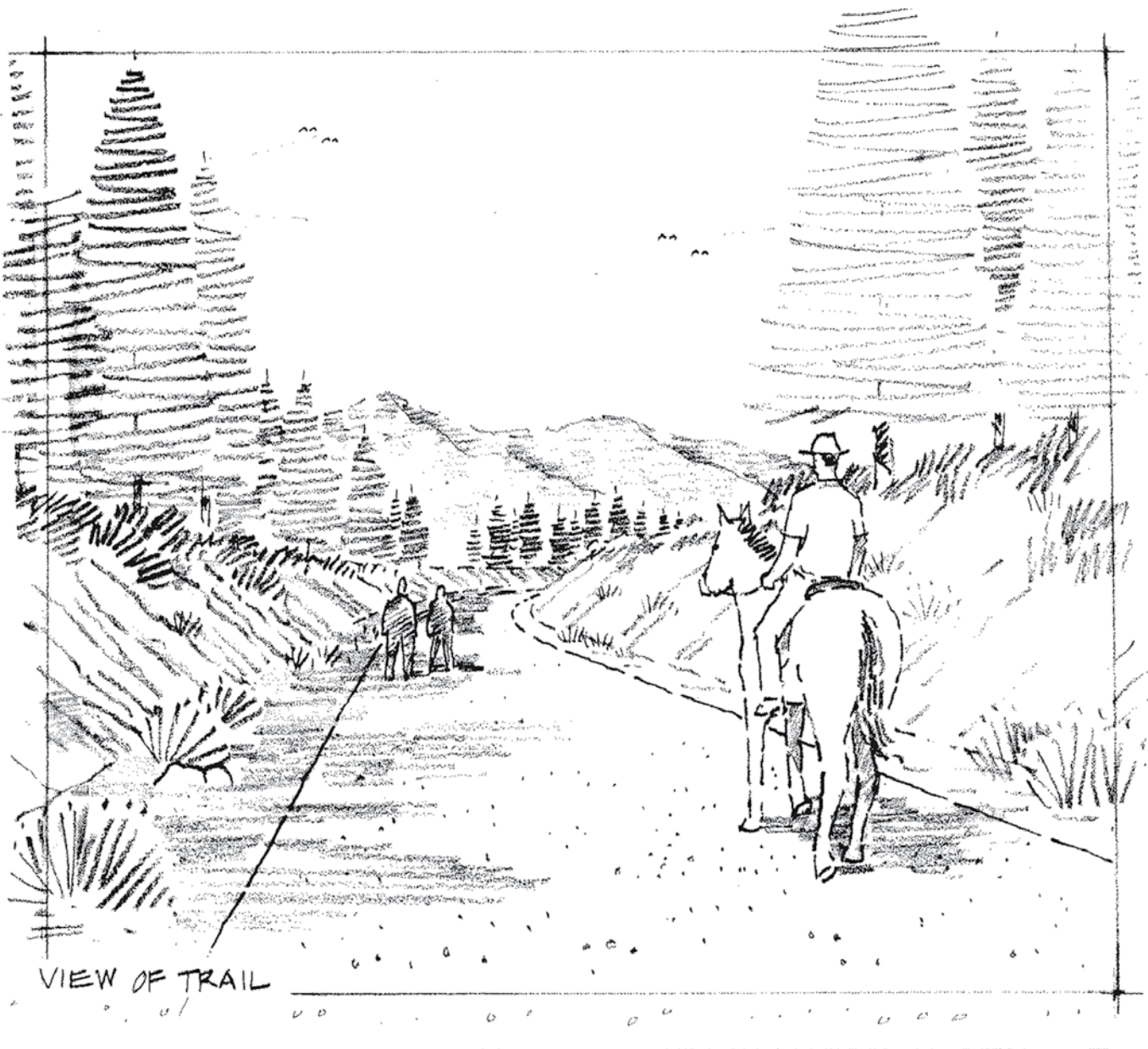


Shasta Skiers – Chris Kent

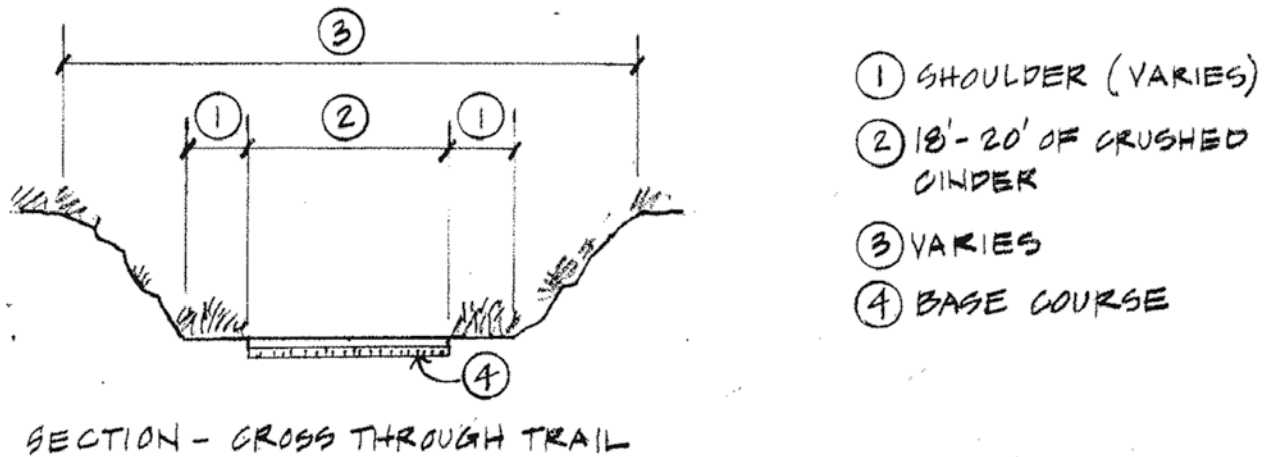


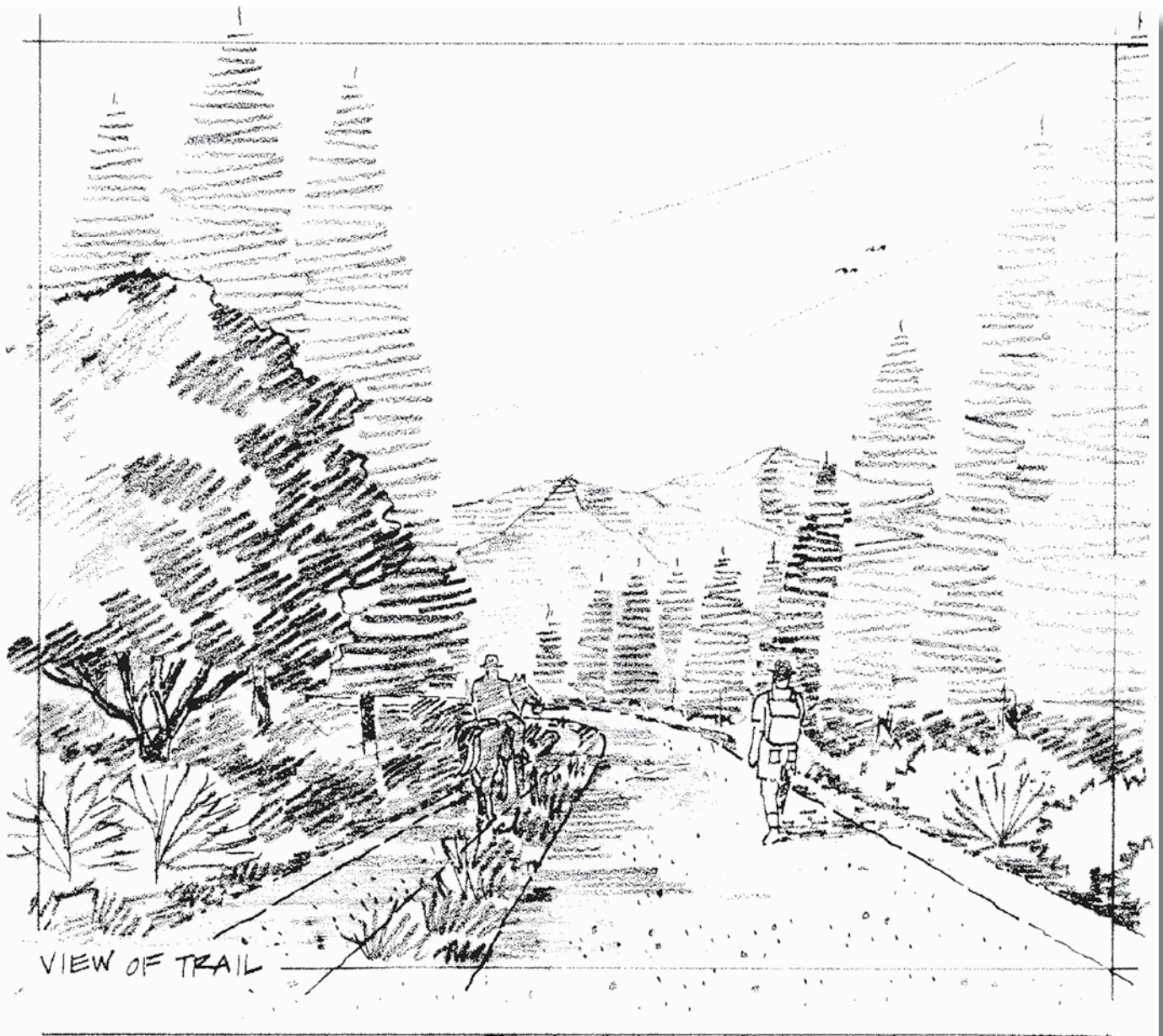
Bridge Overlook at Lake Britton – Chris Kent





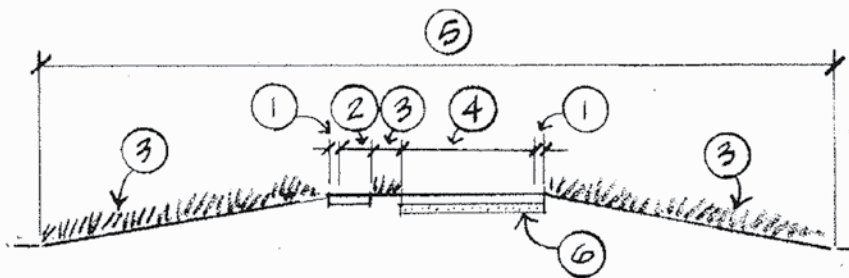
Cross Section Through Trail - John Stevenson





VIEW OF TRAIL

Multiuse Trail Section - John Stevenson



SECTION - MULTIUSE TRAIL

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

Access

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

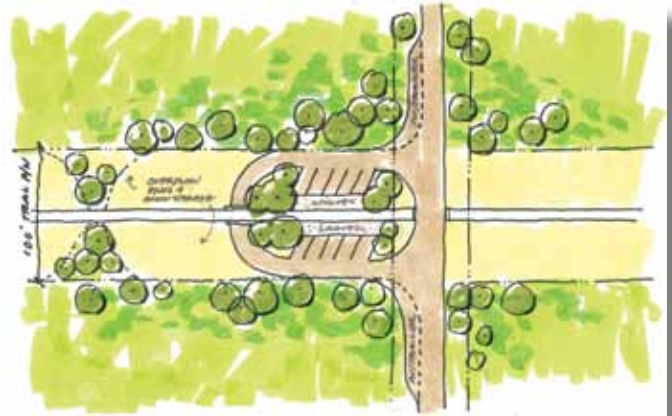
The four primary trailheads — Pilgrim, Bartle, Cayton, and Burney Depot — will be located in areas that are easy for the visitor to discover, provide strategic access to the corridor, and are within the GSRT right of way. Pilgrim and Burney Depot trailheads will be located near the primary towns in the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

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

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



Primary Access – Chris Kent



Secondary Access – Chris Kent



Station Trailhead – John Stevenson



Cyclists – Chris Kent



Heritage and Interpretation

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

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

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

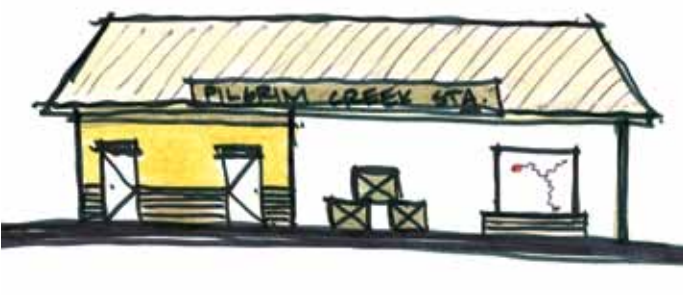
Public art along the trail can be located at trailheads, or can be sited at key locations along the trail to add an element of surprise and fun.

Ecological Enhancement

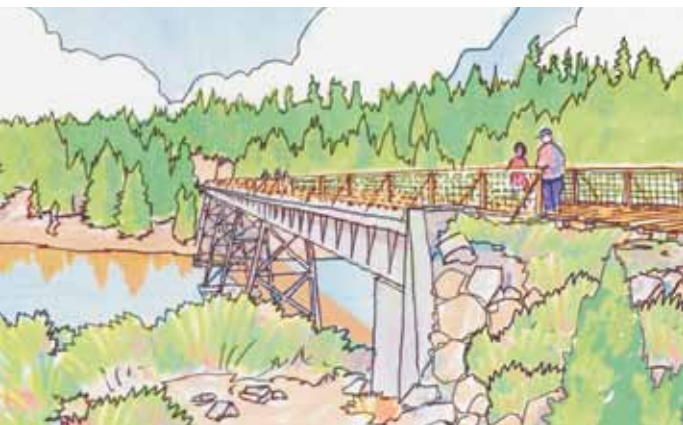
Enhancing the beauty and ecological health of the corridor will be accomplished by replacing or stabilizing existing culverts and bridges, protecting and restoring sensitive habitats, promoting outdoor learning about nature to enhance the visitor experience, and working with adjoining landowners to reserve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



Trail Seating and Signage – Dalton LaVoie




Trailhead Depot – Andrew Wickham



Bridge at Lake Britton – Chris Kent





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

-Henry David Thoreau

