

Making the Vision Real



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

The GSRT Association and Opportunities for Involvement

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

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

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

Partnerships

Public Agencies

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

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

Community Groups

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



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

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

Adjacent Landowners

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

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

Cultural and Historical Groups

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

Planning Bears Fruit

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

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

2014 – 2015: Open more than 35 miles of trail

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

2015 – 2016: Open an additional 23 miles

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

2016-2017: Add 6 more miles of trail

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





Phase Implementation Map With Bridge Locations

Railbanked Line of the McCloud Railway

Pilgrim Creek Road to Bartle, MP 3.3 to MP 18



OPEN TRAIL SECTION	
Hiker, Equestrian, Bicycle, 12' compacted surface	3.3 4 5 6 7 8 9 10
2014 - 2015 OPEN MORE THAN 35 MILES OF TRAIL: Esperanza Trailhead to Bartle Trailhead	12.6 Gives access to McCloud Falls & Bartle Lodge.
2016 - 2017 ADD SIX MORE MILES OF TRAIL: Pilgrim Creek Trailhead to Esperanza Trailhead	1.9 Continues access to Hambone via Esperanza via Bartle. Brings the trail closer to McCloud. Key Work: Mud Creek Bridge Rehabilitation.



OPEN TRAIL SECTION	
Hiker, Equestrian, Bicycle, 12' compacted surface	10.35 11 12 13 14 15 16 17 18
2014 - 2015 OPEN MORE THAN 35 MILES OF TRAIL: Esperanza Trailhead to Bartle Trailhead	12.6 Gives access to McCloud Falls and Bartle Lodge.
2016 - 2017 ADD SIX MORE MILES OF TRAIL: Pilgrim Creek Trailhead to Esperanza Trailhead	1.9 Continues access to Hambone via Esperanza via Bartle. Brings the trail closer to McCloud. Key Work: Mud Creek Bridge Rehabilitation.

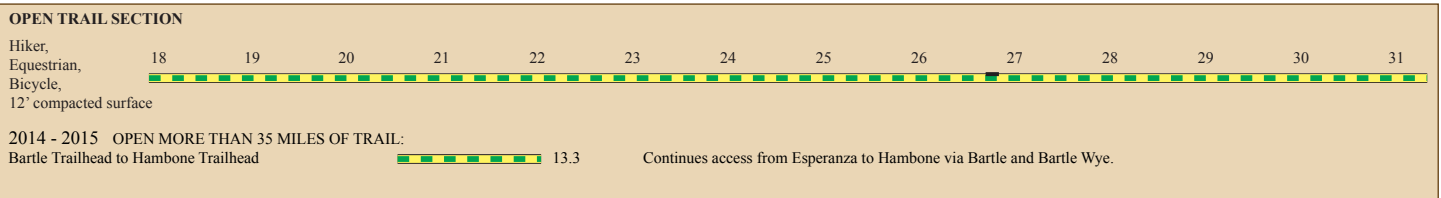
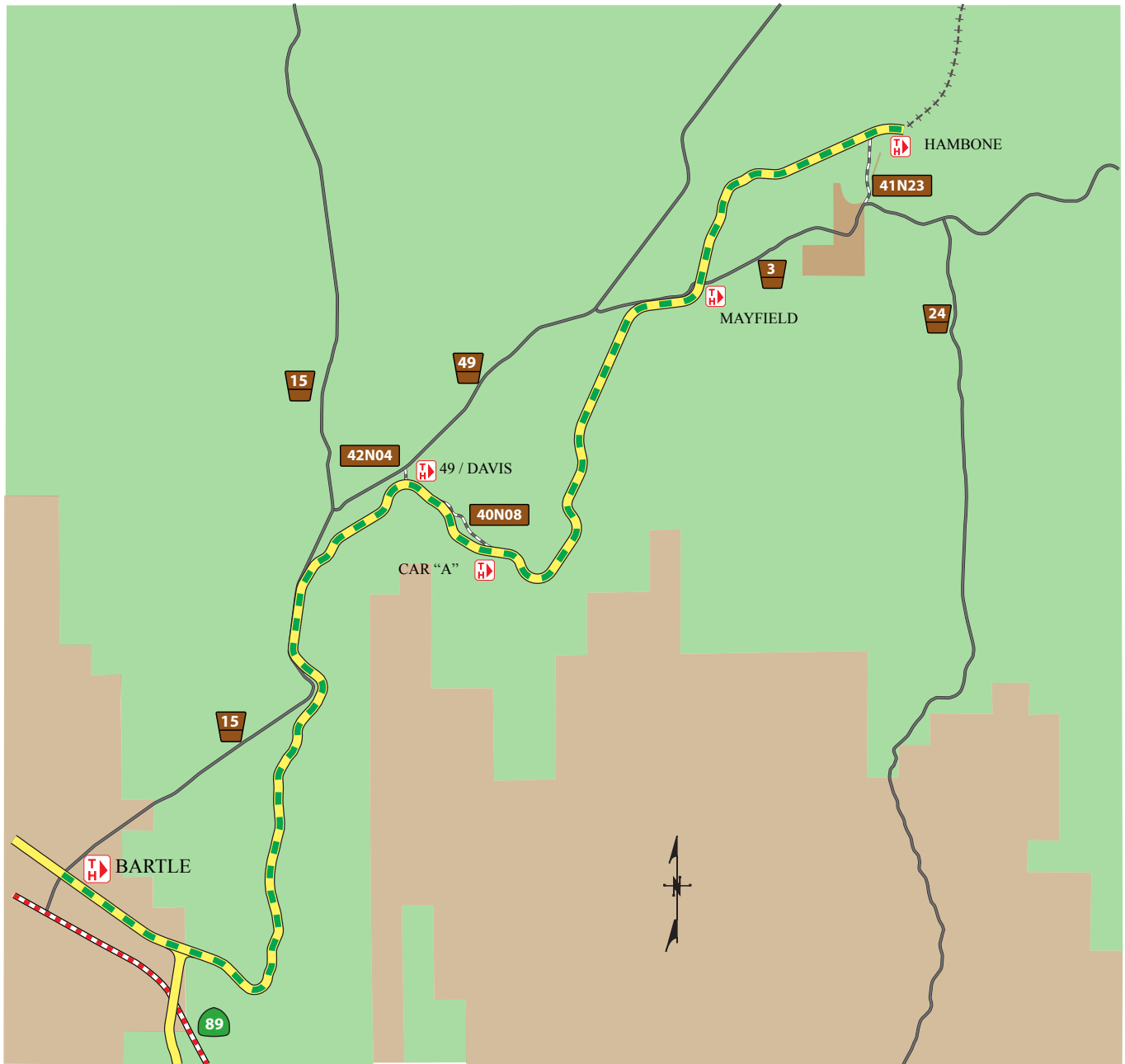




Phase Implementation Map With Bridge Locations

Railbanked Line of the McCloud Railway

Bartle to Hambone, MP 18 to MP 31.2

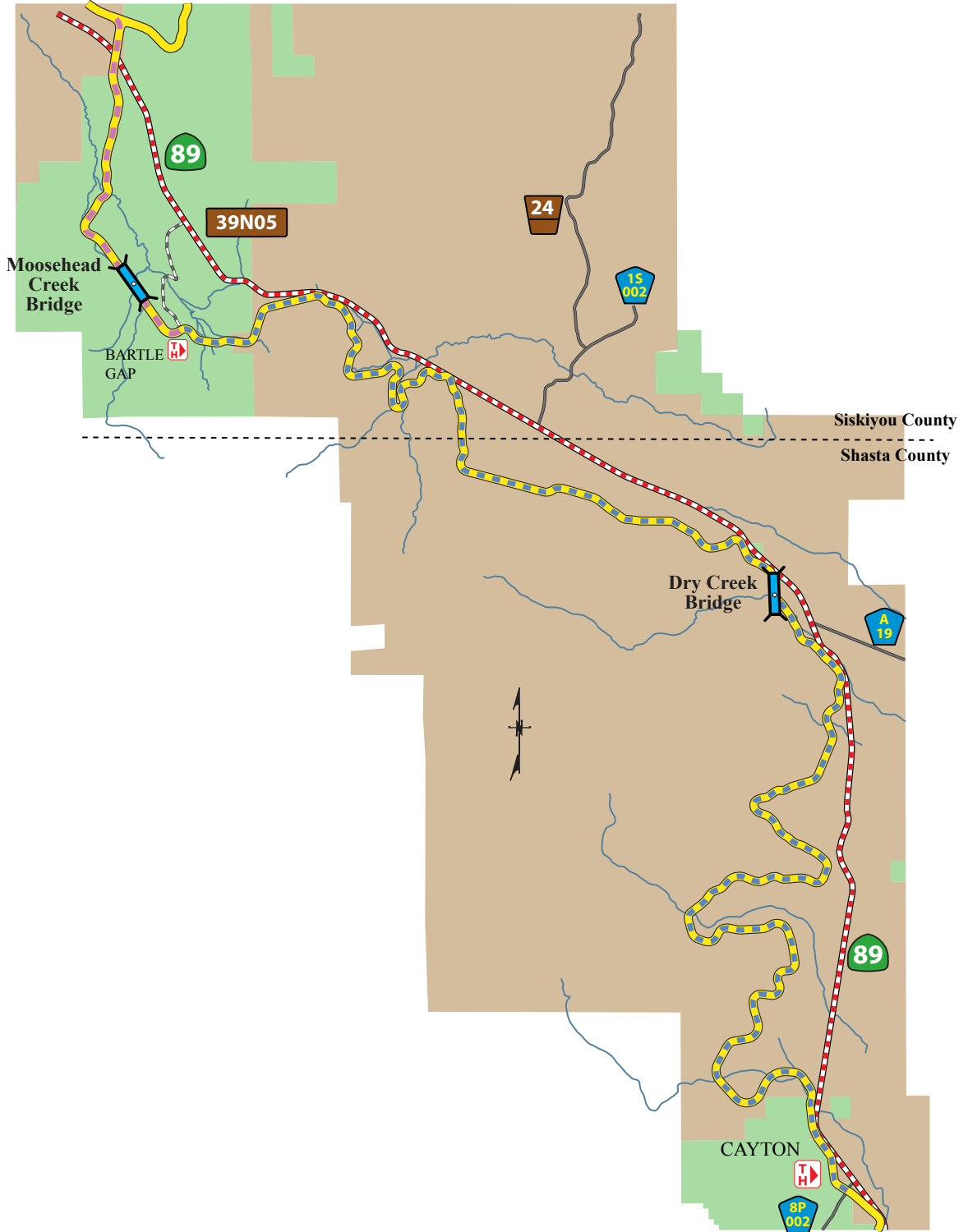




Phase Implementation Map With Bridge Locations

Railbanked Line of the McCloud Railway

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



OPEN TRAIL SECTION

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

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





Phase Implementation Map With Bridge Locations

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

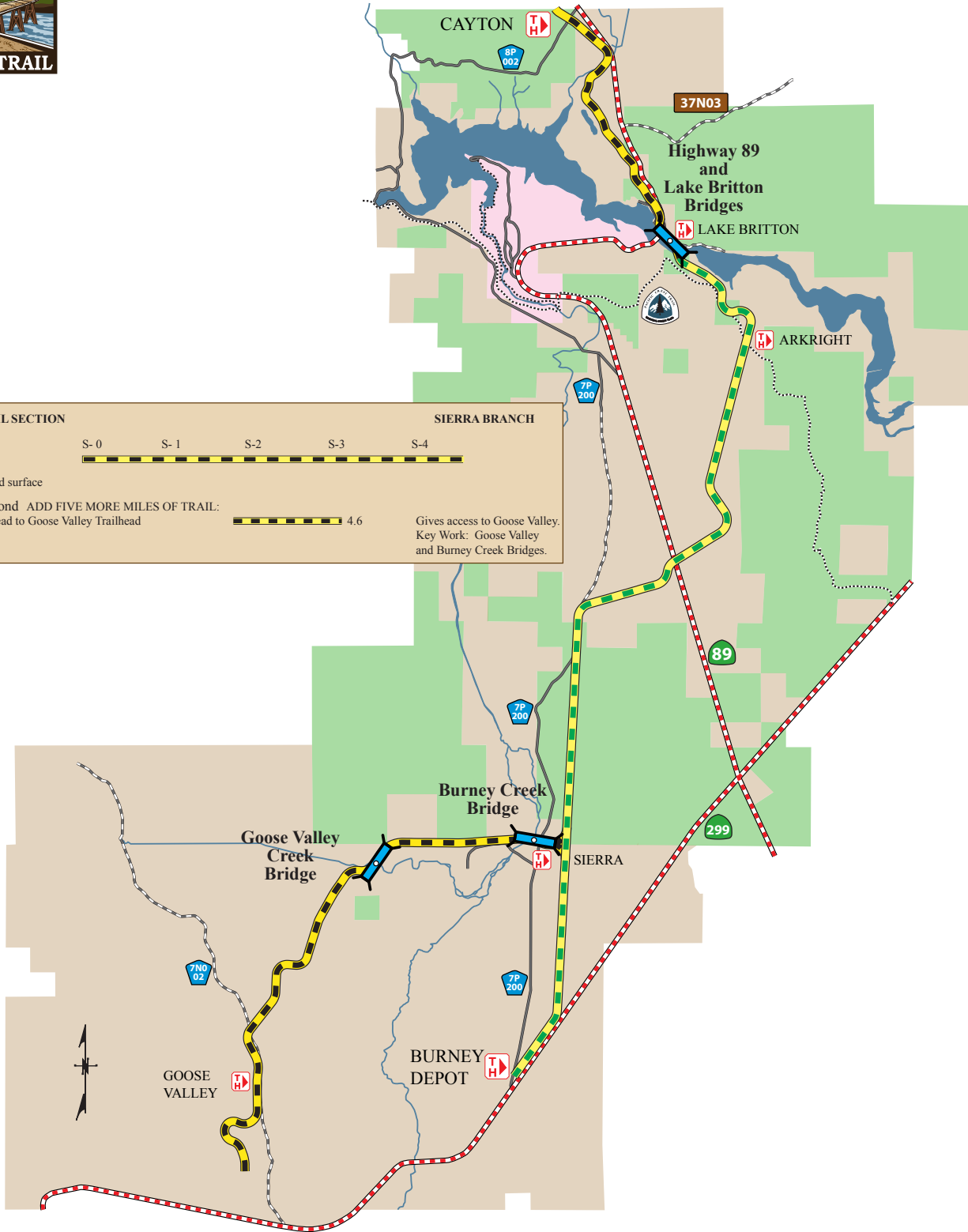
OPEN TRAIL SECTION
Hiker,
Equestrian,
Bicycle,
12' compacted surface

SIERRA BRANCH
S- 0 S- 1 S- 2 S- 3 S- 4

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

4.6

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



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

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

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

11.4

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

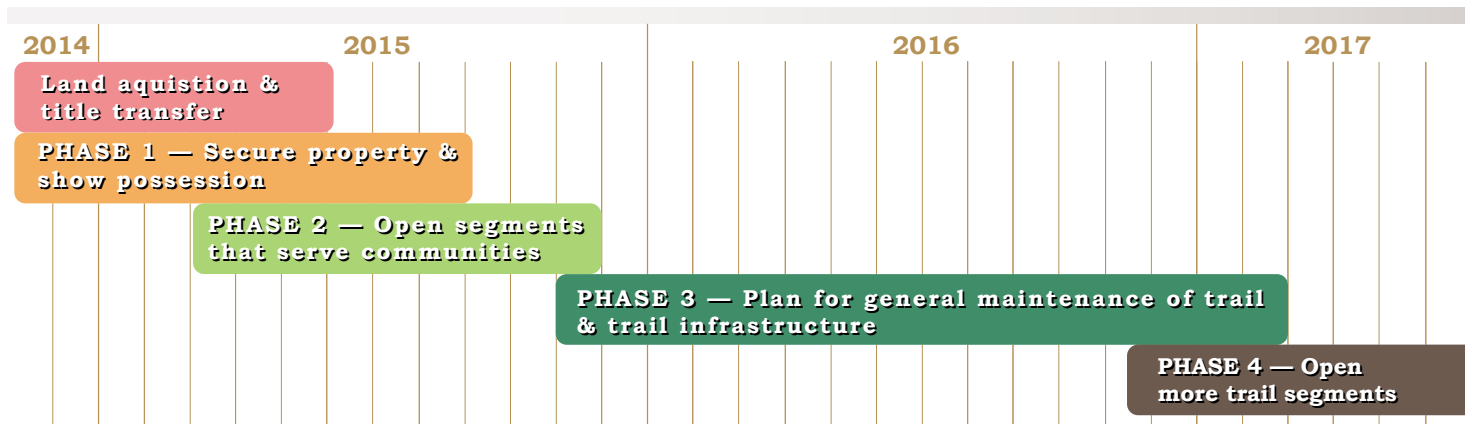
2017 - Beyond ADD FIVE MORE MILES OF TRAIL:
Cayton Trailhead to Lake Britton Bridge (southern end)

1.7

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



Five Year Implementation Strategy



Five Year Implementation Strategy

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

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



Phase One: (First month of ownership)

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

Project 1. Implement initial communications plan.

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

Project 2. Install initial signage.

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

Project 3. Perform urgent maintenance.

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

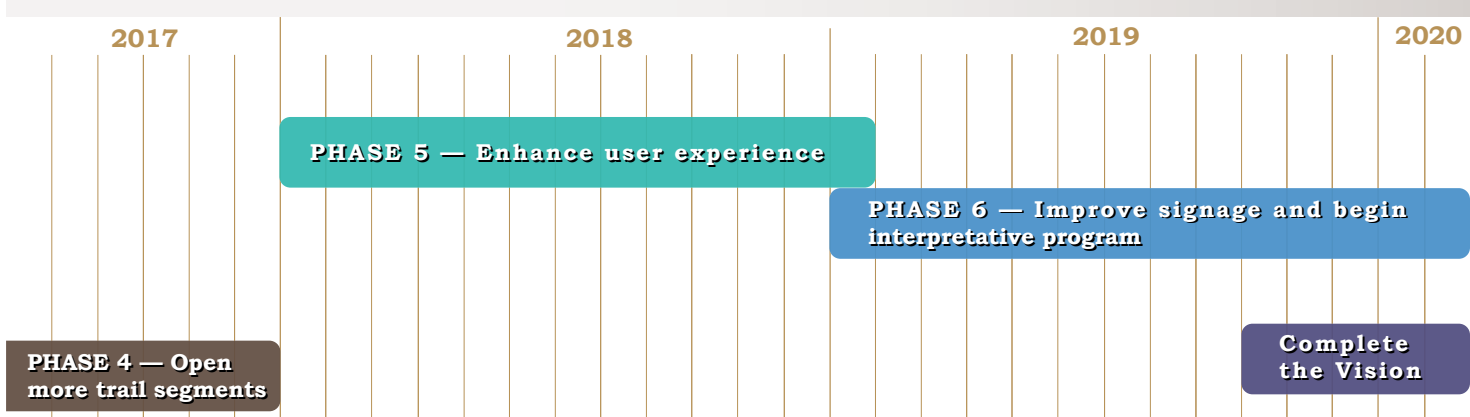
Project 4. Raise funds to support trail development.

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

Project 5. Prepare for engineering inspections.

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





Phase Two: (First ten months of ownership)

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

Project 1. Devise a comprehensive signage plan.

Project 2. Implement early signage plans.

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

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

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

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

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

Project 7. Organize and supervise volunteer opportunities.

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



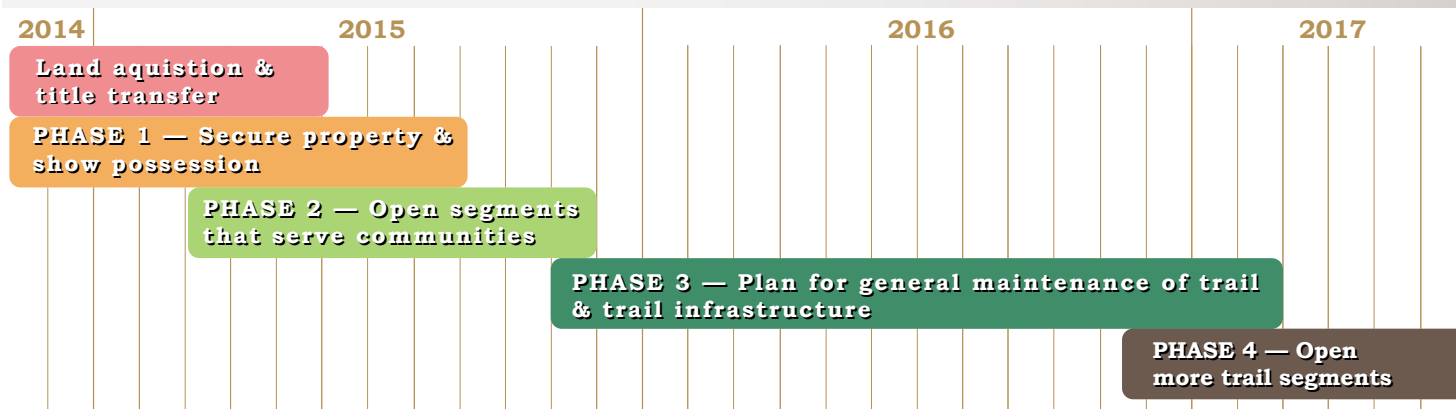
Project 8. Raise funds to support planned activities.

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

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

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





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

Project 3. Develop routine maintenance plan.

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

Project 4. Complete first year routine maintenance tasks.

Project 5. Complete removal of ties.

Project 6. Raise funds to support planned activities.

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

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

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

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

- ◆ Install signs, barriers, and interim kiosks.

Project 3. Develop interpretive plan.

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

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

Project 5. Raise funds to support planned activities.

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

Project 1. Upgrade Moosehead Creek Bridge.

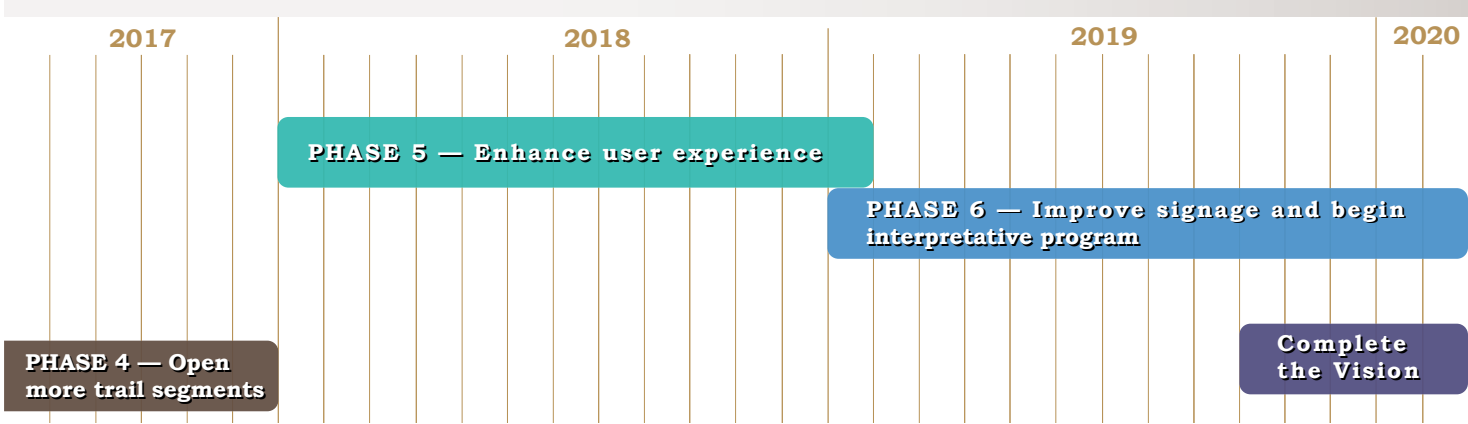
Project 2. Improve trail surface.

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

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

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





Project 4. Develop major trailheads at Burney and McCloud.

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

Project 5. Complete annual maintenance tasks.

Project 6. Raise funds to support planned activities.

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

Project 1. Provide directions to nearby attractions.

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

Project 2. Begin interpretative program.

Project 3. Raise funds to support planned activities.

Complete the Vision:

Open the remaining trail segments.

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

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

Project 3. Rehabilitate Sierra Branch Trestles.

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

Project 5. Raise funds to support planned Activities.

