



AGENDA

Regular Meeting

City Hall 11960 East St. Fort Jones

Monday October 10, 2022 – 7:00 PM.

CALL TO ORDER:

Fort Jones City Council Roll Call: Mayor: DeCausmaker _____ Members: Garcia _____ Banks _____
Beckwith _____ Gepford _____

PLEDGE OF ALLEGIANCE:

PUBLIC COMMENTS:

Discussion items only, no action to be taken. Any person may address the Council at this time upon any subject within the jurisdiction of the Town of Fort Jones; however, any matter that requires action may be referred to staff and/or Committee for a report and recommendation for possible action at a subsequent Council meeting. There is a five (5) minute limit per topic.

DISCUSSION / REPORTS / CORRESPONDENCE: NON-ACTION ITEMS:

- A. Police Department Monthly Report
- B. Code Enforcement Report
- C. Fire Department Monthly Report
- D. Public Works Monthly Report
- E. Administrator's Report

CONSENT CALENDAR:

Items listed on the consent agenda are considered routine and may be enacted in one motion. Any item may be removed for discussion at the request of the Council or the Public.

- 1. a) Approval of Minutes: Regular Meeting September 12, 2022
- b) Ratification of Disbursements: September 1 thru Sept 31, 2022
- c) Approve Payables for October 2022
- d) Receive and Review YTD P&L

DISCUSSION / REPORTS: ACTION ITEMS:

- 2. Presentation from SEDC on Quarterly Update
- 3. Discuss possible ordinance regarding shipping containers on residential property (number, size, color, etc.)
- 4. Review the Community Pedestrian and Bicycle Safety Training Report (CPBST)
- 5. Review the Branding Summit Report
- 6. Update on Liens and Pinassi Property

STAFF COMMENTS:

COUNCIL MEMBER COMMENTS:

ADJOURNMENT: The next Fort Jones City Council Meeting is scheduled to be held on November 14, 2022, at 7:00 p.m.

REPORTS & CORRESPONDANCE

Ft. Jones Police Department Monthly Report

September 2022

While continuing to assist with mutual aid for fires in and around our area you can see below, we have remained busy throughout the past couple months within the Law Enforcement realm. Even though the department has been called many times recently for mutual aid our local responsibilities remain top priority and we will always make sure of adequate staffing to effectively service our constituents. As mentioned before in my report, please reach out to us if you are witness too or hear of any issues needing our attention. Also please be an advocate or pathway to others who may be victims of or experiencing criminal activity. While we have an open-door policy, I can ensure everyone we also respect the privacy of others and will always keep any information private and anonymous.

Traffic- With this time of year and the beginning of school comes a lot of travel for most and it is our priority that Ft. Jones is a traffic safe community. Presence is a large part of that as with deterring crime. We will continue our patrol while increasing it during specific times of high traffic or events. We also have been issuing numerous warnings and citations when appropriate. In the effort to concentrate on specific traffic issues and areas needing attention, I have reached out to Cal-Trans in addition to our current traffic project and will be having an in person walk around town. I will continue to reach out to locals for information and help with conveying our traffic issues to them. I was told Cal trans is now beginning to change their philosophy regarding traffic related problems and have become more proactive in their stance. This philosophy matches ours and I am hoping this is an amazing opportunity to finally fix traffic issues around town that have plagued us for many years. It is also our mission to help educate drivers to make our streets safe to everyone. If anyone notices an area of concentrated traffic related issues, please let us know so we can be proactive in finding solutions. We have received great information lately that has helped us focus in on areas needing attention.

Schools- Our School district is now a couple months into the new year and have seemed to be settling in to more of a normal school atmosphere. The PD has been actively working with the district and staff to effectively bring a safer environment to our youth while providing an open pathway for students to come forward if in the need of help. School facilities are now open again for outside organizations to utilize. Etna PAL has now been able to bring back critical programs to school facilities making our partnership stronger and more assessable.

Animal Control- While most of our major animal control issues have been resolved, we have recently been experiencing a larger than normal dog at large issues. One case resulted in the confiscation and rehoming of two dogs that became aggressive and a danger to our community. This is a difficult task as emotions run high when owners are required to remove

a pet from their home. Also remember how dangerous this is to our officers who are often asked to catch and detain these aggressive animals with minimal equipment/PPE. If you see a dog at large, please advise us so we can investigate. The sooner we are able to contain the dog the less likelihood it will cause a dangerous situation around town to citizens, pets, and other wildlife. We also are in the process of rehoming several dogs from a new residence that was over our ordinance compacity. I also recently spoke to council regarding the progress in getting the Ft. Jones Kennels up and running. It appears this will happen soon making Ft. Jones related animal control calls much easier to handle not to mention any revenue from kennel fees being collected by the Town of Ft. Jones.

Reports/Cases- We are now at 65 written cases for the year in Ft. Jones which goes to show how busy our department is continuing to be. This is an increase from the past couple of years and is a result of our officers being proactive. These reports also include code enforcement and animal control calls for service. We will remain vigilant in the course of our duties and hopefully prevent crime in the process. These written cases are investigated, processed, and then sent to the D.A. for prosecution. It does take some time to complete the more complex cases which usually involves multiple supplemental reports. Policy and procedures set by the state of California also dictate how quickly or slowly a case evolves. There will be times it seems a case has stalled or have been closed, however in most events we are waiting on procedural steps to take place.

Calls for Service- Recently due to staffing shortages the county has asked us to limit our dispatch usage which results in a distorted stat report showing lower calls for service than are actually taken. As a reminder with the written reports most of our calls for service including mutual aid requests and responding to EMS/Fire calls come without a written report or go over the air. We continue to assist other departments in any way we can to help first responders to any crisis. With the continued increase in criminal activity outside our two towns we have been called upon by outside agencies to assist on many occasions. These agencies include CHP, Sheriff's Office, Forest Service, and CAL Fire to name a few. They also assist us when the need arises and is a sign of relief when we know backup is on the way. These calls for service will also include daily routines such as safety checks or school functions. Types of calls such as these are important as it prevents crime and helps us be one with the community as well as understand what our communities' needs are.

Ordinance Enforcement- Kelly has been closing out several code enforcement cases recently, sending several forward for final review and follow up if needed. Attached is CSO York's code enforcement report covering multiple ongoing cases. Several of these cases are now at the stage for the city to take appropriate action or close completely. This may include placing a lean on the property or other practices through CDBG and the city attorney. Code enforcement can and is a very slow process with many notifications needing to be sent to the violator. Please keep this in mind as we work a case as it may seem nothing is happening but in reality, it's the complex process of code enforcement. As a reminder we try to resolve our code enforcement complaints with voluntary compliance. In most cases this proves to be a good way of doing business and we attempt to help the person with solving the issue at hand.

In the event the issue isn't brought into compliance citations are issued or the case is sent to the D.A. for prosecution.

PAL- As mentioned above PAL is now able to return to school facilities helping bring our programs more efficiently to our youth. PAL has begun the Flag Football program with soccer to follow closely behind. We will also be working with the School District in revitalizing the Ray Cameron Park to better serve our schools and the community. We are also bringing our newly designed mentoring program back into the school district in the hopes to reach as many children as possible. Along with our programs we are looking forward to our Trunk or Treat and annual holiday Gathering which will be held on Saturday October 29th.

Training- Our officers have attended several POST mandated perishable skills training and will continue to maintain compliance. P.O.S.T has recently completed their annual compliance review of Etna Police Department. As we look to the next 2 year compliance cycle we are also adding advanced officer training providing expertise in many areas of police work.

In conclusion if you find time please schedule a ride along with the police department. We enjoy being able to share with others the experiences law enforcement is facing nowadays and will provide you with an intimate knowledge of your community.



POLICE DEPARTMENT

Joshua E. Short, *Chief of Police*



CFS EVENT LIST SEARCH

Agency = %,
CFS Report Date = 09/01/2022 to 10/05/2022,
Primary Unit = ETNA%,
Response Area = 5A

CFS EVENT LIST SEARCH RESULTS

TIME CREATED	EVENT NUMBER	CASE NUMBER	CALL TYPE	LOCATION	APT	FINAL TYPE
09/01/2022 09:53	2209010011	5220057	SUIC	41 STERLING ST		
09/01/2022 14:32	2209010038		PTRL	12825 MARBLE VIEW AVE		
09/01/2022 15:10	2209010043		CODE	12425 N MAIN ST		
09/05/2022 16:41	2209050029	5220058	DV	11731 EAST ST		
09/05/2022 22:59	2209050054	5220059	DP	213 STERLING ST		
09/06/2022 16:23	2209060028	5220060	PTFT	437 HIGH ST		
09/08/2022 15:55	2209080035	5220061	AT	11825 MAIN ST		
09/09/2022 06:41	2209090005		DV	243 STERLING ST		
09/10/2022 12:20	2209100017		CIV	447 STERLING ST		
09/10/2022 15:25	2209100022		ATC	243 STERLING ST		
09/13/2022 23:01	2209130079		DV	407 HIGH ST		
09/15/2022 12:36	2209150032		FLP	447 STERLING ST		
09/15/2022 15:12	2209150039		TC	11307 MAIN ST		
09/15/2022 15:44	2209150041		VEH STOP	N HWY 3/HAMILTON ST		
09/15/2022 18:38	2209150063		DP	12825 MARBLE VIEW AVE		
09/17/2022 12:20	2209170024		VEH STOP	122 SCOTT RIVER RD		
09/17/2022 16:57	2209170039		MH	12624 MARBLE VIEW AVE		
09/17/2022 18:57	2209170046		M	12071 OAK MILL DR		
09/18/2022 09:10	2209180012		PTRL	11500 MATHEWS ST		
09/18/2022 09:48	2209180014		NCRM	SCOTT RIVER RD/BRIDGE ST		
09/18/2022 10:23	2209180015		WI	12725 MARBLE VIEW AVE		
09/20/2022 13:19	2209200027		RWAY	12148 MAIN ST		
09/21/2022 16:20	2209210047		ALARM	237 BUTTE ST		
09/23/2022 03:45	2209230003		TRSP	12080 MAIN ST		
09/23/2022 04:39	2209230004		VEH STOP	00 S HWY3		
09/23/2022 05:01	2209230005		ALARM	11918 EAST ST		
09/23/2022 11:50	2209230027		DP	243 STERLING ST	A	
09/23/2022 14:20	2209230038		DP	12345 MAIN ST		
09/23/2022 20:02	2209230060	5220062	DB	12075 MAIN ST		

TIME CREATED	EVENT NUMBER	CASE NUMBER	CALL TYPE	LOCATION	APT	FINAL TYPE
09/23/2022 20:03	2209230061		M	125 NEWTON ST		
09/25/2022 09:59	2209250021		WI	12095 OAK MILL DR		
09/25/2022 13:06	2209250029		ALARM	12066 OAK MILL DR		
09/26/2022 09:29	2209260007		ANIMAL	101 BUTTE ST		
09/26/2022 09:34	2209260009		ANIMAL	1207 OAK MILL DR		
09/27/2022 12:44	2209270032	5220063	PTFT	103 BOWER ST		
09/27/2022 16:14	2209270044	5220064	NCRM	11824 EAST ST		
09/28/2022 09:17	2209280018		PROBS	113 DALE AVE		
09/28/2022 13:50	2209280043		ANIMAL	12066 OAK MILL DR		
09/29/2022 19:02	2209290065		CIV	515 HIGH ST		
10/01/2022 11:37	2210010015		AT	41 DON ST		
10/04/2022 04:07	2210040002		ALARM	11211 N HWY 3		

TOTAL CALLS: 41



POLICE DEPARTMENT

Joshua E. Short, *Chief of Police*



CFS EVENT LIST SEARCH

Agency = %,
CFS Report Date = 09/01/2022 to 10/05/2022,
Primary Unit = ETNA%,
Response Area = 5B

CFS EVENT LIST SEARCH RESULTS

TIME CREATED	EVENT NUMBER	CASE NUMBER	CALL TYPE	LOCATION	APT	FINAL TYPE
09/19/2022 10:58	2209190022		FLP	502 SUGAR PINE LN		
09/22/2022 10:20	2209220024		OWAS	00 S KIDDER CREEK RD		

TOTAL CALLS: 2



POLICE DEPARTMENT

Joshua E. Short, *Chief of Police*



CFS EVENT LIST SEARCH

Agency = %,
CFS Report Date = 09/01/2022 to 10/05/2022,
Primary Unit = ETNA%,
Response Area = 1

CFS EVENT LIST SEARCH RESULTS

TIME CREATED	EVENT NUMBER	CASE NUMBER	CALL TYPE	LOCATION	APT	FINAL TYPE
09/09/2022 14:55	2209090027		FLP	14805 N HWY 3		
09/15/2022 14:33	2209150036		FLP	5011 SCOTT RIVER RD		
09/17/2022 12:34	2209170025		FLP	5011 SCOTT RIVER RD		
09/22/2022 14:02	2209220041		FLP	13915 PATTERSON CREEK RD		
09/23/2022 16:03	2209230044		VEH STOP	EASTSIDE RD/SHELL GULCH RD		
09/30/2022 09:58	2209300016		CIV	323 COLLIER LN		
10/03/2022 13:12	2210030029		CIV	322 COLLIER LN		

TOTAL CALLS: 7



POLICE DEPARTMENT

Joshua E. Short, *Chief of Police*



CFS EVENT LIST SEARCH

Agency = %,
CFS Report Date = 09/01/2022 to 10/05/2022,
Primary Unit = ETNA%,
Response Area = 5F

CFS EVENT LIST SEARCH RESULTS

TIME CREATED	EVENT NUMBER	CASE NUMBER	CALL TYPE	LOCATION	APT	FINAL TYPE
09/15/2022 14:59	2209150038		ANIMAL	12834 KUUT RD		
09/21/2022 12:32	2209210039	1221502	MMIS	9009 BIG MEADOWS RD		
10/04/2022 16:32	2210040032	1221560	KDNP	12920 YAMITCH		

TOTAL CALLS: 3



POLICE DEPARTMENT

Joshua E. Short, *Chief of Police*



CFS EVENT LIST SEARCH

Agency = %,
CFS Report Date = 09/01/2022 to 10/05/2022,
Primary Unit = ETNA%,
Response Area = 5

CFS EVENT LIST SEARCH RESULTS

TIME CREATED	EVENT NUMBER	CASE NUMBER	CALL TYPE	LOCATION	APT	FINAL TYPE
09/02/2022 13:52	2209020028		ASST	119 EASTSIDE RD		
09/07/2022 17:26	2209070033		VEH STOP	0000 GAZELLE CALLAHAN RD		
09/16/2022 14:14	2209160023		M	101 ISLAND RD		
09/17/2022 11:32	2209170019		FLP	1140 S HWY 3		
09/23/2022 05:19	2209230007		M	1225 S HWY 3		
10/01/2022 10:30	2210010011		ANIMAL	50 STARR ACCESS RD		
10/01/2022 19:11	2210010029		VEH STOP	1132 SAWYERS BAR RD		

TOTAL CALLS: 7



Fort Jones Fire Department

Chief Joseph Hess
Po Box 597
31 Newton Street
Fort Jones CA, 96032
Station Phone (530)468-2261
E-Mail- ftjfire@sisqtel.net

To City Council,

The Fire Department responded to 44 calls for service in the month of September. Members participated in 13 hours of scheduled training, and numerous hours of online training. The Fire Department has responded to 359 calls year to date.

September 2022 Calls

Call Type	City Limits	Out of City
MEDICAL AID	9	19
PUBLIC ASST.	4	2
AGENCY ASST.	1	0
VEGETATION FIRE	0	2
TRAFFIC ACCIDENT	0	1
SMOKE CHECK	0	3
FIRE ALARM	0	1
CANCELLED	0	2
Total	14	30

We had another busy month in September. E-1311 to the Mill fire in Weed on initial attack and was committed for 24 hours. Many thanks to our many volunteers who assisted both on the fire and with covering calls here in Scott Valley.

We restarted our Scott Valley Fire and Rescue alliance meetings after a break for the busy summer. We have many exciting new plans as far as regional trainings and grant opportunities that we will hopefully have more information to share in the near future.

Public Works Report

September 2022

We changed the oil in the 2002 Ford pickup. We hung up various banners around Town. We inspected a broken valve at 11714 East Street. We contacted various dealers looking for a valve that we need to repair it. We fixed a broken curb stop valve at 11714 East Street. We raised the sprinklers at Walker Field in an effort to get them to spray better. We replaced some of the sprinklers at Walker Fields. Everett talked with Tahnee Praiswater from the California Rural Water Association about becoming an apprentice. We started the process to try to apply for a grant to help secure funds for installing backup power for the well. We were notified that we were eligible for funding. Public Works worked with Karl, Celeste and Rachel to help produce the necessary paperwork to apply for the backup generator grant offered through the SWRCB. We monitored the Towns well, the water tanks, the wastewater collection system and the treatment facilities. We changed out the water meters at the Sacred Heart Rectory, 11941 Main, 12054 Oakmill, and 19 Sterling. 11941 Main was leaking a little bit. The Sacred Heart Rectory, 12054 Oakmill, and 19 Sterling were not reading the water anymore. We dug up a historic water valve in front of the Methodist Church that used to supply the house right next to the church. In the past it was leaking so they just put a cap on it and discontinued water service to that location. We are working on restoring water service to that address. We trimmed back trees around signs located throughout the Town. We trimmed some branches back from City Hall to facilitate the truck traffic that the alleyway sees. We trimmed back the lilac bushes, trimmed the trees and used the weed eater along the corridor of Hwy 3 from Butte Street north to Cal Fire.. We fertilized the Triangle Park and the Exercise Park. We took out all the trash and read all

the meters. We mowed all the lawns. We noticed an uptick in nefarious behavior at the Picnic Pavilion with people pushing the trash cans over and throwing the trash on the ground as well as breaking one of The Town's sprinklers. We fixed a sprinkler at the Little League Park that had been vandalized. Everett worked on doing a water audit for the year Jun 2020-Jun 2021. We talked to Clayton Hansen about paving the section of Carlock that was dug up for the water leak. We assisted Advantage Paving with paving the patch in. We wanted to thank Clayton and Advantage Paving for doing such a good job. We cleaned out all of the drainage inlets throughout the Town to help prevent flooding issues this winter. We contacted Pacific Power and requested that they fix about 15 different street lights around Town. Public Works would like to remind the public to keep an eye out for street lights that are not working properly and either notify The Town of Fort Jones, or notify Pacific Power directly through their website and/or telephone number. We installed some new bollard sleeves on the bollards located at the Little League Field. We took some base rock and filled in the trench located next to the wastewater treatment plant in preparation of digging it out. We primed and then painted the old bathrooms at the Little League Field. We put together two carpeted deck carts for the tables at City Hall. Everett set up the booth for the library and The Town for the Lions Club Fall Festival and helped answer questions at the booth. The event was a huge success with a lot of valuable input being gathered about what the community wants to see on Main Street in Town. Everett attending his wastewater treatment plant operator grade 1 test and passed. Everett is now studying for his Water Treatment grade 1 test on Oct 28th in Redding, Ca.

CONSENT CALENDAR

Fort Jones City Council
Regular Meeting
September 12, 2022

CERTIFICATION OF POSTING AGENDA

I, Rachel Agron, Deputy City Clerk for the Town of Fort Jones, hereby certify that the agenda for the September 12, 2022 meeting of the City Council was posted outside City Hall, at the Post Office, in front of Ray's Food Place, outside Scott Valley Family Resource Center, outside Ace Hardware, inside of Davidson Washroom, and on the City's website www.fortjonesca.org on September 9, 2022.

I declare under the penalty of perjury that the foregoing is true and correct.

Rachel Agron, Deputy City Clerk

ROLL Call

Kathye, Michelle, Mercedes, Bill. Absent: Mark.

The regular meeting of the Fort Jones City Council was called to order in person by Mayor Michelle DeCausmaker at 7:00 p.m. In addition to Mayor Michelle DeCausmaker council members present were Kathye Banks, Mercedes Garcia, and Bill Beckwith. Mark Gepford was absent.

Also present: City Administrator Karl Drexel, Deputy City Clerk Rachel Agron, Police Chief Josh Short, Fire Chief Joseph Hess, and Public Works Person Everett Hullquist.

Mayor Michelle DeCausmaker led the flag salute.

Public Comment:

Willie Munson asks whether there are any updates regarding the maintenance and expansion of the fire road on the hill east of town. He expresses concerns in light of the severe fire season. Fire Chief Joseph Hess shares that the new battalion chief at Cal Fire is very interested in cleaning up fire breaks. The Fire Chief anticipates a collaborative effort to clean up this and other fire breaks in the fall and winter.

Discussion/Reports: Non-Action Items:

A) Police Department Monthly Report

Police Chief Josh Short provides a written report in the packet. He reports that the department has been assisting on the Mountain and Mill fires. He was in attendance at the Road Safety Workshop on August 29 and feels that the crosswalk in front of Five Marys needs to be changed somehow. He reports that there was a hit and run on Main Street involving that crosswalk on Thursday, September 8. No one was injured. Michelle DeCausmaker remarks that Don Johnson recently fell off the curb by Five Marys and sustained a head injury. Karl suggests reporting the incident to Caltrans.

C) Code Enforcement Report

Code Enforcement Officer Kelly York was absent. Police Chief Josh Short reports that he got a bid for the work necessary to bring the Marbleview Motel up to code. The abatement is set to take place 30 days after the September 8th court date. The Council discusses the condition of the old deli on Main Street.

B) Fire Department Monthly Report

Fire Chief Joseph Hess provides a written report in the packet. He reports that the Fire Department responded to 51 calls in the month of August. The department spent two weeks assisting with the McKinney Fire north of town, then sent Engine 1312 in for routine maintenance. In the month of September, the department has spent 24 hours assisting on the Mill Fire on the 1st and 2nd days of the incident. Fort Jones Fire is pursuing a contract with Cal Fire that will provide payment for the water being taken from Fort Jones hydrants. The Fire Association was awarded a grant for public communication. The Fire Department was awarded a grant from the State of California to replace the radios that were not replaced last year. The Council and Fire Chief speculate about how much of our water is being used to fight fires.

D) Public Works Monthly Report

Everett Hullquist provides a written report in the packet. The well level, which is reported at 30 ft. in the packet, has since risen to 26 ft. More water meters have been replaced. Public works has been trimming foliage back from signs. Oil and batteries have been changed in various vehicles. Everett reports that Cal Fire has used about a hundred thousand gallons per day since the meter was installed at the fire hydrant. He speculates that without the fires, water usage would have been average for this time of year. Everett is expecting word on the 16th regarding an emergency backup generator grant and will sit for two certification tests during the next month. Willie Munson expresses concerns about the cement slab on the corner of Newton St. and Mathews St., which he thinks is hazardous.

E) City Administrators Report

City Administrator Karl Drexel provided a written report in the Council packet.

Consent Calendar:

a) Approval of Minutes: Regular Meeting August 8, 2022

- b) Ratification of Disbursements: August 1 through August 31, 2022
- c) Approve Payables for Sept 2022
- d) Receive and Review YTD P&L

Mercedes Garcia moves to accept the Consent Calendar and Bill Beckwith seconds the motion.

AYES: Kathy Banks, Michelle DeCausmaker, Mercedes Garcia, Bill Beckwith

NOES:

ABSTAIN:

ABSENT: Mark

Motion passes

Discussion/Reports: Action Items:

2. Review and Approve Resolution 1112 for 50/50 Volunteer Fire Department Capacity Program grant with Cal Fire for new radios

Fire Chief Joseph Hess explains the grant.

Bill Beckwith moves to adopt Resolution 1112 and Mercedes Garcia seconds the motion.

AYES: Kathy Banks, Michelle DeCausmaker, Mercedes Garcia, Bill Beckwith

NOES:

ABSTAIN:

ABSENT: Mark

Motion passes

3. Review and Approve Agreement with County for the Cities Permanent Local Housing Allocation Program

Kathy Banks asks for clarification on the project. Karl Drexel explains the agreement.

Kathy Banks moves to approve the Agreement with the County for the Cities Permanent Local Housing Allocation Program. Bill Beckwith seconds the motion.

AYES: Kathy Banks, Michelle DeCausmaker, Mercedes Garcia, Bill Beckwith

NOES:

ABSTAIN:

ABSENT: Mark

Motion passes

4. Review and Approve the Fort Jones Policy for Volunteer Services

Deputy City Clerk Rachel Agron notes that President of the Friends of the Fort Jones Library Betty Petry called earlier in the day to point out a typo in the document. On page two of the Agreement, the word “serves” should read “services.” Mercedes Garcia notes that on the first page of the Agreement under Policy B2, the word “County” ought to be changed to “Town.”

Mercedes moves to approve the Fort Jones Policy for Volunteer Services with the amendments described above. Kathy Second the motion.

AYES: Kathy Banks, Michelle DeCausmaker, Mercedes Garcia, Bill Beckwith

NOES:

ABSTAIN:

ABSENT: Mark

Motion passes

5. Update on Liens and Pinassi Property

Karl provides an update. A potential receivership is being discussed. There are \$35,000 in fines on the property, but no liens have been filed.

6. Discuss and Approve the purchase of a Town Laptop – Banks

Michelle DeCausmaker says that as an office supply, a laptop doesn't need to be approved by the Council. Karl Drexel reminds the Council that he can approve the purchase of office supplies.

7. Update on Interviews and Candidate information for City Administrator's job – Garcia

Mercedes Garcia updates the Council on the three interviews that have been conducted by the committee. The committee hopes to come to a decision by the end of the week after contacting references. Discussion follows. Bill Beckwith noted that it is not in the budget for hiring a new Administrator. Mayor Michelle DeCausmaker tabled the discussion until January after the new Council has assumed their seats.

ADJOURNMENT: The next Fort Jones City Council Meeting is scheduled to be held on October 10, 2022, at 7:00 p.m.

Attest:

Rachel Agron, Deputy City Clerk

Approved:

Mayor Michelle DeCausmaker

September Disbursements

September 2022

Date	Num	Name	Memo	Amount
09/02/2022	25430	Agron, Rachel		-1,268.58
09/02/2022	25433	Hess, Samantha F		-749.35
09/02/2022	25434	Hullquist*, Kevin		-1,163.62
09/02/2022	25435	Hullquist, Everett		-1,488.48
09/02/2022	25436	McFall, Celeste J		-1,539.94
09/02/2022	25437	Nobles, Suzanne		-319.85
09/02/2022	25438	Parkinson, Hayden		-1,238.03
09/02/2022	25440	Wilson, Dakota		-277.05
09/02/2022	25431	DeCausmaker, Michelle*		-83.12
09/02/2022	25432	Hess, Joseph E		-1,017.82
09/02/2022	25439	Whitworth, Barbara A		-156.99
09/02/2022		QuickBooks Payroll Service	Created by Payroll Service on 09/01/2022	-3,145.10
09/05/2022	25446	Everett Hulquist *	health insurance - Aug	-623.20
09/05/2022	25447	Joseph Hess	Fuel reimbursement E-1311	-134.86
09/05/2022	25448	Pacific Power	August 2022 billing	-4,606.96
09/05/2022	25449	Scott River Pump	Invoice 22-56630	-299.81
09/05/2022	25450	Siskiyou Telephone	August billing	-830.66
09/05/2022	25451	US Bank Equipment Finance	Invoice number 481008530	-232.37
09/05/2022	25452	Valley Pacific Petroleum Services	Account: C302016	-1,114.99
09/05/2022	25453	Scott Valley Auto Parts		-402.70
09/06/2022	25441	Fort Jones Lumber	Aug billing Acct 5012: \$9.40, Acct 5010: \$701.40	-710.80
09/06/2022	25442	Prentice Long	Aug 2022 invoices	-787.50
09/06/2022	25443	Scott Valley Disposal	Aug billing Acct. 350	-310.00
09/07/2022	24750	Wolfe, Zachary R	VOID: To replace payroll check originally issued 1	0.00
09/07/2022	25444	Bad Checks		0.00
09/14/2022	25454	AT&T	Sept FD iPads	-38.36
09/14/2022	25455	Civic Plus	Codification of Ordinances	-1,760.00
09/14/2022	25456	Gainstorming		-1,912.50
09/14/2022	25457	Internal Revenue Service	94-6030665 late payment fees/past due taxes	-559.98
09/14/2022	25458	Quad-B Systems	Invoice 10062	-847.45
09/14/2022	25459	Siskiyou County Economic Council	Invoice - Sept '22	-416.67
09/16/2022	25460	Agron, Rachel		-1,367.33
09/16/2022	25461	Barnes, David		-360.17
09/16/2022	25463	Hess, Joseph E		-1,425.59
09/16/2022	25464	Hess, Samantha F		-825.00
09/16/2022	25465	Hullquist*, Kevin		-1,163.62
09/16/2022	25466	Hullquist, Everett		-1,488.48
09/16/2022	25467	McFall, Celeste J		-1,340.68
09/16/2022	25468	Nobles, Suzanne		-385.72
09/16/2022	25469	Parkinson, Hayden		-1,168.87
09/16/2022	25470	Wailes, Dustin R		-332.46
09/16/2022	25471	Whitworth, Barbara A		-78.50
09/16/2022	25472	Wolfe, Zachary R		-659.13
09/16/2022	25462	DeCausmaker, Michelle*		-83.11

September Disbursements

September 2022

09/16/2022		QuickBooks Payroll Service	Created by Payroll Service on 09/15/2022	-3,360.13
09/21/2022	25473	Amy Stacher	CPR class	-150.00
09/21/2022	25474	Basic Laboratory	Invoice 2209494-28	-269.76
09/21/2022	25475	Golden State Risk Management Authority	EB091522-50	-711.00
09/21/2022	25476	Independent Business Forms	Invoice 41523	-617.06
09/21/2022	25477	Samantha Hess	MS Excel course reimbursement	-645.99
09/21/2022	25478	Skinner's Roadside Truck Repair	E-1312 repairs	-1,332.44
09/21/2022	25479	USA Bluebook	Customer #: 917448	-35.56
09/23/2022	25480	Celeste McFall	Health insurance reimbursement Aug 2022	-78.73
09/23/2022	25481	Olivera's	Branding Summit	-514.80
09/30/2022	25482	Agron, Rachel		-1,225.68
09/30/2022	25485	Hess, Samantha F		-722.38
09/30/2022	25486	Hullquist*, Kevin		-1,331.28
09/30/2022	25488	McFall, Celeste J		-1,330.97
09/30/2022	25489	Nobles, Suzanne		-504.92
09/30/2022	25491	Whitworth, Barbara A		-157.00
09/30/2022	25487	Hullquist, Everett		-1,702.07
09/30/2022	25490	Parkinson, Hayden		-896.26
09/30/2022	25492	Wolfe, Zachary R		-896.26
09/30/2022	25483	DeCausmaker, Michelle*		-83.12
09/30/2022	25484	Hess, Joseph E		-1,017.82
09/30/2022	25493	Basic Laboratory	Invoice 2209887-28	-269.76
09/30/2022	25494	Life Assist	Acct 96032FD	-117.93
09/30/2022	25495	Softline Data, Inc.	Invoice #14790	-550.00
09/30/2022	25496	State Water Resources Control Board	Water System Enforcement Fees - 7.1.21-6.30.22	-205.00
09/30/2022	25497	Town Web	Annual Service Package	-903.00
09/30/2022	25498	Us Bank Corporate Payment Systems	statement date 9.15.22	-3,124.98
09/30/2022	25499	USA Bluebook	Customer #: 917448	-685.01
09/30/2022	25500	Valley Pacific Petroleum Services	Account: C302016	-971.01
				-63,125.32
				-63,125.32

Town of Fort Jones
October Payables
October 2022

Name	Type	Amount
Fort Jones Ace Hardware	Bill	362.73
Scott River Pump	Bill	200.00
Scott Valley Auto Parts	Bill	100.00
KD Management Services LLC	Bill	7,583.00
Pacific Power	Bill	4,382.25
Valley Pacific Petroleum	Bill	900.00
Underground Service Alert	Bill	300.00
ULINE	Bill	1,224.87
Siskiyou Telephone	Bill	830.00
Celeste McFall (health insurance reimb)	Bill	79.00
Everett Hulquist (travel expenses)	Bill	50.00
Everett Hulquist (health insurance reimb)	Bill	623.20
Scott Valley Disposal	Bill	310.00
Basic Laboratory	Bill	96.00
Prentice Long	Bill	577.50
Verizon Wireless	Bill	118.34
US Bank Corporate Payment Systems	Bill	2,300.00
Fort Jones Lumber	Bill	473.30
US Bank Equip Finance	Bill	842.92
Shastina Fence	Bill	6,118.12
		<u>27,471.23</u>

Town of Fort Jones
Profit Loss YTD
July - September 2022

Jul - Sep 22

Income

1I - General Government Income

4099 - Property Taxes

Slater Fire Prop Tax	342.00
4100 - Secured Current	4,244.17
4101 - Unsecured Current	6.13
4102 - Unsecured Delinquent	30.86
4106- Supp Int	2.62
4108- Supp Del	145.13
4507 - Homeowner Alloc	558.07
4514- Unsec Interest	2.62
4516- Sup Current	1,661.89

Total 4099 - Property Taxes	6,993.49
-----------------------------	----------

4111 - Sales Tax	71,039.24
------------------	-----------

4214 - Land Use	25.00
-----------------	-------

4218 - Business License	5,580.03
-------------------------	----------

4302- Fees Collection Cost	-3.34
----------------------------	-------

4303 - Vehicle Fees	6.71
---------------------	------

4400 - Rent	1,650.00
-------------	----------

4730 - Miscellaneous	328.70
----------------------	--------

Total 1I - General Government Income	85,619.83
--------------------------------------	-----------

2I - Public Safety Income

2a - Law Enforcement

4116 - Prop172	378.55
----------------	--------

Animal Control

4230 - Dog Licenses	120.00
---------------------	--------

Total Animal Control	120.00
----------------------	--------

Total 2a - Law Enforcement	498.55
----------------------------	--------

2b - Fire Protection

4740 - Fire Dept.	9,412.13
-------------------	----------

4750 - Strike Team Income	8,812.12
---------------------------	----------

Total 2b - Fire Protection	18,224.25
----------------------------	-----------

Total 2I - Public Safety Income	18,722.80
---------------------------------	-----------

3I - Public Works Income

3a - Streets Income

4499 - Gas Tax 2103	1,566.40
---------------------	----------

4500 - Gas Tax 2106	1,967.33
---------------------	----------

4501 - Gas Tax 2107	1,344.42
---------------------	----------

4502 - Gas Tax 2107.5	1,000.00
-----------------------	----------

4503 - Gas Tax 2105	969.94
---------------------	--------

4530 - Local Transportation	3,684.94
-----------------------------	----------

Total 3a - Streets Income	10,533.03
---------------------------	-----------

3b - Sewer Income

4212 - Sewer Revenue	31,035.85
----------------------	-----------

Town of Fort Jones

Profit Loss YTD

Total 3b - Sewer Expense	31,035.85
3c - Water Income	
4810 - Water Revenue	42,022.33
4812 - Bulk Water Sales	190.00
4820 - Water Interest	7.05
4840 - Gretchen Acres Assess	799.67
Total 3c - Water Income	43,019.05
Total 3I - Public Works Income	84,587.93
5I - American Rescue Plan Act	
4915 - ARPA Income	82,771.00
Total 5I - American Rescue Plan Act	82,771.00
4900 - CBDG Interest	3,806.70
4903 - Library Reimbursement	5,239.48
4911 Coronavirus Relief Fund	-514.80
Housing Interest	5,104.83
Total Income	285,337.77
Gross Profit	285,337.77
Expense	
1E- General Government Expense	
2285 - IT Services	1,694.90
5100- Council/Election	96.00
5110- Mayor Payroll	630.00
5210- Clerk Payroll	1,700.00
5220- Supp\USPO\Petty	1,756.29
5400 - Professional Fees	
5401 - Legal Fees	3,093.00
5402 - Accounting Fees	4,320.00
5403 - Consulting Fees	25,013.95
5405 - Reimbursed Expenses	735.56
Total 5400 - Professional Fees	33,162.51
5500- Planning	
5502 - City Promotion	3,280.71
5501 - Economic Development	1,250.01
Total 5500- Planning	4,530.72
5550- Library Payroll	2,226.00
5555 - Admin Payroll	19,929.21
5600- Misc.	478.26
5705 - Dues and Subscriptions	903.00
6205- Health Insurance	3,516.62
6300- Insurance	
6204- Workers Compensation	1,590.79
6303- Liability Insurance	891.32
6305 - Crime Insurance	6.83
Total 6300- Insurance	2,488.94
9150-City Hall Expenses	
1-012 - City Hall Power	981.02

Town of Fort Jones

Profit Loss YTD

13300 - City Hall - September 2022	102.73
9154 - Disposal 2 yd Bin	459.00
9155 - Equipment Finance	447.11
9150-City Hall Expenses - Other	293.96
Total 9150-City Hall Expenses	2,283.82
9152- Propane	10.00
Total 1E- General Government Expense	75,406.27
2E- Public Safety Expense	
2EA- Law Enforcement Expense	
7181 - Law Enforcement Phones	366.20
Total 2EA- Law Enforcement Expense	366.20
2EB- Fire Department Expense	
7515 - FD Sleeper Grocery	408.51
7532 - FF Training	150.00
Crime Insurance	13.28
7550 - Misc Expense _ Fire Dept	2,799.86
6310- Property Insurance	183.99
7505 - Liability Insurance	979.32
7506 - Work Comp Insurance	1,749.77
7507 - Auto Insurance	1,328.76
7510- Fire Dept Payroll	8,346.17
7513 - Calls & Meetings	2,334.00
7520- Fire Dept Supl & Mtnc	2,507.83
7525- Pub Safety Fuel & Oil	5,400.66
7540- Fire Dept. Utilities	
1-001- Fire Dept. Power Bill	536.32
2261- Fire Dept. Phone	808.34
2262 - Disposal	459.00
7541- Propane	10.00
Total 7540- Fire Dept. Utilities	1,813.66
Total 2EB- Fire Department Expense	28,015.81
2EC - Strike Team Expenses	
7514 Seasonal FF Payroll	14,550.00
Crime Insurance	13.28
6311 - Property Insurance	183.99
7502 - Auto Insurance	1,328.76
7505b - Liability Insurance	979.03
7506b - Workers Comp Ins	1,749.77
7513 Fleet Maintenance - Strike	2,091.10
7515 - Strike Team Payroll	23,330.00
Total 2EC - Strike Team Expenses	44,225.93
Total 2E- Public Safety Expense	72,607.94
3E- Public Works Expense	
3EA- Streets	
Crime Insurance	1.14
1-000 - Street Lights	

Town of Fort Jones

Profit Loss YTD

July-September 2022	95.86
02 HPSV Metal Lights	45.48
10 HPSV Wood Lights	623.10
11 HPSV Lights	250.12
72 HPSV Lights	2,044.98
Total 1-000 - Street Lights	3,059.54
6306- Property Insurance	0.00
8120- Street Mtnce/Utilities	
1-005 - Barn Power	114.31
1-007 - Phone Bill	192.64
8121- Street Maintenance	
8127- STIP Project - Consulting	600.00
8121- Street Maintenance - Other	279.27
Total 8121- Street Maintenance	879.27
Total 8120- Street Mtnce/Utilities	1,186.22
8130- Equipment Maintenance	
8133- Parts & Supplies	821.97
Total 8130- Equipment Maintenance	821.97
8136 -Auto Insurance	0.00
8137- Mobile Equip	36.41
8199- Road Payroll	3,037.00
8509 - Liability Insurance	106.80
8511 - Work Comp Insurance	190.78
Total 3EA- Streets	8,439.86
Total 3E- Public Works Expense	8,439.86
3EB- Sewer Expense	
Crime Insurance	1.14
6308-Property Insurance	245.31
8510- Sewer Payroll	903.00
8520- Sewer Expenses	
1-015 - Sewer Power bill	40.36
1-019 bbp sewer	32.11
8521- Sewer Rep & Mtnce	549.59
8553- Auro Insurance	156.21
Total 8520- Sewer Expenses	778.27
8522 - Waste Water Monitoring	2,932.97
8549- Mobile Equip.	36.41
8550 - Liability Insurance	142.40
8551 - Work Comp Insurance	254.37
8552 - Training	120.00
Sewer Testing	304.51
Total 3EB- Sewer Expense	5,718.38
3EC- Water Expense	
Crime Insurance	1.14
6307-Property Insurance	858.60
8609- Water Training	50.00

Town of Fort Jones

Profit Loss YTD

8610- Water and Sewer	930.28
8612- Water Office & Postage	810.00
8615- Water Payroll	18,242.25
8620- Water Repairs & Mtnc	4,858.01
8623- Mobile Equip.	36.41
8624 - Auto Insurance	156.21
8625- Water Liability Ins	178.01
8626 - Work Comp	317.96
8627 - Fuel-Oil	895.70
8630- Water Fees & Testing	1,236.52
8640- Water Utilities	
1-000 - Water Power	
New Pump	3,222.84
Old pump	125.78
Total 1-000 - Water Power	3,348.62
1-001 - Water Phones	
468-2598	555.48
468-5864	160.04
Cell	517.43
Total 1-001 - Water Phones	1,232.95
Total 8640- Water Utilities	4,581.57
8650- Water Engineering	7,545.00
3EC- Water Expense - Other	4,191.20
Total 3EC- Water Expense	44,888.86
4E- Parks & Recreation Expense	
9151- City Hall Maintenance	1,564.69
Crime Insurance	1.14
9116 - Janitorial Payroll	593.30
03 Parks & Recreation Grants	
2020 Per Capita - LLP	
Improvements	21,405.04
LLP Project Payroll	2,539.50
Total 2020 Per Capita - LLP	23,944.54
Total 03 Parks & Recreation Grants	23,944.54
6305- Property Ins Parks	
9104- Mobile Equip.	36.41
6305- Property Ins Parks - Other	981.26
Total 6305- Property Ins Parks	1,017.67
9105- Auto Insurance	156.21
9106 - Work Comp Parks	508.73
9107 - Liability Ins Parks	284.81
9109- Parks Payroll	4,317.00
9130- Ball Park Expenses	
1-002 - LLP Snack	69.77
1-013 - BBP lights	349.32
1-014 - LLP lights	49.33

Town of Fort Jones

Profit Loss YTD

1-01 July-September 2022	36.14
9131- Maintenance & Supplies	1,955.44
Total 9130- Ball Park Expenses	2,460.00
9140- Scout Hall Expenses	
1-006 - Scout Hall Power	36.14
Total 9140- Scout Hall Expenses	36.14
9160- Museum Expenses	
1-004 - Museum Electricity	150.48
5568- Museum Phone	193.34
Total 9160- Museum Expenses	343.82
4E- Parks & Recreation Expense - Other	648.29
Total 4E- Parks & Recreation Expense	35,876.34
6504- Payroll Taxes	
Federal Unemployment	303.00
6506- FICA	6,665.02
6508- Medicare	1,558.75
6512- SUI	2,129.51
6516 - ETT	0.00
6504- Payroll Taxes - Other	559.98
Total 6504- Payroll Taxes	11,216.26
9700- CBDG Const Housing	
Gen Adm & Program Delivery	4,822.90
Total 9700- CBDG Const Housing	4,822.90
Payroll Expenses	508.51
Uncategorized Expenses	0.00
Total Expense	259,485.32
Net Income	25,852.45

DISCUSSION / REPORTS

ACTION ITEMS



THE TOWN OF FORT JONES

TO: FORT JONES CITY COUNCIL

MEETING DATE: OCTOBER 10, 2022

FROM: KARL DREXEL, CITY ADMINISTRATOR

SUBJECT: SISKIYOU ECONOMIC DEVELOPMENT COUNCIL QUARTERLY UPDATE

BACKGROUND

The Town of Fort Jones has been an active supporter of the Siskiyou Economic Development Council for over 4 years. The SCEDC represents the towns in Siskiyou to the Visit California, Visit Siskiyou and other publications promoting Economic Development and Tourism in the North State. They have helped Fort Jones, tremendously, over the years and will continue with our CDBG Grants, our Business outreach and they have been an integral part of the RCAC ROCE Program. Representatives will present an update of their activities over the last year.

RECOMMENDATION

No action needed.



THE TOWN OF FORT JONES

TO: FORT JONES CITY COUNCIL

MEETING DATE: OCTOBER 10, 2022

FROM: KARL DREXEL, CITY ADMINISTRATOR

SUBJECT: REVIEW AND DISCUSS POTENTIAL ORDINANCE RESTRICTING SHIPPING CONTAINERS ON RESIDENTIAL PROPERTY

BACKGROUND

There has been an inordinate influx of Shipping Containers in the residential neighborhoods in Fort Jones, so much so that one property has four unsightly containers in their front yard. This has been a controversial subject over the years, but people have complained to the point that it is time to discuss doing something about it. There are several cities that have passed ordinances banning them entirely, and others that limit the number allowed in residential areas. Two such Ordinances are attached for Council review and action.

RECOMMENDATION

Staff recommends review and discuss on the attached Ordinances and decide next steps. This is just two possibilities and Council can check other cities and towns for additional choices to develop our own ordinance.

Cargo Containers

Section 17.30.020(6) Rio Dell Municipal Code

Cargo/Shipping Containers used as accessory structures in Suburban Residential, Urban Residential, Residential Multifamily, Suburban, Rural and Town Center zones are prohibited.

(a) Existing Cargo/Shipping Containers in Suburban Residential, Urban Residential, Residential Multifamily, Suburban, Rural zones on parcels 10,000 square feet or larger shall be considered legal non-conforming uses and/or structures and comply with the following provisions:

- (i) A Building Permit is required, electrical service is prohibited;
- (ii) Parcel must be developed with the primary use;
- (iii) No more than two (2) containers per parcel;
- (iv) Containers shall be no more than 8' x 20';
- (v) Container must be placed on a gravel, decomposed granite or other all-weather surface as approved by the Director of Public Works;
- (vi) Unit(s) must be placed on the rear half of the parcel and screened (i.e. vegetation, fencing) from public view;
- (vii) Must not exceed allowable lot coverage;
- (viii) Must comply with the setback requirements of the zone;
- (ix) May not be placed within any easements;
- (x) Must be painted a solid neutral color (i.e. beige, taupe and browns) or a color(s) to match the residence;
- (xi) Containers cannot be stacked;
- (xii) No signage is allowed on the container;



(b) Existing Cargo/Shipping Containers that do not comply with the above provisions shall not be considered a legal non-conforming use and/or structure and shall be relocated, removed

and/or modified to comply with the provisions of this section within 180 days after adoption of the implementing ordinance.

(c) Existing Cargo/Shipping Containers must be removed at the time of sale or transfer of the property.

Exceptions. The Planning Commission may modify by use permit, the number and/or location, including zoning designations, requirements of this part, upon a showing of good cause. For any such modification, the Planning Commission shall be required to make the following findings:

(a) The proposed location and/or modification will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area;

(b) The proposed location and/or modification will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and

(c) The proposed location and/or modification will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.

(d) In issuing a use permit, the Planning Commission may require such changes or alterations as it may deem necessary to satisfy the findings specified in this part. Such changes or alterations may include, but shall not be limited to the following:

- Location
- Screening
- Setback from property line

**Cargo Containers Regulations in the Community Commercial
and Neighborhood Center Zones
Section 17.30.020(8) Rio Dell Municipal Code**

(8) Cargo/Shipping Containers used as accessory structures in Community Commercial and Neighborhood Center zones shall conform to the following development standards:

(a) The allowable number of containers on a parcel shall be based on the size of the parcel as follows:

Parcel Size	Number of Containers
10,000 square feet or less	1
10,001 to 20,000 square feet	2
20,000 to 1 acre	3
Parcels larger than 1 acre	4

(b) A Building Permit is required, electrical service is prohibited;

(c) Parcel must be developed with the primary use;

(d) Unit(s) must be placed on the rear half of the parcel and screened (i.e. vegetation, fencing) from public view;



(e) Container must be placed on a gravel, decomposed granite or other all-weather surface as approved by the Director of Public Works;

(f) Must not exceed allowable lot coverage;

(g) Must comply with the setback requirements of the zone;

(h) May not be placed within any easements;

(i) Must be painted a solid neutral color (i.e. beige, taupe and browns) or a color(s) to match the primary building;

(j) Containers cannot be stacked;

(k) Existing Cargo/Shipping Containers shall not be considered a legal non-conforming use and/or structure and shall be relocated, removed and/or modified to comply with the provisions of this section within 180 days after adoption of the implementing ordinance.

(10) Exceptions. The Planning Commission may modify by use permit, the number and/or location, including zoning designations, requirements of this part, upon a showing of good cause. For any such modification, the Planning Commission shall be required to make the following findings:

(a) The proposed location and/or modification will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area;

(b) The proposed location and/or modification will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and

(c) The proposed location and/or modification will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.

(d) In issuing a use permit, the Planning Commission may require such changes or alterations as it may deem necessary to satisfy the findings specified in this part. Such changes or alterations may include, but shall not be limited to the following:

- Location
- Screening
- Setback from property line

17.28.050 - Property development standards.

- A. Fences, Walls and Hedges. Fences, walls and hedges shall be permitted in accordance with the provisions of Section 17.24.060.
- B. Site Area. The minimum site area for the R-1-7 district shall be seven thousand (7,000) square feet. The minimum site area for the R-1-10 district shall be ten thousand (10,000) square feet. The minimum site area for the R-1-20 district shall be twenty thousand (20,000) square feet.
- C. Frontage, Width and Depth of Site.
 - 1. Each site in an R district shall have not less than sixty (60) feet of frontage on a public street except that those sites which front on a cul-de-sac or loop-out street may have a frontage of not less than forty (40) feet provided the width of the site, as measured along the front yard setback line, is at least sixty (60) feet in the R-1-7 district, eighty (80) feet in the R-1-10 district and one hundred (100) feet in the R-1-20 district.
 - 2. The minimum width of each site in an R-1-7 district shall be sixty (60) feet for an interior lot and sixty-five (65) feet for a corner lot. The minimum width of each site in an R-1-10 district shall be eighty (80) feet and the minimum width of each site in an R-1-20 district shall be one hundred (100) feet.
 - 3. The minimum depth of each site in an R-1-7 district shall be ninety (90) feet for an interior lot and eighty (80) feet for a corner lot. The minimum depth of each site in an R-1-10 district shall be one hundred twenty-five (125) feet and the minimum depth of each site in an R-1-20 district shall be one hundred fifty (150) feet.
- D. Number of Dwelling Units Per Site. Not more than one dwelling unit shall be allowed on each site, except as may be allowed under Section 17.56.060.
- E. Coverage. The maximum site area covered by dwellings and garages shall be forty percent (40%).
- F. Yard Requirements.
 - 1. Front Yard. The minimum front yard in an R-1-7 and R-1-10 districts shall be twenty (20) feet, provided that the distance from the centerline of a public street to the rear of the required front yard shall not be less than fifty (50) feet. The minimum front yard in an R-1-20 district shall be fifty (50) feet, provided that the distance from the centerline of a public street to the rear of the required front yard shall not be less than eighty (80) feet.

Except that: the minimum front yard in an R-1-7 district may be fifteen (15) feet when the garage for the single-family residence on the lot is located at the rear of the single-family residence or is a side-loaded garage. The minimum fifteen-foot front yard may only be used for one-third of the single-family residential lots in an R-1-7 single-family residential development, whether or not the development is phased.

On a site situated between sites improved with buildings where said buildings are set back less than a minimum distance required by this section, the minimum front yard shall be the average depth of the front yards on the improved sites immediately adjoining the side lines of the site.

2. Rear Yard. The minimum rear yard shall be ten (10) feet. Where construction involves more than one story, including decks, balconies, and other related platforms with a floor level over five (5) feet in height, the rear yard shall be increased by ten (10) feet for each additional story, unless the rear yard abuts an alley in which case the rear yard setback will remain at ten (10) feet. Where a garage or carport is located within a rear yard with access from an alley, it shall be set back a minimum of eleven (11) feet from the closest alley right-of-way line to provide for adequate garage ingress and egress.
3. Side Yards. The minimum side yard shall be five (5) feet, subject to the following conditions and exceptions:
 - a. On a reversed corner lot, and corner lot, the side yard adjoining the street shall be not less than one-half the required front yard on the adjoining key lot.
 - b. Where construction involves more than one story, the side yard shall be increased by five (5) feet for each additional story provided, however, that the side yard on the street side of a corner lot, that is not a reverse corner lot, need not be greater than ten (10) feet.
- G. Distances Between Structures. The minimum distance between a one-family residence and another building shall be ten (10) feet.
- H. Building Height. No building or structure shall have a height greater than thirty-five (35) feet except as may be required under Chapters 17.68 and 17.76.
- I. Signs. No sign or outdoor advertising structure of any character shall be permitted except as prescribed in Chapter 17.56.
- J. Off-Street Parking and Off-Street Loading. Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 17.52.
- K. Accessory Structures. It is the purpose of this section to recognize accessory structures as desirable and beneficial accessory uses, and to provide for such uses under certain circumstances so long as land use compatibility is maintained, privacy of neighbors is protected, minimum open space and area requirements are maintained, and public health, safety, and welfare is preserved.

For purposes of this chapter, garages and permanent carports shall not be considered to be accessory structures. Accessory structures shall conform to all of the following requirements.

1. Accessory structures shall be reviewed and approved by either the planning department or building department.
2. All accessory structures shall comply with the requirements of the Uniform Building Code as

adopted by the City of Kingsburg.

3. An accessory structure may only be constructed on a lot containing a principal structure.
4. Accessory structures and any accessory uses (including surface parking) may not exceed thirty percent (30%) of the square footage of the required rear yard.
5. The maximum height for an accessory structure shall be fifteen (15) feet.
6. Minimum setbacks for an accessory structure shall be:
 - a. Front yard—Same as principal structure.
 - b. Rear yard—Ten (10) feet. Zero feet if rear yard adjoins an alley or the accessory structure is less than ten and one-half (10.5) feet in height and contains no electrical, plumbing or mechanical improvements.
 - c. Interior side—Five (5) feet. Zero feet if interior side yard adjoins an alley or the accessory structure is less than ten and one-half (10.5) feet in height and contains no electrical, plumbing or mechanical improvements.
 - d. Street side—Same as principal structure.
7. The size of a non-habitable accessory structure shall not exceed twenty-five percent (25%) of the gross square footage of the primary structure (including any attached facilities such as a garage).
8. Accessory structures shall individually be located a minimum of ten (10) feet from the principal structure and any other accessory structure.
9. Except for guesthouses and second dwelling units, accessory structures shall not be used for dwelling purposes.
10. A non-habitable accessory structure (small shed) less than or equal to one hundred twenty (120) square feet in size and intended for storage purposes only may be located within the required rear yard or interior side yard but not in the front yard. The maximum shed height shall be ten and one-half (10.5) feet.
11. Shipping containers shall not be permitted in any residential zone district within the City of Kingsburg.
12. Portable carports shall not be permitted in the front or street-side, side yards.

(Ord. 2008-01 § 1, 2008; Ord. 2005-07 § 1, 2005; Ord. 99-07 § 2, 1999; Ord. 92-11 § 1 (part), 1992: Ord. 408 (part), 1982)

(Ord. No. 2017-001, § 2(Exh. A), 5-17-2017)



THE TOWN OF FORT JONES

TO: FORT JONES CITY COUNCIL

MEETING DATE: OCTOBER 10, 2022

FROM: KARL DREXEL, CITY ADMINISTRATOR

SUBJECT: REVIEW AND DISCUSS COMMUNITY PEDESTRIAN AND BICYCLE PROGRAM REPORT

BACKGROUND

The Community Pedestrian and Bicycle Safety Program (CPBST) is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses the Safe System Approach to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. Cal Walks and SafeTREC (Project Team) work with the local Planning Committee, a group of community stakeholders, over the course of two to three months to develop workshop goals and tailor the curriculum to address the community's needs and priorities. The workshop convenes the larger local community to conduct walking and biking assessments of key areas in the community, learn about Safe System strategies to address walking and biking concerns, and develop preliminary action plans for priority infrastructure and community programs.

The Fort Jones CPBST workshop was held in a hybrid format, both virtually and in-person at Fort Jones City Hall. It convened approximately 31 participants on August 29, 2022, which included residents, Scott Valley Family Resource Center, Caltrans District 2, Etna and Fort Jones Police Department, Fort Jones Fire Department, Etna Ambulance, California Department of Forestry and Fire Protection, Scott Valley Jr. High School, local businesses, and staff and elected representatives from the Town of Fort Jones. The Town of Fort Jones requested the CPBST workshop to:

1. Identify walking and biking safety improvements to support community access to essential services in Fort Jones; and
2. Create a shared community vision for walking and biking safety with neighbors to be incorporated into the Complete Streets 2026 update.

The following report summarizes the outcomes of the workshop and provides community and Project Team recommendations for continued guidance in project implementation.

RECOMMENDATION

Staff recommends Council review and discuss the attached reports and recommendations from the CPBST team.

Fort Jones Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report

Community Pedestrian and Bicycle Safety Training Program



Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Fort Jones a safer place to walk and bike. Their contributions prompted meaningfully informed discussions and strengthened the workshop's outcomes.

We want to acknowledge the Quartz Valley Indian Reservation, Shasta, Modoc, and Confederated Tribes of Siletz Indians peoples as the traditional land caretakers of the greater Fort Jones area.

Planning Committee

Amber Waldon	Five Marys
Alexander LaRiviere	Attorney
Brandon Buell	Etna / Fort Jones Police Department
Chrissy Thomure	Caltrans District 2, Office of Complete Streets & Livable Communities
Joseph Hess	Fort Jones Fire Department
Joshua Short	Etna / Fort Jones Police Department
Karl Drexel	City Administrator
Kathye Banks	Town Council Member
Marcelino Gonzalez	Caltrans District 2, Office of Complete Streets & Livable Communities
Michelle DeCausmaker	Mayor of Fort Jones
Rachel Argon	Deputy City Clerk
Tamy Quigley	Caltrans District 2, Office of Complete Streets & Livable Communities
Tana Piersall	Scotty Valley Jr. High School
Teri Arwood	Etna Ambulance
Vincent Ray	Caltrans District 2, Office of Complete Streets & Livable Communities

This report was prepared by:

California Walks	UC Berkeley Safe Transportation Research & Education Center (SafeTREC)
Marina Ramirez	Jill Cooper
Wendy Ortiz	Kristen Leckie
https://calwalks.org	https://safetrec.berkeley.edu

This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of OTS.

Contents

Acknowledgements	2
Table of Contents	3
Introduction	4
Safe System Framework	5
Background	6
Pedestrian and Bicycle Crash History	6
Local Policies and Plans	7
Walking and Biking Assessment	9
Route One: North Main Street (SR-3)	9
Route Two: South side of Main Street (SR-3)	13
Recommendations	15
Community Recommendations	15
Project Team Recommendations	20
Appendix	22

Introduction

The Community Pedestrian and Bicycle Safety Program (CPBST) is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses the Safe System Approach to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. Cal Walks and SafeTREC (Project Team) work with the local Planning Committee, a group of community stakeholders, over the course of two to three months to develop workshop goals and tailor the curriculum to address the community's needs and priorities. The workshop convenes the larger local community to conduct walking and biking assessments of key areas in the community, learn about Safe System strategies to address walking and biking concerns, and develop preliminary action plans for priority infrastructure and community programs.

The Fort Jones CPBST workshop was held in a hybrid format, both virtually and in-person at Fort Jones City Hall. It convened approximately 31 participants on August 29, 2022, which included residents, Scott Valley Family Resource Center, Caltrans District 2, Etna and Fort Jones Police Department, Fort Jones Fire Department, Etna Ambulance, California Department of Forestry and Fire Protection, Scott Valley Jr. High School, local businesses, and staff and elected representatives from the Town of Fort Jones. The Town of Fort Jones requested the CPBST workshop to:

1. Identify walking and biking safety improvements to support community access to essential services in Fort Jones; and
2. Create a shared community vision for walking and biking safety with neighbors to be incorporated into the Complete Streets 2026 update.

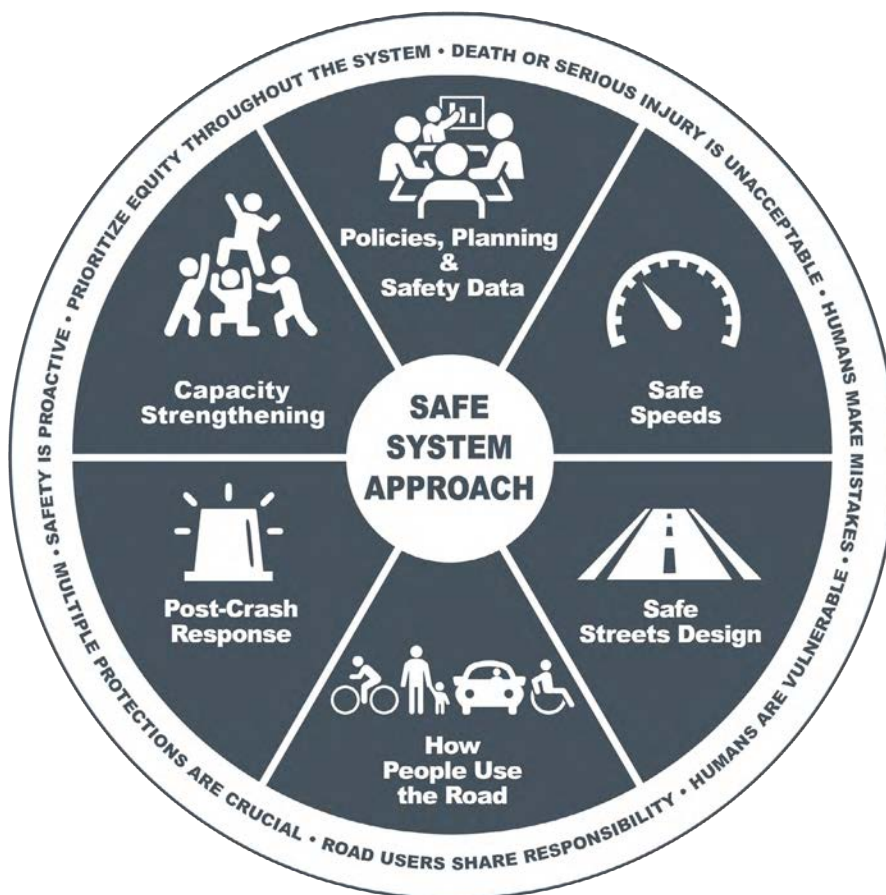
The following report summarizes the outcomes of the workshop and provides community and Project Team recommendations for continued guidance in project implementation.



Safe System Framework

The Project Team adapted the Federal Highway Administration's Safe System framework to make them more impactful for grassroots community engagement. The Safe System approach aims to eliminate all fatal and serious injuries. We emphasize equity as a central component and acknowledge the critical need to strengthen partnerships between transportation professionals and the communities they serve in order to create safe streets for everyone. Our Safe System approach improves safety for all road users through the principles and the multiple layers of protection seen in the graphic below.

For more information about the Safe System Approach, please review our policy brief available at: bit.ly/SafeSystemApproach. To learn more about Safe System strategies, please review our toolkit available at: bit.ly/CPBSTToolkit.



Background

Fort Jones is a small town in Siskiyou County, surrounded by the Marble Mountain wilderness. Per the 2022 [Esri Community Analyst](#) data, most Fort Jones residents (56%) are between the ages of 18 and 65. Over one-quarter (26%) of Fort Jones is 65 and older, while 17% are under age 18. Demographic data reports that 45% of households in Fort Jones have at least one person with a disability. The full demographic report from 2022 Esri Community Analyst data can be found in the appendix.

Pedestrian and Bicycle Crash History

The following data is based on police-reported crashes resulting in injuries to pedestrians¹ and bicyclists in Fort Jones. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2012 to 2021. Crash data for 2021 is provisional as of June 2022.

There were only four reported injury crashes in SWITRS for the 10-year period 2012-2021 (see Figure 1); however, the Fort Jones Police Department has identified many additional (over 50) crashes that occurred in Fort Jones during the same period. The Police Department (PD) is following up on this discrepancy. This section will only include the crashes that appeared in SWITRS. Seven people were injured in the four reported crashes from 2012-2021.

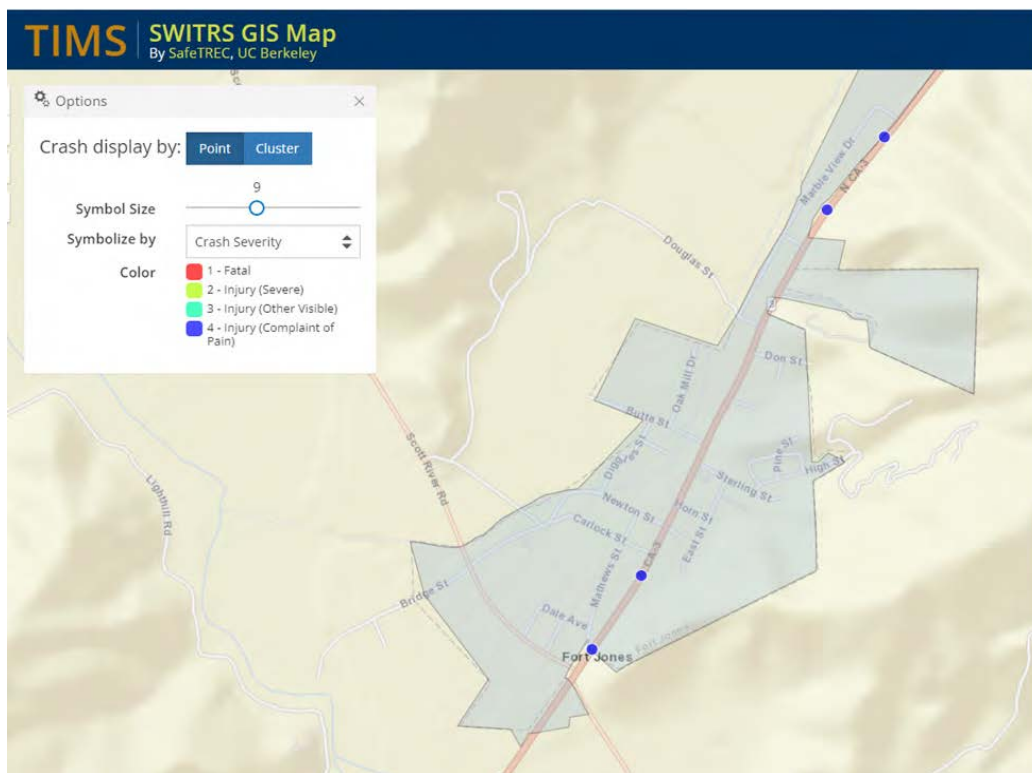


Figure 1. Injury crashes, Fort Jones, 2012-2021 (SWITRS)

¹ A pedestrian is defined as any person who is afoot or using a non-motorized personal conveyance other than a bicycle. This includes skateboards, strollers, wheelchairs, and any electric assistive mobility device

Local Policies and Plans

The Siskiyou County Local Transportation Commission [Siskiyou County Regional Transportation Plan 2021](#) calls to use [State Transportation Improvement Program](#) (STIP) funding to rehabilitate CA Route 3, Newton Street, Carlock Street, Bridget Street, and Butte Street by 2037. The plan calls for a Complete Roads Project on CA Route 3, addressing walking and biking safety.

The [Town of Fort Jones General Plan 2006](#) includes a Circulation Element with right-of-way dedication requirements and general walking and biking safety goals. Goal CE-2 requires new development to include sidewalks, trails, and paths to connect existing or proposed improvements. It also may require development projects to dedicate the right of way or construct pedestrian and bicycle facilities when it is consistent with an adopted trail or bike plan. The plan calls for the town to prioritize safe routes to school improvements and improvements that remove barriers for people with disabilities when seeking funding opportunities.

Free SafeTREC Data Resources

The Transportation Injury Mapping System (TIMS) is a web-based tool that allows users to analyze and map California crash data from the Statewide Integrated Traffic Records System (SWITRS). TIMS provides quick, easy, and free access to geocoded crash data. Visit: <https://tims.berkeley.edu>

Street Story is a web-based community engagement tool that allows residents and community organizations to gather information that is important to transportation safety, including crashes, near-misses, general hazards and safe locations to travel. To promote access to the tool, SafeTREC offers technical assistance to communities and organizations interested in using Street Story. The platform and the information collected is free to use and publically available in English and Spanish. Visit: <https://streetstory.berkeley.edu>

To supplement the SWITRS data, the Fort Jones planning committee used the crowdsourcing tool [Street Story](#) to shed light on traffic safety concerns in the community (See Figure 2). They distributed a link prior to the workshop to collect information, and at the workshop, participants completed the Street Story survey. As of September 14, 2022, there were 75 entries. Fifty-one (51) of these entries reported that a crash occurred; six (6) indicated a near miss; and thirteen (13) entries reported a hazardous place to travel.

Along with the data points, Street Story allows users to submit a narrative explaining their entry. A sample narrative entry reads: “The bridge crossing out of town on Scott River Rd should be wider. I feel that it needs to be wider due to the farm equipment traffic. The bridge is too narrow for farm equipment to cross without coming into your lane. It is safer for me to stop and wait on the other side of the bridge for farm equipment to pass before I continue onto the bridge.”

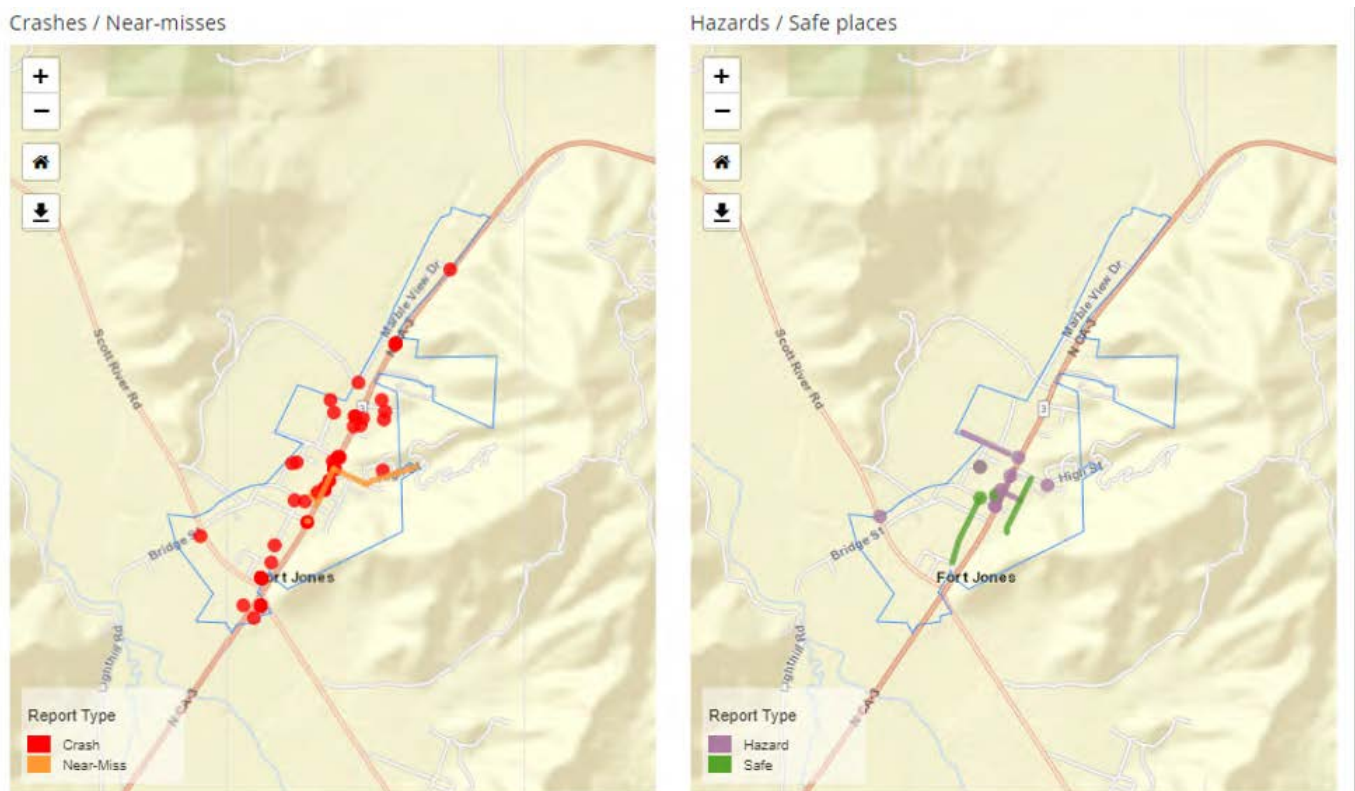
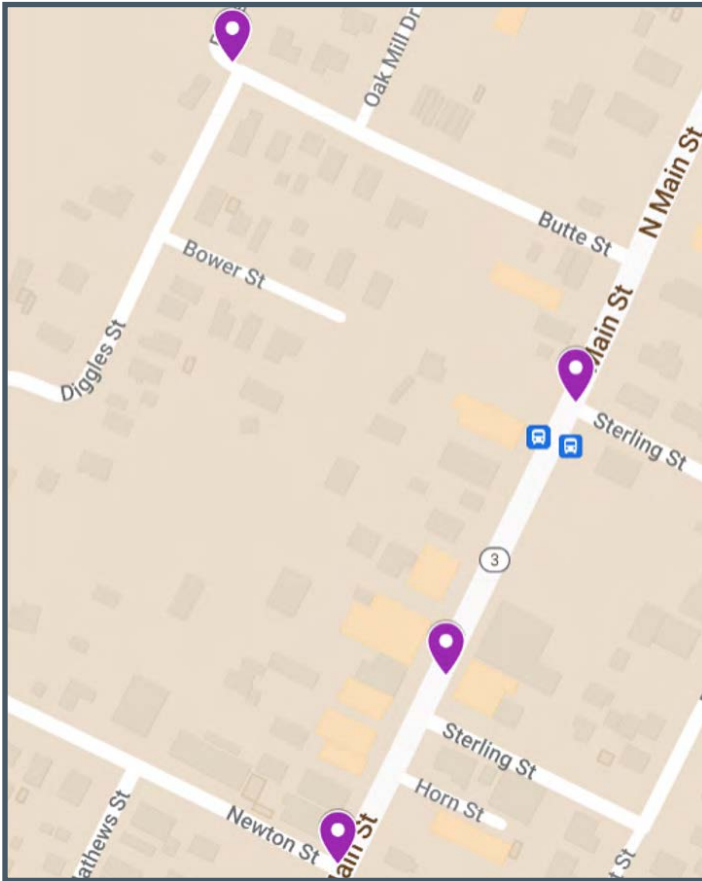


Figure 2. Entries in Street Story for Fort Jones (September 2022)

Walking and Biking Assessment



During the workshop, the Project Team and participants took part in a virtual walking and biking safety assessment along Main Street (SR-3), which is managed by Caltrans. There is heavy driver and pedestrian traffic on Main Street (SR-3) in downtown Fort Jones, including students, commuters, cargo trucks, farming equipment, and maintenance vehicles. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The following is a summary of the walking and biking assessment.

Route One: North Main Street (SR-3)

Strengths

1. Downtown is the bustling part of the town with local businesses and essential services such as the Scott Valley Family Resource Center, Scott Valley School District Office, and U.S. Post Office. Fort Jones residents walk and drive to the Scott Valley Family Resource Center which is a cooling center and provides free wifi, parenting classes, child development activities, mental health wellness classes, and other resources for the Scott Valley community.
2. Siskiyou Transit and General Express (STAGE) is Siskiyou County's free to low-cost public transportation. Fort Jones residents use it to connect to neighboring Scott Valley communities including Etna and Yreka.
3. Residents enjoy the benches at the "Christmas Tree" pocket park adjacent to the Scott Valley Family Resource Center. Residents walk to the annual Fort Jones Christmas tree lighting ceremony held at the park.
4. The Fort Jones Branch Library and the adjacent Tot Lot provide a safe space for children to play and learn. Residents travel to the City Hall building to utilize these and other resources.



The entrance and community bulletin board at the Scott Valley Family Resource Center.



A shaded bus shelter with benches and a trash can in front of the U.S. Post Office in downtown Fort Jones.



The "Christmas Tree" pocket park with benches, planters and a trash can.



The Fort Jones Branch Library is located in the City Hall building with the adjacent Tot Lot.

Route One: North Main Street (SR-3) continued

Concerns

1. Drivers speed through downtown Fort Jones and make illegal U-turns at the marked crosswalk in front of Five Marys and Mechanics Bank. Drivers cross double yellow lines to complete the U-turns, causing near misses with oncoming driver traffic and pedestrians entering the crosswalk.
2. Pedestrians cross mid-block on Main Street (SR-3) instead of at the marked, because crosswalks are too far apart. The crosswalks at Sterling Street, Newton Street, and in front of Five Marys and Mechanics Bank all have faded crosswalk markings. Drivers fail to yield to pedestrians crossing Main Street (SR-3) because of visibility issues related to faded crosswalk markings, parked and double-parked cars by the crosswalk entrances, and because pedestrians are at the lowest point of the road due to Main Street's (SR-3) high stormwater drainage slope from the center of the road to the curb.
3. The sidewalk curb height is too steep on both sides of Main Street (SR-3) in front of Five Marys and the Scott Valley Unified School district building, presenting a tripping hazard for pedestrians.
4. The downtown sidewalk network is disconnected on Main Street (SR-3), just northeast of the post office. The path becomes muddy and difficult to walk on during the rainy season. The sidewalk in front of the Creamery building is cracked and uneven. Both paths present a tripping hazard for people walking or rolling.
5. Residents are often confused about where to enter and exit the post office because of the lack of painted arrows and signage at both entrances indicating the flow of traffic. This is further complicated by the diagonal parking spaces at the post office which have a clear direction and flow. The lack of proper signage and road markings contributes to near misses and traffic congestion at the post office.
6. Drivers traveling north on Main Street (SR-3), and turning left onto Butte Street, encroach on pedestrians crossing and drivers waiting at the Butte Street/Main Street (SR-3) stop sign. Participants reported that this caused several near misses between drivers and pedestrians.
7. The sidewalk network on Butte Street near Scott Valley Junior High School is disconnected, which confuses drivers and students walking to and from school. The sidewalk in front of the school, on the north side of Butte Street, ends at the Oakmill Drive T-intersection and starts again on the south side of the Butte Street bridge. Students are forced to walk in the roadway to follow this disconnected sidewalk network.
8. Drivers traveling north on Diggles Street do not make a complete stop at the Butte Street T-intersection before turning right or slightly left into Scott Valley Junior High School. This causes students and parents to feel unsafe walking to school.



Faded crosswalk markings on Main Street (SR-3) at Sterling Street



Uneven gravel by the U.S. Post Office



Cracked and uneven sidewalk in front of The Creamery

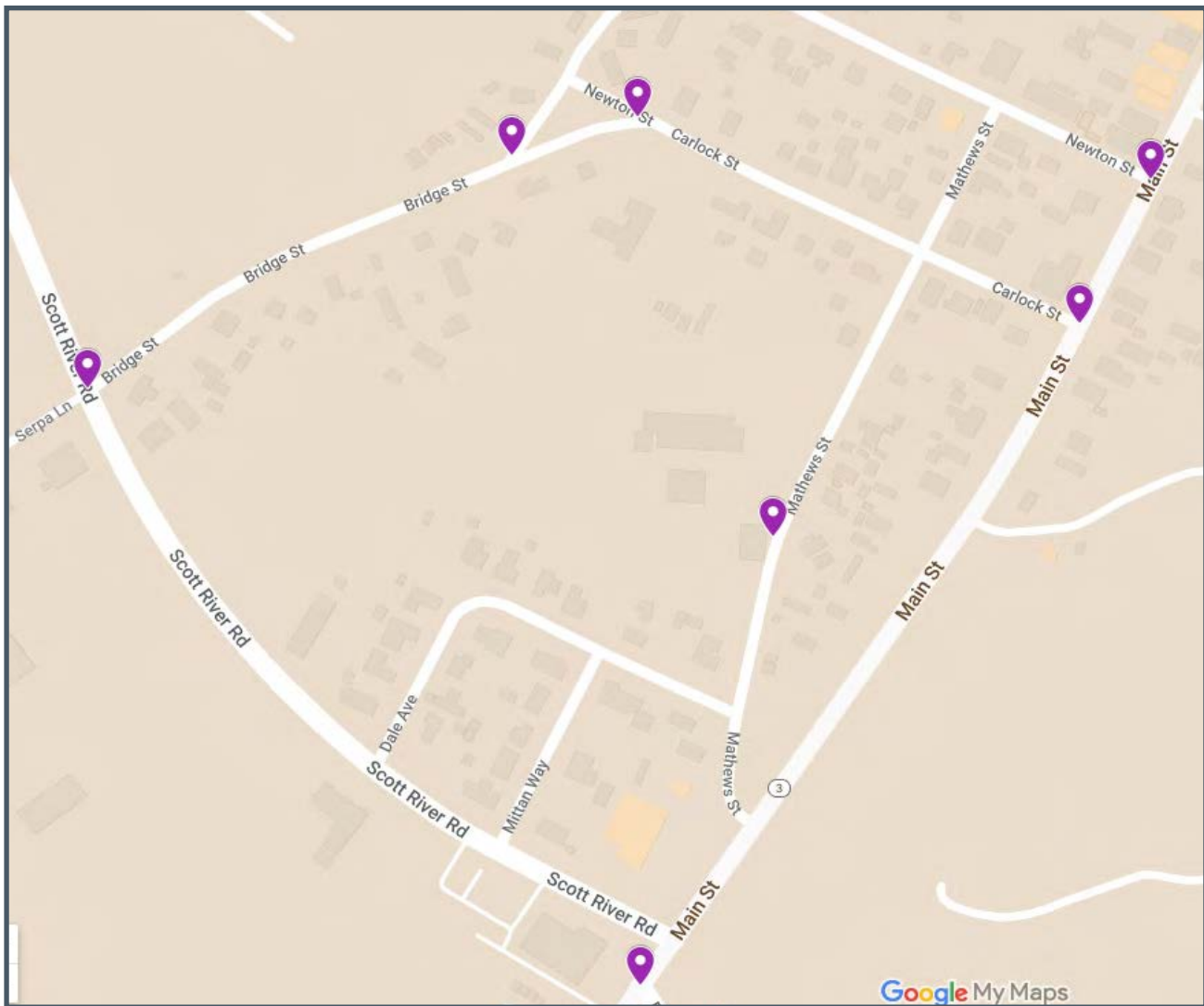


The sidewalk on the north side of Butte Street in front of Scott Valley Jr High School abruptly ends at Oak Mill Drive and continues on the south side of the Butte Street bridge.



Faded crosswalk markings in front of Five Marys Restaurant and Mechanics Bank

Route Two: South side of Main Street (SR-3)



Strengths

1. Ray's Food Place (Ray's), a cooperative business owned by its employees, is located on Main Street (SR-3) and is the only grocery store in Fort Jones. There is a lot of pedestrian and driver traffic going to and from Ray's, creating a busy area.



The storefront of Ray's Food Place.

Route Two: South side of Main Street (SR-3) continued

Concerns

1. Drivers often exceed the posted speed limit of 50 m.p.h at the Scott River Road/Main Street (SR-3) intersection. Residents like to walk to the Chevron station across the street from Ray's, but high driver speeds make it difficult to cross Main Street (SR-3).
2. There are no marked crosswalks for pedestrian to access to Ray's Food Place, given pedestrian demand. Participants shared that residents prefer to walk between Ray's and the Chevron station, but there are no marked crosswalks. Eastside Road meets Main Street (SR-3) at an angle, making it difficult for firefighters and people operating farm equipment to navigate the intersection. This difficulty is exacerbated by speeding drivers on Main Street (SR-3). Farm equipment may also make it difficult to navigate turns. This area also does not have sidewalks; therefore, pedestrians must walk on the graveled shoulder and share the road with fast-moving drivers.
3. The roadway just west of the crosswalk on Main Street (SR-3), at Carlock Street, has a large dip that participants said may damage vehicles as they turn onto Carlock Street. There is also limited sidewalk connectivity on Carlock Street.
4. Both sides of Main Street (SR-3), near Carlock Street, are missing sidewalks and have gravel and dirt unpaved shoulders. People in wheelchairs must travel in the street, alongside drivers in order to be able to travel in this area.
5. The crosswalk at Fort Jones Elementary School is north of the main school building. Participants reported that it is not a highly used crosswalk and that it is more accessible to those going to the ballpark than the classrooms. Many students cross midblock further south along Mathews Street. Also, the crosswalk across the Main Street (SR-3)/Carlock Street intersection ends at a residential property, which has created complaints among residents.



The 50 m.p.h. speed limit signage near Ray's.

Community Recommendations

The recommendations in this report are based on observed pedestrian and bicycle safety concerns, Safe System strategies, and workshop participants' preferences and priorities. The suggested timelines and resources needed for implementation are estimated based on general pedestrian and bicycle safety best practices and may need to be further tailored by the community. Workshop participants were assigned into two groups to identify Safe System infrastructure projects and community programs to create a safer environment for walking and biking. Participants offered the following recommendations for their community. The tables below were developed by workshop participants and identified as the highest priority.

- Repaint the enter and exit arrows at the Post Office driveway to safely direct driver traffic;
- Install and maintain pedestrian scale lighting throughout downtown;
- Trim trees around existing street lighting and pedestrian signage on Main Street (SR-3);
- Preserve the historical look and feel of Fort Jones. Participants do not want roads to become too cluttered and colorful like streets in large cities;
- Paint high-visibility crosswalks, preferably not white, to catch drivers attention;
- Maintain the existing sidewalks throughout downtown, including litter, cracks, and uneven pavement;
- Complete sidewalk networks in downtown;
- Install Rectangular Rapid Flashing Beacons at key unsignalized intersections along Main Street (SR-3);
- Install traffic calming along Main Street (SR-3) and create a safety messaging campaign to slow drivers;
- Implement outcomes of the 2022 Fort Jones Road User Survey collected to gauge residents' interests in road safety improvement infrastructure. Respondents support extending the 30 m.p.h. posted speed limit and sidewalks from downtown to Ray's Food Place, Rectangular Rapid Flashing Beacons at the marked crosswalks along Main Street (SR-3), and traffic-calming elements on the north and south ends of Main Street (SR-3) to slow driving speeds;
- Plan for the need to plow the streets in winter when developing infrastructure improvements in the town;
- Install deer warning signage for drivers along Main Street (SR-3);
- Install rumble strips or other traffic calming improvements to slow drivers as they travel north on Main Street (SR-3) and into the downtown area;
- Install a painted crosswalk at the Butte Street/Main Street (SR-3) intersection.
- Install a yield for school zone flashing sign at the Butte Street / Diggles Street intersection;
- Continue sidewalk from Newton Street to Scott River Road on the west side of Main Street (SR-3); and
- Install sidewalks around the Main Street/Carlock Street intersection to provide a safe place for pedestrians to walk.

Reduce Driver Speeds in Downtown and Near Schools

Project Goals:

1. Reduce driver speeds along Main Street (SR-3) and near Fort Jones Elementary School and Scott Valley Junior High School by installing speed calming infrastructure.

Project Description:

This project intends to reduce driver speeds along Main Street (SR-3) and around Fort Jones Elementary School and Scott Valley Junior High School through infrastructure improvements and community campaigns. This project includes capturing all crash data in the Statewide Integrated Traffic Records System (SWITRS) and reducing the posted speed limit to below 30 m.p.h. on Main Street (SR-3) and throughout downtown. Accurate crash data is crucial to garnering infrastructure funding and policy changes. Other safety improvements include:

- Install flashing speed radar feedback sign on Main Street (SR-3); and
- Speed bumps at the Sterling Street / High Street intersection.

Proposed Plan:

Activate Community & Decision-Makers	1. The Etna / Fort Jones Police Department is working with Caltrans civil engineers to reduce speed limits on Main Street (SR-3). Engineering and traffic surveys to assess speed need to be conducted. 2. The Etna / Fort Jones Police Department continues to collaborate with the City of Etna to reference their experience with the newly installed speed radar feedback sign. 3. The Planning Committee will ask the Town of Fort Jones and Caltrans to respond to residents' requests for speed bumps and RRFB. Response should include an update on future plans and timelines.
--------------------------------------	---

Continued on next page

Reduce Driver Speeds in Downtown and Near Schools, continued

Project Team Recommendations	1. Preserving the historical feel and look of Fort Jones is a top priority of the community. Community-led planning workshops should be hosted to develop and finalize traffic calming elements and road design. 2. Install speed cushions on Main Street (SR-3) north of Butte Street and south of Eastside Road and from the south approaching downtown from Ray's. The Fort Jones Road Survey Report found that residents were supportive of speed cushions at the north and south entrances of the town. a. Refer to the California Bicycle Coalition and Alta Planning's 2020 Quick-Build Guide, NACTO's Urban Street Design Guide, and the Federal Highway Administration's Traffic Calming ePrimer for Speed Cushion application 3. Apply for funding from Caltrans' Active Transportation Program (ATP) or the California Office of Traffic Safety (OTS). The ATP provides funding to communities throughout California to support infrastructure and non-infrastructure projects and plans to further active modes of transportation like walking and walking. OTS supports infrastructure educational and engagement efforts. These funds may be used for public messaging campaigns, including speed signs and messaging. Examples of such signs and messaging may be found on OTS's Go Safely toolkit collection. 4. Work with Caltrans District 2 and the City of Fort Jones to determine if Main Street (SR-3) is eligible for a reduced speed of 15 mph and if the school zone can be extended to 1000 feet in each direction to provide a safer environment for students walking to and from school.
---	---

Project Name: Complete Sidewalk Network for Safe Routes to School

Project Goals:

1. Provide a safe space for students to walk to and from Fort Jones Elementary School and Scott Valley Junior High School.

Project Description:

This project aims to install a complete sidewalk network to provide safe access to school for students and families from Fort Jones Elementary School and Scott Valley Junior High School. Participants also wanted to install an effective drainage system in tandem with sidewalks to ensure proper water flow during the rain and snow season.

Proposed Plan:

Activate Community & Decision-Makers	1. The Planning Committee can identify school district personnel and parents to reach out to involve in the advocacy process of this project. 2. The Planning Committee can conduct a sidewalk assessment to see where sidewalks are needed and reach out to Caltrans, City Engineers and Planners to understand if this sidewalk project is feasible. 3. Caltrans, City Engineers and Planners can assess the current water drainage system and develop a plan to implement effective water drainage and sidewalks by the schools. The storm drainage plan could include diverting storm water into Moffett Creek.
Project Team Recommendations	1. Review SafeTREC's California Active Transportation Safety Information Pages (CATSIP) for funding opportunities to support educational, engagement, and infrastructural SRTS projects. Potential funding sources include the ATP program which funds infrastructure programs. 2. Work with the Scott Valley Unified School District to plan for a crossing guard program at Fort Jones Elementary School. Refer to resources published by the Safe Routes Partnership for crossing guard programs. 3. Work with Caltrans District 2 and city/county Public Works to prepare for the next cycle of ATP grants to apply for infrastructure projects. 4. Refer to the Small Town and Rural Design Guide for recommendations appropriate to the rural community of Fort Jones.

Project Name: Educational Safety Messaging Campaign

Project Goals:

1. Educate drivers in Fort Jones about safe driving behaviors and how to share the roadway with pedestrians and bicyclists.
2. Create a community culture of safe driving and respect for those walking and biking
3. Involve the community in planning pedestrian and bike educational safety events.

Project Description:

This project aims to create safety messaging campaigns for drivers, bicyclists, and pedestrians to create a safer environment for everyone. The community should be involved in creating the messages and hosting fun educational events, such as mural painting to inform the public of the importance of driving slowly and looking out for pedestrians, bicyclists, and people in wheelchairs.

Proposed Plan:

Activate Community & Decision-Makers	1. The Planning Committee will reach out to stakeholders from the City, downtown businesses, and the schools to identify safety campaigns appropriate for the downtown region along Main Street (SR-3) and near the schools. These may include community events, public service announcements, pamphlets, billboards, commercials and art.
Project Team Recommendations	1. For educational materials, the City could look into applying for funding from Caltrans' Active Transportation Program (ATP) or the California Office of Traffic Safety (OTS). 2. In the near term, the Planning Committee may review existing safety messaging campaigns through the following sources: OTS Go Safely campaign and outreach and engagement strategies in CATSIP. 3. Planning committee members may continue to post and promote Street Story as a way to gather input and compile community experiences and ideas.

Project Team Recommendations

The Project Team submits the following additional recommendations for consideration. Local stakeholders, such as city staff and the Planning Committee, may need to refine the recommendations to ensure they are appropriate for the current walking and biking environment.

Develop a Fort Jones Active Transportation Plan

The Project Team recommends the Town of Fort Jones work with the Siskiyou County Transportation Commission and Caltrans District 2 to develop a Fort Jones Active Transportation Plan. The Circulation Element in the Town of Fort Jones General Plan 2006 provides general walking and biking safety goals, but an Active Transportation Plan will provide specific, measurable infrastructure, policy, and program recommendations for the short and long term.

- Reference the [Active Transportation Planning Toolkit for Small- and Mid-Sized Communities 2022](#) for a comprehensive guide on how to develop an Active Transportation Plan; and
- Reference the City of Mount Shasta's [Bicycle Pedestrian and Trails Master Plan 2009](#) for a local example.
- The Town of Fort Jones can apply to Caltrans' [Active Transportation Program \(ATP\)](#) or the [Sustainable Transportation Planning Grant](#) for funding to create the Plan.

Crossing Guard Program at Scott Valley Junior High School

The Project Team recommends the Town of Fort Jones apply for funding for a community crossing guard program on Butte Street for Scott Valley Junior High School. Use the [Safe Routes to School Guide](#) to identify other locations where a crossing guard will have maximum impact on student safety. Many families do not feel safe allowing their students to walk and bike to school on their own because of the lack of safe crossings on their way to school. A crossing guard program could significantly increase pedestrian visibility, confidence, and safety. The [Active Transportation Resource Center](#) developed the [California School Crossing Guard Training Guidelines](#) to administer and implement the program. Funding ideas include exploring [district funding](#) opportunities.

Crosswalks Improvements at Key Intersections

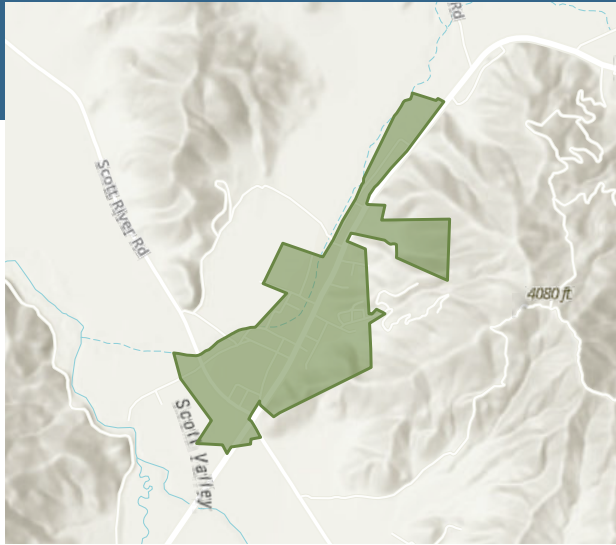
There are several destinations along Main Street (SR-3) that people drive, walk, bike, or roll to, but there are limited crosswalk markings headed into the downtown area. The Project Team recommends the Planning Committee work with the Town of Fort Jones, Caltrans District 2 representatives, and residents to identify which key intersections are eligible for high-visibility or artistic crosswalk markings. Workshop participants have already identified the following crosswalks to upgrade: along Sterling Street, in front of Five Marys; and the Newton Street / Main Street (SR-3) intersection. Participants were also interested in the installation of Rectangular Rapid Flashing Beacons at key unsignalized crossings to alert drivers that pedestrians are crossing.

Reconnecting Communities Programs

[Caltrans' Reconnecting Communities Program](#) works with communities across the state who are impacted and burdened by highways running through their cities and towns and to identify needs for community connectivity. The program centers on equitable community engagement to help mediate the impacts of highways. The Caltrans' call for project nominations is now closed, but the [U.S. Department of Transportation's Reconnecting Communities Pilot Program](#) is still accepting proposals until October 13, 2022. This first-ever Federal program is dedicated to reconnecting communities that have been cut off from economic opportunities by transportation infrastructure. Funding supports planning and capital construction grants, and technical assistance. The goal of the program is to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

Appendix

- [Fort Jones infographic](#)
- [Fort Jones Site Visit presentation](#)
- [Fort Jones Street Story presentation](#)



Fort Jones City, CA

Community Pedestrian and Bicycle Safety Program

Key Facts



45%

Households with 1+
Persons with a
Disability



28%

Population 65+



4%

Households without
a vehicle



20%

Households Below
the Poverty Level

Commute Profile



0%

Took Public
Transportation



18%

Carpooled



4%

Walked to Work



0%

Bike to Work

Race and Ethnicity

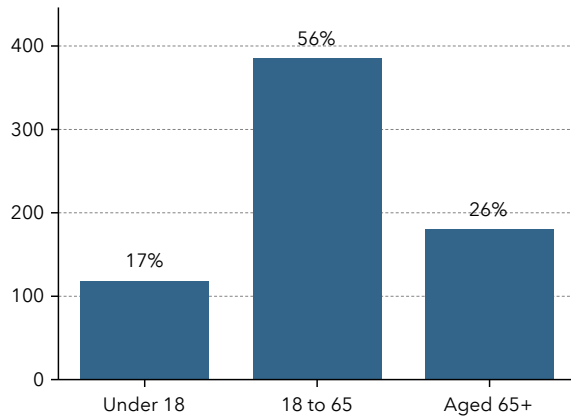
The largest group: White Alone (69.84)

The smallest group: Pacific Islander Alone (0.00)

Indicator ▲	Value	Diff	
White Alone	69.84	-5.89	
Black Alone	0.59	-0.53	
American Indian/Alaska Native Alone	5.27	+0.66	
Asian Alone	2.05	-0.08	
Pacific Islander Alone	0.00	-0.09	
Other Race	3.66	-0.95	
Two or More Races	18.59	+6.87	
Hispanic Origin (Any Race)	13.32	+0.70	

Bars show deviation from Siskiyou County

Population by Age



Household Income (2021)

Median Household Income

Household Income less than \$15,000

Household Income \$15,000-\$24,999

Household Income \$25,000-\$34,999

Household Income \$35,000-\$49,999

Household Income \$50,000-\$74,999

Household Income \$75,000-\$99,999

Household Income \$100,000-\$149,999

Household Income \$150,000-\$199,999

Household Income \$200,000 or greater

Injury Crashes in the Cities of Ft. Jones and Etna, and in Siskiyou County, 2012-2021

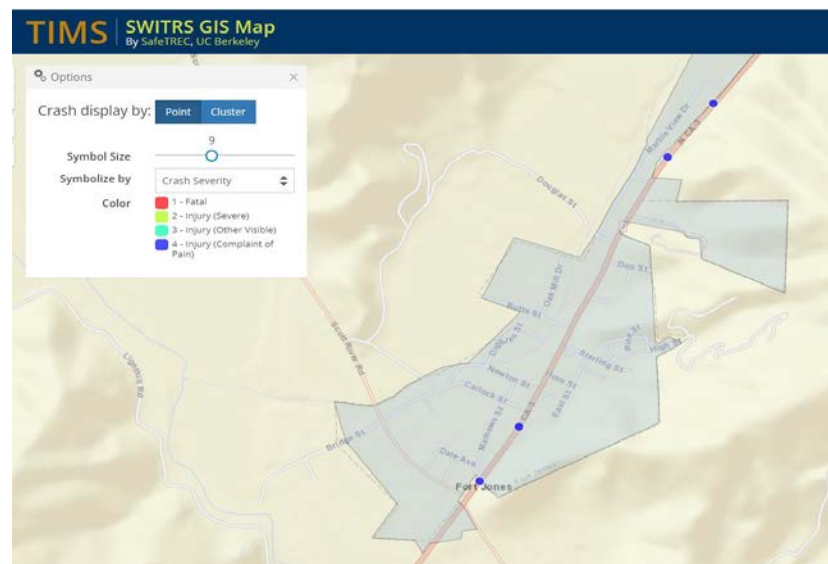
Prepared for the Ft. Jones CPBST

July 11, 2022

Jill Cooper
UCB SafeTREC



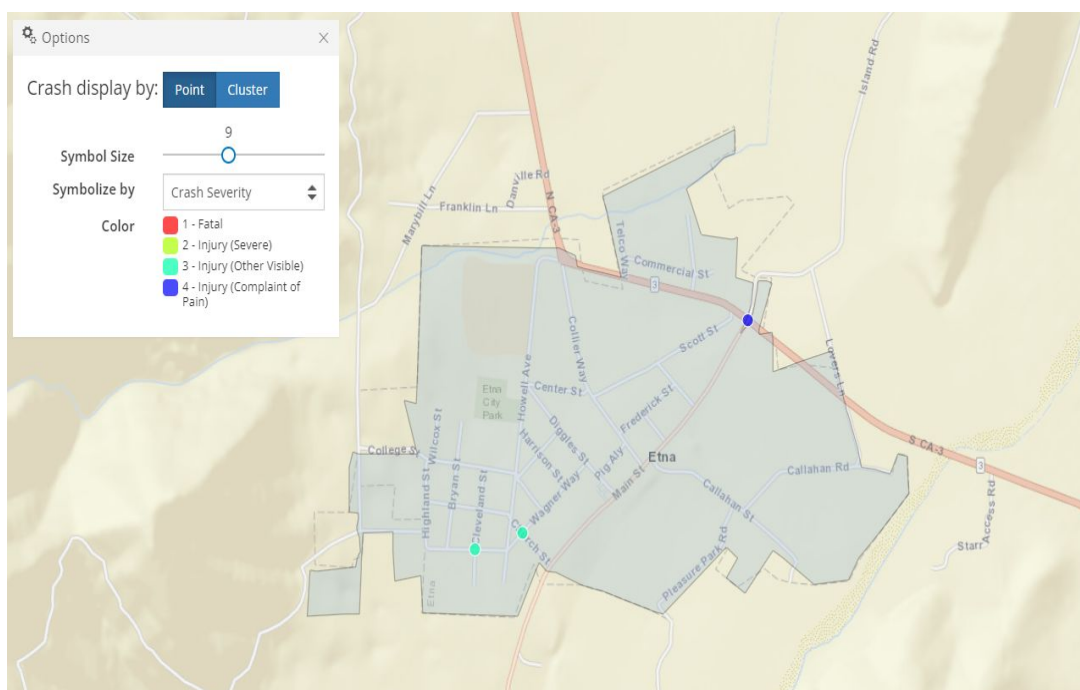
Injury Crash Severity, Ft. Jones, 2012-2021



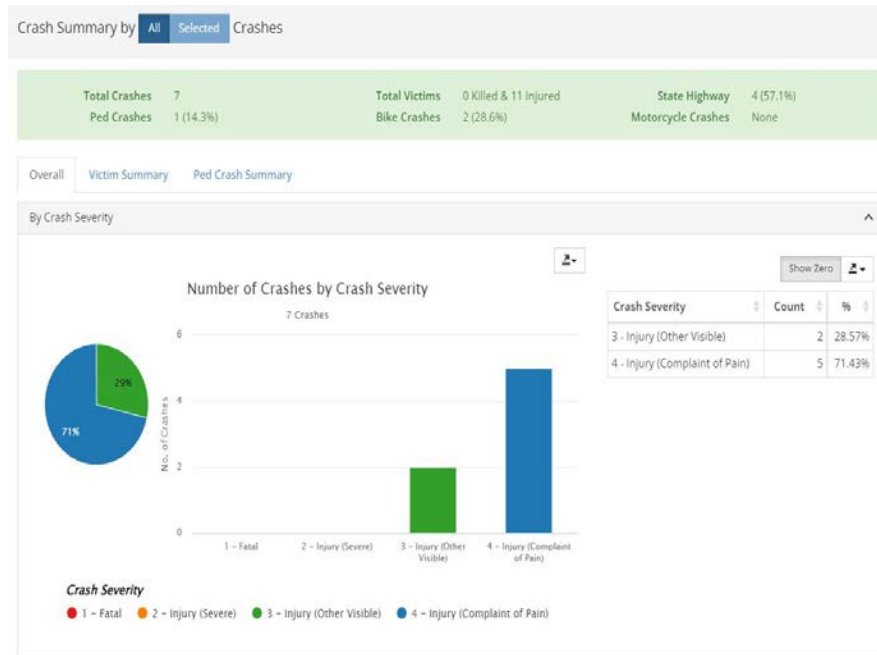
Ft. Jones – Summary of Data, 2012-2021

	Crash 1	Crash 2	Crash 3	Crash 4
Date/Time	9/18, ~1:15pm	6/15, ~1pm	11/12, ~8:30am	7/16, ~2pm
Location	Rt. 3	Rt. 3 (360' north of Hamilton)	Main St (282' south of Carlock)	Main & Mathews (at intx)
Crash Severity	Complaint of Pain	Complaint of Pain	Complaint of Pain	Complaint of Pain
Injuries	2 injured	2 injured	2 injured	1 injured
Type of Crash	Broadside	Rear end	Sideswipe	Rear end
Involved with?	Other MV	Other MV	Other MV	Other MV
Ped/Bike	No	No	No	No

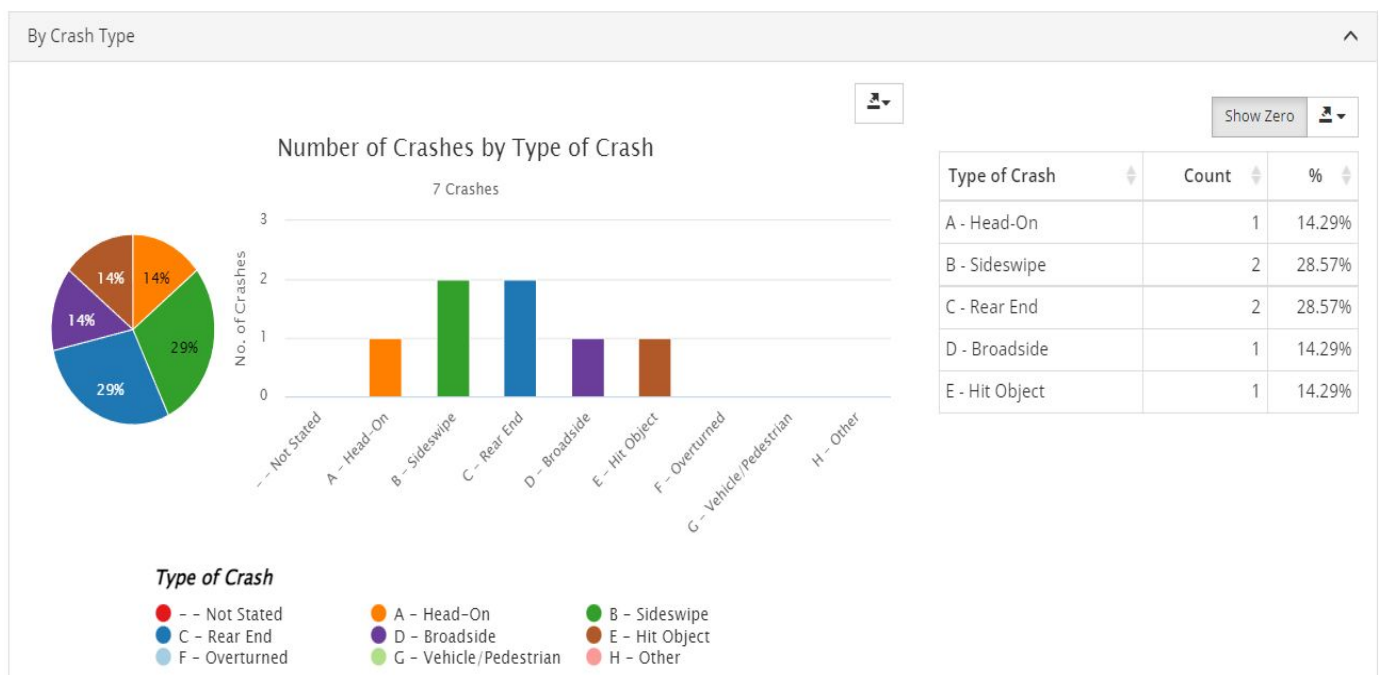
Injury Crash Severity, Etna, 2012-2021



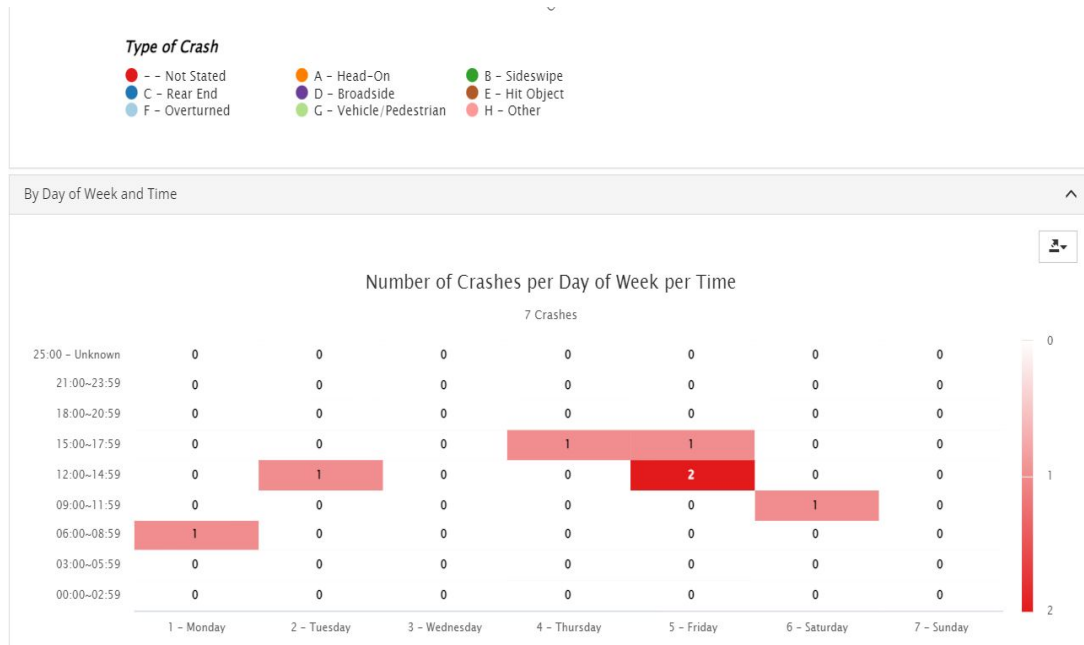
Crash Severity Summary, Ft. Jones and Etna, 2012-2021



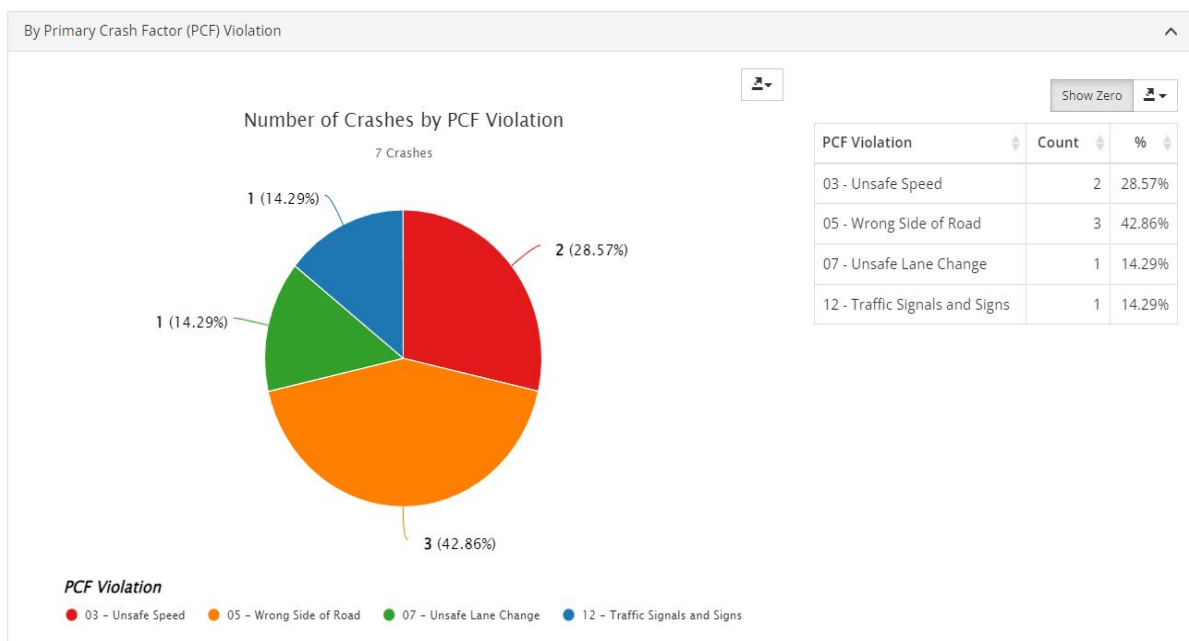
Type of Crash, Ft. Jones and Etna, 2012-2021



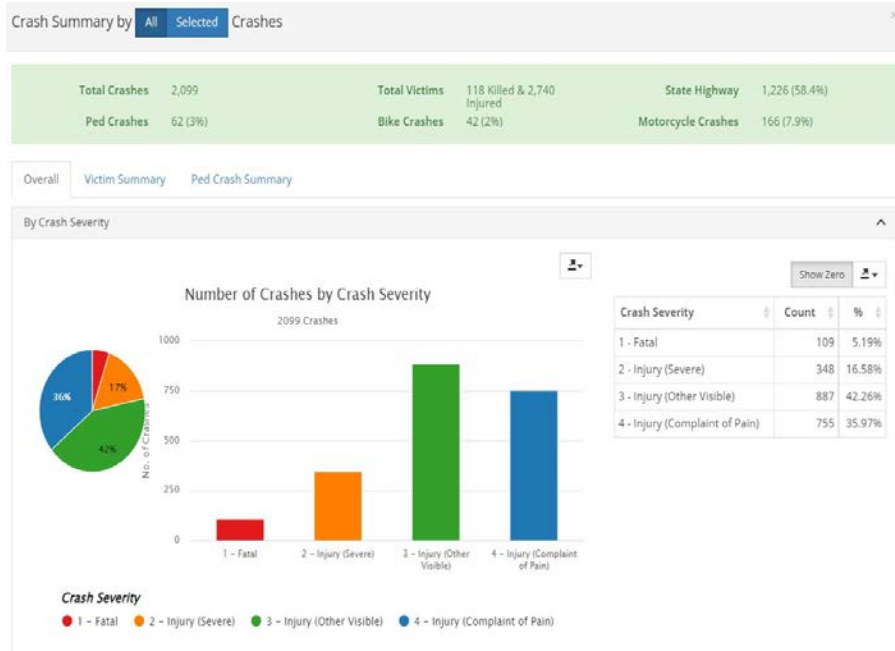
Crash per Day of Week/Time of Day, Ft. Jones and Etna, 2012-2021



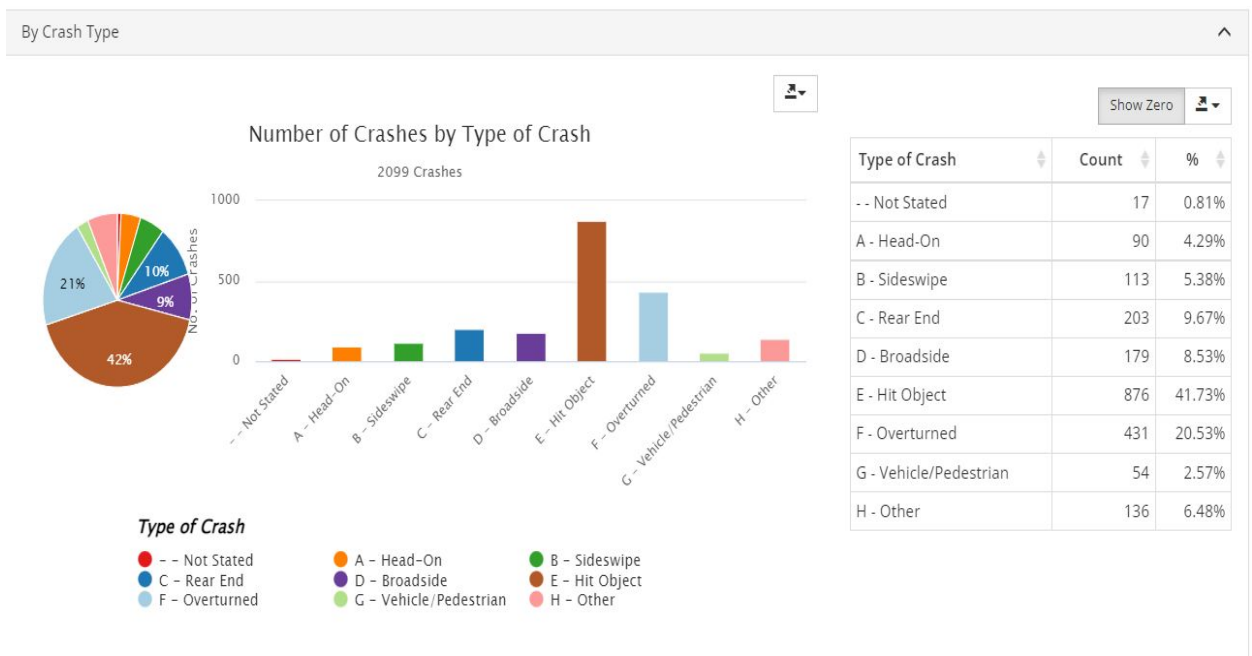
Primary Crash Factor, Ft. Jones and Etna, 2012-2021



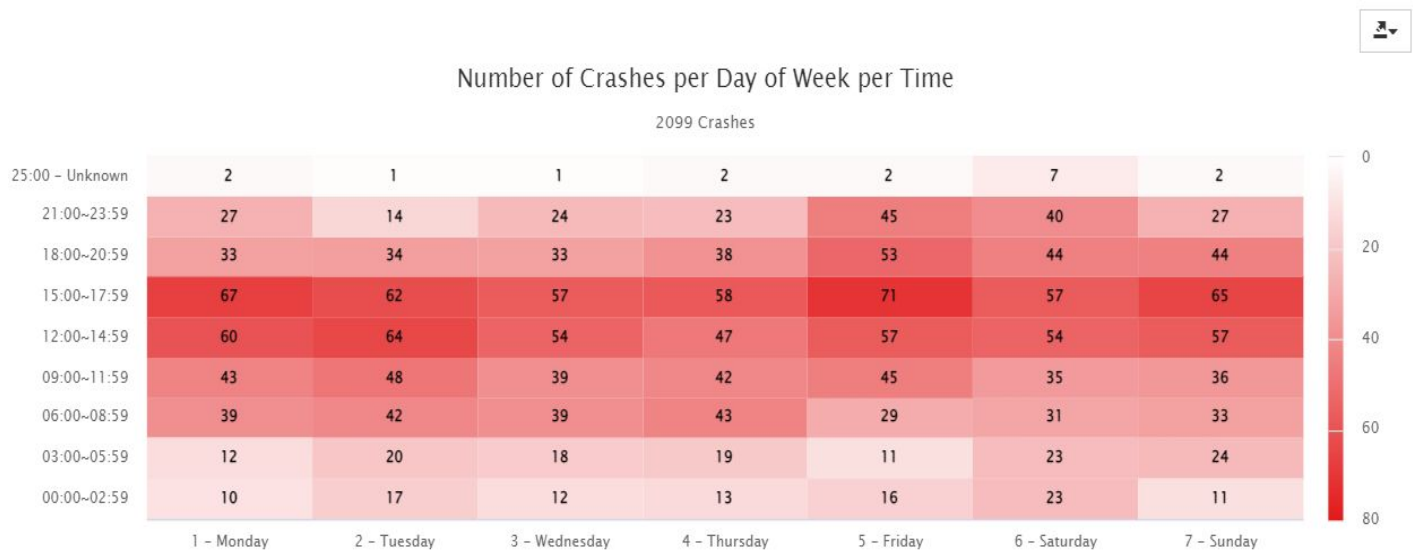
All Injury Crashes, Siskiyou County, 2012-2021



Crash Type, Siskiyou County, 2012-2021



Crashes by Day of Week and Time of Day, Siskiyou County, 2012-2021



STREET STORY

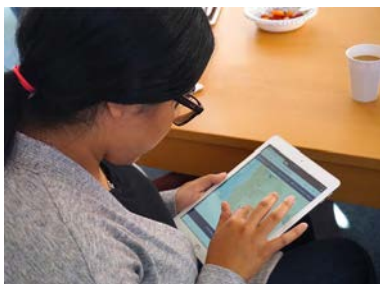
Transportation Safety Community Engagement Tool

Ft. Jones
June 29, 2022



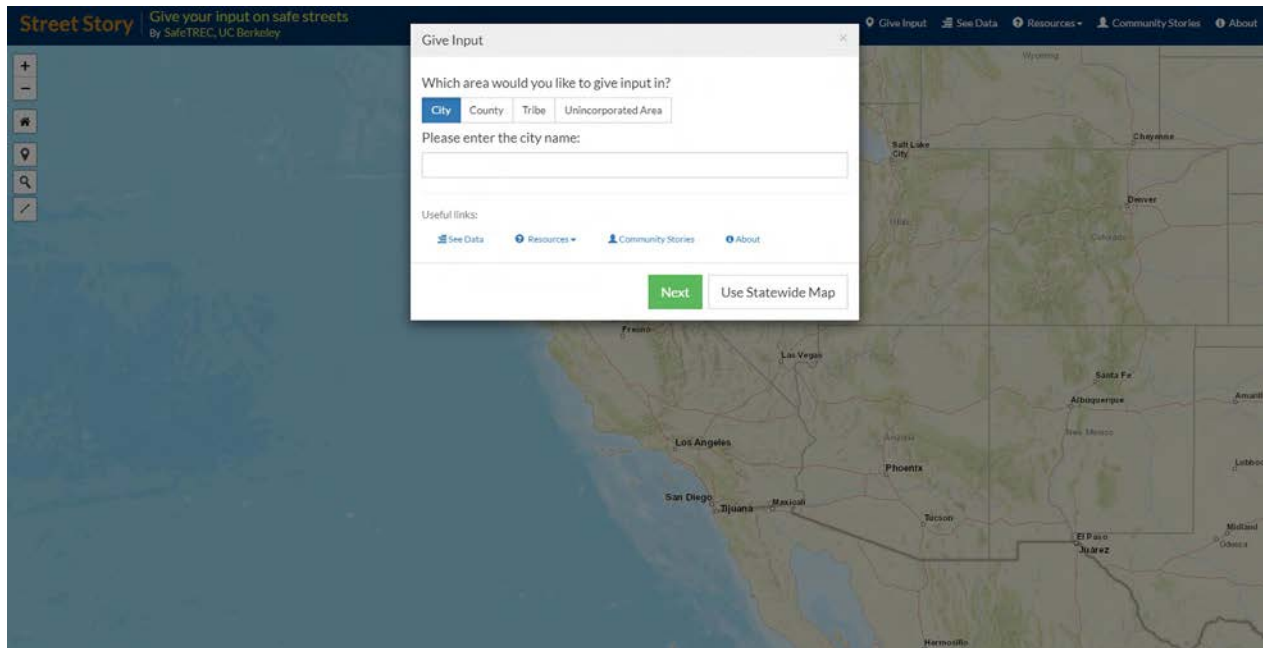
What is Street Story?

- Street Story is an online community engagement tool.
- It helps community groups and agencies collect and understand information that is important for transportation safety but is difficult to gather and analyze.
- See streetstory.berkeley.edu to enter roadway experiences.



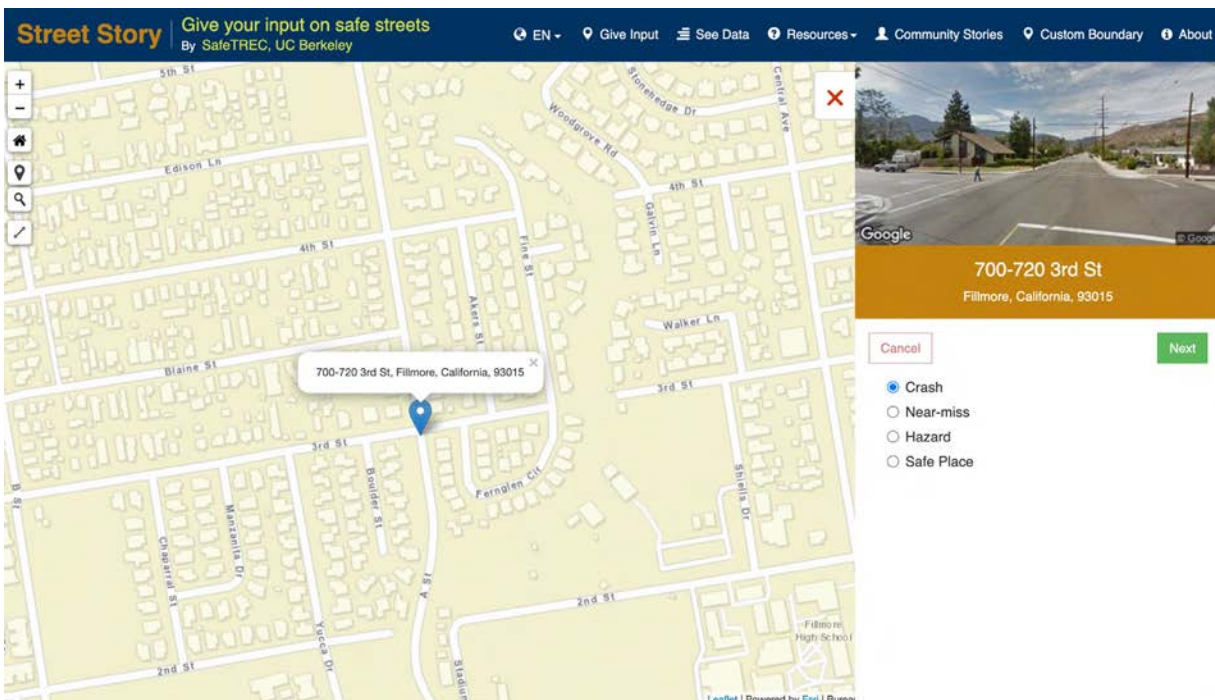
How to Provide Information

<https://streetstory.berkeley.edu> or <https://streetstory.berkeley.edu/es/>



How to Provide Information

<https://streetstory.berkeley.edu> or <https://streetstory.berkeley.edu/es/>



How to Provide Information

<https://streetstory.berkeley.edu> or <https://streetstory.berkeley.edu/es/>

700-720 3rd St
Fillmore, California, 93015

CancelPreviousNext

1. I was Walking when this near-miss happened.

2. This near-miss happened on:
Report month/year Report a date

3. When this near-miss happened, it was
☐ Day
☐ Night

4. Who else was involved?
☐ Vehicle driver
☐ Pedestrian
☐ Bike rider
☐ Scooter rider
☐ Someone taking a bus or train
☐ Someone using a mobility device (wheelchair, walker, etc)
☐ Other
☐ No one else

5. Were you or anyone else injured?
☐ No
☐ Someone had minor injuries
☐ Someone had severe injuries
☐ Someone died

6. What do you think caused this near-miss?
☐ Poor/missing sidewalk
☐ Poor/missing bike lanes or paths
☐ Cracked/uneven street
☐ Poor lighting
☐ Signs, signals or markings were not working or missing
☐ There was an obstacle in someone's way
☐ There was loose gravel, ice or water on the road/sidewalk
☐ The road was curving, I couldn't see what was coming
☐ There was an animal in the way
☐ There was overgrown vegetation
☐ Someone didn't yield
☐ Someone was speeding
☐ Someone's car door almost hit another person
☐ Other

7. What happened? Do not identify any individuals by name or include license plate numbers, etc.

Add Another LocationSubmit

Street Story Paper Version

Crash

Point/Line Number or Address:

1. I was _____ when this crash happened.
☐ Walking
☐ Biking
☐ Scootering
☐ Taking a bus or train
☐ Using a mobility device
☐ Riding in a vehicle
☐ Other

7. What do you think caused this crash?
☐ Poor/missing sidewalk
☐ Poor/missing bike lanes or paths
☐ Cracked/uneven street
☐ Poor lighting
☐ Signs, signals or markings were not working or missing
☐ There was an obstacle in someone's way
☐ The road was curving, I couldn't see what was coming
☐ There was loose gravel, ice or water on the road/sidewalk
☐ There was an animal in the way
☐ There was overgrown vegetation
☐ Someone didn't yield
☐ Someone was speeding
☐ Someone's car door hit another person
☐ Other

1a) If you use a mobility device, what kind do you use?
☐ Wheel chair ☐ Guide dog
☐ Walker or cane ☐ Prosthetic
☐ White cane ☐ Other

2. The crash happened in:
Day _____ Month _____ Year _____

3. When the crash happened, it was:
☐ Day
☐ Night

4. Who else was involved?
☐ Vehicle driver
☐ Pedestrian
☐ Bike rider
☐ Scooter rider
☐ Someone taking a bus or train
☐ Someone using a mobility device (wheelchair, walker, etc)
☐ Other
☐ No one else

5. Were you or anyone else injured in the crash?
☐ No
☐ Someone had minor injuries
☐ Someone had severe injuries
☐ Someone died

6. Was this crash reported to the police?
☐ Yes
☐ No

8. What happened? Do not identify any individuals by name or include license plate numbers, etc.

Near-Miss

Point/Line Number or Address:

1. I was _____ when this near-miss happened.
☐ Walking
☐ Biking
☐ Scootering
☐ Taking a bus or train
☐ Using a mobility device
☐ Riding in a vehicle
☐ Other

6. What do you think caused this near-miss?
☐ Poor/missing sidewalk
☐ Poor/missing bike lanes or paths
☐ Cracked/uneven street

1a) If you use a mobility device, what kind do you use?
☐ Wheel chair ☐ Guide dog
☐ Walker or cane ☐ Prosthetic
☐ White cane ☐ Other

2. The near-miss happened on:
Day _____ Month _____ Year _____

3. When the near-miss happened, it was:
☐ Day
☐ Night

4. Who else was involved?
☐ Vehicle driver
☐ Pedestrian
☐ Bike rider
☐ Scooter rider
☐ Someone taking a bus or train
☐ Someone using a mobility device (wheelchair, walker, etc)
☐ Other
☐ No one else

5. Were you or anyone else injured?
☐ No
☐ Someone had minor injuries
☐ Someone had severe injuries
☐ Someone died

1. I feel unsafe here when I'm:
☐ Walking
☐ Biking
☐ Scootering
☐ Taking a bus or train
☐ Using a mobility device
☐ Riding in a vehicle
☐ Other

2. I feel unsafe because:
☐ Day
☐ Night

3. I feel unsafe because:
☐ Poor/missing sidewalk
☐ Poor/missing bike lanes or paths
☐ Cracked/uneven street
☐ Poor lighting
☐ Signs, signals or markings were not working or missing
☐ There was an obstacle in someone's way
☐ The road was curving, I couldn't see what was coming
☐ There was loose gravel, ice or water on the road/sidewalk
☐ There was an animal in the way
☐ There was overgrown vegetation
☐ Someone didn't yield
☐ Someone was speeding
☐ Someone's car door almost hit another person
☐ Other

4. Tell us more. Do not identify any individuals by name or include license plate numbers, etc.

Hazard

Point/Line Number or Address:

1. I feel unsafe here when I'm:
☐ Walking
☐ Biking
☐ Scootering
☐ Taking a bus or train
☐ Using a mobility device
☐ Riding in a vehicle
☐ Other

1a) If you use a mobility device, what kind do you use?
☐ Wheel chair ☐ Guide dog
☐ Walker or cane ☐ Prosthetic
☐ White cane ☐ Other

2. I feel safe here because:
☐ Safe speeds
☐ Low car traffic
☐ Safe sidewalks
☐ Safe bike lanes or paths
☐ Good lighting
☐ Signs, signals or street markings work well
☐ Well maintained vegetation
☐ Other

3. Tell us more. Do not identify any individuals by name or include license plate numbers, etc.

Safe Place Questions

Point/Line Number or Address:

1. I feel safe here when I'm:
☐ Walking
☐ Biking
☐ Scootering
☐ Taking a bus or train
☐ Using a mobility device
☐ Riding in a vehicle
☐ Other

1a) If you use a mobility device, what kind do you use?
☐ Wheel chair ☐ Guide dog
☐ Walker or cane ☐ Prosthetic
☐ White cane ☐ Other

2. I feel safe here because:
☐ Safe speeds
☐ Low car traffic
☐ Safe sidewalks
☐ Safe bike lanes or paths
☐ Good lighting
☐ Signs, signals or street markings work well
☐ Well maintained vegetation
☐ Other

3. Tell us more. Do not identify any individuals by name or include license plate numbers, etc.

Using Street Story



Contact Information

streetstory@berkeley.edu

Jarah Crowner

jcrowner@berkeley.edu

Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.



***Thank you for your interest in the Community
Pedestrian and Bicycle Safety Training
Program.***

For more information, please visit:

<https://safetrec.berkeley.edu/programs/cpbst> or <https://www.calwalks.org/cpbst>



THE TOWN OF FORT JONES

TO: FORT JONES CITY COUNCIL

MEETING DATE: OCTOBER 10, 2022

FROM: KARL DREXEL, CITY ADMINISTRATOR

SUBJECT: REVIEW AND DISCUSS THE BRANDING SUMMIT

BACKGROUND

In September, we hosted the first-ever Community Branding Summit. Headed up by Rachel and Aaron Reimler with RCAC, the event was well attended and a great success. Rachel will have more to share with the Council and the Community, when she gets back, but we got a lot of great ideas and suggestions. Aaron recapped some of the highlights and takeaways.

RECOMMENDATION

Staff recommends Council review the report and assist staff in recruiting members for a community committee that will continue this work helping to direct what the future brings to Fort Jones.

COMMUNITY BRANDING



What You Need To Know

What Can Branding Do For Fort Jones?

Branding is an opportunity
for economic development:

- *Scott Valley jobs for
Scott Valley residents*
- *Expanded restaurant hours*
- *No more vacant storefronts*
- *Better accommodations for
seasonal firefighters*



In September, we hosted the first –
ever Community Branding Summit.
Here's what we learned from Fort
Jones residents:

1. Young Scott Valley natives need
local opportunity
2. Local children need recreation
3. Historic preservation is a top priority
4. Residents do not want to live
in a tourist trap

**Every day, people drive through
Fort Jones without stopping because
they don't know what our town has to offer.**

WHAT COMES NEXT

City Hall staff will be working hard to make sure that local events are well-attended this Fall and Winter. A committee of citizens will make sure that Fort Jones does not miss out on opportunities to bring residents the goods and services they are asking for. If you would like to serve on the committee, call City Hall at (530)-468-2281.

Fort Jones Branding Session (September 21st, 2022)

Key Themes

Situational Analysis: How do people currently perceive Ft. Jones and what do they expect?

- It was reported that Fort Jones is largely considered by many as a “pass through” or “filter town” that travelers often pass through without stopping to get to Etna, Yreka, or back to I5. Those in the region see Fort Jones as “boring,” but are regularly surprised by the beauty and significance of the area’s natural assets.
- Many noted a lack of amenities and vibrancy along Main Street. Specifically noted was a lack of dining options with consistent operating hours, and places to go in the mornings (i.e. breakfast and coffee).
- In conversations focused on Main Street, participants identified blighted, empty buildings as a deterrent to potential visitors. These buildings dissuade potential customers of existing businesses and make it difficult for new business development to occur.
 - Similar sentiments were shared on certain residential structures. A few participants noted rentals that had been turned into short- or long-term rental properties that have been neglected and fallen into disrepair. These spaces are detrimental to attracting investment into local housing stock and infrastructure.
- While civic pride and participation are important to residents here, there’s room for more coordinated efforts—like a citizen planning committee.

Evaluating Existing Assets: Building a weekend itinerary.

- Five Mary’s was regularly mentioned as a local highlight and a part of everyone’s itinerary. Pizza at Dave’s was also highlighted.
- Other seasonal activities mentioned were those centered on recreation, the Community Garden, and the playground outside the library.
- Fort Jones natural assets and rural setting offers a great view of the sunset almost anywhere in the valley, as well as an abundance of picturesque backdrops.
 - Kidder Creek was mentioned as a great place for a group/family photo.
- Local Festivals (i.e. film and art festivals).
- Marble Rim Gallery was the consensus-best place to purchase local gifts.

The Future: What will the perception be in 10 years?

- A town that matches the surrounding natural beauty; vibrant public spaces, storefronts, neighborhoods, and greenery.
- A place to bring and start a family, enjoy local events, find new opportunity, and contribute to the pride locals feel in the place they call home.
- A town that’s able to maintain the integrity of its historic places and spaces and allow them to contribute to local vibrancy.
 - Fort Jones has eclectic and colorful history. This should be celebrated, shared, and remain central to the community’s identity. The buildings that act as windows to that history and facilitate the historic atmosphere should be preserved and maintained.
- A town that has mutually beneficial relationships with other communities in the Scott Valley, as well as surrounding Tribal communities (i.e. Yurak, Karuk).
- A town with infrastructure sufficient to support economic and residential needs.

- A town with public spaces enjoyed by locals and visitors, and abundant in recreational opportunities.
- Many participants mentioned being able to highlight local assets, make wayfinding easier, and facilitate connections to outdoor and recreational points of interest through better signage, a visitors' center, and visitor kiosks along Main Street.

Target Markets

- California residents who grew up in rural communities but moved to urban centers to chase opportunity. These people are likely in the middle of their career and are nostalgic for a rural atmosphere and have grown tired of their corporate jobs.
- Those who grew up here and left. It's important that people who grew up here are able to find housing, opportunity, and start a family of their own. These are people that understand the community, its pride, and often want to be active civic participants.
- People who value the rural lifestyle, want to invest and be an active participant in the area, help maintain its integrity, and likely have the option to work remotely.
- Entrepreneurs that want to invest in filling a local market need (i.e. a place for breakfast an morning coffee, recreation businesses, and boutique lodging that suits the local aesthetic and atmosphere—not a commercial franchise).
- Area tourists—often younger couples and families who visit to enjoy recreational opportunities and natural setting the area offers.