

# SHAVER LAKE RECREATIONAL TRAIL CONCEPT PLAN

SHAVER LAKE RECREATIONAL TRAIL COMMITTEE



The Shaver Lake Recreational Trail  
Concept Plan is the work of:



Shaver Lake Recreational Trail  
Committee

With technical assistance from:



**NPS-RTCA**

Rivers, Trails and Conservation Assistance Program

# ACKNOWLEDGEMENTS

The Shaver Lake Recreational Trail (SLRT) committee hosted a general meeting in September 2024, with valued stakeholders involved in ensuring project success. The committee would like to thank the following for their attendance and participation.

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Fresno County Supervisor Chairman-District 5
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- Jack Wilkenson-Fresno County Disc Golf representative
- Marie Edwards, SLRT Committee Chairperson
- Drew Tallberg, SLRT Committee
- Lindsey Chargin, SLRT Committee
- Michelle McGee, SLRT Committee

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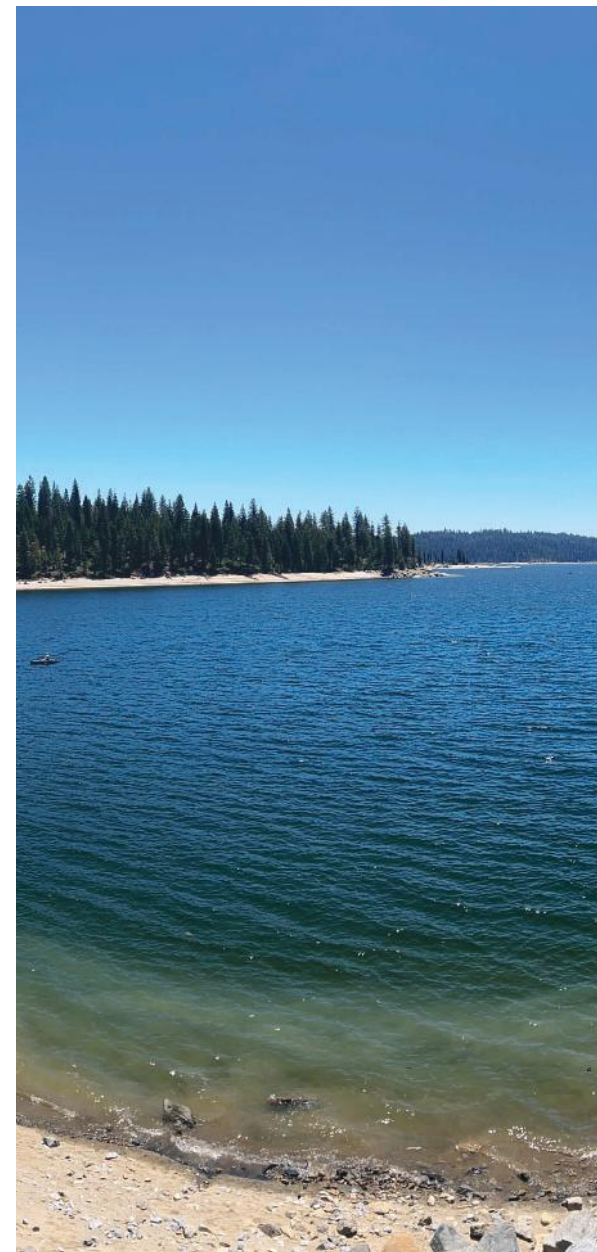
A special thank you to the supportive service groups in the Shaver Lake area, particularly the Shaver Lake Civic League, for its support and willingness to house this project for the initial start-up before the committee established its own 501(c)(3) status. The Shaver Lake Volunteers encouraged the project's pursuit, and the Shaver Lake Lions Club supported this trail.

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Finally, SLRT committee would like to acknowledge Carlos Flores from the National Parks Service Rivers, Trails, and Conservation Assistance (RTCA) program for guiding us through the planning process.



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WELCOME TO

SHAVER LAKE

SHAVER LAKE LIONS 1<sup>ST</sup> THUR.  
ZZA & RIBS RESTAURANT



**SECTION 1:  
BACKGROUND INFORMATION**

## Shaver Lake Recreational Trail Concept Plan



# Introduction

Trails provide countless opportunities for multi-use recreation and safe corridors for active transport. The Shaver Lake Recreational Trail (SLRT) committee proposes a public park and an eight-foot paved class one multi-use recreational trail system to connect residential with commercial areas and nearby recreational opportunities. The proposed community park and trail system will improve quality of life by increasing awareness of the surrounding natural and cultural treasures of Shaver Lake, CA, while also increasing public safety by removing trail users from roadside dangers. Residents and visitors can access the lake, trailheads, restaurants, grocery stores, library, campgrounds, and post office without a vehicle.

The SLRT is the visionary product of concerned community members who recognized the need for improved

infrastructure during the COVID-19 pandemic. Shaver Lake experienced a surge in visitors, highlighting trash, restrooms, and parking issues, especially along Highway 168. The SLRT committee aims to create convenient and safe trailheads with parking, trash receptacles, and restrooms. The Class One multi-use trail system connects the entire Shaver Lake community. It is designed to meet the needs of Shaver Lake residents and manage the seasonal surges of visitors. This conceptual plan describes the proposed network of trails/parks to improve safety, foster economic growth, address local issues and provide outdoor recreational opportunities.

This plan serves as a tool that guides the planning, design, fundraising, construction, and maintenance of the proposed trail network. Shaver Lake Recreation Trail is a

conceptual trail plan. It does not describe the exact locations or types of amenities to be constructed, nor does it include detailed budgets or engineered plans for specific features. It is considered a tool to convey a vision for a trail network in the Shaver Lake area. It conveys SLRT 's vision for trail alignments, crosswalks, and other amenities. This plan is a living document to be updated as required.



## Mission

The SLRT fosters community engagement through an outdoor recreational and educational trail system. In partnership with private and governmental agencies, it addresses local safety concerns. Providing a paved trail system, park, and trailheads promotes equitable access to nature and enhances the town's safety, sanitation, and connectivity. The trails link neighborhoods to the town, improving pedestrian and cyclist safety, expanding recreational opportunities, and encouraging an inclusive appreciation for the natural beauty of the Shaver Lake area.



## Vision

The SLRT's vision is to develop and maintain a network of trails, parks, and greenways that cater to the diverse populations of Fresno County and California while respecting and safeguarding the integrity of its rich natural and cultural resources. These easily accessible trails provide a safe route connecting the community to the town, campgrounds, museum, and lake. The trailheads offer public parking, restrooms, and waste disposal services.



## Shaver Lake Recreational Trail Concept Plan



## Setting

Shaver Lake is a popular recreational destination surrounded by the tall trees of the Sierra National Forest. Southern California Edison (SCE) owns the lands around the lake and administers many recreation sites for boating, camping, hiking, fishing, and sightseeing. Shaver Lake was constructed in 1927 by the Pacific Light and Power Corporation, which later became Southern California Edison. It is part of the Big Creek Hydroelectric project, which includes a system of lakes, tunnels, penstocks, and powerhouses converting water into electricity. The reservoir is named for pioneer lumberman C.B. Shaver, who logged the area around the turn of the 19th century. In 1893, Shaver built a small rock-filled dam that impounded water to form a small mill pond to support logging operations.

Shaver Lake is an essential scenic, recreational, and economic resource for Fresno County. It is a magnet for tourism and recreation. The lake is 50 miles from Fresno, California, at an elevation of 5,500 feet. Shaver's cooler weather draws many people to escape the Central Valley summer heat. Winter snow play and skiing are popular at the nearby China Peak Mountain Resort. Shaver Lake is a full-service community providing a wide range of services and accommodations for visitors. As California grows, more people are seeking vacation homes and rentals in the area.

The Monache (Western Mono) tribe historically inhabited the Shaver Lake area. Their presence is evident in the region through archaeological sites and oral traditions. The Central Sierra Historical Society and Museum, at the entrance to SCE

Camp Edison at Shaver Lake, houses Mono artifacts and exhibits related to local Native American history.

Shaver Lake is one of several dammed reservoirs in the area but receives the highest visitation. Multiple wilderness areas and hot springs surround this mountain town, which serves as an entry point for high-country adventures. The Pacific Crest Trail and McKinley Grove (Giant Sequoias) are popular nearby destinations. Fishing, off-highway vehicles (OHV), backpacking, and horseback riding draw many to the region.

The historical Creek Fire burned through the area in September 2020. This devastating wildfire highly impacted the community and surrounding forest. Although hundreds of homes were lost, many parts of the community were spared from the flames.

## Shaver Lake Recreational Trail Concept Plan

The Central Sierra Resiliency Fund, SCE, and many other organizations continue with reforestation efforts to restore the ecosystem. Despite the wildfire's impact, Shaver Lake remains a highly sought-after destination. This mountain town offers endless adventure and recreational opportunities within a short drive of Central Valley cities.

**Demographics (Source: US 2020 Census)**  
Shaver Lake is a census-designated place (CDP) located in Fresno County, California. As a popular tourist destination, its demographics exhibit unique characteristics compared to its surrounding communities and the County as a whole. Of the 124K+ visitors that enjoy the Shaver Lake area each year less than 1% originate from Shaver Lake. Over 53% of these visitors originate from the Central Valley. 45% of these visitors are Hispanic and with a median age of 36 years.

With a population of 620 as of the 2020 Census, Shaver Lake is a small community compared to Fresno County's 1,008,654 residents. Approximately 7% of Fresno County residents travel to Shaver Lake and benefit from the areas recreational opportunities each year. This is over 114 times the population of residents in Shaver Lake. Source; Fresno County EDC (Spencer Bremer Research).

**Race and Ethnicity:** Shaver Lake's population is predominantly White (95.5%), with a small Hispanic or Latino population (6.3%). Fresno County is more diverse, with a White population of 44.8%, Hispanic or Latino population of 50.5%, and notable Asian (11.1%) and Black or African American (5.2%) populations. The racial and ethnic makeup of Shaver Lake reflects a more homogenous community compared to the

County's diversity.

**Household and Income:** Married-couple families comprise 66.9% of Shaver Lake households, with an average household size of 2.24. Fresno County has a lower proportion of married-couple families (48.6%) and a larger average household size (3.34). The median household income in Shaver Lake (\$83,750) is considerably higher than the County's (\$55,450), indicating a higher socioeconomic status.

**Education and Employment:** Shaver Lake residents have high educational attainment, with 98.1% having at least a high school diploma and 37.7% holding a bachelor's degree or higher. Fresno County has lower educational attainment, with 81.1% having at least a high school diploma and 20.8% with a bachelor's degree or higher. The employment

rate in Shaver Lake is 34.9%, with major industries being retail, accommodation and food services, and construction. Fresno County has a higher employment rate, with agriculture, manufacturing, and healthcare being major employers.

**Housing:** Shaver Lake's housing is predominantly owner-occupied (83.7%), with a median value of \$419,300. Fresno County has a lower owner-occupancy rate (61.7%) and a median value of \$245,300. The higher housing costs in Shaver Lake reflect its desirability as a mountain resort community.

#### Comparison to Surrounding Communities:

While specific data on Shaver Lake's immediate surrounding communities is limited, it's likely they share some demographic similarities due to their proximity and shared mountain resort

characteristics. However, Shaver Lake's demographics likely differ from communities further away, particularly those in the San Joaquin Valley, which tend to have larger populations, younger age demographics, greater racial and ethnic diversity, lower incomes, and more diverse employment sectors.

The median age in Shaver Lake is 61.4 years, significantly higher than the County's median age of 32.6 years. This suggests a retiree heavy population in Shaver Lake, contrasting with the younger population in the County where visitors originate.

Shaver Lake's demographics describe a small, affluent, predominantly White community with a high proportion of retirees and married couples. Its focus on tourism and recreation is reflected in its major employment sectors.



## Opportunities and Benefits

Recreational opportunities close to living and work centers have improved community health and enjoyment and increased tourism nationwide. (<https://www.epa.gov/smartgrowth>) Trails and greenways provide more than recreation. They impart a community identity and pride with benefits for public health, local economy, and active transportation. Trail systems are often associated with higher property values and are listed as community assets. Highway 168 runs through the middle of town, so safety is one of the biggest concerns this project addresses. This trail system significantly improves public safety and enjoyment by separating pedestrians from vehicular traffic. The trail provides non-motorized access to community assets and an alternative for locals lacking vehicular transport. It benefits trail users' physical and emotional health with increased exercise. Obesity and sedentary lifestyles

are major health problems in this country; anything promoting people moving their bodies benefits public health.

The trails, parks, and trailheads provide excellent opportunities to educate people about interesting flora and fauna and the expected behaviors for trash disposal to reduce wildlife complications. The SLRT committee is dedicated to developing interpretive signage for education throughout the trail system. This signage improves the trail users' experience and appreciation of the surrounding ecosystem. Placing retired chairlift carriers from the local China Peak Mountain Resort along the trail system provides benches for people to stop and enjoy nature.

All trailheads will address local issues by providing parking, trash, and restrooms.

Parking lots enable visitors to park off Highway 168; some trailheads provide EV charging options. SCE launched the Charge Ready program in 2020 to add around 38,000 new EV chargers in their service areas. Bear-proof trash receptacles reduce littering and keep wildlife safe. The proposed ADA-compliant vault toilets and parking greatly increase the ADA-accessible infrastructure in the area. Various organizations have expressed interest in funding for SLRT, which could be highlighted by adopting trailheads or portions of the trail.

UC Davis completed studies ([health.ucdavis.edu](http://health.ucdavis.edu), supported by a research summary from the U.S. Department of Agriculture) showing that spending time in natural areas with opportunities to view and experience nature helps reduce stress, depression, anxiety, attention deficit, hyperactivity, and

exhaustion. Trails allow people of all ages and abilities to incorporate exercise into their daily routines by connecting them with places they enjoy and want to use. Communities that encourage physical activity by building trails can significantly affect public health and wellness. This type of recreation improves local economies and decreases healthcare-related costs by improving overall health. The Shaver Lake area offers abundant opportunities for individuals to immerse themselves in the area's beauty. The SLRT will allow people to experience nature with minimal environmental impact.

Another benefit of regional trails within a vacation and second-home destination like Shaver Lake is that they attract additional tourists and increase the duration of visits. Trail tourism allows money to be spent in rural towns. This spending can attract new

businesses, support existing businesses, and increase commerce in the area. Many towns with trails have experienced economic revitalization due to trail development. Investments made in building and maintaining trails are outweighed by the benefits they bring to a community. The SLRT committee aims to bring new vitality to the area, foster positive community identity and pride, and revitalize businesses.



## Constraints

A lot of energy and enthusiasm goes into planning new infrastructure that brings a sense of vitality and something different than the status quo. Along with the increased excitement comes skepticism and challenging obstacles. In the case of the Shaver Lake Recreational Trail (SLRT), this is no different from any other project. The SLRT is embraced and supported by residents, visitors, Southern California Edison, local service groups and businesses. However, many questions have been raised about the project. Where is this trail going to go? Is it paving over wetlands or Indigenous artifacts? Where is the funding coming from? Who is going to maintain it? Who is liable if there are accidents? Will e-bikes be allowed? These are just a few issues raised and addressed in the concept plan.

The first step was to develop a general concept and design for trail alignment. Most of the

## Shaver Lake Recreational Trail Concept Plan

trail falls on Southern California Edison (SCE) land, so SCE buy-in and approval was essential. SCE is very supportive but concerned about the project's impact on wetlands and artifact preservation. SCE has worked closely with the SLRT committee to determine appropriate trail alignments and trailhead locations. In segment four, landowners granted access to the land over their utility strips with the understanding that they may need to access the area in the future, causing temporary trail disruptions. Shaver Forest Development Inc. (APN 130-031-39) and Strahm Family Lp (APN 130-031-33) have agreed to sell their property for use as a 50-acre Shaver Lake Regional Park, where the main SLRT trailhead will be located. Large grants through the State of California are necessary for this land acquisition. Some grants require a percentage of matching funds, which SLRT hopes to

secure through County partnerships. While accessible land acquisition is a beneficial asset, the project has constraints around funding, defining partnerships with County entities, and zoning appropriations.

The mountainous terrain of the Shaver Lake area has many granite boulders and meadows that must be considered when designing and building a trail. Trail alignment with a minimal trail gradient is challenging. Parts of the trail will traverse existing gravel roads, while other sections will require new engineering and land clearing. Raised wooden structures, culverts, bridges, and crosswalks will be constructed as needed. Proper design, maintenance, and management will minimize trail-related liabilities. Recreational Use Statutes protect landowners who open their land for free public recreation.

The entire project will cost millions to complete. The SLRT committee continues to apply for grants and seek other funding opportunities. Many grants require matching funds to meet application qualifications. The SLRT committee will build and maintain the trail system through donations, merchandise sales, grants, and fundraisers. Transient Occupancy Tax funding is possible but requires a ballot measure. Maintenance is a valid concern requiring County and SLRT investment funding. Local service groups and individuals have agreed to help with fundraising.

Trail development requires extensive marketing to advertise and garner project support. The SLRT committee is working hard to anticipate existing constraints and devise a plan to solve future problems. The SLRT has an I SUPPORT and DONATE

section on [GoShaver.org](http://GoShaver.org) with many public interactions and comments. Developing new infrastructure of this scale is a long process, but the community is firmly committed to project completion.



## Sustainable for Future Generations and Inclusive to a More Diverse Population

Why a paved trail, and why e-bikes? Answer: Durability and inclusiveness.

The SLRT paved Class One trail system is for current users and the next generation. According to the article “Why Should We Pave Some Hiking Trails” (December 20, 2018) by ELSA, sustainability and inclusiveness are key to making a quality trail system.

Paving a trail increases its usability and longevity. A trail with decomposed granite or other natural stone is susceptible to erosion and other water-related damage. Unpaved trails create barriers for people with limited mobility, such as wheelchairs, strollers, or any kind of small wheel.

Paved trails are more accommodating and follow the Fresno County Class One Trail

requirements (see pages 21 and 22). Paved trails create ease of access for more of the population to engage in outdoor activities.

To increase access opportunities for a more diverse population with physical limitations, the SLRT committee proposes to allow Class One pedal-assist e-bikes. The article “Deschutes National Forest Proposes Allowing E-bikes On Central Oregon Trails” (July 2024) states, “Electric bicycles can help with barriers to cycling such as hilly topography and long distances to destinations, as well as grant people with physical limitations new to recreation or the option to continue previous recreation activities not allowed due to their mobility impairments.” E-bikes provide increased access to natural resources for those who may not be able to access them otherwise.

Shaver Lake has many retired folks who find hills more challenging as they age. Many have switched to e-bikes to help them stay active and enjoy the area. Planning and developing access for a diverse population is essential for the enjoyment of this trail system. Accessibility for all is a priority for this trail.



	TYPICAL WIDTH AND SURFACING	TREAD AND GRADE	TYPICAL USERS
<b>SIDEPATH</b> (Class I) Within roadway right-of-way	Paved 12-16 ft wide, with a buffer from the roadway that varies depending on roadway speed and vehicle volumes	Wide and smooth	Multi-use; recreational and active transportation for bicyclists, pedestrians, other wheeled users
<b>SHARED USE PATH</b> (Class I) Off-road/ independent right-of-way	Paved 12 ft wide (8 ft wide with 2 ft shoulder on each side)	Wide and smooth	Multi-use; recreational and active transportation for bicyclists, pedestrians, other wheeled users
<b>MULTI-USE TRAIL</b> Off-road/ independent right-of-way	Soft surface 5-8 ft wide or 8-10 ft wide  Trail width will vary depending on terrain and other physical constraints.	Continuous and obvious  Grade may vary from level to somewhat steep, average grade	Multi-use; recreational use for hikers, mountain bikers, equestrians
<b>SINGLE-USE TRAIL</b> Off-road/ independent right-of-way	Soft surface Up to 6 ft wide	Continuous but narrow, with a rough tread  Grade varies from level to somewhat steep	Single use; equestrians, hikers, mountain bikers.

Source: Trail classifications table from the 2021 Fresno County Regional Trails Plan.

## Shaver Lake Recreational Trail Concept Plan



Figure 3.1: Sidepath: a path within a road right-of-way; direct and convenient but potentially less scenic



Figure 3.2: Class I Shared-Use Path: a path in separate right-of-way; typically makes use of scenic resources



Figure 3.3: Off-Road Multi-Use: generally wider and more accommodating of multiple modes

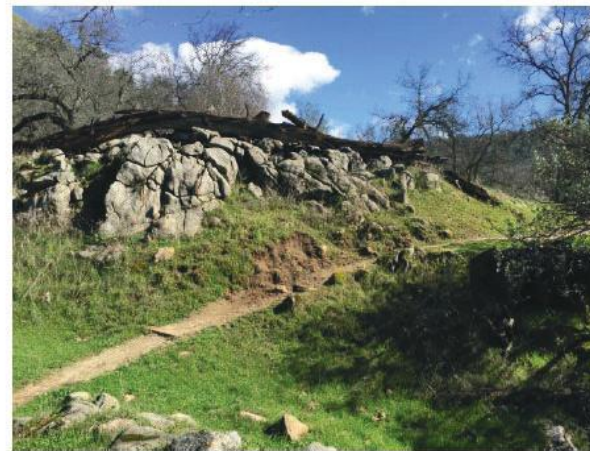


Figure 3.4: Off-Road Single-Use: generally narrower and potential steeper; may be purpose-built for a single user group like hikers, equestrians, mountain bikers.

Source: Trail classifications figures from the 2021 Fresno County Regional Trails Plan.

## Existing Trails, Plans, and Policies

Southern California Edison's (SCE) master plan manages their property for hydropower production, timber, wildlife and recreation. The Federal Energy Regulatory Commission (FERC) licensing requirements mandate licensees provide recreation facilities for the public without discrimination. The paved SLRT system provides more recreational access for a wider population than the existing dirt trails in Shaver Lake.

The Shaver Lake Volunteers (SLV) are a group of volunteers that help SCE with the development and maintenance of trails in the area. SLV printed a map of the area's dirt trails (see page 23). The Shaver Lake Community Plan was developed in 1978 by Fresno County and serves as the blueprint for development in the Shaver Lake area. Currently, there are no Class One paved trails in the Shaver Lake area, yet the Shaver Lake Community Plan

2.02 "Goal and Objectives" section states:

a. Develop a community-wide transportation system that accommodates non-motorized modes of travel and facilitates their use as viable transportation alternatives.

b. Encourage non-motorized travel to conserve energy, reduce traffic congestion, reduce air pollution, and promote health and recreation.

c. Improve safety for current non-motorized travel.

d. Develop a system of bike and pedestrian ways in the Shaver Lake Community, which will connect residential and commercial areas.

The Fresno County Regional Trails Plans (March 2021), created by the Fresno Council of Governments, lays out the County's plan

for development of outdoor recreation. "The Fresno Council of Governments (COG) and the County of Fresno are actively planning for the area's growth and are committed to providing a high quality-of-life to their residents, including ample recreational opportunities for people to walk, hike, bike, and horseback ride. The creation and implementation of this 2021 Fresno County Regional Trails Plan underscores Fresno COG's and County's commitment to providing healthy, active, and safe ways for people to use the countywide trail system."

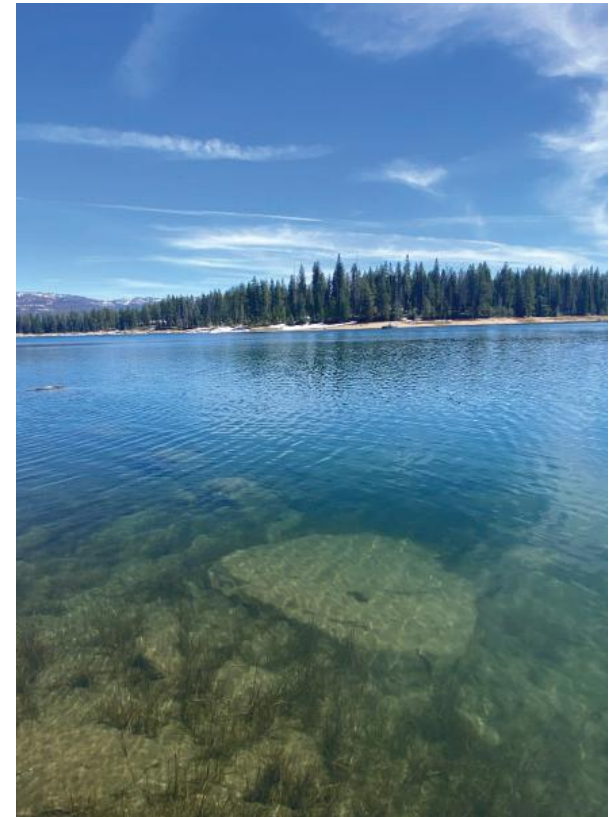
The Land Management Plan for the Sierra National Forest in Fresno, Madera and Mariposa Counties (May 2023) also provides insight to recreation in this area. The SLRT system plans to operate within the guidelines produced in these documents.

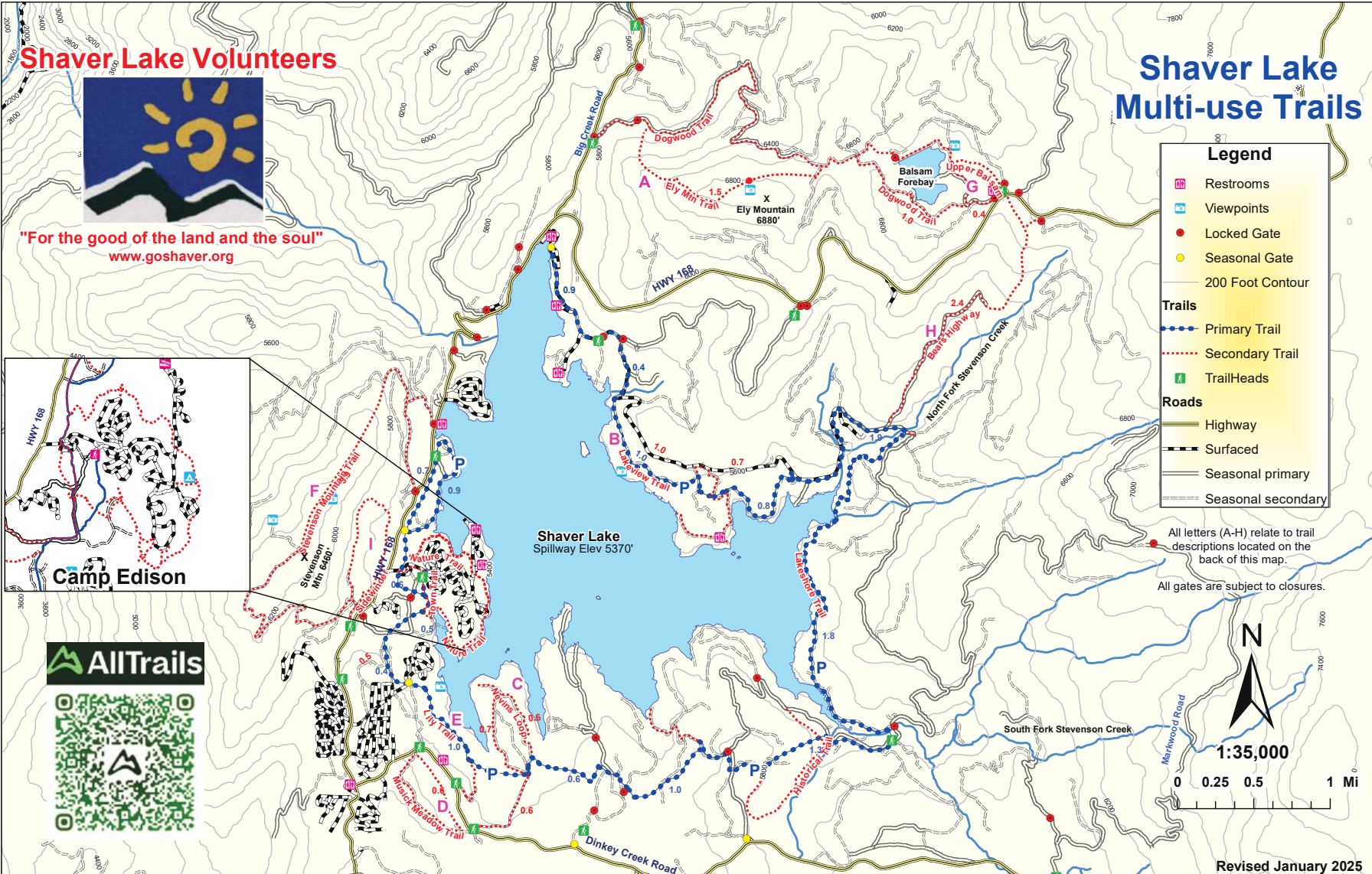
## Shaver Lake Recreational Trail Concept Plan

The SLRT committee is participating in the Fresno County Comprehensive Economic Development Strategy (CEDS) for 2025-2030, as part of their engagement strategy. In September 2024, committee members participated in a roundtable discussion with representatives from the County of Fresno, Fresno County Economic Development Corporation (EDC) and a strategic economic development consultant from TIP Strategies, Inc. (TIP). Following the roundtable, a visit to the proposed site was conducted with the EDC and TIP. By participating in Fresno County's CEDS for 2025-2030, the SLRT committee hopes to demonstrate that this project will increase the region's economic vitality and community development.

The Fresno County Planning Department and SCE are the two main sources of planning information for the SLRT committee. While

both of these entities have their own existing plans, neither one currently includes plans for Class One paved trails in the Shaver Lake area. The SLRT has opened the dialog for future possibilities.





# Planning Process

The Shaver Lake Recreational Trail (SLRT) is a product of community members envisioning the benefits of a paved trail system removed from Highway 168. It was talked about for years, but no one had taken action. Several years ago, people asked questions about developing this kind of infrastructure but were overwhelmed by the enormity of the project. In 2023, the committee Chair presented the Shaver Lake Volunteers with the idea of the trail system. During this meeting, the nascent SLRT committee was formed. The committee met to brainstorm and develop a basic trail design idea. Most of the trail design crossed SCE land, which meant SCE approval and support was imperative. When the concept was initially presented to SCE, they expressed interest but requested more details and community support. The committee contacted the Sierra Nevada Conservancy, and they recommended

applying for the Rivers, Trails, Conservation Assistance Program (NPS-RTCA) grant through the National Park Service to develop a polished proposal for the trail concept. The committee began drafting this proposal to clarify the project vision. Local outreach revealed strong community interest, and the Shaver Lake Civic League agreed to sponsor the project, providing 501(c)(3) status. Local town meetings with Fresno County Supervisor Nathan Magsig emphasized the need for solutions to the four main issues in Shaver Lake: parking, trash, restrooms, and safety along Highway 168. It was determined that the Shaver Lake Recreational Trail (SLRT) project was the best solution to address these issues. The committee continued exploring options and how to make this trail system a reality.

Upon receiving the NPS-RTCA grant in June of 2024, an employee from the National Park Service was assigned to help produce a comprehensive concept plan. This marked a significant step toward funding and project realization. The NPS-RTCA assisted in organizing the committee and inspiring the team to write mission and vision statements. Each member has been involved in writing each part of this document. In September 2024, the committee organized a community forum to present the project idea and hear feedback from each specialty area on what should be included in the conceptual plan. Supervisor Magsig and Fresno County representatives, CalTrans, CSU Fresno Parks and Recreation, SCE, a local developer, realtor, and contractor were in attendance. Support for the project was overwhelming, with each group providing constructive feedback regarding development challenges.

The concept plan outlines ten segments of trail development. In September 2024, SCE approved the trail alignment and trailhead concept for segment one. The first trail section will run northward from Ken's Market to the museum. The plan is to fund the development of segment one with local fundraising. The SLRT committee is working on grant opportunities to purchase land, develop a park, and fund much of the remaining trail segments. The park will include the SLRT main trailhead, a cultural art center, a handicap-accessible playground, sports courts, disc golf, picnic areas, forested trails, and additional outdoor recreation space.

At the end of 2024, the SLRT committee began working towards a new 501(c)(3) status. Upcoming plans for the SLRT trail

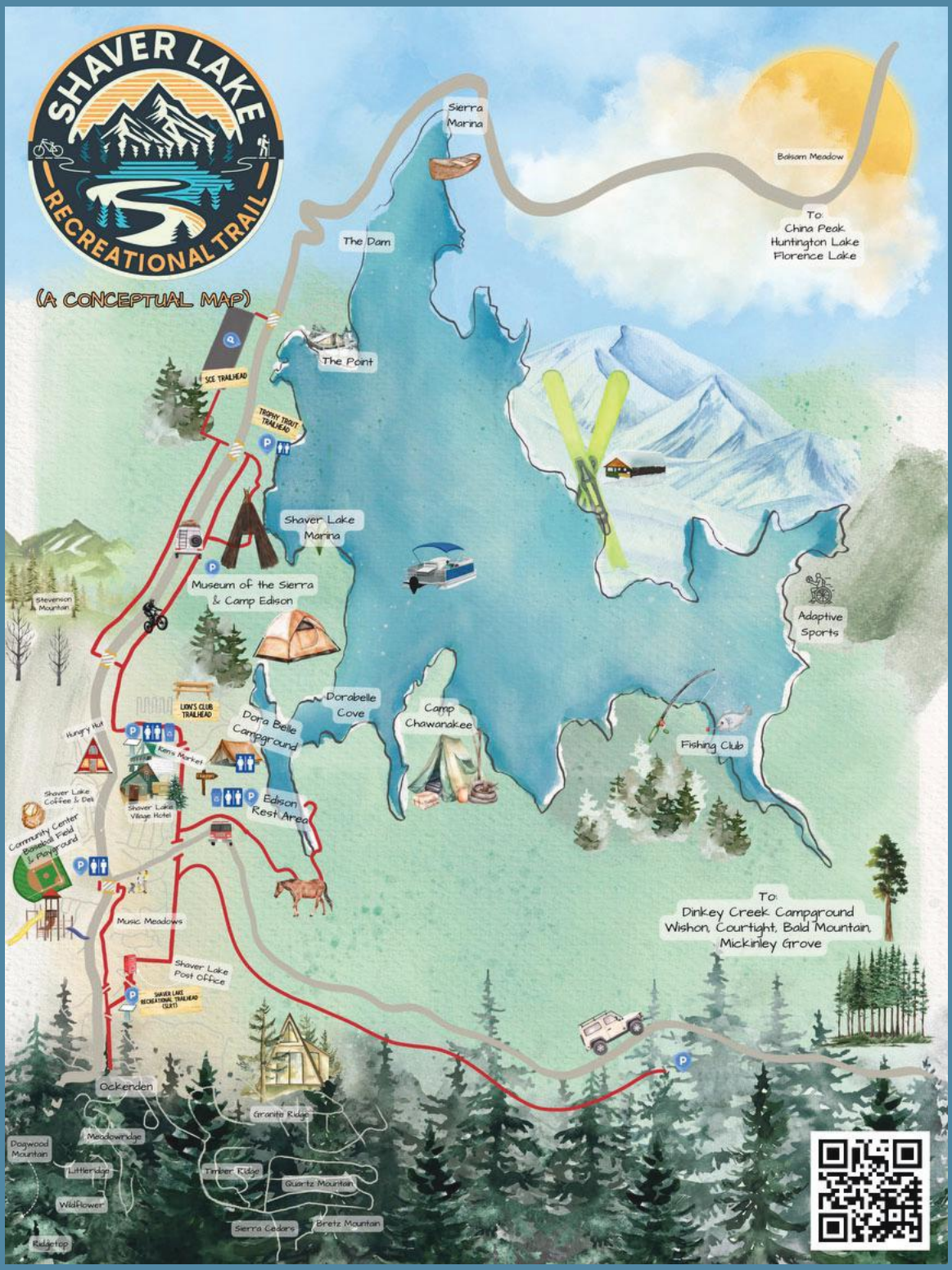
system project include collaborating with NPS-RTCA to refine a professional proposal, hosting community town halls to share the vision, initiating fundraising campaigns to establish a financial foundation and leverage matching funds, securing project funding through grants, and partnering with government officials to navigate protocols and regulatory requirements.



## Shaver Lake Recreational Trail Concept Plan

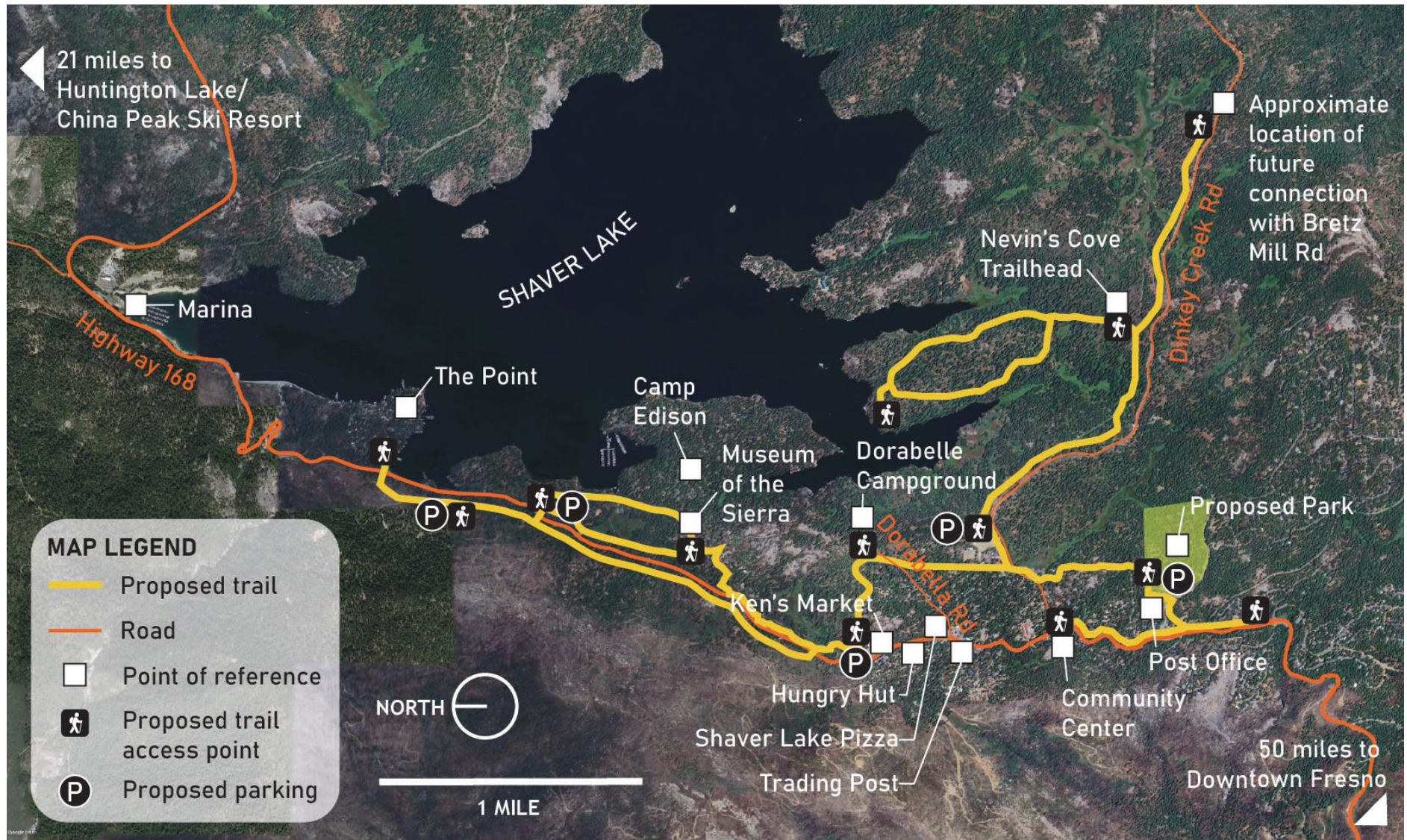






Original concept map by Kelsey Lee.

**SECTION 2:  
PROPOSED TRAIL SYSTEM**



## Proposed Trail System Overview

# Proposed Trail System Overview

The SLRT committee envisions that many people will use the park and well-maintained trail system to enjoy the outdoors and recreate through this beautiful lake area. The main paved trail provides access from the southern neighborhoods off Ockenden Ranch Road and Bretz Mill Road and then swings around the east side of town to connect near Ken's Market. Then, the trail continues north past the museum and up to The Point for lake access. Another trail section parallels the west side of Highway 168, connecting the town with existing dirt trails and the Rock Haven neighborhood while providing a loop option back from the Point. Southeast of town, the trail branches out to Nevin's Peninsula for additional lake access and connects the Bretz Mill Road/Dinke Creek Road intersection. A spur from the Post Office provides access to the local community center/playground. A consistent system of gateway information

locations, convenient trailheads (providing the town with parking, restrooms, and trash receptacles), and educational signage provide visitors with information, amenities, and safe outdoor travel. The following is a list of trail segments and reasons for their incorporation into the regional trail system.

## Segments:

- 1- Ken's Market to Museum
- 2- Shaver Lake Park to Ken's Market
- 3- Shaver Lake Park Development
- 4- Bretz Mill Road to Shaver Lake Park
- 5- Museum to Eastwood Overlook and Lake Loop

6- Ockenden Ranch to Bretz Mill Road

7- Dinke Creek Rest Area to Nevin's Peninsula Loop

8- Shaver Forest Road to Community Center

9- Westside of 168 Ken's Market to the Point

10- Dinke Creek rest area to Bretz Mill Road

## Segment 1: Ken's Market to Museum

Distance: 1.1 miles

Ownership: SCE (APN 120-110-18SU)

Segment One is the most crucial section for improving pedestrian and cyclist safety. This 1.1mi segment connects the town of Shaver Lake to the back of the museum parking lot in Camp Edison. Thousands of campers walk along Highway 168 from the campground to town yearly. Conflicts between highway traffic and pedestrians are inevitable. Segment One provides a safe means for pedestrians and cyclists to access the town, Camp Edison, or



the lake. The south end of this trail starts next to Ken's Market, with the proposed trailhead incorporating approximately 20 parking spots, EV chargers, a double vault toilet, two picnic tables, and an information kiosk. This trail provides excellent interpretive signage opportunities, traversing meadows and rolling terrain with various flora, fauna, and diverse habitats.



## Segment 1

### Shaver Lake Recreational Trail Concept

## Segment 2: Shaver Lake Park to Ken's Market

Distance: 2.1 miles

Ownership: SCE (120-110-18SU and 120-260-10U) and USFS (120-110-06T)

Segment Two heads north from the proposed Shaver Lake Park to wrap around the east side of town, tying in with Segment One by Ken's Market. This segment provides active transport access for the entire town to the post office, existing dirt trails, Dinkey Creek Road rest area, multiple lake access points, and the proposed park on Shaver Forest Road. This segment is located on SCE property.



The terrain includes a large meadow, many granite slabs, and steep hills. Trail alignment in this section is challenging in minimizing gradients while avoiding wetlands and granite slabs. Raised wooden structures along the meadow may be required. This segment also incorporates the Dinkey Creek Road rest area into the SLRT trail system. This trailhead provides access to the popular Perimeter Trail and beach access via Scout's

Trail. There is an existing parking lot with double vault toilets at this location. The large meadow south of Dinkey Creek Road offers great wildlife viewing and interpretive signage opportunities. This section requires a road crossing at Dorabella and Dinkey Creek roads; they are County roads with low-speed limits.



## Segment 2

### Shaver Lake Recreational Trail Concept

## Segment 3: Shaver Lake Park Development

Distance: 50 acre park

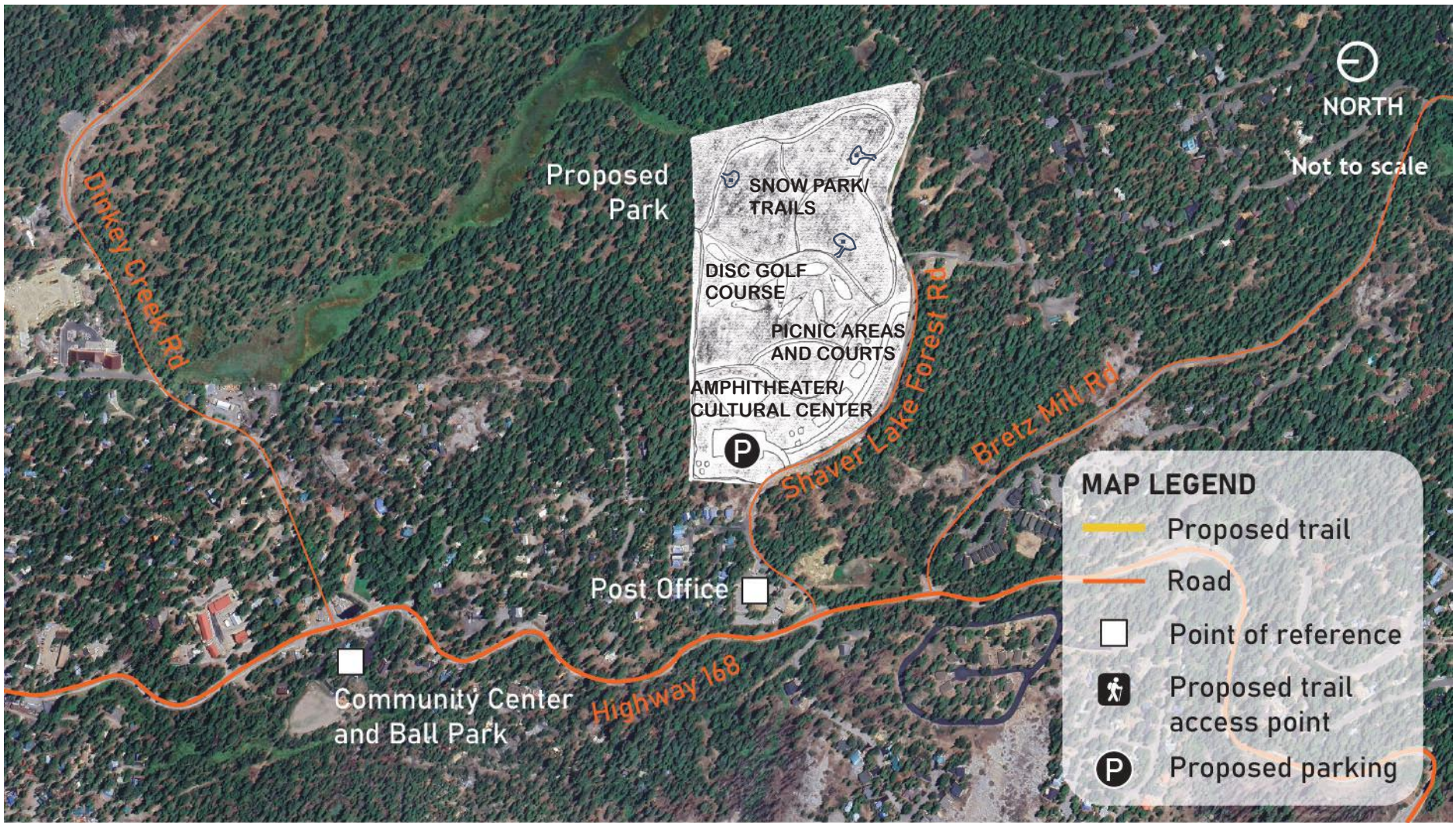
Ownership: Shaver Forest Development Inc.  
(Assemi properties 130-031-39, 21+ac) and  
Strahm Family LP (130-031-33 31+ ac)

This proposed park requires land acquisition to house the main trailhead with parking, restrooms, and trash receptacles. SLRT has a verbal agreement from property owners to sell. These parcels are forested with reasonably level terrain dotted with granite boulders. This central location connects neighborhoods to town and the lake via the SLRT trail. It has easy access from Highway 168, with abundant parking available year



round. This dramatically improves safety by removing snow play from the side of the highway. This park is the key to the town's connectivity. The Post Office is near this property. Across from the post office are plans for a commercial development with a volunteer fire station, stores, restaurants, and hotels. This park will serve as a recreation area including a cultural/arts center (highlighting local ethnic groups), handicapped-accessible

playground, pickleball courts, tennis/basketball courts, picnic/BBQ gazebos, food truck court, and an 18-hole disc golf course built and maintained by the Fresno Chapter of Disc Golf. Trails within the park provide exercise and relaxation during all seasons and turnouts along the park access road, with gazebos and room for snow play, help manage winter visitors.



### Segment 3

### Shaver Lake Recreational Trail Concept

## Segment 4: Bretz Mill Road to Shaver Lake Park

Distance: .50 mile

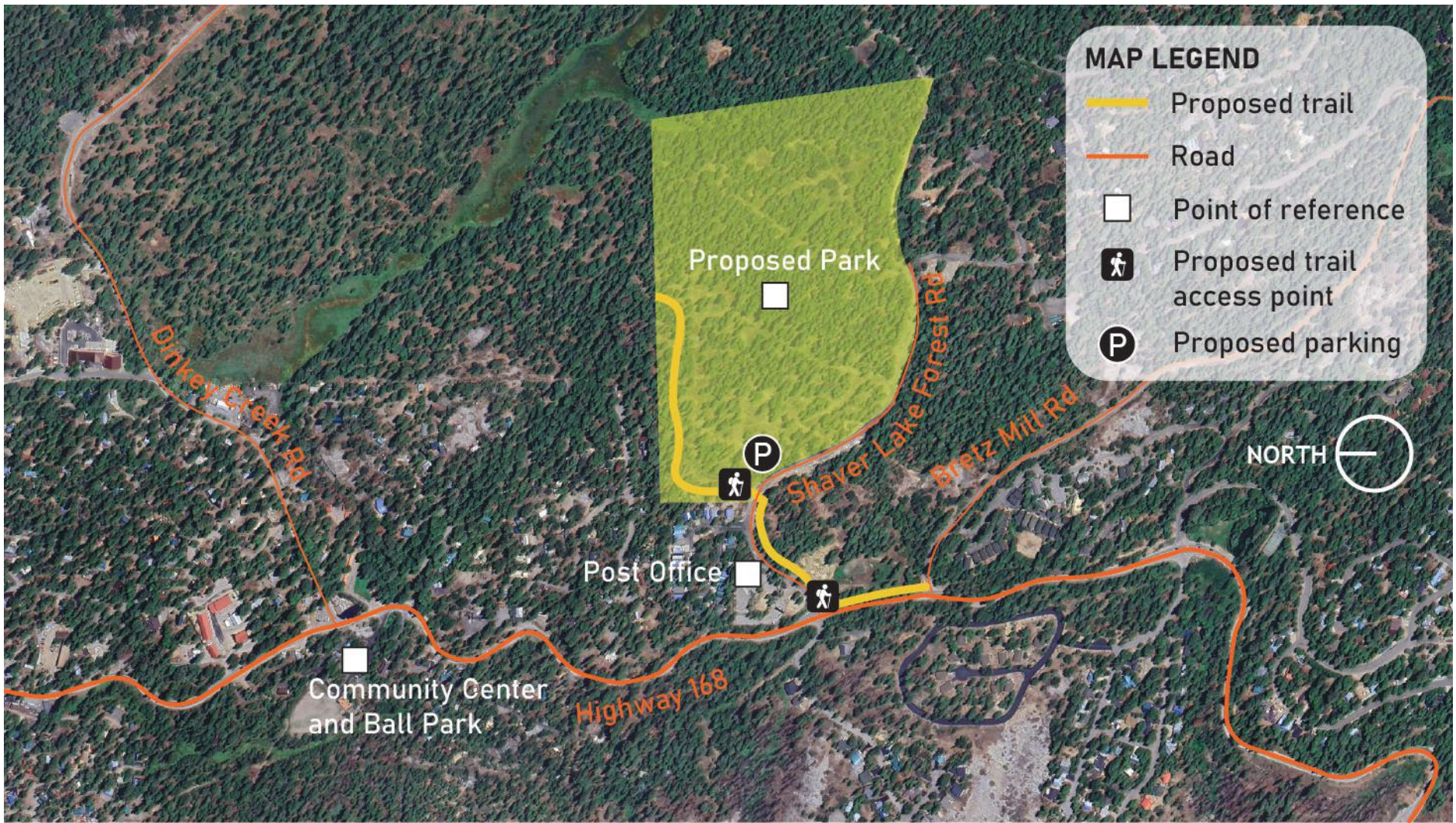
Ownership: Strahm Family LP (130-031-36)



Segment Four connects Bretz Mill Road to the proposed Park, which improves connectivity and provides access from the Bretz Mill Road neighborhoods to the SLRT main trailhead and park, giving community connectivity. The trail parallels Highway 168 between Bretz Mill Road and Shaver Forest Road and then turns east up a hill to the proposed park.

Two crosswalks over Shaver Forest Road will provide access to the Post Office and the Park. This trail falls entirely on the Strahm Family LP parcel with permission to develop the trail along the utility line easement. Strahm Family LP plans to develop this parcel commercially and has given an adjacent parcel to the Shaver Lake Volunteer Fire Department to develop a new fire station. The section along Shaver Forest Road towards the Park poses

challenging terrain through the forest with an upward slope to reach the main SLRT trailhead.



## Segment 4

### Shaver Lake Recreational Trail Concept

## Segment 5: Museum to Eastwood Overlook and Lake Loop

Distance: 2.5 miles

Ownership: SCE (APN 120-110-18SU, 120-110-34U, 120-270-05U) and Rock Haven (120-270-03)

Segment Five crosses the Camp Edison entrance road and heads northward to the popular lake access point at Eastwood Overlook. This section provides a trail paralleling the 168 through rolling terrain with a beach access loop dropping eastward towards the lake and back to Camp Edison. This area experiences extremely high day use.



The proposed trailhead in this segment helps manage the large number of visitors with additional parking, restrooms, and trash receptacles. Providing restrooms and trash receptacles in this location is essential for improving community health and reducing maintenance costs. The trail leads down to the lake for picnic and day use. Multiple meadows, archeological sites, and the Shaver Lake Stables (projected to move) are located

within this segment. Trail alignment to avoid meadows and archeological sites while maintaining gradual gradients poses a challenge. Plans for developing this section of the trail depend on SCE's revised master plan and the possible relocation of the stables.



## Segment 5

### Shaver Lake Recreational Trail Concept

## Segment 6: Ockenden Ranch Road to Bretz Mill Road

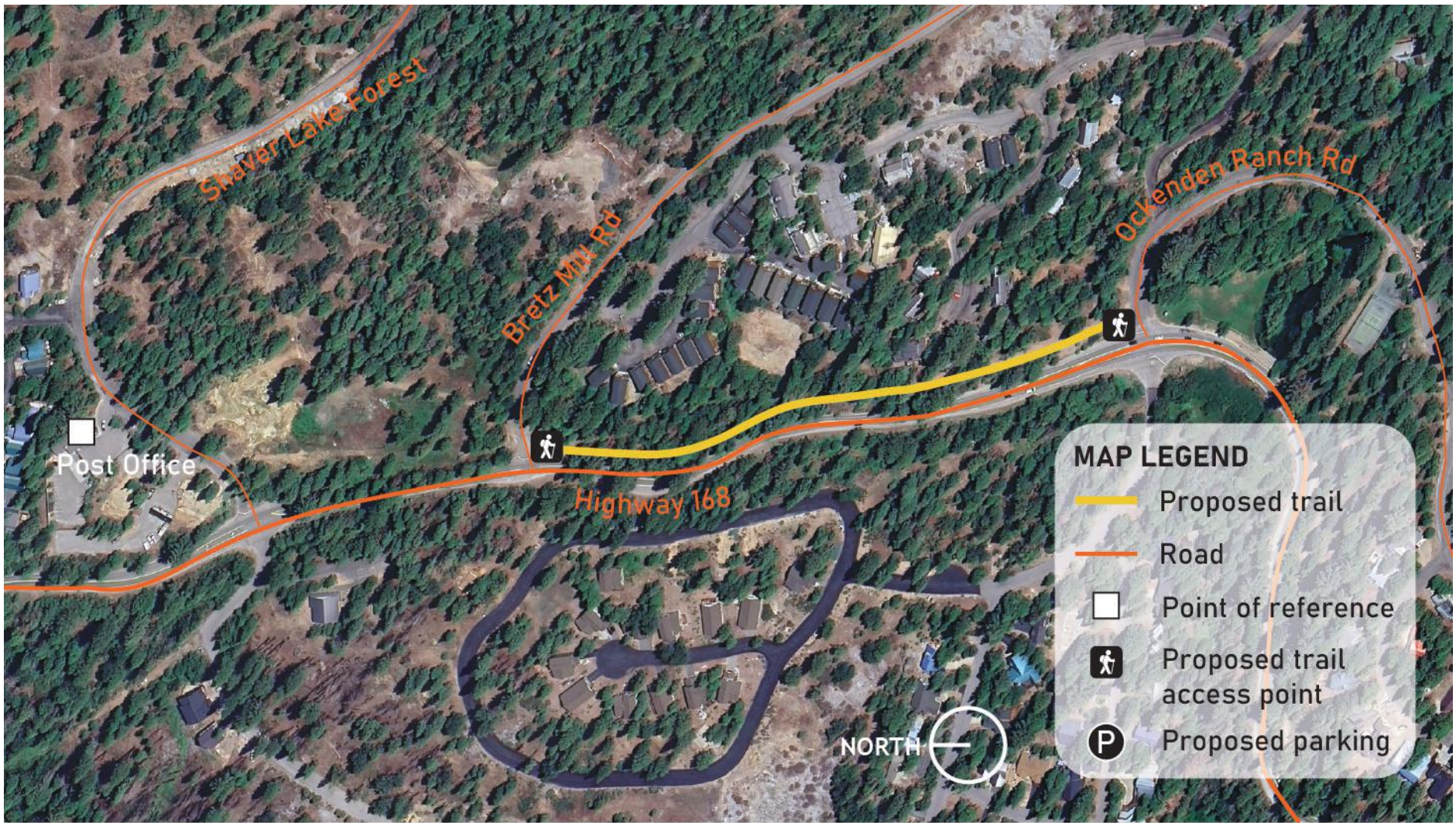
Distance: .35 mile

Ownership: Bretz Mill Condos (13634X03)  
and Sierra Pines (13632X03, 13632X08,  
13632X09)

Segment Six parallels Highway 168 along the east side from Ockenden Ranch Road to Bretz Mill Road. The proposed crosswalk over Bretz Mill Road connects Segment Six to Segment Four. This segment connects the southern neighborhoods to access the post office, park, town, lake, and recreational opportunities. This area has three large condo developments with the trail crossing their community space parcels. An existing dirt



trail along this trail alignment was further cleared as a fire break during the Creek Fire in 2020. The wooded terrain is gradual with seasonal wetness. Most of this segment requires a raised trail bed with culverts or elevated trail surface. The trail alignment likely falls within Caltrans easements for portions of this segment.



## Segment 6

### Shaver Lake Recreational Trail Concept

## Segment 7: Dinkey Creek Rest Area to Nevin's Peninsula Loop

Distance: 4 miles

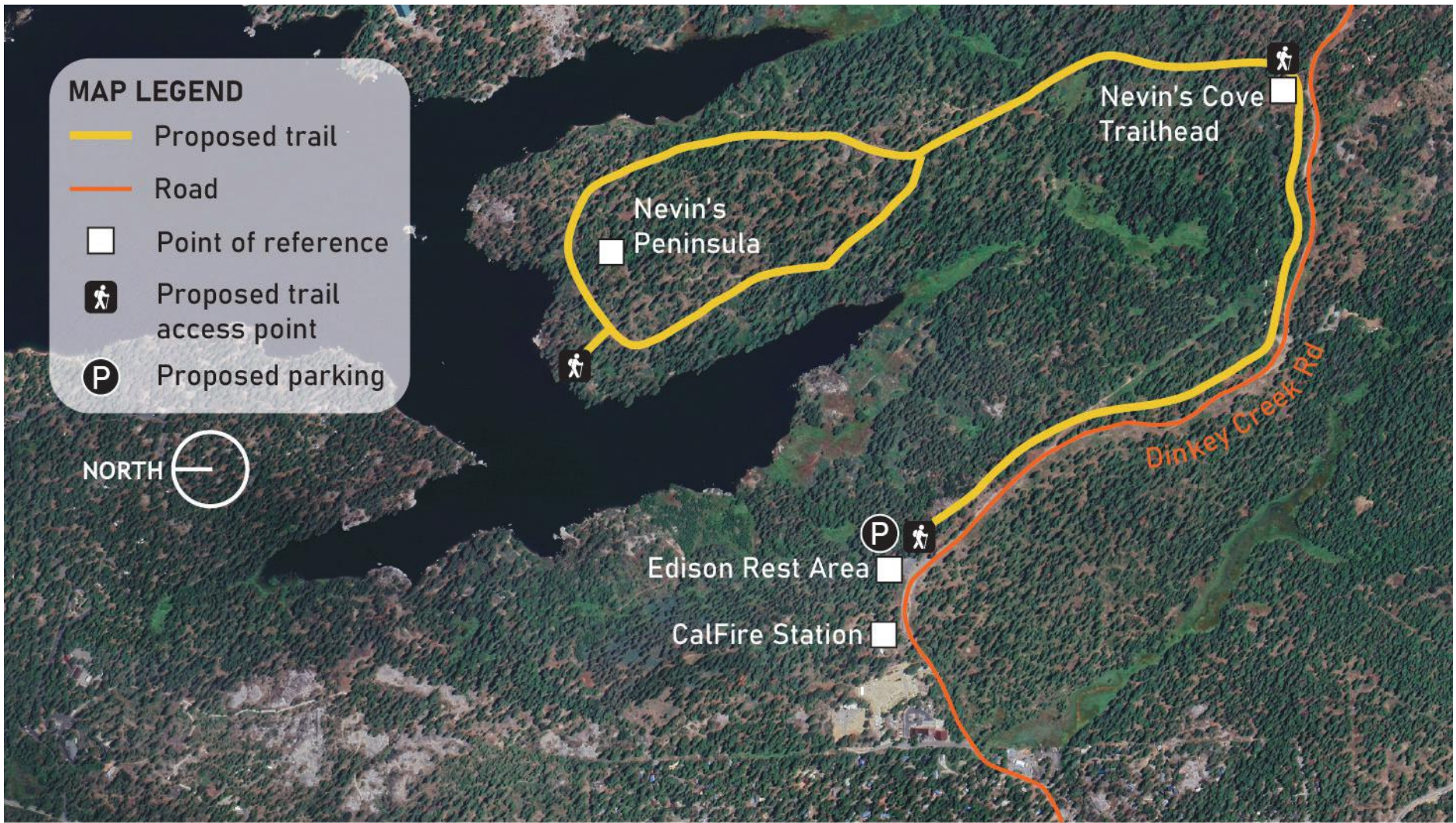
Ownership: SCE (120-260-10U)



Segment Seven heads eastward along the north side of Dinkey Creek Road from the existing Dinkey Creek Road Rest Area, until it intersects the dirt road for Nevin's Peninsula. The trail follows this dirt road downhill towards the lake with a scenic loop near the northern end of Nevin's Peninsula. Off the northwest side of the loop, a spur provides beach access to Dorabella Cove. A vault toilet is proposed near the beach to give boaters and

trail users restroom access. This segment is a popular hiking, biking, and equestrian area intersecting with popular dirt trails. A paved trail offers a more inclusive opportunity for recreational access for all types of people and abilities. It provides a much-needed sanitary restroom option by the lake. The forested terrain is rolling near Dinkey Creek Road, but steeper gradients are sustained near the lake. Maintaining a gradual trail gradient may

require deviating from the current dirt road alignment.



## Segment 7

### Shaver Lake Recreational Trail Concept

## Segment 8: Shaver Lake Park to Community Center

Distance: 1 mile

Ownership: 2017 Beth M Brown Trust (130-790-60)

Lane Blue (130-790-59)

Silvertip (13079X0D)

Musick Creek Track (120-380-60)

U Parcel (120-380-53U)

Suburban Propane (120-141-02)

Scott & Tracy Minor (120-141-03)

Steve Clark & Jason Gamboa (120-151-28)

Old Dominion Capital (120-151-25, 120-151-08 & 120-151-09)

Mindy Creek LLC (120-162-27)

Albert Elming (120-162-23)

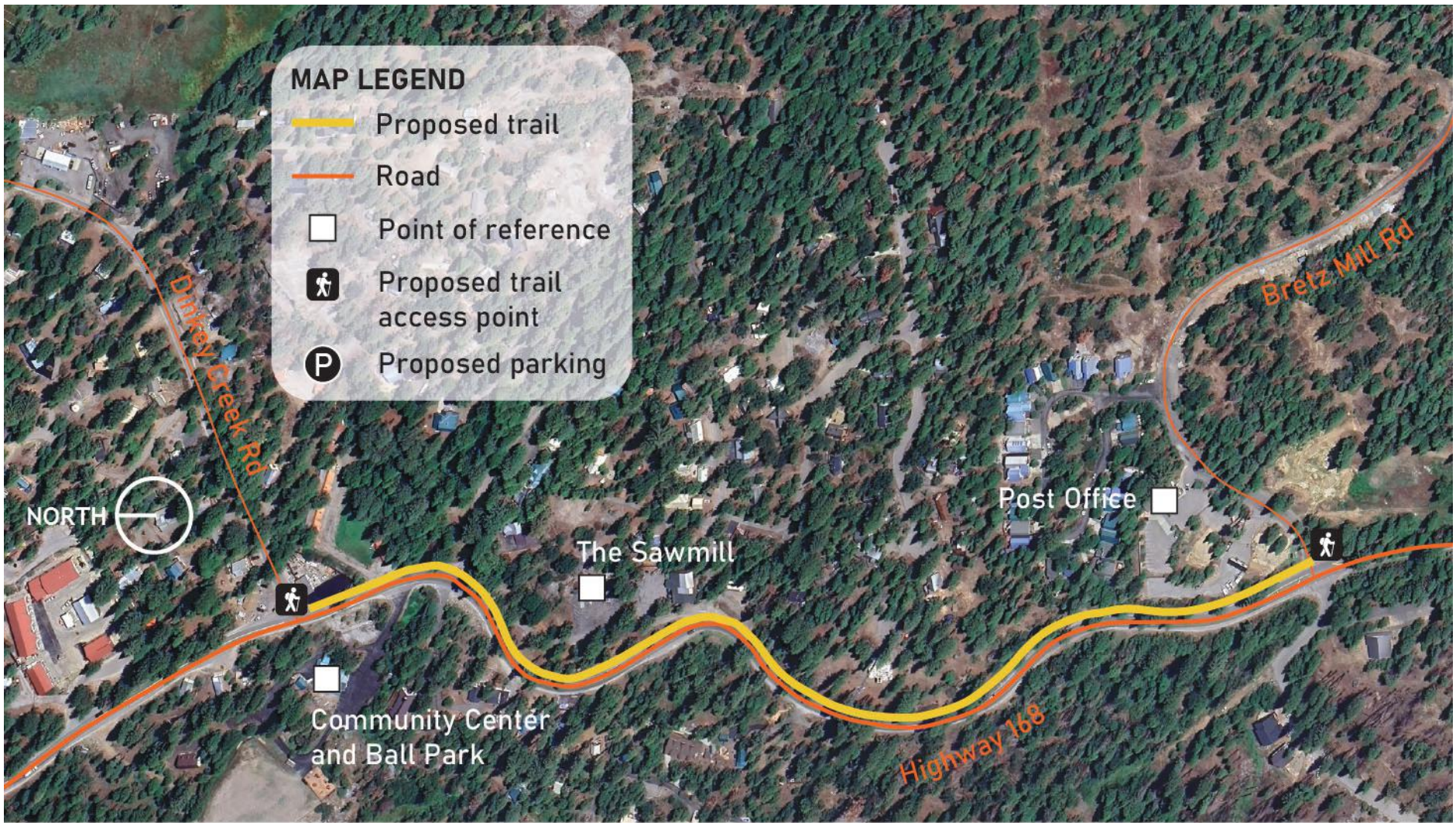
Segment Eight has an existing dirt trail known as the post office trail. This segment is vital for connecting the trail system to the Community Center. The proposed alignment starts at the Shaver Forest Road post office crosswalk, paralleling the highway north through private parcels to follow the existing dirt trail alignment. From Musick Drive, it heads farther north to Dinkey Creek Road across multiple private properties,



businesses, and County roads. Musick Drive and Melody Drive both require crosswalks. A third crosswalk is proposed over Highway 168 at Dinkey Creek Road to access the community center, public restroom, picnic area, library, church, and ballpark. This trail alignment falls mostly into the CalTrans easement along Highway 168 and depends on cooperation with several private landowners and businesses. It connects the Musick Creek

neighborhood with the rest of the trail system. Without residential mail delivery, residents frequent Shaver Lake Post Office.

This segment will encourage more residents to walk or bike to the post office. Cooperation from multiple businesses and property owners may be a challenge for this segment; therefore an alternative trail alignment may be necessary.



## Segment 8

Shaver Lake Recreational Trail Concept

## Segment 9: Westside of 168 Ken's Market to The Point

Distance: 2 miles

Ownership: SCE (120-270-05U, 120-11-22SU, 120-110-05U, 120-110-34U) and Rock Haven (120-270-03)

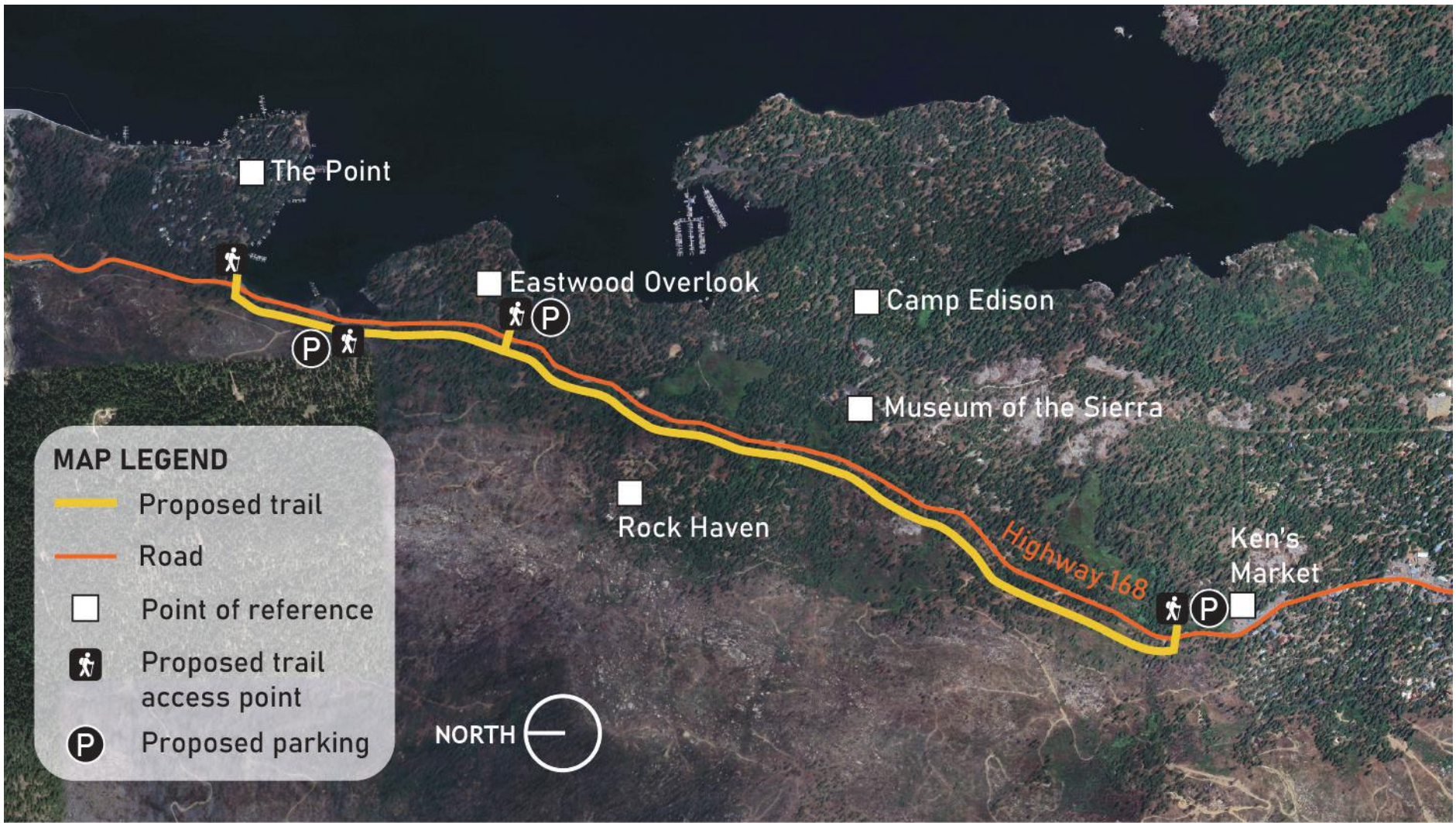
Segment nine completes a loop opposite the eastside Segment five., It parallels the west side of Highway 168 from the Lions Club trailhead to The Point, ending at a large parking lot with restrooms and trash receptacles. The proposed Highway 168 crosswalks at the segment's northern and southern terminus complete a trail loop and provide safe access across this thoroughfare. These crossings will require Caltrans design



and approval. This segment traverses rolling forested terrain and connects the popular Sidewinder bike trail, located 1/3 mi north of town, without riding along the highway.

Historically, Stevenson's trail was a popular bike trail located at the same trailhead, but burned in the Creek Fire of 2020. There are plans to rebuild the popular Stevenson's trail. The paved trail crosses the Rock Haven

community parcel, which includes some wetlands north of the Sidewinder trailhead. This area requires a raised trail with culverts or an elevated trail surface. This section passes through beautiful forests, providing an enjoyable and safe alternative to Highway 168. It connects The Point neighborhood to all the amenities of the trail system while creating a loop option back to town.



## Segment 9

### Shaver Lake Recreational Trail Concept

## Segment 10: Dinkey Creek rest area to Bretz Mill Road

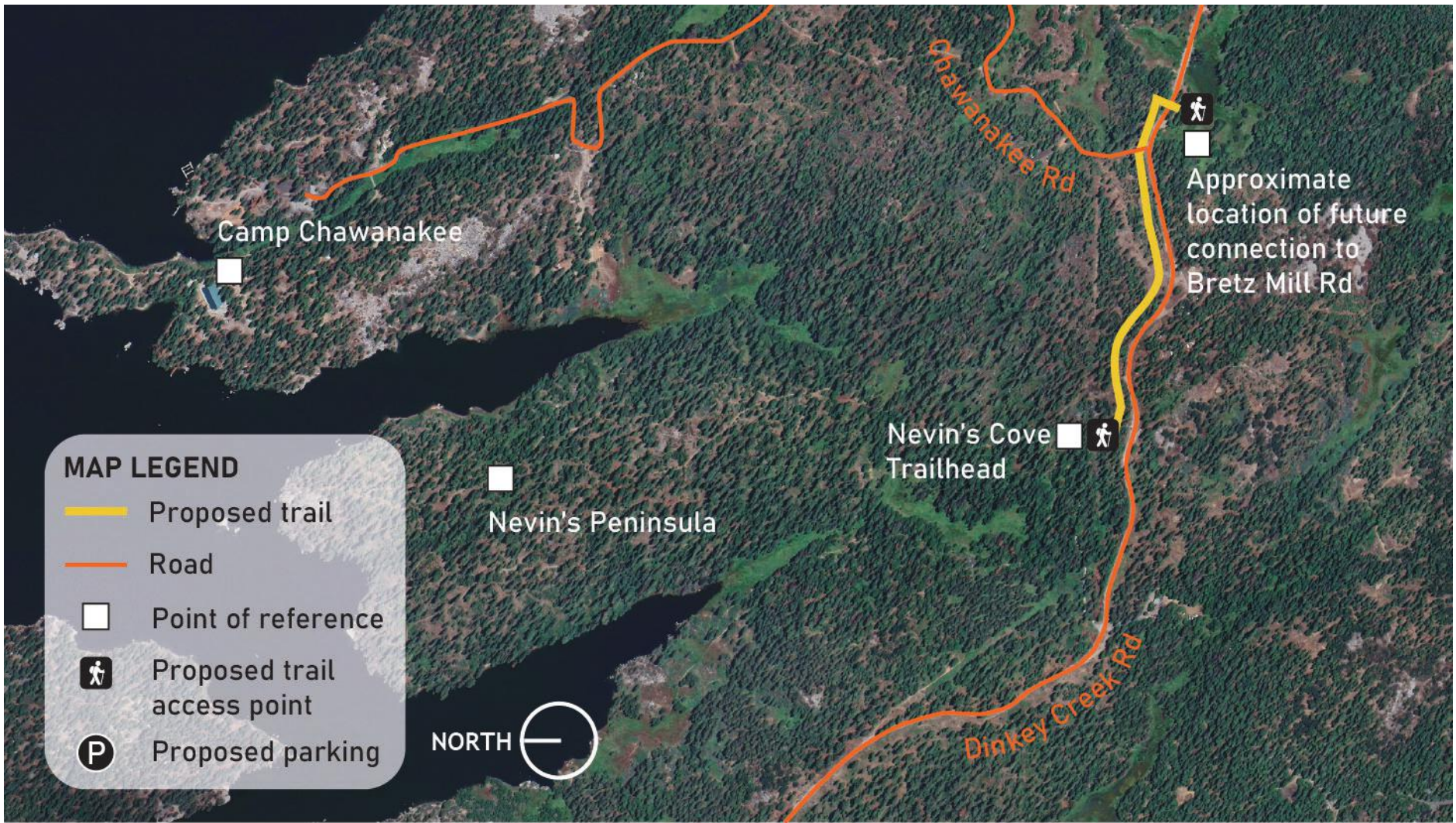
Distance: 2 miles

Ownership: SCE (120-260-16SU) and USFS  
(136-010-01T, 130-040-01T)

Segment ten starts at Nevin's Cove trailhead. The trail runs east along the north side of Dinkey Creek Rd to the junction of Bretz Mill Rd. The eastern half of Bretz Mill Rd is a dirt road connecting back to the trail system at the western paved end of Bretz Mill Rd. This segment improves community connectivity and provides a loop option with a two-mile County road connector running by several neighborhoods on Bretz Mill Rd. The trail



follows rolling terrain through the forest and crosses a beautiful meadow, with wet areas requiring a raised trail bed, culverts or elevated trail surface. This segment passes the entrance to the Boy Scout's Camp Chawanakee, providing access to the trail system for thousands of scouts.



## Segment 10

### Shaver Lake Recreational Trail Concept

Shaver Lake Recreational Trail



goshaver.org/slrt

The Mountains are our Home

Las montañas son nuestro hogar.

Shaver Lake Recreational Trail



Cov toj roob hauv peg yog peb tsev hab.

goshaver.org/slrt



Shaver Lake Recreational Trail



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# **SECTION 3: IMPLEMENTATION**

## Implementation

This document established that when recreation-based communities add attractive and popular hiking and biking infrastructure, they can receive more trip-related consumer spending. These improvements also assist the community in achieving a higher quality of life, community identity, healthy exercise options close to home for all age groups, inclusivity for all, conservation benefits from preserving green space and cultural/biological resources, and local economic growth.

Shaver Lake has experienced a surge of visitors since COVID-19, which has impacted the area. The SLRT will manage visitors and provide locals with a safe place to walk, bike, and be active outside. It will also provide interpretive signage to educate people about the local surroundings. The trailheads provide increased parking, restroom facilities, and trash receptacles.

Implementation of the SLRT includes partnerships with Southern California Edison (SCE), Fresno County, CalTrans, California State University, Fresno, the Corps of Engineers, the Shaver Lake Chamber of Commerce, local realtors, developers, and contractors, and many others. With an overwhelmingly positive response from locals and project partners, the implementation plan is broken down into segments to be developed in no particular order. The proposed trail corridors in this plan are conceptual. No project will be adopted without the concurrence of the entity/entities with jurisdiction over the property. Southern California Edison is the primary property holder. The SLRT committee is working closely with SCE to determine trail alignment and produce a quality trail system. This concept plan helps guide the planning for each trail segment to achieve the vision

of an interconnected Class One trail system. Some of the proposed trial segments have fewer barriers to implementation than others. Each segment will be developed as funding becomes available and landowner approval is secured. The first Segment (Ken's Market to the Museum) has already been approved by SCE management, and the trailhead has been designed. The first fundraiser will be for the building of the trailhead. The time frame for project completion extends out ten to fifteen years.



## Shaver Lake Recreational Trail Concept Plan

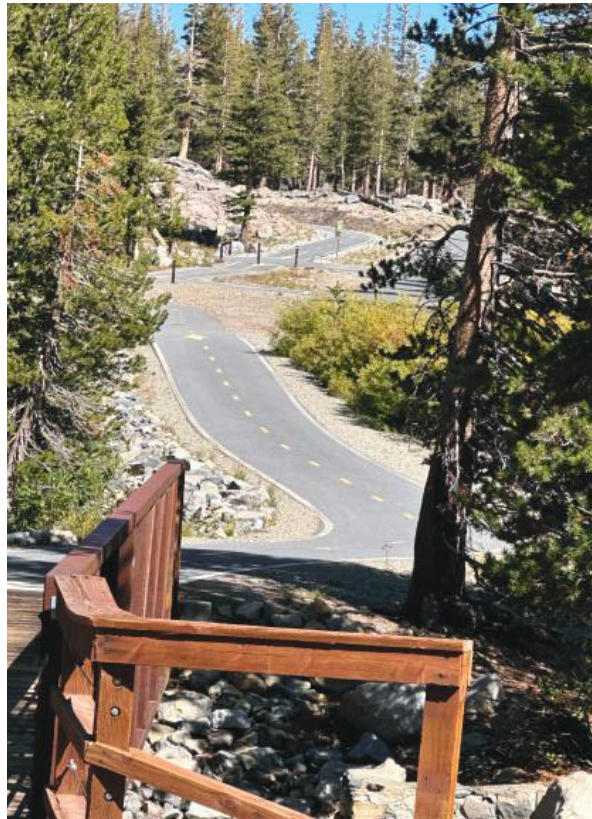
The action plan:

- Formulate a 501(c)(3) status to provide access to obtaining grants and funding separate from the Shaver Lake Civic League.
- Develop bylaws as they apply directly to the mission/vision.
- Continue to work with community stakeholders and property owners to identify the overall trail system plan through community meetings and County outreach.
- Develop a network of partners with trail system development expertise.
- Organize fundraisers and local events to market the trail project and gather additional project support.
- Research and apply for grants.
- Identify agencies and partnerships that support the SLRT mission.
- Identify the process and due diligence for acquisition, environmental planning, design,

construction, and maintenance.

- As grant opportunities become available, prioritize segments according to grant proposal requirements and most immediate needs.
- Prepare maintenance and stewardship plan, partnering with local volunteer groups and County Parks and Recreation.
- As funding is available, set up investment funding for continued maintenance funds.





## Interpretive Signage

Interpretive signage enhances visitor experiences by providing information about local flora, history, and ecology. They promote education, conservation, and navigation aids, helping hikers appreciate and protect the environment while ensuring users stay on designated paths.

Well-designed interpretive signage can foster a deeper emotional connection between visitors and nature, encouraging them to engage more fully with their surroundings. These signs can transform a simple hike into an immersive educational journey by illustrating the stories behind specific plants, animals, or geological features. When visitors understand the ecological significance of the areas they are exploring, they are more likely to advocate for conservation efforts and participate in preserving these precious ecosystems for future generations.





## Management and Maintenance

Agencies, volunteers, and non-profit organizations must collaborate to manage and maintain the trail system. Currently, the SLRT committee and/or the landowner (s) are responsible for developing the management and maintenance strategies for the proposed trail segments. A maintenance investment fund will be developed for maintenance and major repairs.



## Unique Opportunity

As the Shaver Lake Recreational Trail (SLRT) committee laid out the ten trail segments, it became apparent that the first trailhead should be near Ken's Market (see page 63), with the first segment from the trailhead to the Museum of the Sierra- located inside Camp Edison. The committee believes this is the best option, not only because of its location and Southern California Edison's (SCE) participation but also because it provides a unique opportunity for a local service group to get involved with the project.

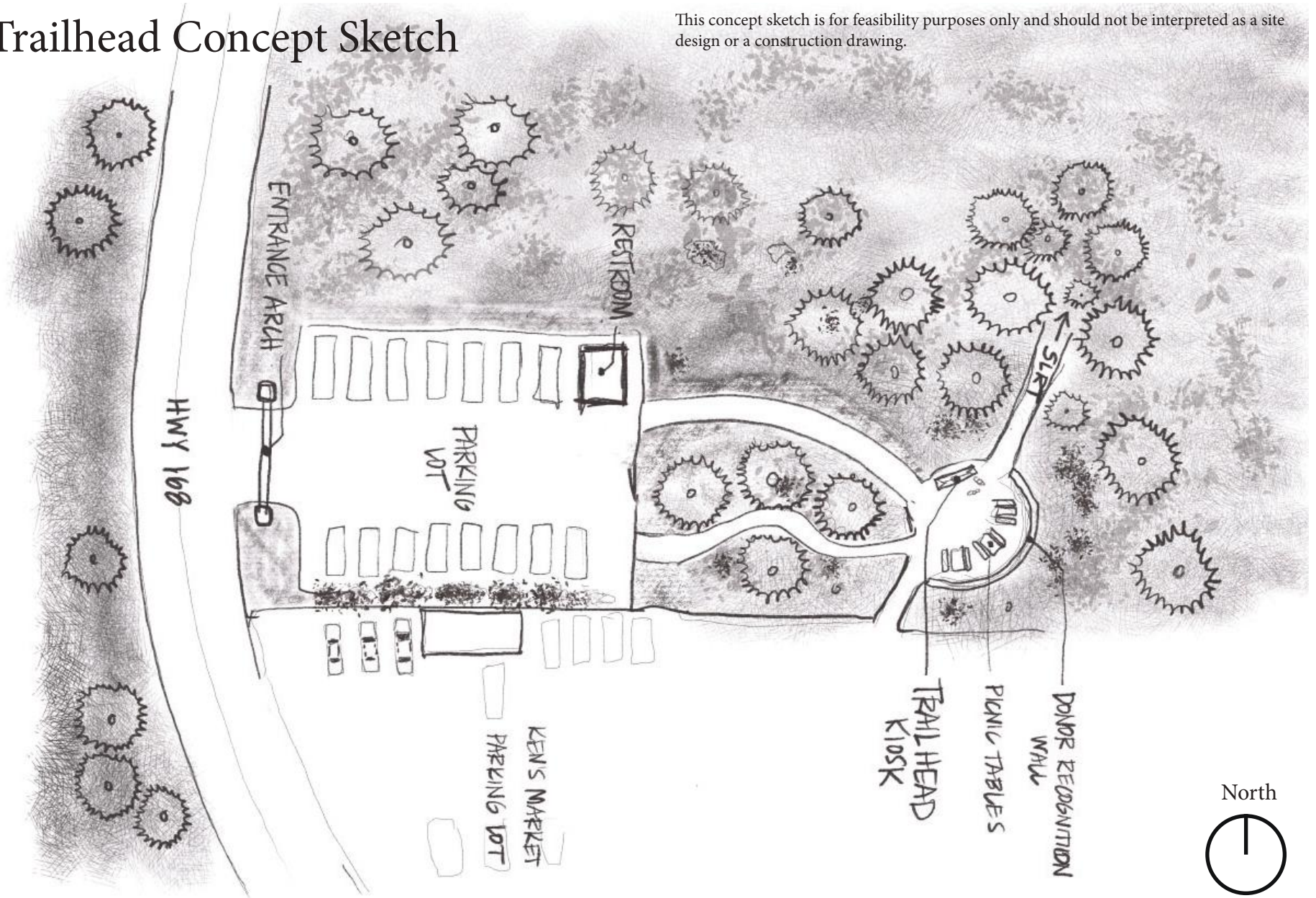
The trailhead features a wooden arch entrance into the parking lot, where users find ADA-compliant restrooms, trash receptacles, and electric vehicle chargers. The wooden arch depicts the name of the service group that adopts the trailhead. The trailhead showcases donor bricks incorporated into the educational kiosk and seating area. The

committee plans to facilitate brick sales in early 2025 with opportunities to have donors' names 'set in stone' as early supporters of this monumental project. This initial trail segment will serve as an example of the SLRT vision and trail project potential.



# Trailhead Concept Sketch

This concept sketch is for feasibility purposes only and should not be interpreted as a site design or a construction drawing.



## Funding Strategies

The Shaver Lake Recreational Trail project requires significant funding. Tens of millions are estimated for miles of new trails, multiple trailheads, and a new regional park. The SLRT committee is planning a multi-pronged funding approach to complete the project, beginning with Segment One, which includes a trailhead and 1.1 miles of trail.

### On-Going Funding Opportunities

- SLRT banners and merchandise generated some working capital at various community events and spread the word about this exciting project. These events generated much support and enthusiasm. Fundraising will be essential and ongoing for many grants requiring a funding match.

### Short-Term Funding Opportunities

- The SLRT committee has been promised a sizable donation as an exciting kickoff to this

project. The funds will be used to match funds for grants.

- 2025 - currently the Land and Water Conservation Fund (LWCF) grant is open and will be a major focus for Segment 3 Park Development.
- US Forest Service grant is open
- A handful of small, private grant opportunities are slated to reopen soon. These grants would be a great kickoff for the initial trailhead and include, but are not limited to, PayDirt, Fox Factory Trail Trust, Shimano Trail Born, and People for Bikes Industry Community Grant.
- The SLRT committee plans to hold events to raise awareness about the project and start the fundraising process.

### Long-Term Funding Opportunities

- As money is raised and smaller grants are obtained, SLRT plans to apply for more

significant grants requiring matching funds. Those include but are not limited to;

- California State Parks Recreational Trails Program (RTP)
- International Mountain Biking Association Trail Accelerator Grant
- Electric Vehicle Charger Programs
- United States Department of Transportation RAISE
- Sustainable Transportation Planning Grants
- Trek Foundation Donation
- Recreation Economy for Rural Communities
- Active Transportation Program
- Reconnecting Communities Pilot Grant Program
- Economic Development Administration Funds
- SLRT plans to seek funding and partnerships with large, local corporations (e.g., REI),

hospitals (e.g., Community Medical Centers), and casinos (e.g., Table Mountain Casino).

#### Alternative Funding Ideas

The SLRT Committee has contacted multiple California State University Fresno departments to reduce funding requirements. The Department of Parks and Recreation attended the initial stakeholder meeting and has agreed to assist in any way that aligns with student work. The Lyles College of Engineering is open to assigning engineering and construction management work as part of students' senior projects.

While raising funds for project design, land acquisition, and development is crucial, SLRT recognizes that maintenance funding is also necessary. The committee plans to establish a reserve account designated for post-build maintenance and administration.



Published February 2025

