



# **2018 ALPINE COUNTY** *ACTIVE TRANSPORTATION PLAN*

**Adopted March 20, 2018**





# 2018 ALPINE COUNTY

## *ACTIVE TRANSPORTATION PLAN*

REPORT PREPARED FOR



ALPINE COUNTY

REPORT PREPARED BY





# Contents

1.	Introduction	1
	1.1. Purpose of the Plan	1
	1.2. Previous Planning Efforts	1
	1.3. Public Outreach & Participation	2
	1.4. Key Stakeholders	3
2.	Setting & Context	4
	2.1. Location	4
	2.2. Population	4
	2.3. Historic Population	4
	2.4. Population Projection	5
	2.5. Tourism in Alpine County	5
	2.6. Historical Context	7
3.	Active transportation in alpine county	8
	3.1. Bicycling and Walking in Alpine County	8
	3.2. Survey Results	8
4.	Benefits of Active Transportation	17
	4.1. Health	17
	4.2. Community Livability	17
	4.3. The Economy	18
	4.4. The Environment	18
5.	Existing Facilities	19
	5.1. Markleeville	20
	5.2. Bear Valley/Lake Alpine	21
	5.3. Woodfords	21
	5.4. Kirkwood	22
	5.5. Facilities Summary	22
6.	Goals and Objectives	23
7.	Projects	26
	7.1. Priority Projects	26
	7.2. Hot Springs Road Bicycle and Pedestrian Improvement Project	26
	7.3. Safe Recreational Crossings on State Highways	28
	7.4. County-wide Wayfinding Project	30
	7.5. Community Projects	31
	7.6. Woodfords Recommendations	32
	7.7. Kirkwood Recommendations	32
	7.8. Bear Valley Recommendations	33
	7.9. Hung-A-Lel-Ti Recommendations	33
	7.10. Facility Maintenance	33
	7.11. Pavement	33
	7.12. Vegetation	34
	7.13. Snow Removal	34
8.	Standards	35
	8.1. Multi-use paths	35
	8.2. Class II Bike Lane Minimum Standards	37
	8.3. Class III Bicycle Route	38
	8.4. On-Street Bikeway & Warning Signage	39

# Contents, Continued

8.5.	Bicycle Parking	40
8.6.	Mountain Bike Trail	41
8.7.	Pedestrian Trail	42
8.8.	Downtown Sidewalks	42
8.9.	ADA Sidewalks - Grade and Cross Slope	43
8.10.	Pedestrian Warning Signage	44
8.11.	Crosswalks	45
9.	Education	46
9.1.	Safe Routes to School	46
9.2.	Evaluation	48
9.3.	National Household Travel Survey Add-On	48
9.4.	School Travel Surveys	48
9.5.	Bicycle and Pedestrian Collision Reports	48
9.6.	Community Involvement	48
10.	Funding	49
10.1.	Federal Highway Bill	49
10.2.	Active Transportation Program	49
10.3.	Other Funding Sources	51

# List of Tables

Table 2.1 Historic Population Change	4
Table 2.2 Population Estimates and Projections	5
Table 3.1 Travel Times and Distances Between Communities, Alpine County	8
Table 10.1 Small Urban/Rural Awards, Cycle 3	50
Table 10.2 Statewide ATP Awards, Cycle 3	51

# List of Figures

Figure 1.1 Alpine County Active Transportation Plan Facebook Homepage	2
Figure 2.1 Population Projections, Alpine County	5
Figure 2.2 Alpine County Map	6
Figure 3.1 Primary Residence	9
Figure 3.2 Walking Habits	10
Figure 3.3 Bicycling Habits	11
Figure 3.4 Question 3 Survey Results	12
Figure 3.5 Question 8 Survey Results	13
Figure 3.6 Barriers to Walking in Alpine County	14
Figure 3.7 Barriers to Bicycling in Alpine County	14
Figure 3.8 Improvements to Encourage Bicycling in Alpine County	15
Figure 5.1 Existing Bike Facilities	19
Figure 5.2 Existing Bike Facilities, Markleeville	20
Figure 5.3 Existing Bike Signage, Markleeville	21
Figure 7.1 Project Map	27
Figure 7.2 Kiosk Examples	31
Figure 7.3 Seasonal Kiosk Panels	31
Figure 8.1 Class I Multi-Use Path Standards	35
Figure 8.2 Class I - Multi-Use Path Crossing	36
Figure 8.3 Class II Bike Lane Standards	37
Figure 8.4 Class III Bicycle Route	38
Figure 8.5 On-Street Bikeway & Warning Signage Standards	39
Figure 8.6 Bicycle Parking Standards	40
Figure 8.7 Mountain Bike Trail Standards	41
Figure 8.8 Pedestrian Trail Standards	42
Figure 8.9 ADA Sidewalk Standards	43
Figure 8.10 Pedestrian Warning Signage	44
Figure 8.11 Crosswalk Standards	45

# List of Attachments

Attachment A	Public Participation Plan and Outreach Materials
Attachment B	Stakeholder List
Attachment C	Federal Funding Sources
Attachment D	State Funding Sources
Attachment E	Local Funding Sources



# 1 INTRODUCTION

Active transportation is any mode of human-powered transportation, including walking, biking, skateboarding or other self-propelled mode. Active transportation is an important component of the overall transportation network, especially for individuals that lack access to other forms of transportation. In addition, active transportation provides health benefits to citizens and visitors by increasing physical activity opportunities and reducing pollution. Projects identified in this plan include bicycle and pedestrian projects that will improve safety for bicyclists and pedestrians, encourage more people to walk or ride a bike, and will improve the recreational tourism economy in Alpine County.

## 1.1. Purpose of the Plan

The purpose of an Active Transportation Plan (ATP) is to identify existing and future infrastructure and programs related to active transportation. Specifically, those which encourage people to walk and bike, and the features that keep pedestrians and bicyclists safe. The ATP promotes a multi-modal transportation network that is safe, inclusive, and equitable to all users. It also aligns with the goals and objectives of the 2016 Regional Transportation Plan, the County's General Plan, and the California State Bicycle and Pedestrian Plan. Information found in this document provides the foundation for future active transportation objectives and funding opportunities.

The Alpine County Local Transportation Commission (Commission) is responsible for the planning and development of projects improving the transportation system in the County, including roadways, transit, aviation, bicycle, and pedestrian infrastructure. The Commission is the designated Regional Transportation Planning Agency (RTPA) for the region and is responsible for maintaining the ATP. The Commission is comprised of an executive secretary and a five-member board of supervisors representing the supervisorial districts in the County.

## 1.2. Previous Planning Efforts

In 2011, Alpine County adopted the first regional bike plan which guided bicycle projects since 2011. The bike plan highlighted existing facilities and offers guidelines to accommodate areas that are lacking infrastructure. It also identified expected maintenance, suggests programs (such as Safe Routes to Schools), and identified funding sources.

In 2014, the County adopted a regional wayfinding plan. The wayfinding plan identified the need for many projects that fall under 4 main groups. These include:

- Route Guide-Sign Groups.
- Natural Features and Portals.
- Visitor Informational Kiosks.
- Trailhead Information Signs.

The last Regional Transportation Plan for Alpine County was adopted in 2015 by the Alpine County Local Transportation Commission. The regional transportation plan evaluated current and future needs of transportation projects and included many modal aspects of the county such as automobile, goods movement, bicycle, pedestrian, and public transit. It also set forth policies, included project lists, evaluated financial information, and established performance measures.

### 1.3. Public Outreach & Participation

A successful outreach campaign was executed during the development of this Active Transportation Plan, in accordance with 2015 Public Participation Process guidance. A project website and Facebook page were used for distributing information and as a discussion platform. Information, project lists, and public meeting notices were posted on the web platforms and were visited by over 100 people. To solicit specific feedback regarding bicycling and pedestrian activity in the region, a questionnaire was distributed to county residents and visitors through the web-based platform SurveyMonkey and marketed through web platforms and at meetings. Responses were decent from this effort considering the small population of the County. The Public Participation Plan and other outreach materials utilized during the development of this plan can be found in Attachment A.

**Figure 1.1 Alpine County Active Transportation Plan Facebook Homepage**

The screenshot shows the Facebook homepage for the Alpine County Active Transportation Plan. The page layout includes a cover photo of a child on a bicycle, a profile picture of a person's feet, and a post about a community input meeting on April 4. The page also includes navigation tabs (Home, About, Photos, Reviews, Likes, Posts), a 'Send Message' button, a 'Reviews' section with no reviews, and an 'About' section with contact information for the organization.

## 1.4. Key Stakeholders

The following stakeholders were contacted for input and were notified of project updates throughout the planning process (see Attachment B for the complete Stakeholder List):

- Caltrans
- Scenic Byway Association
- Alpine Trails Association
- Woodfords Store
- Bear Valley Business Association
- Washoe Tribe of Nevada and California
- Bureau of Land Management
- Humboldt-Toiyabe National Forest
- Adjacent County RTPAs and MPOs:
  - Amador County Transportation Commission
  - Calaveras Council of Governments
  - El Dorado County Transportation Commission
  - Mono County Local Transportation Commission
  - Tuolumne County Transportation Council
  - Tahoe Metropolitan Planning Organization

## 2 SETTING AND CONTEXT

### 2.1. Location

Alpine County is in the Sierra Nevada Mountain region, approximately 15 miles south of Lake Tahoe and 130 miles north of Yosemite National Park. Alpine County is bound by Douglas County to the north, Mono County to the east, Tuolumne County to the south, Calaveras and Amador Counties to the west and El Dorado County to the northwest. Alpine County is comprised of an area of 743 square miles. Approximately 96% of the County's land is in public ownership and managed by the U.S. Forest Service, Bureau of Land Management, and California Department of Fish and Wildlife. Three national forests are located within Alpine County: Eldorado, Stanislaus, and Humboldt-Toiyabe. A portion of the Lake Tahoe Basin crosses into the northern section of the County.

### 2.2. Population

In 2016, the population of Alpine County was 1,171 residents, making it the least populous county in California. This number has decreased 4.0% from the 2010 population count of 1,176. Population numbers fluctuate between summer and winter months due to the number of vacation homes located in the region. Much of the population resides in the eastern portion of the county near the communities of Markleeville, Woodfords, Mesa Vista, Alpine Village, and the Hung-A-Lel-Ti Native American community. As of April 2010, the population density of this area was estimated at 1.6 persons per square mile.

### 2.3. Historic Population

Alpine County has experienced a net decrease in population in the past decade. As seen in Table 2.1, the Alpine County population has experienced some fluctuation, but ultimately has fallen to an estimated 1,071 permanent residents by the year 2016. The State of California and the United States average populations have steadily grown during this same period by approximately 0.9% per year.

***Table 2.1 Historic Population Change***

Year	Alpine County		California		United States	
	Population	Annual Change %	Population	Annual Change %	Population	Annual Change %
2009	1,153	-	36,308,527	-	301,461,533	-
<b>2010</b>	<b>1,176</b>	<b>2.0%</b>	<b>36,637,290</b>	<b>0.9%</b>	<b>303,965,272</b>	<b>0.8%</b>
2011	1,167	-0.8%	36,969,200	0.9%	306,603,772	0.9%
<b>2012</b>	<b>1,197</b>	<b>2.6%</b>	<b>37,325,068</b>	<b>1.0%</b>	<b>309,138,711</b>	<b>0.8%</b>
2013	1,165	-2.7%	37,659,181	0.9%	311,536,594	0.8%
<b>2014</b>	<b>1,202</b>	<b>3.2%</b>	<b>38,066,920</b>	<b>1.1%</b>	<b>314,107,084</b>	<b>0.8%</b>
2015	1,131	-5.9%	38,421,464	0.9%	316,515,021	0.8%
2016	1,071	-5.3%	39,250,017	2.2%	323,127,513	2.1%

Source: American Community Survey Estimate, 2009-2016

## 2.4. Population Projection

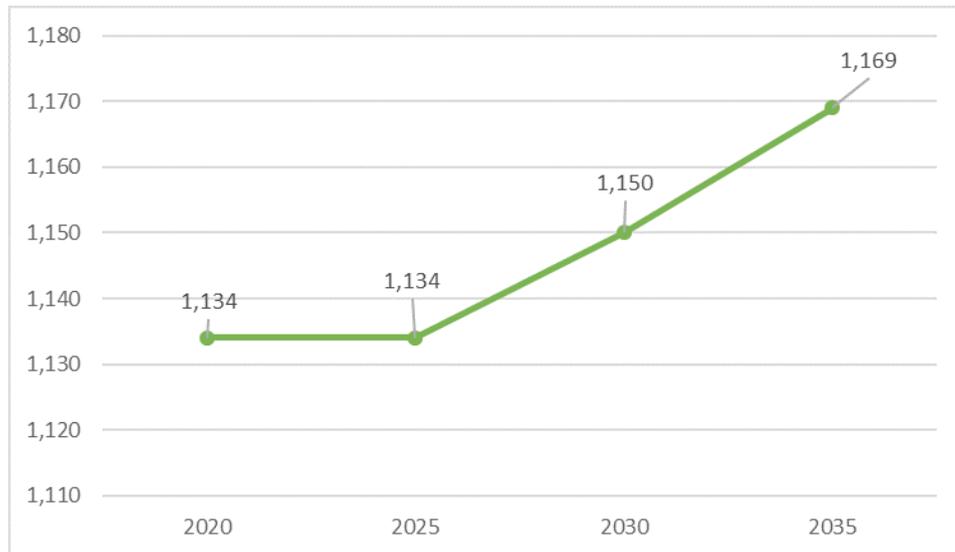
According to the California Department of Finance, Alpine County will experience modest population growth in the coming decades. The Alpine County population is expected to rise at a rate about half of the expected rate of growth for the average California and United States population. However, based on the historic trends shown in Table 2.2, it is possible that the Alpine County population will continue to decrease through 2020 and then rebound slightly.

**Table 2.2 Population Estimates and Projections**

Year	Alpine County (1)		California (1)		United States (2)	
	Population	Avg. Annual Change %	Population	Avg. Annual Change %	Population	Avg. Annual Change %
2015	1,157	-	39,059,809	-	321,369,000	-
<b>2020</b>	<b>1,134</b>	<b>-0.4%</b>	<b>40,719,999</b>	<b>0.9%</b>	<b>334,503,000</b>	<b>0.8%</b>
2025	1,134	0.0%	42,407,005	0.8%	347,335,000	0.8%
<b>2030</b>	<b>1,150</b>	<b>0.3%</b>	<b>44,019,846</b>	<b>0.8%</b>	<b>359,402,000</b>	<b>0.7%</b>
2035	1,169	0.3%	45,521,334	0.7%	370,338,000	0.6%

*Source (1): California DOF Table P1: Estimated and Projected Population*  
*Source (2): US Census Population Projections Program*

**Figure 2.1 Population Projections, Alpine County**



## 2.5. Tourism in Alpine County

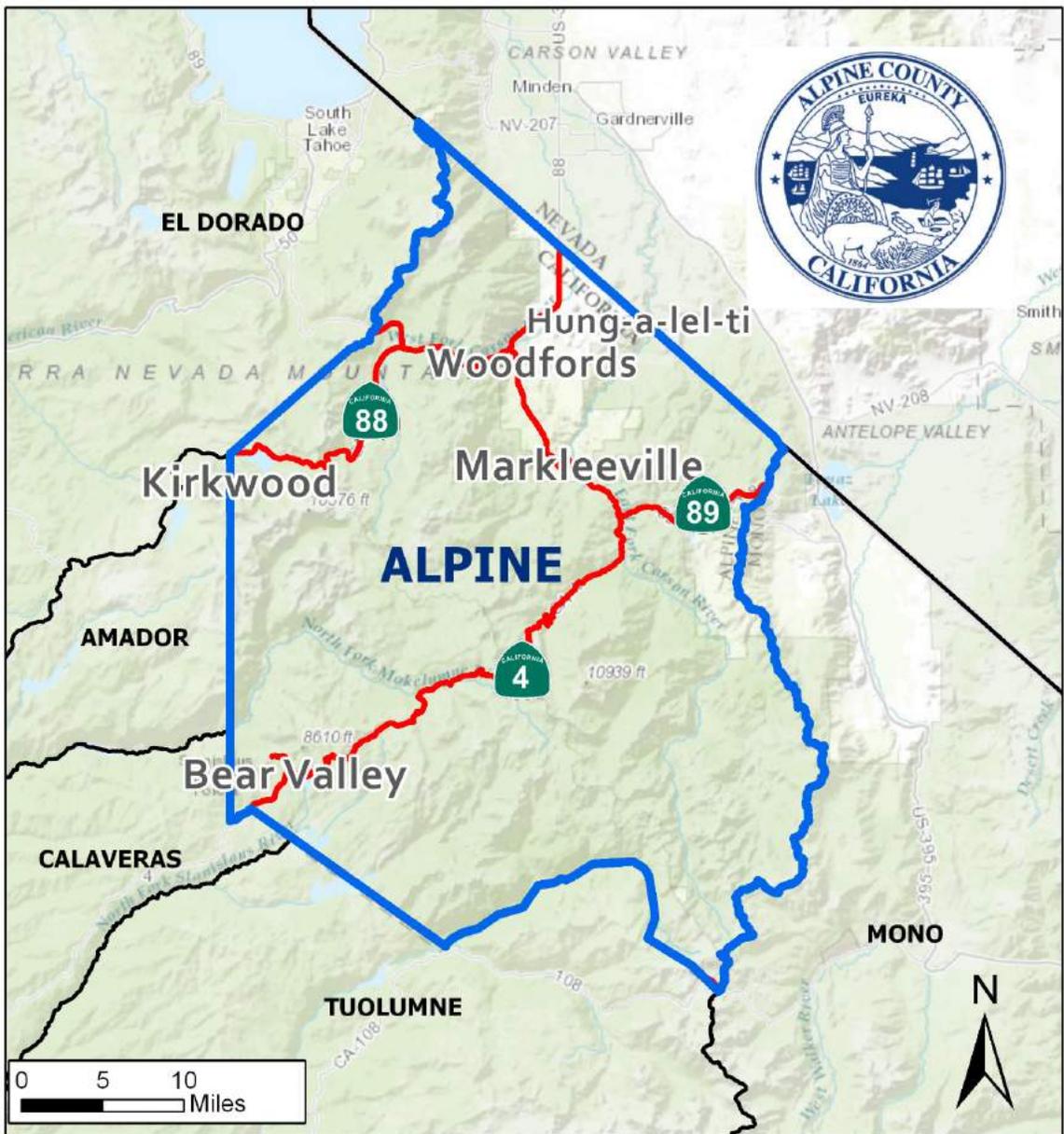
Alpine County is a destination location for recreationists who enjoy the many outdoor activities offered by Alpine County. The County has two major resorts: Bear Valley Ski Resort and Kirkwood Mountain Resort (located near Bear Valley and Kirkwood - see Figure 2.2). These resorts offer an abundance of activities during the summer and winter months. The County has more than 60 lakes and streams and is known for fantastic fishing opportunities. There are over 36 campgrounds and thousands of acres suitable for dispersed camping. Lake Alpine, resting at 7,350 feet in elevation, is a popular location for such activities. Bicycling draws thousands of cyclists into Alpine County each year for recreational opportunities, such as the Tour of the California Alps “Death Ride” and the Amgen Tour of California. The Death Ride is a popular

annual biking event held in the summer that features bicyclists traveling 129 miles over five passes up to elevations of 15,000 feet. Three of these passes are Monitor Pass (8,314 feet), Ebbett’s Pass (8,730 feet) and Carson Pass (8,580 feet).

Alpine County is home to 36 campgrounds with developed facilities around Lake Alpine, Caples Lake, Hope Valley, and Markleeville. Undeveloped campsites are popular in the Centerville Flats, Wolf Creek Meadows, Pacific Valley, and the Hope, Faith, and Charity Valleys.

The Bear Valley and Kirkwood Resorts bring in tourists for their skiing (downhill, Nordic, & telemark), snowboarding, snowshoeing, and snowmobiling activities. Many of these activities are also enjoyed around the County on recreational trails and mountainsides. Sorensens Resort, near Kirkwood, offers trails and stunning views to enjoy the outdoors all year. Kirkwood Resort alone brings in an average of 400,000 visitors per year.

**Figure 2.2 Alpine County Map**



Other recreational activities offered in Alpine County include:

- Horseback Riding
- Hiking
- Hunting
- Backpacking
- Fishing
- Disc Golf
- Off-Highway Vehicles
- Kayaking
- White Water Rafting
- Mountain Biking
- Road Cycling
- Camping

## 2.6. Historical Context

Alpine County's original inhabitants were the Washoe Tribe who lived in Western Nevada and Eastern California, primarily around the shoreline of Lake Tahoe. A southern band of the Washoe is the Hung-A-Lel-Ti who still live in Diamond Valley near Woodfords, California. These groups were not particularly nomadic and are known for their beautiful basket weaving. During the late 19th century miners came to Alpine County in search of local silver to build their fortunes. As a result, Silver Mountain City was the established county seat until silver became scarce and the population moved. In 1875, the county seat moved to its current location of Markleeville. Alpine County's economy relies on tourism, recreation, ranching, and civic employment.

## 3 ACTIVE TRANSPORTATION IN ALPINE COUNTY

### 3.1. Bicycling and Walking in Alpine County

Providing safe walking and bicycling conditions is a priority of this Active Transportation Plan. Rural communities benefit from bicycle and pedestrian projects within commercial core areas and by connecting residential areas to those cores. School zone improvements are critical focus areas where safety and active transportation encouragement is important. Currently, one elementary school serves the county.

Alpine County faces a few unique challenges to implementing active transportation connections. The county is rural with long travel distances between communities and destinations, and travel is dominated by highways. Understanding the distances and elevations between towns in a rural county helps identify road usage and to plan for the appropriate project types. Table 3.1 shows the distances between several towns in Alpine County. Roads are often narrow and run through mountainous terrain and are typically designed to move cars from one locale to another. In many situations, it is impractical to develop bicycle and pedestrian facilities between communities' due to high project costs and low number of users. This plan focuses on facilities within Alpine County communities as well as high use and desired locations.

**Table 3.1 Travel Times and Distances Between Communities, Alpine County**

Towns in Alpine County	Distance	Time (By Car)	Time (By Bike)	Elevation Change
Woodfords to Markleeville	6.5 miles	8 minutes	44 minutes	+525 ft -627 ft
Fredericksburg to Markleeville	11.1 miles	15 minutes	1 hour, 20 minutes	+1,157 ft -722ft
Markleeville to Bear Valley – Hwy 88 to Hwy 4 (Carson Pass)	131 miles	3 hours, 21 minutes	11 hours, 22 minutes	+10,463 -8,858
Markleeville to Bear Valley – SR 89 to SR 4 (Ebbetts Pass) Winter Closure	<b>36 miles</b>	<b>52 minutes</b>	<b>3 hours, 12 minutes</b>	+3,229 ft -941ft
Bear Valley to Kirkwood	105 miles	2 hours, 44 minutes	8 hours, 23 minutes	+7,956 -7,395
Hung-A-Lel-Ti to Markleeville	<b>10.5 miles</b>	<b>18 minutes</b>	<b>1 hour, 4 minutes</b>	<b>+784 -650</b>

*Source: Google Maps*

### 3.2. Survey Results

The outreach process for the Alpine County Active Transportation Plan included an 18-question questionnaire. The questionnaire was distributed to stakeholders and the public via a Survey Monkey link which could be completed at the respondent's leisure. The following includes highlights from the questionnaire results.

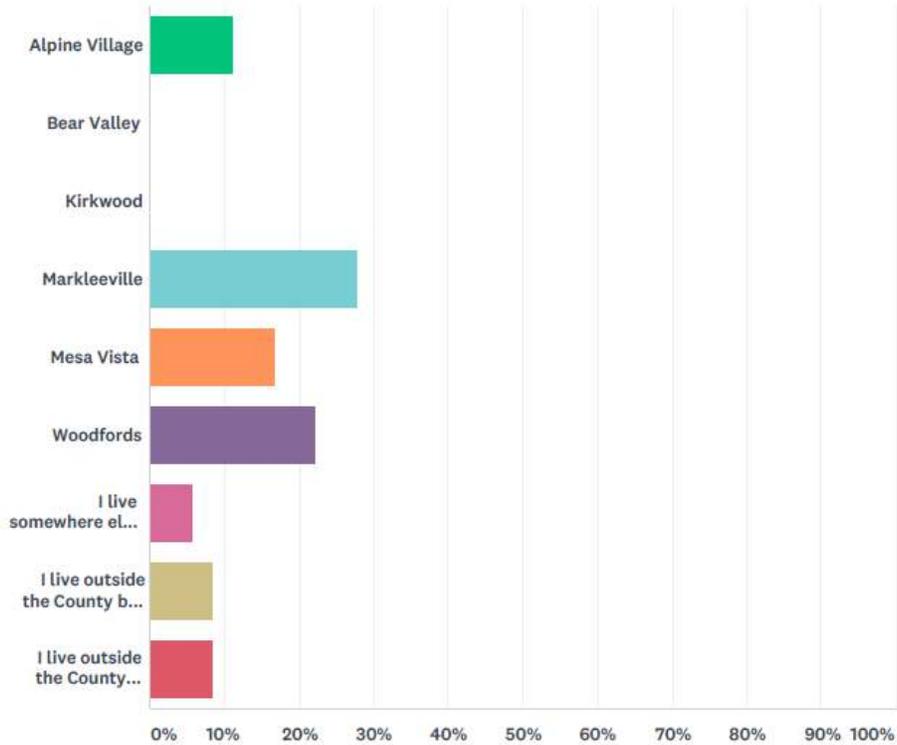
#### Primary Residence

Question 1 from the questionnaire asked where the respondent lives. Most respondents live in either Markleeville (29%), Woodfords (23%), or Mesa Vista (17%).

**Figure 3.1 Primary Residence**

Q1 Where do you live as your primary residence?

Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Alpine Village	11.11%	4
Bear Valley	0.00%	0
Kirkwood	0.00%	0
Markleeville	27.78%	10
Mesa Vista	16.67%	6
Woodfords	22.22%	8
I live somewhere else in the County (please specify)	5.56%	2
I live outside the County but have a secondary residence in Alpine County (please specify)	8.33%	3
I live outside the County (please specify)	8.33%	3
Total Respondents: 36		

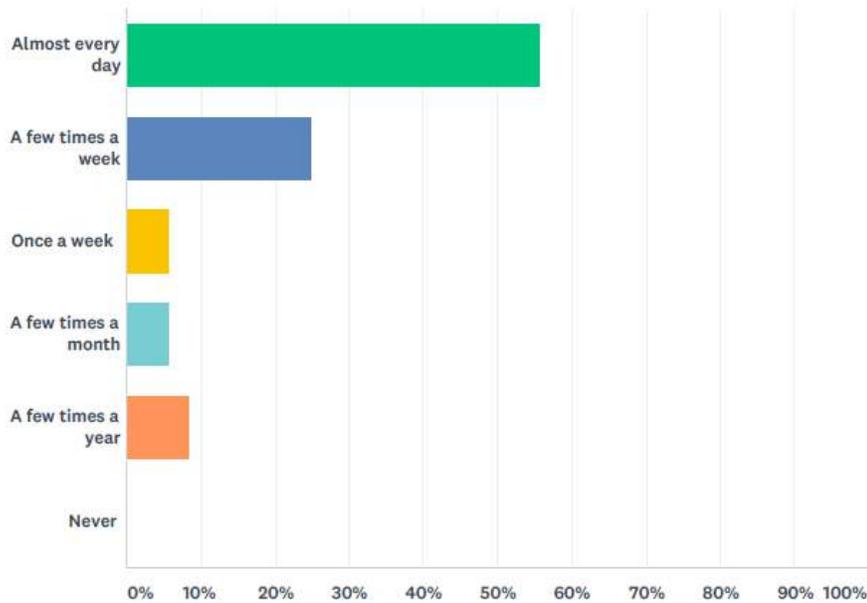
Active Transportation Habits

Question 2 asked Alpine County users how often they utilize walking, hiking, jogging and/or running for recreation, exercise or transportation. As seen in Figures 3.2 and 3.3, huge proportion of respondents walk, hike, jog or run at least once a week (86%).

**Figure 3.2 Walking Habits**

Q2 How often do you walk, hike, jog and/or run (for recreation, exercise or utilitarian)?

Answered: 36 Skipped: 0

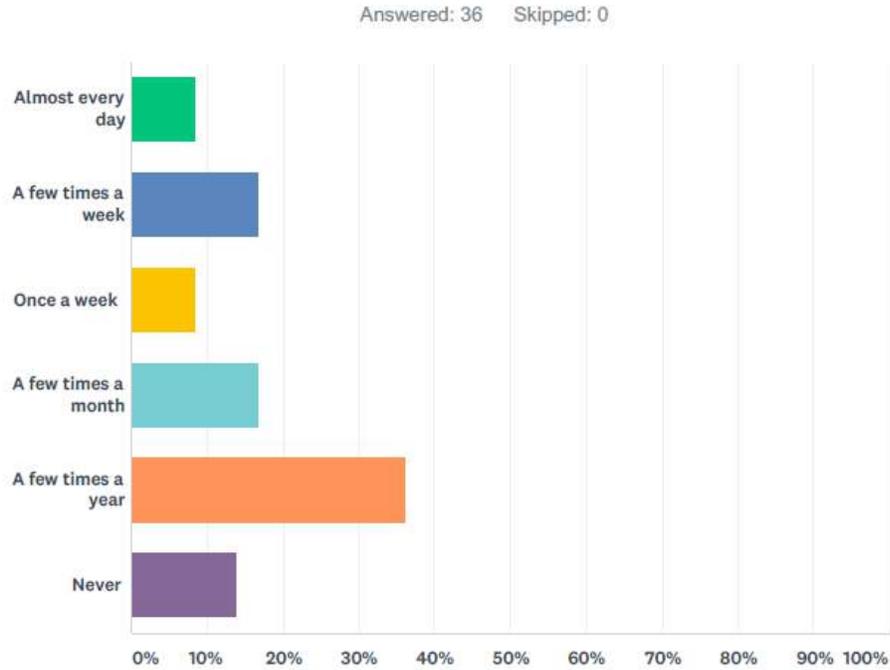


ANSWER CHOICES	RESPONSES	
Almost every day	55.56%	20
A few times a week	25.00%	9
Once a week	5.56%	2
A few times a month	5.56%	2
A few times a year	8.33%	3
Never	0.00%	0
<b>TOTAL</b>		<b>36</b>

Question 7, asks Alpine County users how often they ride a bicycle for recreation, exercise or transportation. As seen in Figure 3.3, over 31% of respondents ride a bicycle at least once a week.

**Figure 3.3 Bicycling Habits**

Q7 How often do you ride a bicycle (for recreation, exercise or utilitarian)?



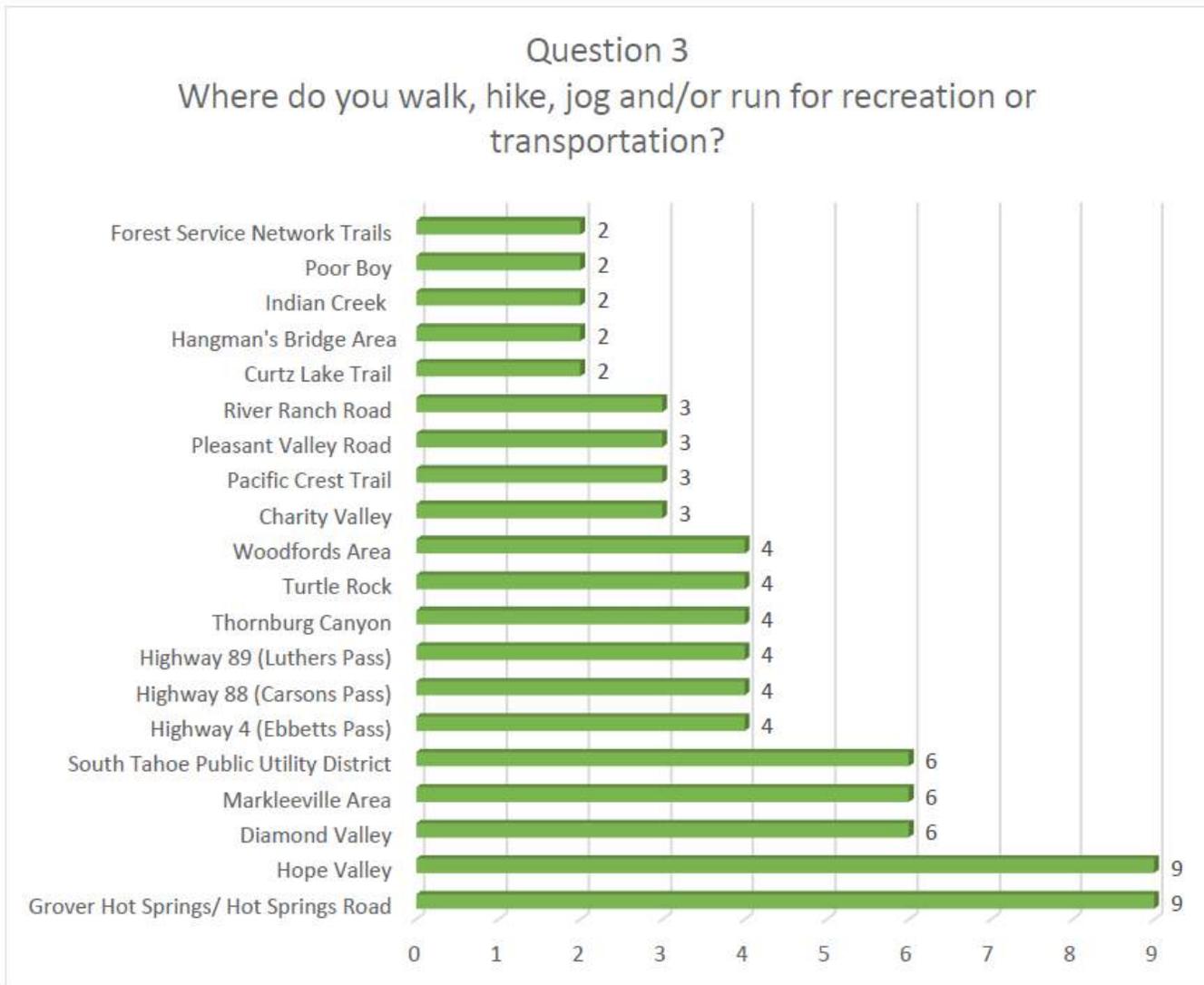
ANSWER CHOICES	RESPONSES	
Almost every day	8.33%	3
A few times a week	16.67%	6
Once a week	8.33%	3
A few times a month	16.67%	6
A few times a year	36.11%	13
Never	13.89%	5
TOTAL		36

Bicycling Habits

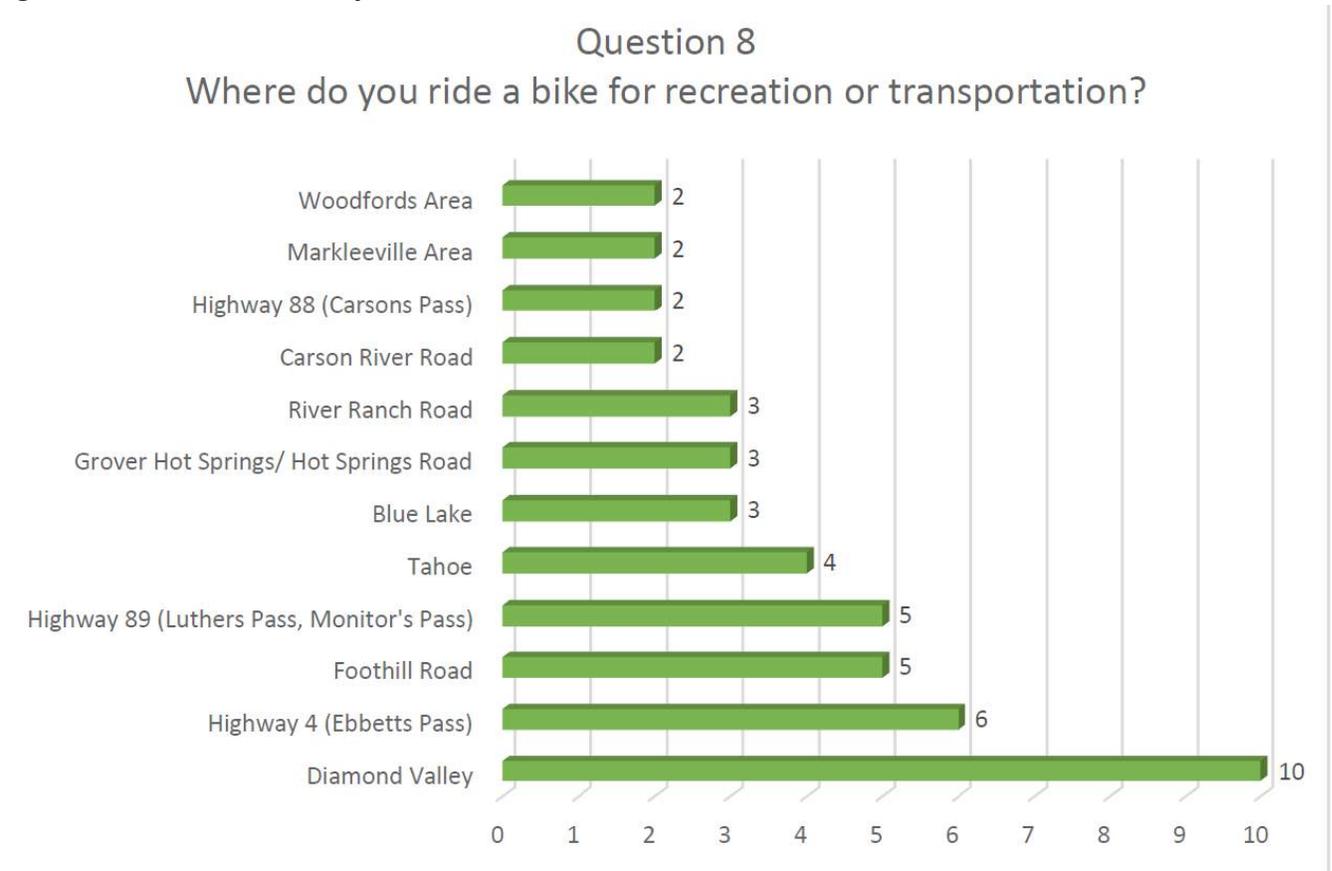
Questions 3 & 8, asked questionnaire respondents where they like to walk, hike, jog (Question 3) or bike (Question 8). Question 3 responses are tallied in Figure 3.4. The most popular recreational areas in Alpine County for walking/hiking/jogging/running are Grover Hot Springs Park/Hot Springs Road, Hope Valley, Diamond Valley, the Markleeville area, and the South Tahoe Public Utility District (STPUD).

Question 8 responses are tallied in Figure 3.5. The most popular recreational areas in Alpine County for biking are Diamond Valley, Highway 4, Foothill Road and Highway 89.

**Figure 3.4 Question 3 Survey Results**



**Figure 3.5 Question 8 Survey Results**

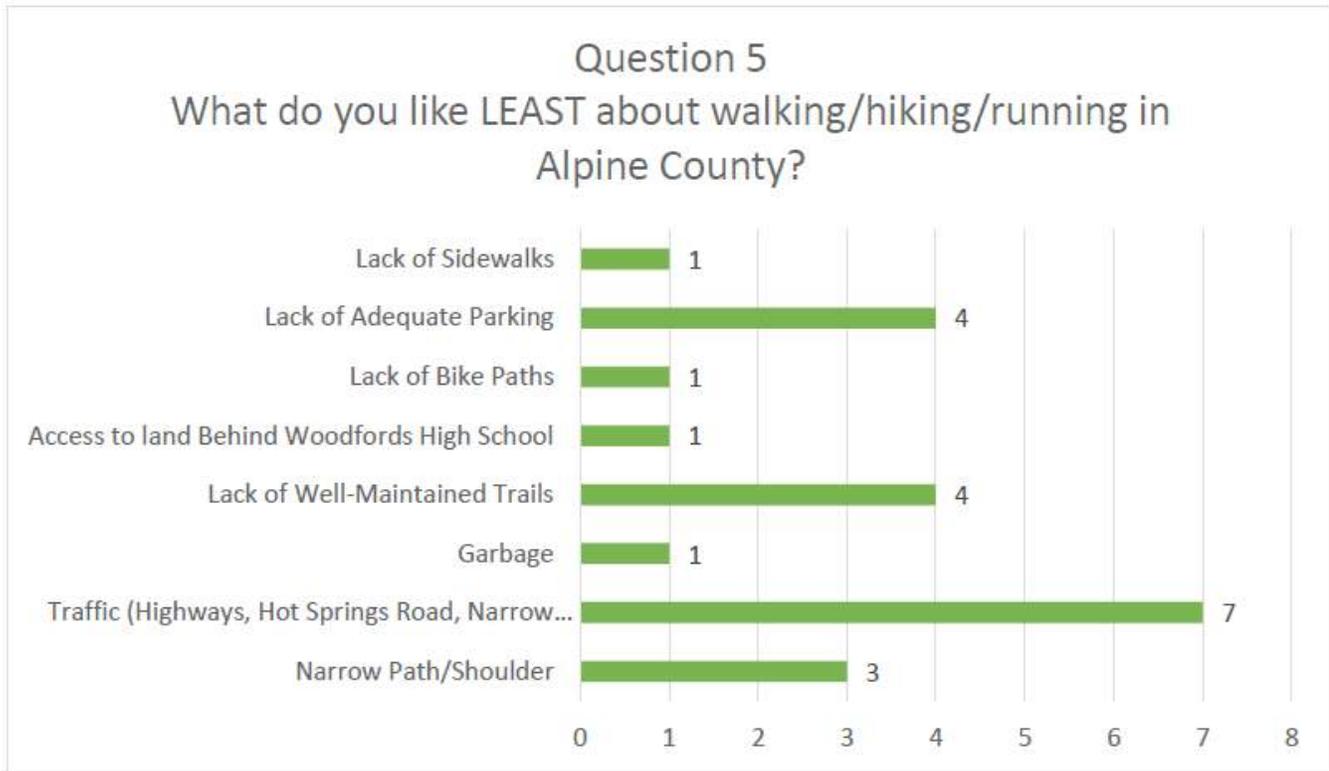


**Feedback**

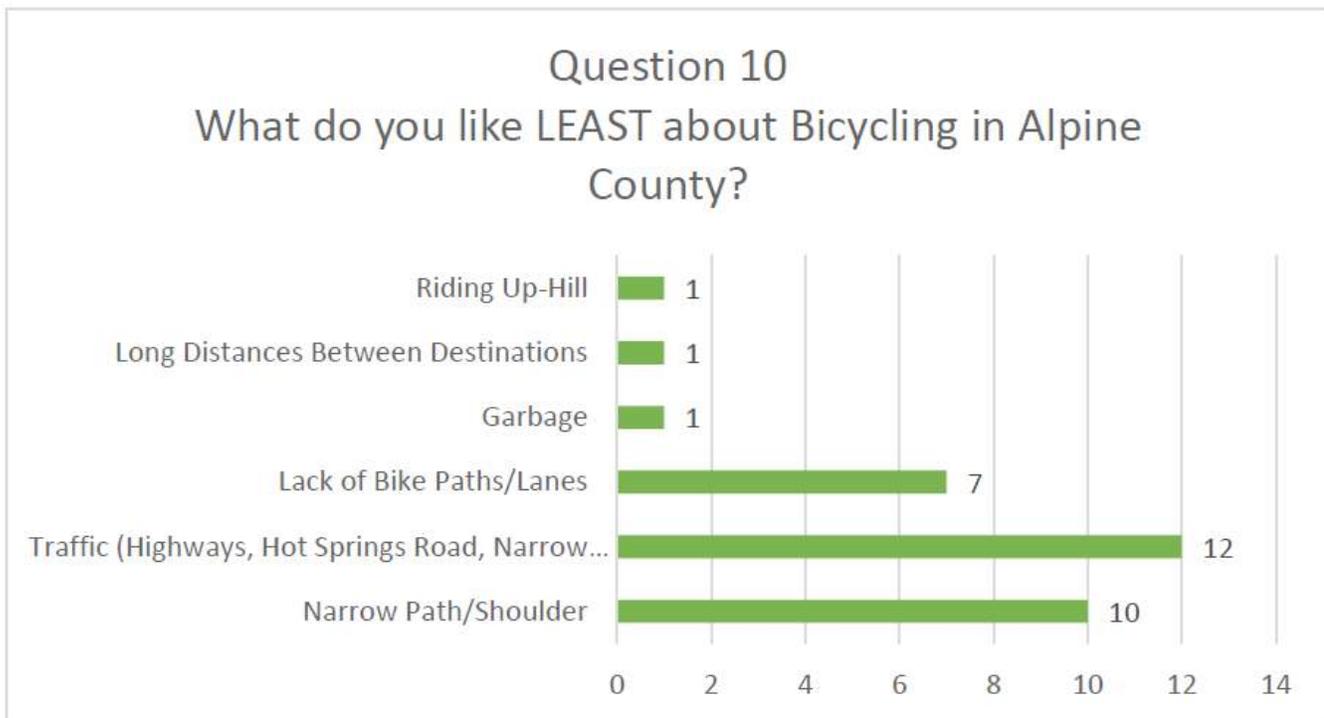
The remaining portion of the questionnaire prompted respondents to identify barriers to active transportation use and asked for feedback on how to better accommodate walking and biking in the county. Users’ main concerns with the active transportation network in Alpine County were narrow shoulders, traffic, and lack of maintained trails/parking.

The tables on the following pages show potential improvements that respondents identified as the most crucial to improve the bicycling experience in Alpine County. Consistent with Question 5, the second highest ranked improvement is wider shoulders.

**Figure 3.6 Barriers to Walking in Alpine County**



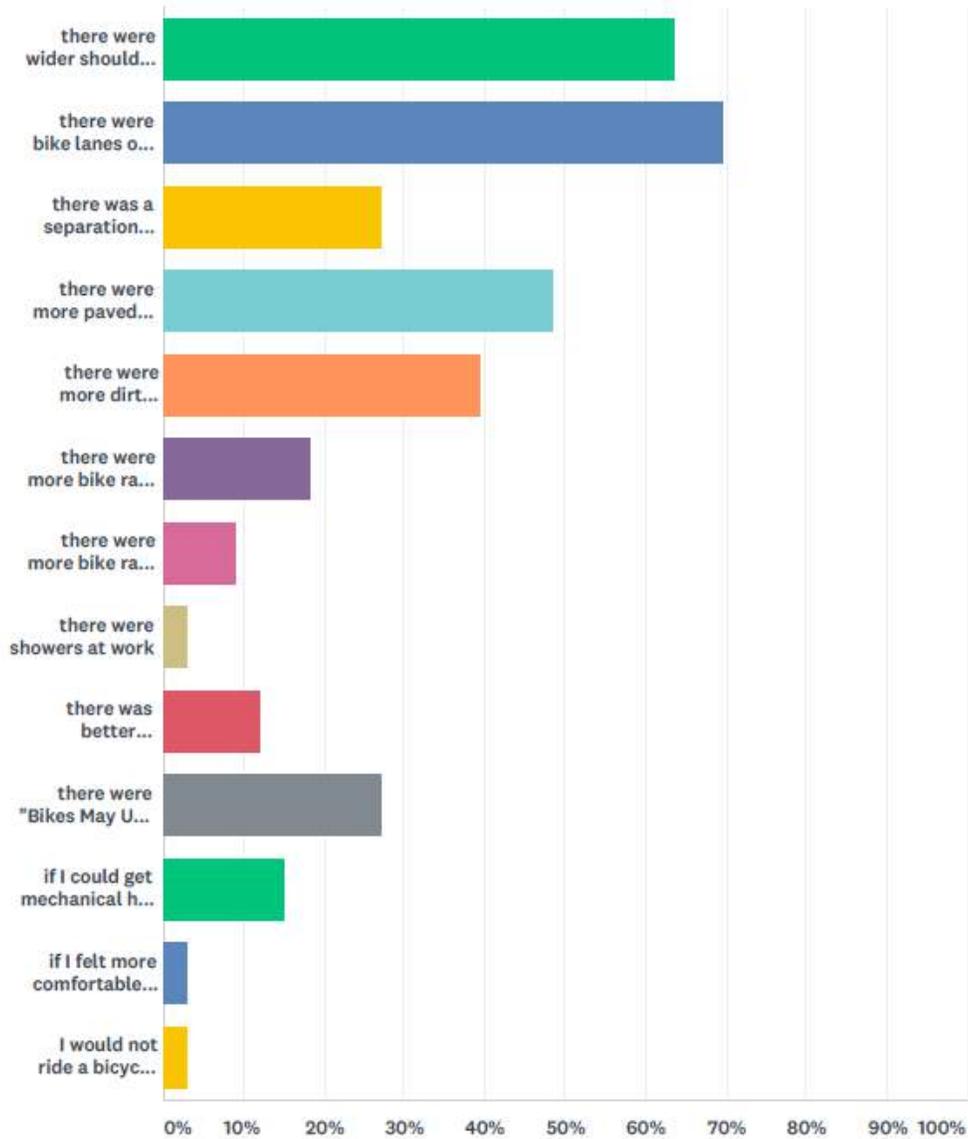
**Figure 3.7 Barriers to Bicycling in Alpine County**



**Figure 3.8 Improvements to Encourage Bicycling in Alpine County**

Q12 I would consider riding my bike or riding more if.... (pick all that apply)

Answered: 33 Skipped: 3



## Q12 I would consider riding my bike or riding more if.... (pick all that apply)

Answered: 33 Skipped: 3

ANSWER CHOICES	RESPONSES	
there were wider shoulders on roads	63.64%	21
there were bike lanes on roads	69.70%	23
there was a separation between me and the vehicles	27.27%	9
there were more paved trails	48.48%	16
there were more dirt trails	39.39%	13
there were more bike racks at my destination	18.18%	6
there were more bike racks at trailheads	9.09%	3
there were showers at work	3.03%	1
there was better signage/wayfinding	12.12%	4
there were "Bikes May Use Full Lane" signage where needed	27.27%	9
if I could get mechanical help with my bike	15.15%	5
if I felt more comfortable riding around cars	3.03%	1
I would not ride a bicycle, for any reason	3.03%	1
Total Respondents: 33		

## 4 BENEFITS OF ACTIVE TRANSPORTATION

### 4.1. Health

Increasing physical activity in everyday life begins with a multi-modal network that enables its users to utilize alternate forms of travel, such as walking or bicycling. An increase in everyday physical activity has a range of benefits to both physical and mental health. Alpine County's mountainous geography makes it a desired destination for outdoor recreational activities. This section outlines why Alpine County needs active transportation projects from a public health perspective.

Public health problems have increased in recent years due to sedentary lifestyles. The transportation and land use planning community has responded by promoting the benefits of active transportation on public health. Walking and biking are the two forms of physical activity most accessible to all socioeconomic sectors of society. Potential health benefits from increased physical activity include, but are not limited to, preventing or controlling chronic diseases (such as high blood pressure, heart disease, stroke and diabetes) and maintaining a healthy weight. Currently, roughly 23.5 percent of adults in Alpine County are obese, while the 2015 State average was 24 percent.

Walking and biking provide benefits to mental health in addition to physical health, according to the U.S. Department of Health and Human Services' 2015 publication: "Step It Up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities". Regular physical activity maintains thinking, learning, and judgement skills, and can also reduce depression and improve sleep. Engaging in moderate-intensity physical activities for at least 150 minutes a week can provide these mental health benefits. Adult obesity is a rising problem in the United States and can be attributed to stagnant, inactive lifestyles. Obesity has the potential to lead to serious long-term complications such as diabetes, high blood pressure, heart disease and reduced life expectancy. A multi-modal network can act as an incentive to exercise and participate in recreational activities. With four seasons of activities, Alpine County offers recreational opportunities for biking, hunting, fishing, skiing, and/or for those who enjoy high elevation lakes and rivers. In Alpine County, there is 100 percent access to exercise opportunities (trails, gyms, bike paths, etc.) versus the State average of 91 percent.

In a long-term statewide context, increased biking and walking equates to fewer vehicle miles traveled (VMT). VMT reductions will result in fewer traffic collisions and improved air quality. As the active transportation network continues to grow and connect, active transportation infrastructure will become more separated from vehicle traffic and increase user safety. Improved air quality will improve asthma and other related health problems for all community members.

### 4.2. Community Livability

By expanding the interconnectedness of destinations throughout Alpine County, residents are provided with alternative modes of transportation for day-to-day living necessities. Specifically, residential neighborhoods in Woodfords, Hung-A-Lel-Ti, Bear Valley and Kirkwood will benefit from the implementation of active transportation facilities. The networks provide a connection between residential and commercial properties, which creates more efficient and safe travel for residents while reducing the need for automobile trips. Additionally, visitors to recreation destinations benefit from active transportation connections.

### 4.3. The Economy

An active transportation network enhances transportation and recreation opportunities for the County. Tourism is the largest industry for this county, primarily attracting outdoor enthusiasts. Alpine County has a vast number of campgrounds and trailheads that serve wilderness areas, lakes, creeks, meadows and mountains. Expanding Alpine's multi-modal network will enhance the County's interconnectedness for day-to-day and recreational travel. An increase in active transportation options will develop Alpine County into an accessible recreational area in the North region of the State and its neighboring state of Nevada.

People come from across the globe for Alpine County's annual premier cycling event, the Death Ride. The event draws in approximately 3,500 participants and over 500 volunteers. The event's route includes 129 miles and 15,000+ feet of climbing. This event acts as an economic generator and boost for the County. People travel to Alpine County to train for this event when roads are open, exemplifying Alpine County's popularity for recreational activities. An investment in a multi-modal transportation network has the capacity to boost the County's economy to accommodate events like this, as well as year-round recreational attractions.

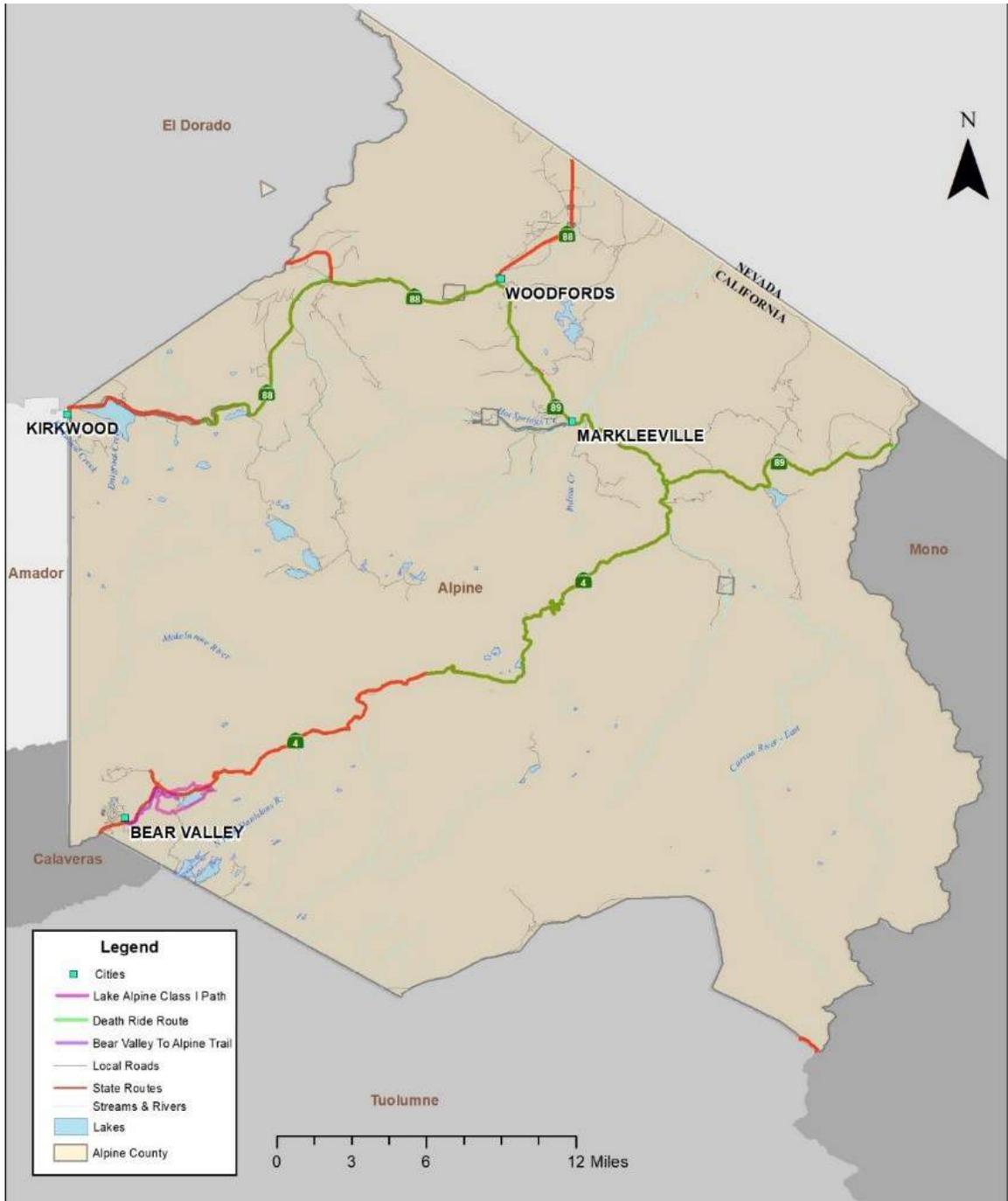
### 4.4. The Environment

When residents utilize active transportation options for short trips, several environmental challenges and constraints are effectively addressed. The most critical environmental benefit of active transportation would be reduced emissions of harmful greenhouse gases. Vehicles produce approximately 0.97 pounds of pollution per mile annually while bicycling or walking produces none. This affects air quality, which directly affects human health and the habitability of a region. This reduction in emissions can have long and short-term benefits for the County. According to the EPA, 27 % of greenhouse gas emissions in the United States are from vehicles. Alpine County encompasses three National Forests: Eldorado, Stanislaus, and Toiyabe. Environmental protection and conservation is a concern for this region. Active transportation's long-term effect on the county will benefit the regions protected lands.

# 5 EXISTING FACILITIES

This chapter identifies existing bicycle and pedestrian facilities in Alpine County. Figure 5.1 provides an overview and acts as a reference map for facilities located in Markleeville, Bear Valley, Woodfords and Kirkwood.

***Figure 5.1 Existing Bike Facilities***



## 5.1. Markleeville

The Markleeville area contains numerous recreation opportunities for pedestrians and bicyclists. Pedestrians can walk around the community core of Markleeville as well as access trails along Markleeville Creek and other trail connections. For bicyclists, popular rides beginning in Markleeville include the existing Class II bike lane to Turtle Rock Park and Woodfords. Many roadways in this part of the County are popular loop routes for recreational road cyclists. This part of the County also boasts fantastic mountain bike trails from gravel roads to single track. Additionally, Grover Hot Springs State Park is a popular destination in the area and cyclists make the 3.5-mile ride between the park and Markleeville. Improvements in existing right of way along Hot Springs Road are currently being developed under the Hot Springs Road Improvement Project. The following maps show some of the existing facility locations in the north part of Alpine County

**Figure 5.2 – Existing Bike Facilities, Markleeville**

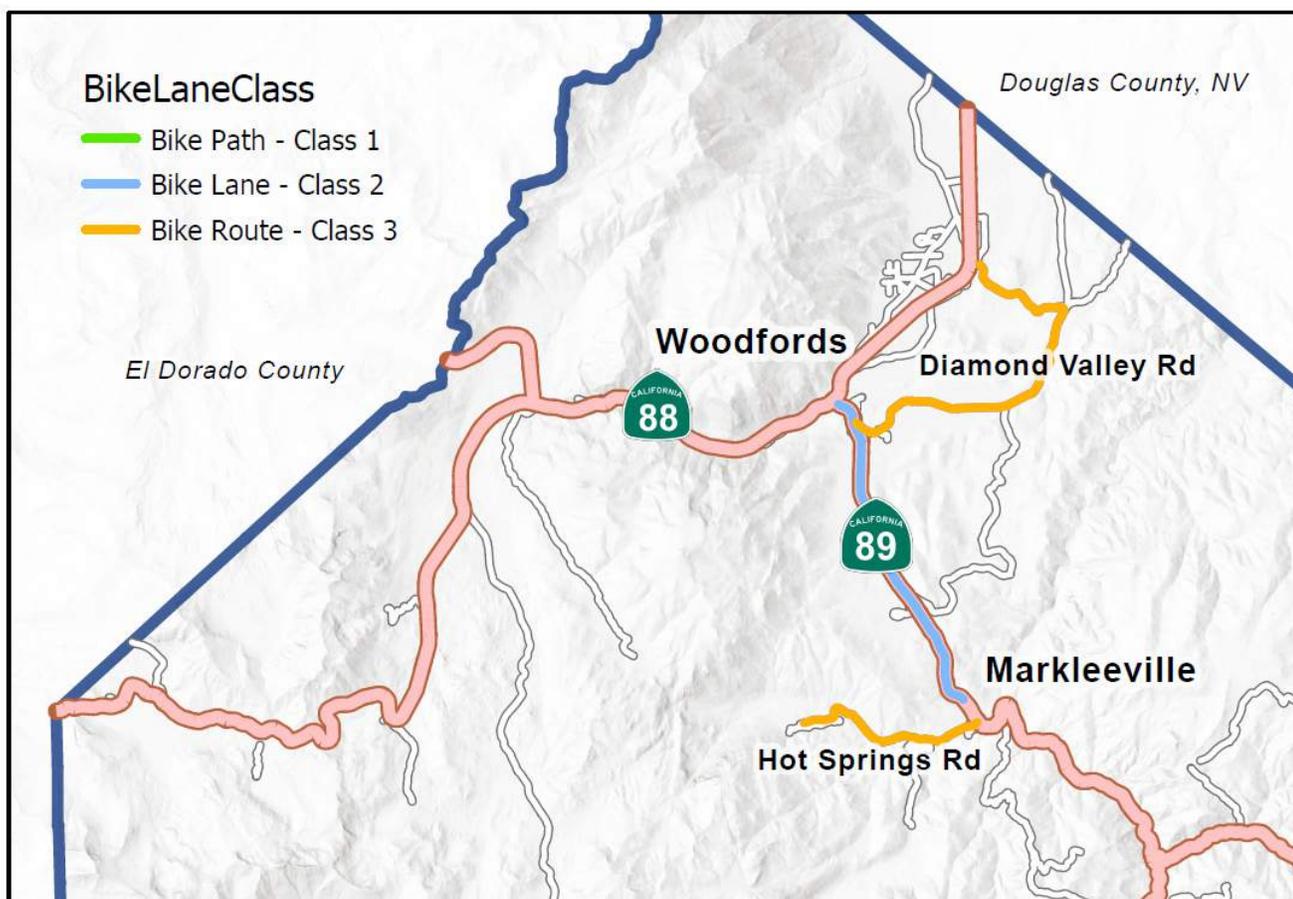
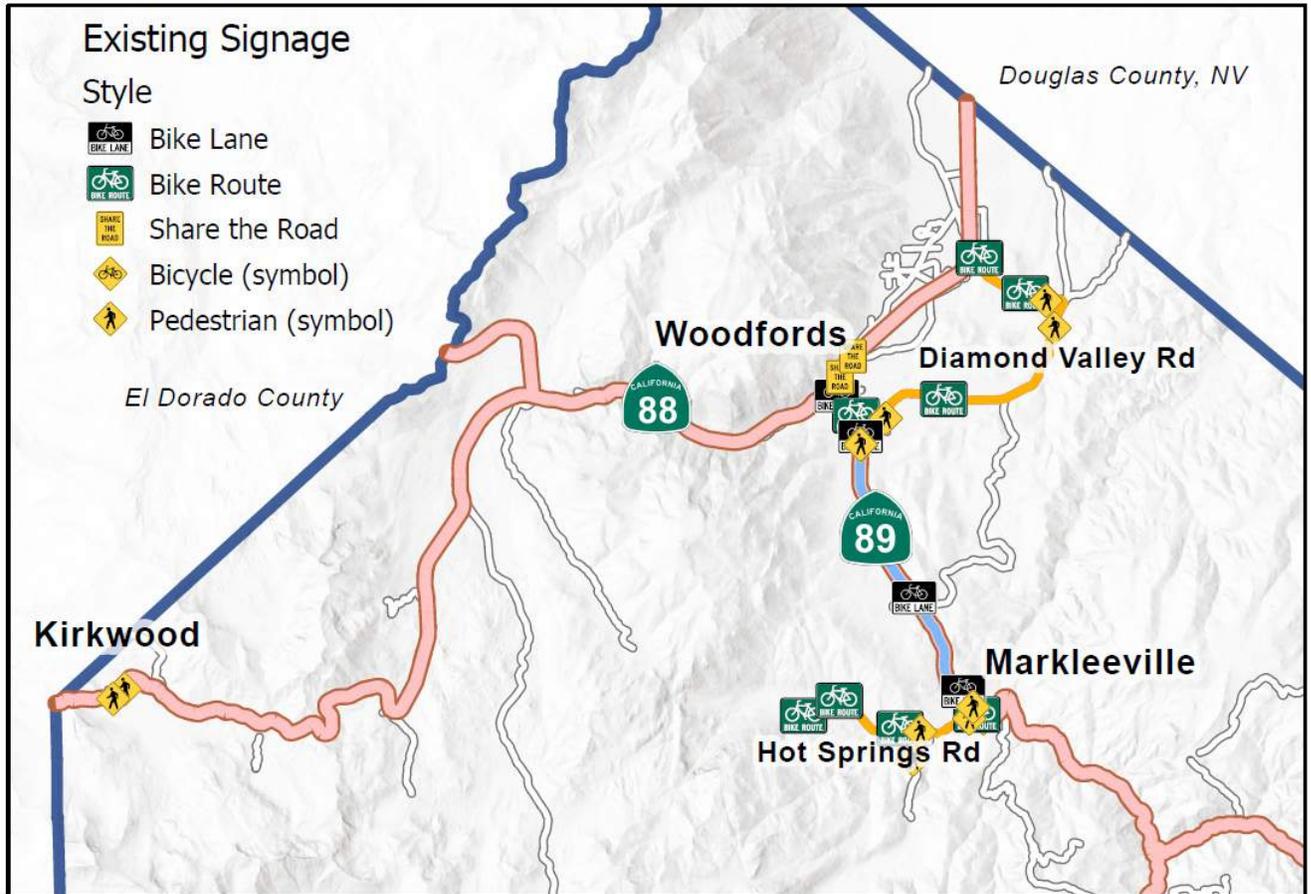


Figure 5.3 – Existing Bike Signage, Markleeville



## 5.2. Bear Valley/Lake Alpine

There are numerous opportunities for year-round bicycle and pedestrian travel in the Bear Valley and Lake Alpine communities. Bear Valley offers quiet streets amongst the cabins, library and other community facilities that are comfortable for walking and biking without extensive facilities. However, connectivity stands to be improved in the neighborhood and certainly to recreational facilities adjacent to the community. Currently, a recreational trail connects the Bear Valley community to Lake Alpine. The trail is partially paved as it nears Lake Alpine. Additionally, the Lake Alpine Trail has a paved path from Silver Tip Campground to the east end of the lake and continues as an unpaved path as it circumnavigates the lake.

## 5.3. Woodfords

Woodfords currently lacks bicycle and pedestrian facilities except for the beginning of a Class II bike lane on SR 89 that leads to Markleeville. Additionally, a designated Class III bike route begins outside Woodfords on Diamond Valley Road and heads east toward Hung a Lel Ti and SR 88. Woodfords is at the intersection of SR 89 and SR 88 and has government and educational facility destinations. Many of the County's government facilities make their home in Woodfords and Diamond Valley Elementary School is located here. There are currently no pedestrian or bicycle facilities inter-connecting this community.

## 5.4. Kirkwood

The Kirkwood area has one designated bikeway located in the Kirkwood Resort providing connection to a small mountain bike park which is also accessed via ski lift Chair 2. The area has many lakes, with Caples Lake being the largest. The lakes provide many opportunities for camping, fishing, and hiking. Recreation activities in this region are less focused on bicycles, compared to Bear Valley and Markleeville. The Kirkwood Resort provides winter recreation activities and is another big winter attraction for Alpine County.

## 5.5. Facilities Summary

### Bike Parking

There are bicycle parking facilities at the Kirkwood and Bear Valley resorts, along with Markleeville's downtown. During the Death Ride, temporary facilities are placed along the route and in main town centers due to the high volume of riders. Existing permanent bicycle parking locations are listed below:

- Bear Valley Resort gas station
- Bear Valley Resort Lodge
- Diamond Valley Elementary School
- Alpine County Library in Markleeville
- Alpine County Chamber of Commerce and Visitor Center: Markleeville
- Kirkwood General Store

### Pedestrian Facilities

In the 2000 census, roughly 26 percent of commuters walked to work, though walking in Alpine County is primarily for recreation rather than commuting. There is an increased need for completed networks in the communities of Bear Valley Resort and Kirkwood. There have been discussions of changes being made to Markleeville but no changes have been agreed upon.

Downtown Markleeville, along SR 89, provides a short stretch of sidewalk south of Montgomery Street. The sidewalk only exists on the west side of SR 89, and due to the historic nature of the town, it varies in character – a covered walkway in some places, a few stairs between buildings, benches and flower pots in front of some shops and café tables and chairs in front of others. The overall feel is charming and rural, but unfortunately does not comply with the Americans with Disabilities Act (ADA).

Where there are concentrations of residents or tourists, many pedestrians cross State Highways to access Alpine County's resorts, campgrounds, trails, fishing areas and other attractions. In Bear Valley at SR 4 and Markleeville at Turtle Rock Park, pedestrian warning signs have been installed to alert motorists of pedestrians crossing the roadway or using the shoulder.

## 6 GOALS AND OBJECTIVES

This Plan's Goals and Objectives guide the development of the bicycle and pedestrian facilities in Alpine County. The Goals and Objectives were developed to be consistent with the Regional Transportation Plan, which strives for safe and efficient movement of people and commerce.

### 6.1. Goal 1: Increase opportunities for bicycling and walking in Alpine County.

*Objective 1.1: Expand bicycle travel opportunities to increase bicycling for transportation and recreation where safe and reasonable.*

*Objective 1.2: Expand pedestrian travel opportunities to increase walking for transportation and recreation where safe and reasonable.*

### 6.2. Goal 2: Provide safe and efficient bikeways and pedestrian routes in Alpine County.

*Objective 2.1: Construct bikeways identified in the Alpine County Active Transportation Plan and provide for the maintenance of both existing and new facilities.*

*Objective 2.2: Construct pedestrian facilities identified in the Alpine County Active Transportation Plan and provide for the maintenance of both existing and new facilities.*

*Objective 2.3: Design and construct bikeways according to current bicycle facility design best practices, meeting or exceeding Caltrans Highway Design Manual, California Manual of Uniform Traffic Control Devices, and AASHTO standards.*

*Objective 2.4: Design and construct pedestrian environments according to current facility design best practices including Americans with Disabilities Act (ADA) guidelines for sidewalks and accessibility guidelines for trails and outdoor recreational facilities.*

### 6.3. Goal 3: Develop and conduct education and encouragement programs to promote safe use of Alpine County bikeways and pedestrian facilities for utilitarian, commute, recreation and personal health needs.

*Objective 3.1: Reduce or enforce vehicle speed on roadways to increase bicycle trips to work and school.*

*Objective 3.2: Encourage people to walk through education and awareness efforts.*

*Objective 3.3: Support Safe Routes to Schools efforts that increase the number of students walking to school.*

*Objective 3.4: Educate and inform residents and visitors of Alpine County about how to use bikeway facilities safely to reduce accidents and increase the number of bikeway system users.*

#### **6.4. Goal 4: Ensure the Timely Implementation of the Active Transportation Plan.**

*Objective 4.1: Continue to work to fund construction of the bicycle and pedestrian improvements in this plan.*

*Objective 4.2: Develop and construct the improvements in this plan in a timely fashion as adequate funding is secured.*

*Objective 4.3: Include bikeway and pedestrian facilities in all appropriate future development projects to facilitate on-site circulation for pedestrian and bicycle travel and connections to the system.*

*Objective 4.4: As a long-term goal, the County should establish and maintain Pedestrian Design Guidelines that respond to Alpine County's rural character.*

*Objective 4.5: Coordinate closely with Caltrans District 10 and other partner public agencies to ensure implementation of projects identified in this plan through roadway improvement projects.*

#### **6.5. Goal 5: Ensure the Effectiveness and Longevity of the Plan Policies, Projects and Programs.**

*Objective 5.1: Require that the policies, programs and projects of the Active Transportation Plan are integrated into all ongoing and future planning and design documents and guidelines.*

#### **6.6. Goal 6: Develop bicycle and pedestrian facilities that enhance the overall environmental quality and sustainability of Alpine County.**

*Objective 6.1: Design and engineer bikeways and pedestrian facilities to respond to and enhance the Alpine County environment.*

*Objective 6.2: Where potentially significant environmental impacts are identified as a part of project specific implementation, mitigate to a level of less-than-significant.*

**6.7. Goal 7: Coordinate with State and Federal land management agencies (e.g., U.S. Forest Service, Bureau of Land Management and Bureau of Indian Affairs, California Department of Fish and Wildlife and California State Parks) and utility districts (e.g., South Tahoe Public Utility District) on efforts that may affect bicyclists and pedestrians.**

*Objective 7.1: Identify current or ongoing planning efforts by Federal and State agencies and cross-reference potential projects in the Active Transportation Plan (ATP).*

*Objective 7.2: Facilitate collaboration on maintenance efforts between Alpine County, Stanislaus National Forest, and occasionally Caltrans.*

## 7 PROJECTS

Consistent identification of active transportation projects throughout various planning efforts completed in the region is an important part of successfully implementing projects down the road. The projects identified in this chapter are supported and consistent with other planning efforts, including local community plans, the Regional Transportation Plan, California State Bicycle and Pedestrian Plan, neighboring county transportation plans, and the County General Plan.

Projects are organized into three categories in this section:

1. Priority Projects.
2. Community Projects.
3. Maintenance of Existing and Future Projects.

### 7.1. Priority Projects

Projects in this section were identified as the highest priority projects in the region by the community during the public outreach process. Additionally, these projects were evaluated for their competitiveness for funding and constructability. See Figure 7.1.

### 7.2. Hot Springs Road Bicycle and Pedestrian Improvement Project

Hot Springs Road is a critical connection between Markleeville and the popular Grover Hot Springs State Park. This 3.5-mile, relatively flat roadway is popular among recreational cyclists and walkers but has little to no shoulder and can be dangerous for these users. The Hot Springs Road Bicycle and Pedestrian Improvement Project aims to widen the shoulders and install a Class II bikeway along Hot Springs Road within the existing right-of-way between Grover Hot Springs State Park and the community of Markleeville. The project will coincide with a roadway rehabilitation and bridge replacement project for cost efficiency

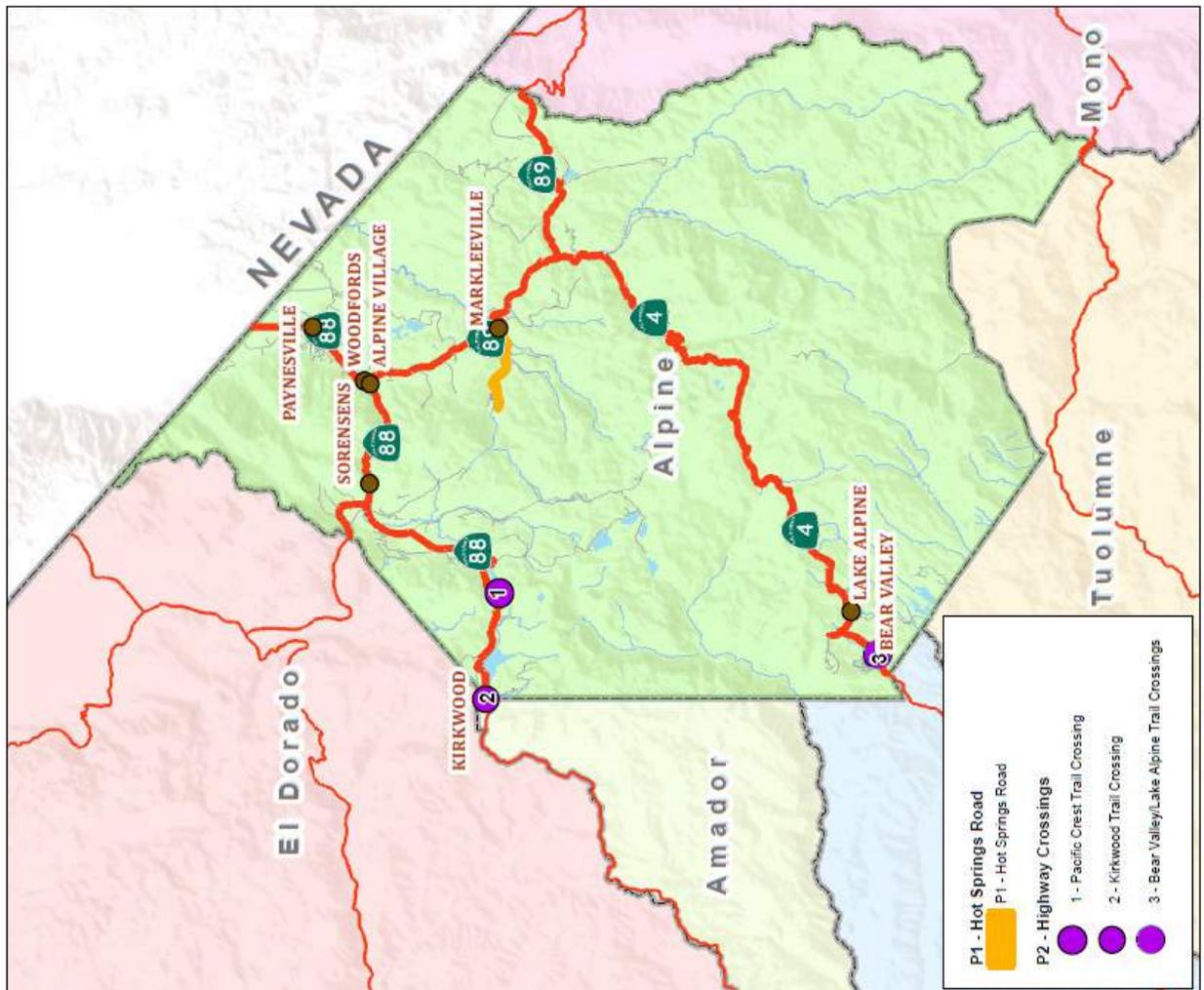
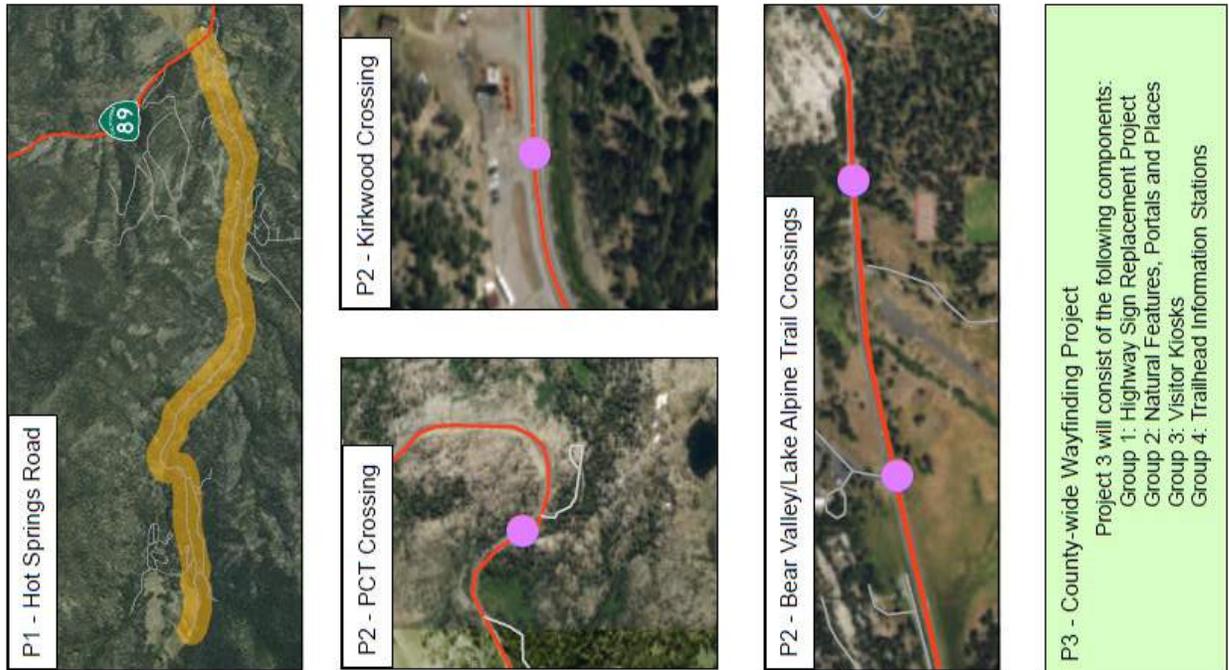
Project Budget:

Scoping and Environmental Documentation:	\$330,000
Phase 1 PS&E:	\$340,000
Phase 1 Construction:	\$2,910,000
Phase 2 PS&E:	\$950,000
Phase 2 Construction:	\$9,540,000

Project Timeline

Phase 1	
Scoping and Environmental Documentation:	2017/2018
PS&E & R/W:	2019/2020
Construction:	2021/2022

Figure 7.1 Project Map



## Phase 2

Scoping and Environmental Documentation: 2017/2018

PS&amp;E &amp; R/W: Future year beyond 2022 TBD

Construction: Future year beyond 2023 TBD

### 7.3. Safe Recreational Crossings on State Highways

State Highways are the backbone of Alpine County mobility and many recreation users must cross them, putting the user and the motorist at risk without safety measures in place. The Safe Recreational Crossings on State Highways project has three identified locations for recreational user crossings.

#### State Route 89 at Turtle Rock Park

The popular hiking trail connecting Curtz Lake Trail to Turtle Rock Park near Markleeville crosses State Route 89 with no identified crossing location for users or warning for motorists. This section of State Route 89 is dangerous to cross. The proposed project includes identification of a strategic crossing location, and safety countermeasures. Recommended countermeasures include:

- Driver warning signs.
- Install guidance for pedestrians at crossing points, including safe destination markers on opposite sides of SR 89.

#### Pacific Crest Trail Crossing at Kit Carson Pass

The 2,650-mile-long Pacific Crest Trail stretches from Mexico to Canada and runs directly through Alpine County in a north/south direction. The trail crosses two State Highways in Alpine County, but the crossing of State Route 88 at Kit Carson Pass is exceptionally dangerous for serious backpackers, day hikers, and equestrians. The trail crossing location is directly in the middle of a large S-type turn in this busy State Highway with vertical and horizontal sight distance challenges. There is no defined or apparent location to cross and no visual indicators for guidance. Users hesitate and question their timing and destination. The following recommendations will designate the area as a pedestrian zone:

- High visibility crosswalk with appropriate warning signs for drivers.
- Replace existing pedestrian warning sign with a flashing beacon and distance plaque.
- Install flashing beacon and distance plaque 500 feet east of the Carson Pass Information Center entrance on westbound SR 88.
- Install guidance for pedestrians at crossing points, including speeding vehicle alert, and safe destination markers visible on opposite side of SR 88.

#### Kirkwood Trail Crossing

Bicyclists, pedestrians, equestrians and skiers cross SR 88 Kirkwood Inn and Kirkwood Meadows Drive. These users cross at different locations depending on time of year and snow conditions. Kirkwood Inn is the destination for most users and is located on SR 88 at a location with a clear line of sight for motorists. The County should work with Kirkwood and Caltrans to determine the most desirable crossing location.

Stakeholder comments collected as part of this plan recommend a crossing location near the Kirkwood Inn. This Plan recommends installing a standard trail crossing sign in compliance with the Caltrans Manual of Uniform Traffic Control Devices (MUTCD). Signs directing users to the designated crossing should be installed on the existing fire access road. The Kirkwood Community Association and Kirkwood Ski Resort should consider conducting community outreach to notify users of the designated crossing. In advance of the recommended trail crossing, overhead trail warning signs with beacons should replace the existing pedestrian warning signs. These beacons should include distance plaques installed approximately 500 feet in advance of the crossing.

### *Bear Valley/Lake Alpine Trail Crossings*

This Plan recommends two potential pedestrian and bicycle safety crossing improvements around Bear Valley Village: 1) one crossing at the intersection of Bear Valley Road and SR4 and 2) a second crossing approximately 0.3 miles east of Bear Valley Road at the Bear Valley-Lake Alpine trail crossing of SR4.

There is a high volume of pedestrian traffic crossing SR4 at Bear Valley Road primarily in winter months when skiers, snow-shoers, and sledders are accessing the Bear Valley Cross Country facilities on the south side of SR4 from the parking, rental and lodging facilities on the north side of the highway. Pedestrian crossings are concentrated at the west leg of the intersection where pedestrians follow the snowcat-packed pathway immediately west of and parallel to Bear Valley Road. In winter months, some pedestrians also walk directly on the plowed shoulder of Bear Valley road and generally cross at the west leg of the intersection.

Pedestrian crossings peak during the beginning and end of the ski day between roughly 9:00 AM and 11:00 AM and between 3:00 PM and 4:30 PM, however there is substantial variation depending on weather, peak use days, and other factors. Many pedestrians cross at a slow rate because they are assisting young children, they are encumbered with various winter recreational equipment; the access to the crossing location is often slippery compact snow. The Bear Valley Cross Country equipment rental requires rental return by 4:30 PM meaning that some visitors are crossing during waning daylight. Skiers with their own equipment may cross after 4:30 PM. In addition to the pedestrian crossings, Bear Valley Cross Country also uses this location for snowmobile and snowcat crossing. During summer months, pedestrians and bicyclists utilize the trails connecting across the roadway.

This Plan recommends a pedestrian-actuated overhead flashing yellow beacon at the intersection of SR4 and Bear Valley Road, subject to traffic engineering analysis and Caltrans design approval of safety improvements to protect slow moving pedestrians, and to provide all pedestrians with the opportunity to alert motorists. The support pole and mast arm structure should be located on the west side of the road immediately west of the entry to the Bear Valley Cross Country ski area. The pedestrian actuator button should be located on this main support pole. On the east side of SR4, the pedestrian actuator button could be located on or immediately adjacent to the existing street light pole located immediately west of Bear Valley Road, given snowcat and snowmobile operation in this vicinity. Special consideration must be given to appropriate heights for the pedestrian actuators, given varying snow depths, as well as snow grooming and removal in these immediate areas. The warning light should be a rapid stutter flash accompanied by “PUSH BUTTON FOR PEDESTRIAN LIGHTS – CROSS WITH CAUTION” signage.

This Plan also recommends pedestrian and bicycle safety crossing improvements approximately 0.3 miles east of Bear Valley Road at the Bear Valley-Lake Alpine trail crossing of SR4. This crossing is used with greater frequency during snow free months and is a lower volume crossing than Bear Valley Road. This Plan recommends static trail crossing warning signage to alert motorists. Trail warning signage should be installed on the approach to the trail crossing at an appropriate distance determined by a traffic engineer and subject to Caltrans approval.

## 7.4. County-wide Wayfinding Project

Alpine County prepared a regional wayfinding plan in 2014 that identified a coordinated list of projects including the Highway Guide Sign Replacement, Natural Features, Portals and Places, Visitor Kiosks, and Information Stations. The implementation of these projects will encourage active transportation in Alpine County and make progress toward the regional goals of increasing walking and bicycling in the region. The four primary projects in the Wayfinding Plan are described below and are recommended for implementation. More detailed project specific information can be found in the Wayfinding Plan here <http://findingalpinecounty.com/>.

### Highway Guide Sign Replacement

Standard road guidance signs in Alpine County are in poor condition and the installations are disorganized. The Highway Guide Sign Replacement Project incorporates the latest research on recognition and legibility. Implementation of the project will require a partnership with Caltrans to replace approximately 100 road guide signs. (Caltrans describes road guide signs as “essential to direct road users along streets and highways” with information that includes intersecting routes, directions to important destinations, as well as other data such as distances and elevations.) The project goal is to present Alpine County to the public as a well maintained and organized destination with clear and accessible information.

### Natural Features, Portals and Places

This group of signs recommended for replacement and development provides a clear, consistent identification of the natural features that are unique to Alpine County. In this case, all-natural features and places will use a common graphic format for identification that is typographically compatible with existing printed tourism graphics such as the graphics and typo graphics used by the Alpine County Chamber of Commerce.

### Visitor Kiosks

This project includes placing visitor orientation kiosks at key points of arrival and congregation. These are covered structures that describe each type of resource in a very organized and democratic way. The kiosk is dependent on a large map that is the focal point of the display and includes “you are here” identifiers tailored to each placement location. Implementation of this must be centralized to maintain the order. Support for the estimated eight (six existing and two proposed) display locations is envisioned to be a cooperative venture between commercial accommodations and services, and the public providers of recreation and cultural resources.

The recommendation for the Alpine County kiosks attempts to optimize the display and organization of this information in a very ordered way, easy to read and understand. Information is sized to allow easy reading when standing in front of the panel or from a wheel chair. Panels are modular to allow seasonal upgrades to sections as needed without replacing the entire system of graphics. The content would be updated at a

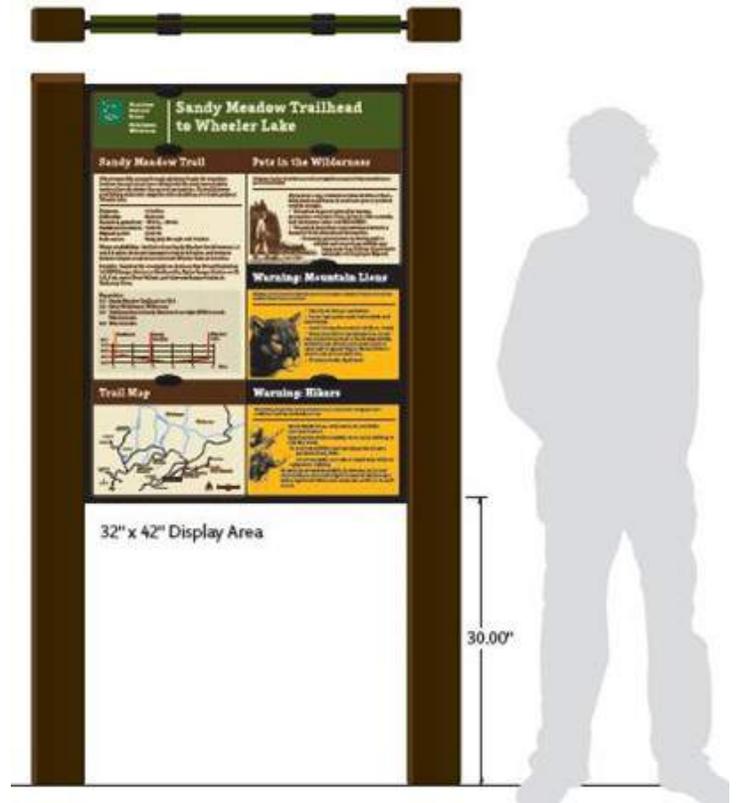
**Figure 7.2 Kiosk Examples**



**Information Stations**

The trailhead is a visitors’ front door to the backcountry wilderness. Although the essence of the backcountry experience is discovery, there are certain pieces of information that provide basic safety and orientation that can enhance the visitor experience and help protect important natural resources in the backcountry. This type of display eliminates the cluttered posting board with clearly written and illustrated modules that identify the trail and provides the information needed to aid a safe trip. As a systematic approach, much of what is displayed can be easily tailored to all access points from: backcountry trails, the head of a bike trail, or access to a fishing area.

**Figure 7.3 Seasonal Kiosk Panels**



## 7.5. Community Projects

### Markleeville Recommendations

The bicycle and pedestrian facilities recommended for Markleeville were selected with the goal of increasing access to the community’s recreational resources and providing pedestrian safety and circulation in the central business area. Recommendations for Markleeville are engineering intensive, with some projects requiring preliminary engineering studies.

### Montgomery Street-SR 89 Crosswalks

Crosswalks are needed at Montgomery Street and SR 89. There are many context sensitive crossing design concepts that would work for Markleeville without sacrificing it's rural character. These designs will be further developed when the project moves into the preliminary engineering phase. The crossings should be accompanied by pedestrian warning signs and diagonal arrow plaques indicating the crossing location. Chapter 4 provides additional design detail on facility recommendations.

### SR 89 Bike Lane Signs and Shoulder Width

This plan recommends additional bike lane signage on 6.3 miles of SR 89 from Markleeville to Woodfords. Bike lane BEGIN and END signs should be installed at both ends of this bikeway. In addition, the shoulders on SR 89 0.4 miles north of Weber Street should be widened to at least four feet to accommodate Class II bicycle lanes. The existing shoulder widths along this stretch are not four feet wide; however, this area is signed as a bike lane even though it does not meet minimum standards.

## 7.6. Woodfords Recommendations

Recommended improvements in the Woodfords area are intended to improve bicycle and pedestrian access to Diamond Valley School, especially for residents living in the Hung-A-Lel-Ti Community and Sierra Pines neighborhood. Additional recommendations accommodate regional bicyclists.

### Alpine Village Trail

A 0.3-mile unpaved trail is recommended along the east side of SR 89 from Diamond Valley Road to Barber Road. The path should be graded to a minimum width of four feet and separated from SR 89 by at least five feet. Additional study is needed to determine the feasibility of constructing this trail and the most desirable alignment.

### Luther Pass Road Class III Bicycle Route

A Class III bicycle route is recommended for Luther Pass Road (SR 89) from the County boundary to SR 88/89. The shoulder widths and pavement conditions are inconsistent along this busy stretch of highway that is a popular bicycle route accessing Lake Tahoe to the north. Adequate shoulder widths and pavement striping should be installed. A regular maintenance program should be implemented, particularly following summer thunder storm events and after the winter season.

### SR 88 Class III Bicycle Route

A Class III bicycle route is recommended on SR 88 from the SR 89 junction in Woodfords to the Nevada State line. This segment is approximately six miles and an estimated three miles of shoulders need repaving or widening. Specific areas where shoulder improvements are needed should still be identified.

## 7.7. Kirkwood Recommendations

Kirkwood recommendations focus on increasing motorist awareness of people crossing SR 88 and Kirkwood Meadows Road. Improvements are concentrated between Kirkwood Inn and Kirkwood Meadows Drive, around Caples Lake and improvements on Kirkwood Meadows Road. Most projects in Kirkwood are on private land and should be considered by the Kirkwood Community Association and implemented by the Kirkwood Ski Resort.

## 7.8. Bear Valley Recommendations

### Lake Alpine Speed Feedback Signs

Pedestrians frequently walk on the shoulders of SR 4 at Lake Alpine where the speed limit is not posted. According to the California Vehicle Code, 55 miles per hour is the State Highway speed limit when the speed is not posted. This Plan recommends reducing the speed limit to 35 miles per hour adjacent to the Lake Alpine recreation area. In addition, the new speed limit signs should be accompanied by solar speed feedback and advanced warning signs to increase motorist compliance.

### Bicycle Parking

This Plan recommends improving the existing bicycle parking in the Bear Valley community; at the elementary school, library, Bear Valley Lodge and gas station. The existing bicycle parking at each of these locations provides “toaster” racks, which only allow one bicycle wheel to be secured. These racks should be replaced “inverted u” racks, which allows a bicycle wheel and frame to be secured and provides greater parking stability, encouraging use.

## 7.9. Hung-A-Lel-Ti Recommendations

Improvements presented for the Hung-A-Lel-Ti community include bicycle and pedestrian facilities. It should be noted that the Hung-A-Lel-Ti community is a sovereign nation and not under the jurisdiction of the County. Advancement of these project recommendations will require collaboration between the Hung-A-Lel-Ti governing council, Bureau of Indian Affairs and Alpine County.

## 7.10. Facility Maintenance

This section presents maintenance considerations and costs for the facilities recommended above. Smooth, crack-free surfaces should be maintained on paved facilities such as sidewalks and bikeways. Vegetation should be cleared away from the facility on a regular basis and, depending on the demand for the facility; snow should be cleared during winter months.

## 7.11. Pavement

Roadway irregularities such as potholes and loose gravel can make bicycling and walking unsafe. Roadways with bikeways require specialized maintenance and, in general, greater attention to detail than roadways without them. For example, roadway improvements must cover the entire existing paved width of the roadway to prevent creations of seams or lips in the shoulder area most frequently used by bicyclists. The recommendations in this plan include repair to SR 88 and SR 89 shoulder. These improvements require a cooperative effort between Caltrans and the County. The County should develop a maintenance schedule and identify funding sources to maintain bicycle and pedestrian facilities throughout the County.

## 7.12. Vegetation

Vegetation enhances sidewalks and paths by providing shade, wind breaks and pleasant scenery. However, if not properly maintained, vegetation can block a sidewalk or path, deteriorating the user experience. Horizontal and vertical clearances should accommodate the expected user, more specifically high and wide clearances for equestrians and bicyclists, lower and narrower clearances for pedestrians. Chapter 4 provides design guidelines for vegetation clearances. The County or agency responsible for facility maintenance should have a regular vegetation maintenance schedule. Volunteer organizations can assist with vegetation maintenance and path or route beautification.

## 7.13. Snow Removal

While accumulating snowfall is a regular occurrence in Alpine County, snowfall amounts vary drastically throughout the county. Up to 11 inches of snow typically falls per winter month in Markleeville, while over 80 inches or more falls in Bear Valley. Even more snow falls in Kirkwood, which typically receives over 100 inches per winter month, totaling over 500 inches annually and making it one of the snowiest locations in the continental United States. With so much snowfall, maintaining bicycle and pedestrian facilities during the winter can be challenging.

The following snow-related issues should be considered before constructing a sidewalk, path or bikeway:

- Caltrans typically plows snow onto shoulders.
- Responsible parties for snow removal should be clearly defined.
- Gates, bollards and other access restricting devices should be removable to allow access for maintenance equipment.
- Reflective snow posts should be installed on facilities that protrude into roadways, i.e. curb extensions and guard rails.

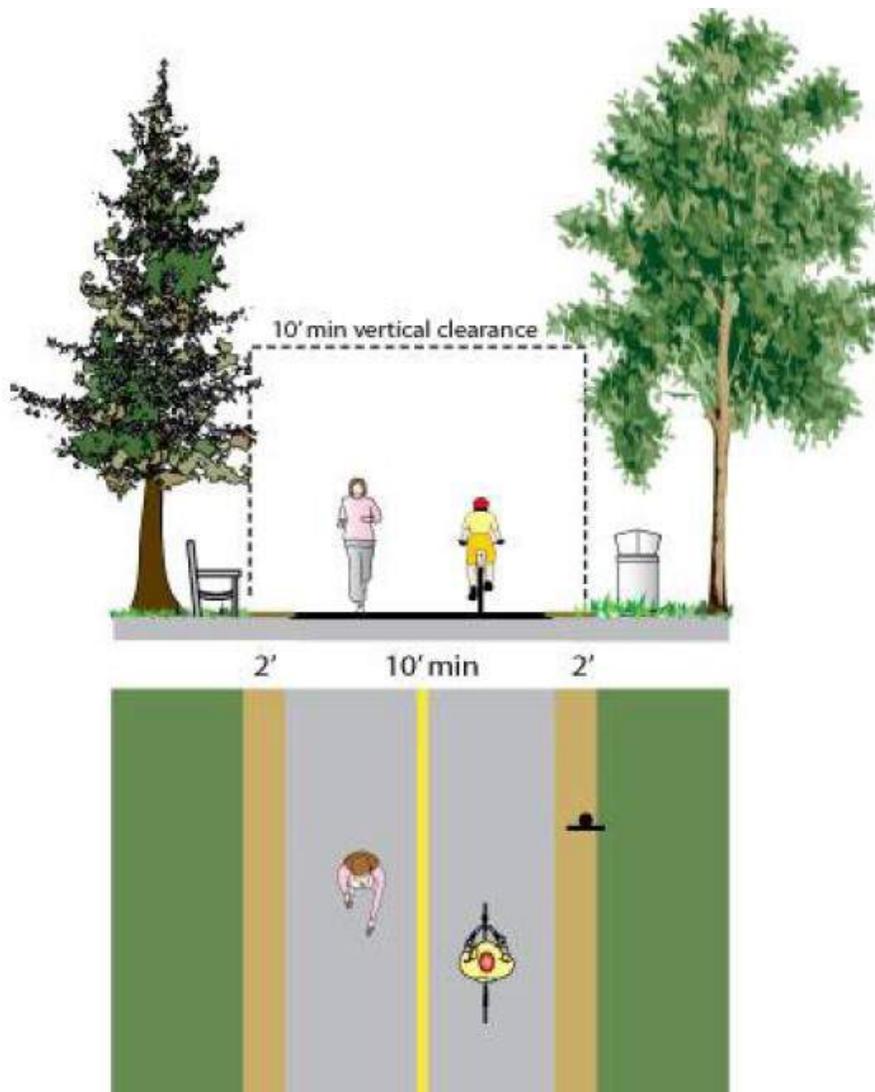
## 8 STANDARDS

This chapter provides design guidelines for the bicycle and pedestrian facilities recommended in this plan. Bicycle facility design guidelines follow Caltrans Manual of Uniform Traffic Control Devices (MUTCD) and Highway Design Manual (HDM) standards. Pedestrian design guidelines follow these standards and Americans with Disabilities Act (ADA). More recent design guidelines should be consulted and implemented where possible. These include the Small Town and Rural Multi-Modal Networks guide (FHWA, 2016) and the guidelines developed by the National Association of City Transportation Officials.

### 8.1. Multi-use paths

Multi-Use Paths accommodate multiple user types, e.g. bicyclists, hikers, and skaters. Multi-use paths should be paved and designed to the standards provided in Figure 8.1 to qualify for State and Federal transportation funding. Unpaved paths are typically considered to be for recreational use and eligible for only for a few funding sources.

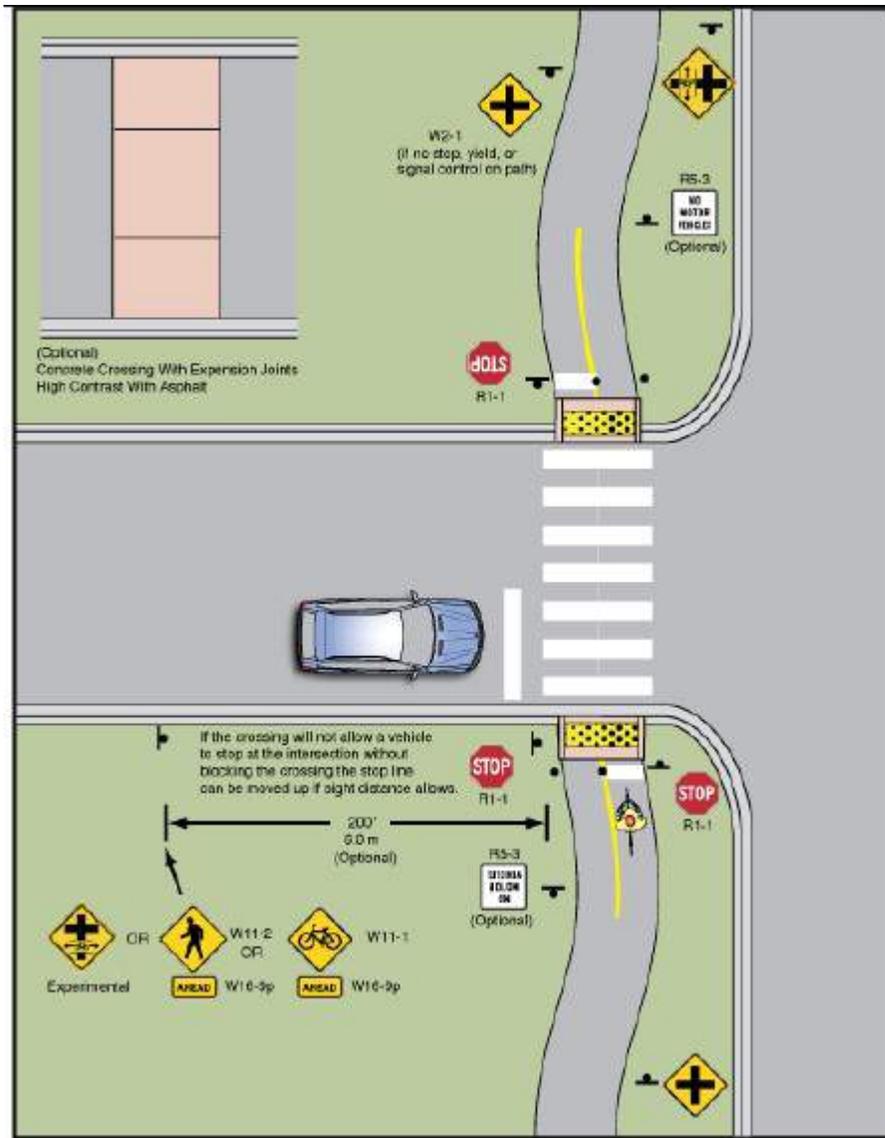
***Figure 8.1 Class I Multi-Use Path Standards***



Potential Applications

- Where roadways do not allow for additional pedestrian and bicycle facilities but right-of-way does.
- Casual bicyclists and pedestrians are expected to use the path (people that bicycle for sport typically prefer on-street facilities).
- Class I – Multi-Use Path Crossing
- High visibility crosswalks – yellow for crosswalks within 500 feet of schools.

**Figure 8.2 Class I – Multi-Use Path Crossing**



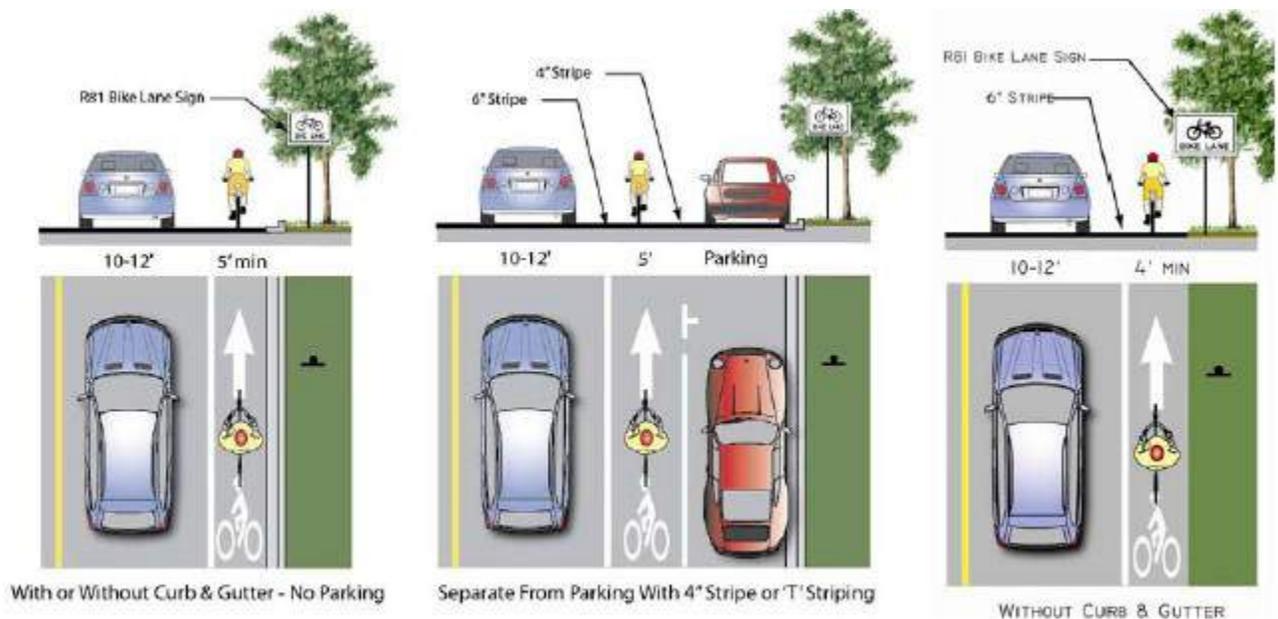
### Summary of Standards

- A paved surface to provide durability and stability.
- Two-foot graded shoulders, to provide drainage and protect surface.
- A minimum width of eight-to-twelve feet on paths in order to best accommodate multiple users.
- Eight-foot vertical clearance to provide headroom for bicyclists.
- Longitudinal grades of 5 percent or less, 2–3 percent preferred when possible.
- Cross slopes of 2 percent or less.
- Wash crossing paved with concrete, including rock or culverts underneath, to allow water to flow under in flood events.
- Parallel swale on both sides of path captures runoff and creates habitat for planting.
- Seating and interpretive features located at key points along the path.

## 8.2. Class II Bike Lane Minimum Standards

Chapter 1000 of the Caltrans Highway Design Manual provides standards for bicycle facilities planning and design. These standards outline minimum dimensions, proper pavement markings, signage and other design treatments for bicycle facilities.

**Figure 8.3 Class II Bike Lane Standards**



### Summary of Standards

Chapter 1000 of the Caltrans Highway Design Manual provides standards for bicycle facilities planning and design. These standards outline minimum dimensions, proper pavement markings, signage and other design treatments for bicycle facilities.

### 8.3. Class III Bicycle Route

Roadways designated as Class III bicycle routes should have an outside travel lane that accommodates simultaneous, parallel use of bicycles and automobiles. Travel lanes with a minimum width of 14 feet are preferred, though CA HDM does not have a standardized width. Class III bicycle routes are designated with bicycle route signage that is installed at regular intervals.

***Figure 8.4 Class III Bicycle Route***



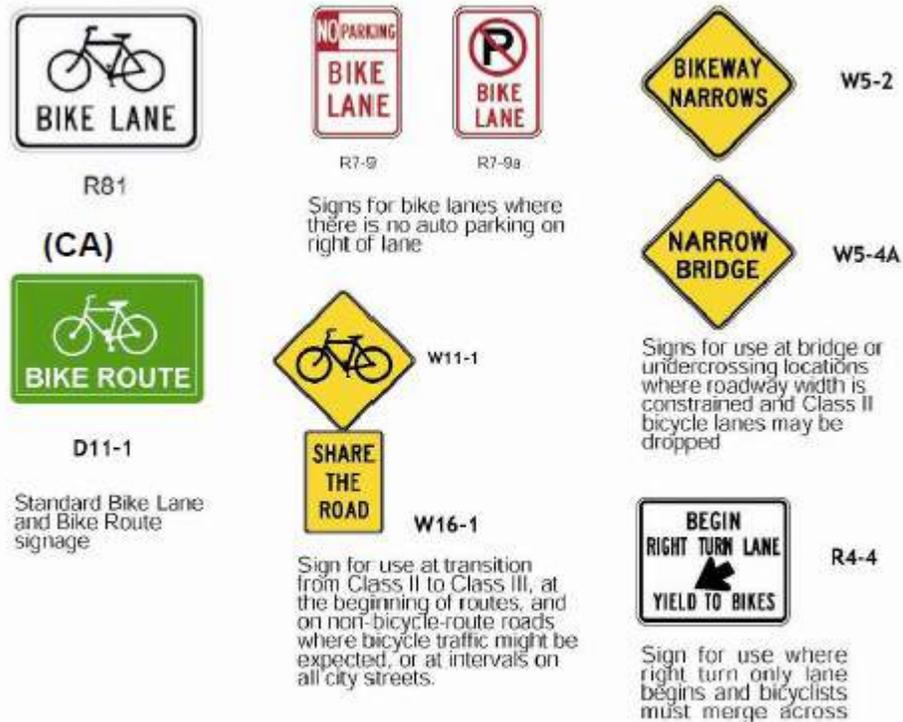
#### Summary of Standards

- Outside travel lanes at least 14 feet wide.
- Bicycle route signs installed immediately after intersections and/or at regular intervals.

## 8.4. On-Street Bikeway & Warning Signage

Signage for on-street bikeways includes standard BIKE LANE and BIKE ROUTE signage, as well as supplemental signs such as SHARE THE ROAD and warning signage for constrained bike lane conditions.

**Figure 8.5 On-Street Bikeway & Warning Signage Standards**



*Figures are from Chapter 9 of the 2006 MUTCD, California Supplement.*

### Potential Applications

- Install Bike Lane and Route signs appropriately at all bikeways, Class I, II and III.
- Install Share the Road signage along sinuous and narrow roadways that do not allow simultaneous and parallel travel of motorists and bicyclists, especially in uphill locations where bicyclists travel slower than motorists.

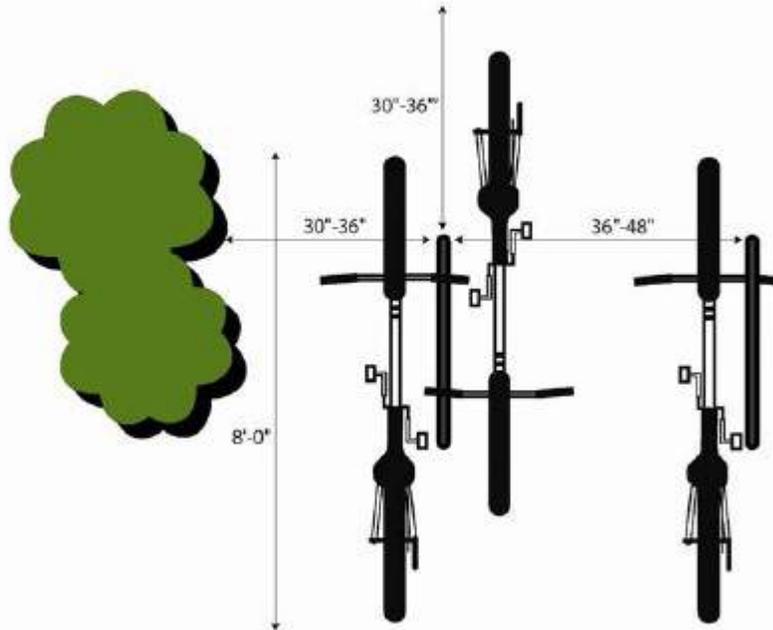
### Summary of Standards

- Signage should be installed on existing signposts if possible, reducing visual clutter along the path or roadway.
- The County should coordinate with the National Scenic Byways to ensure compliance on SR 4.

## 8.5. Bicycle Parking

Secure bicycle parking is an essential element of a complete bicycle network. The number of bicycle spaces provided should follow the Markleeville Downtown Revitalization Plan's recommendation of 10 percent of required automobile parking spaces. In Alpine County, which receives measurable snow fall, bicycle parking should be either mobile or installed out of the way of snow removing machinery.

**Figure 8.6 Bicycle Parking Standards**



### Potential Applications

- Retail establishments, i.e. Woodfords General Store and Downtown Markleeville.
- Resorts.
- Schools.
- Parks.
- Trailheads.

### Summary of Standards

- The rack element (part of the rack that supports the bicycle) should keep the bicycle upright by supporting the frame in two places without the bicycle frame touching the rack.
- The rack should allow one or both wheels to be secured.
- A standard inverted-U style rack (shown above) is a simple and functional design that takes up minimal space on the sidewalk and is easily understood by users.
  - In general, avoid use of multiple-capacity “wave” style racks due to misuse.
- Position racks so there is enough room between adjacent parked bicycles. If it becomes too difficult for a bicyclist to easily lock their bicycle, they may park it elsewhere.
  - A row of inverted “U” racks should be situated on 30” minimum centers.
- Empty racks should not pose a tripping hazard for visually impaired pedestrians.

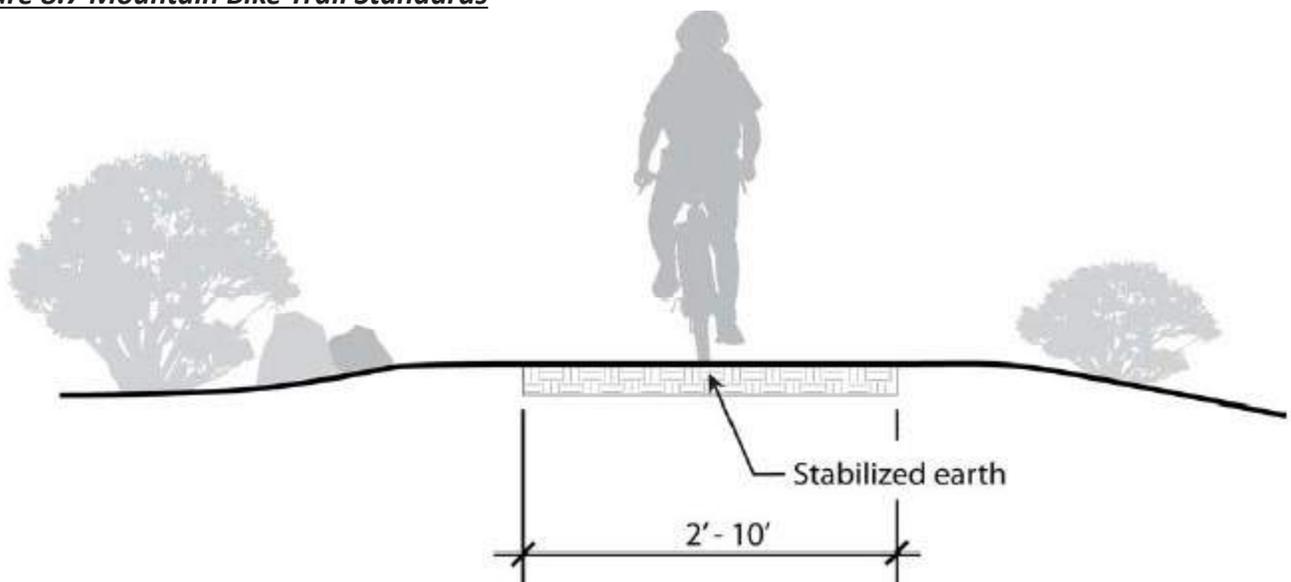
- Position racks out of the walkway's clear zone.
- Racks should be located close to a main building entrance, in a lighted, high visibility, covered area protected from the elements.
- Long-term parking should always be protected.

## 8.6. Mountain Bike Trail

The width and slope of mountain bike trails can vary depending on the desired user. Beginner skill levels typically prefer trails at least 10 feet wide, whereas intermediate and advanced bikers typically prefer trails between two and four feet wide. Desired slopes also vary between skill levels. Beginners typically prefer little or no slopes, with a maximum of a 10 percent slope in short segments. Intermediate and advanced bikers typically prefer slopes from 15 percent to 20 percent, with a maximum sustained pitch of 10 percent. The trail surface must be stable to ensure ease of tire movement; native, stabilized earth surfaces are preferred.

Care should also be taken to trim brush and trees overhanging the path, considering the increased height and speed of cyclists. Again, the desired vertical clearance is dependent on the biker's skill level. Vertical clearances of eight to twelve feet are recommended in most cases.

**Figure 8.7 Mountain Bike Trail Standards**



### Potential Applications

- County, BLM and USFS land.

### Summary of Standards

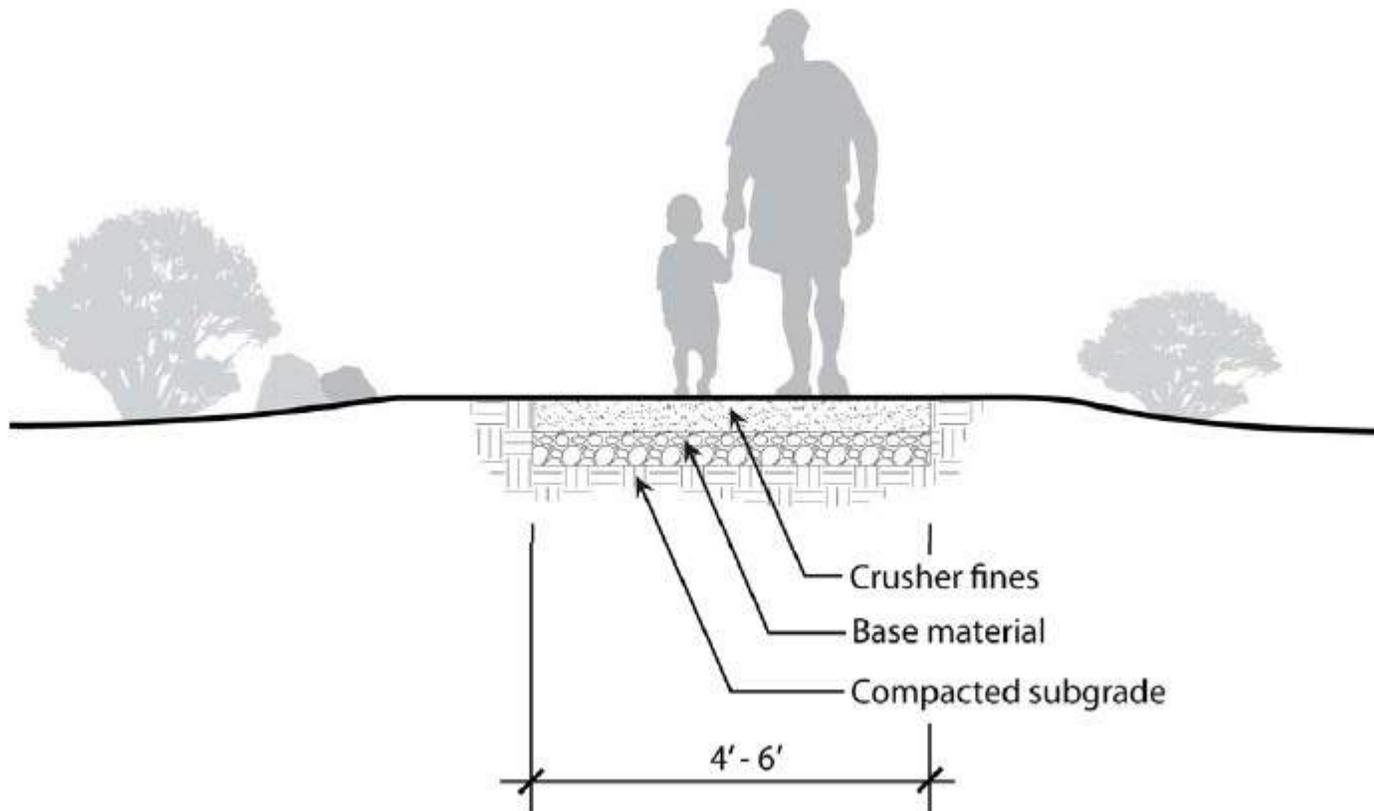
- 2-10 ft. wide path.
- 8-12 ft. vertical clearance.
- 0 -20 percent slopes, with 10 percent maximum sustained pitch.
- Cross-slopes should not exceed 8 percent to prevent erosion.
- Native earth /stabilized earth base.
- Stacked rock and/or signs at trail junctions.
- Hours are dawn to dusk.

## 8.7. Pedestrian Trail

### Summary of Standards

- Four to six-foot wide trail to provide a surface for pedestrians to pass each other.
- Twenty-foot easement preferred

**Figure 8.8 Pedestrian Trail Standards**



## 8.8. Downtown Sidewalks

Areas with commercial or retail activity provide excellent opportunities to develop an inviting pedestrian environment. The frontage zone in retail and commercial areas may feature seating for cafés and restaurants, or extensions of other retail establishments, like florists' shops. The furnishings zone may feature seating, as well as newspaper racks, water fountains, utility boxes, lampposts, street trees and other landscaping. These sidewalks should provide an interesting and inviting environment for walking as well as window shopping.

### Potential Applications

- Markleeville sidewalks.

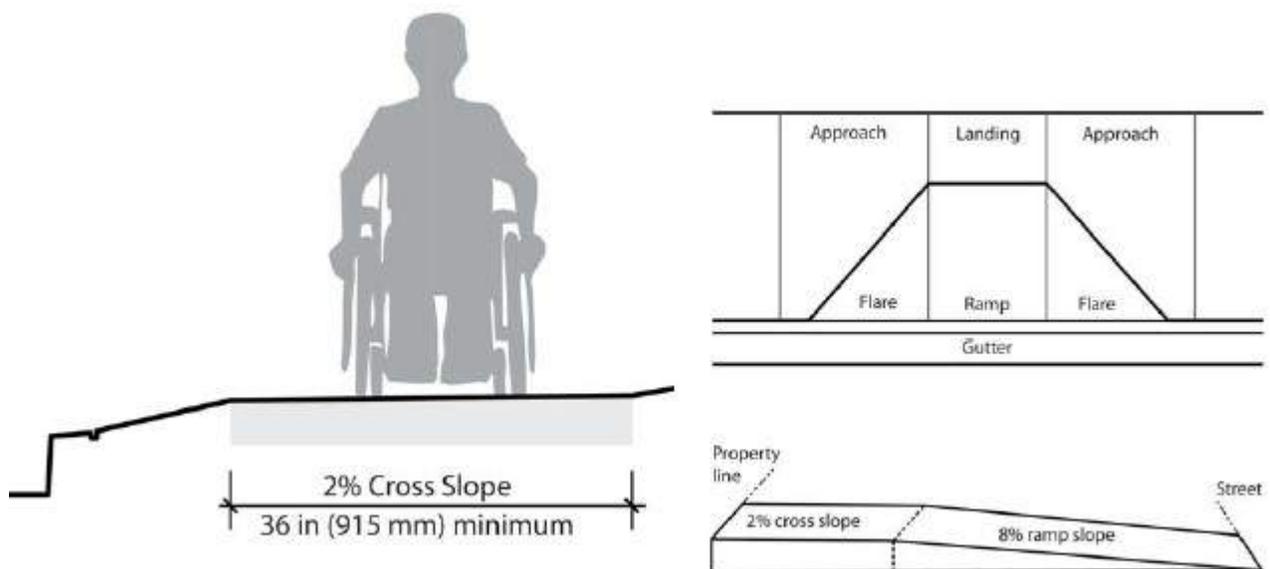
### Summary of Standards

- Wide pedestrian zone (sidewalks), to allow conversation, and encourage observation of storefronts.
- Two-foot wide planter strip providing greenery and contrast to the street.

## 8.9. ADA Sidewalks - Grade and Cross Slope

Making sidewalks and trails ADA compliant ensures that the grade and the cross slope of the sidewalk or trail is safe for disabled users. Gentle grades are preferred to steep grades due issues of control, stability and endurance. The cross slope is significant for issues of control, not only for wheelchair users, but for those with difficulty walking as well. All new construction or reconstructed street shall meet accessible design standards pursuant ADA.

**Figure 8.9 ADA Sidewalk Standards**



### Potential Applications

- All newly constructed bicycle and pedestrian facilities funded in part by State and/or Federal sources.

### Summary of Standards

- Cross slope should not exceed two percent grade.
- Longer, steeper grades should have landings every 400 feet where people can rest.
- Eight percent grade ramp slope.
- Two percent grade cross slope.

## 8.10. Pedestrian Warning Signage

Signage may be used to warn road users, e.g. motorists and bicyclists, of possible pedestrians and indicate where pedestrian infrastructure is located. Pedestrian warning signage, as pictured below to the right, warns road users that pedestrian may be using the roadway. To provide warning of pedestrian crossings, this sign should be accompanied with a diagonal arrow. Signs providing the distance to the crossing may also supplement pedestrian warning signs.

Pedestrian Overhead Beacons may also be installed to increase awareness of pedestrians. Beacons are mounted to hang over a roadway and may have flashing lights. Beacons should only be used where there is a demonstrated need.

***Figure 8.10 Pedestrian Warning Signage***



*Caltrans Pedestrian Warning Signage W11-2*



*Bear Valley Pedestrian Overhead Sign*

### Potential Applications

Locations with high pedestrian activity, e.g. campgrounds, fishing holes, residential developments, resorts.

- SR 88 at Kirkwood.
- SR 88 at Caples Lakes.
- SR 88 at Carson Pass.

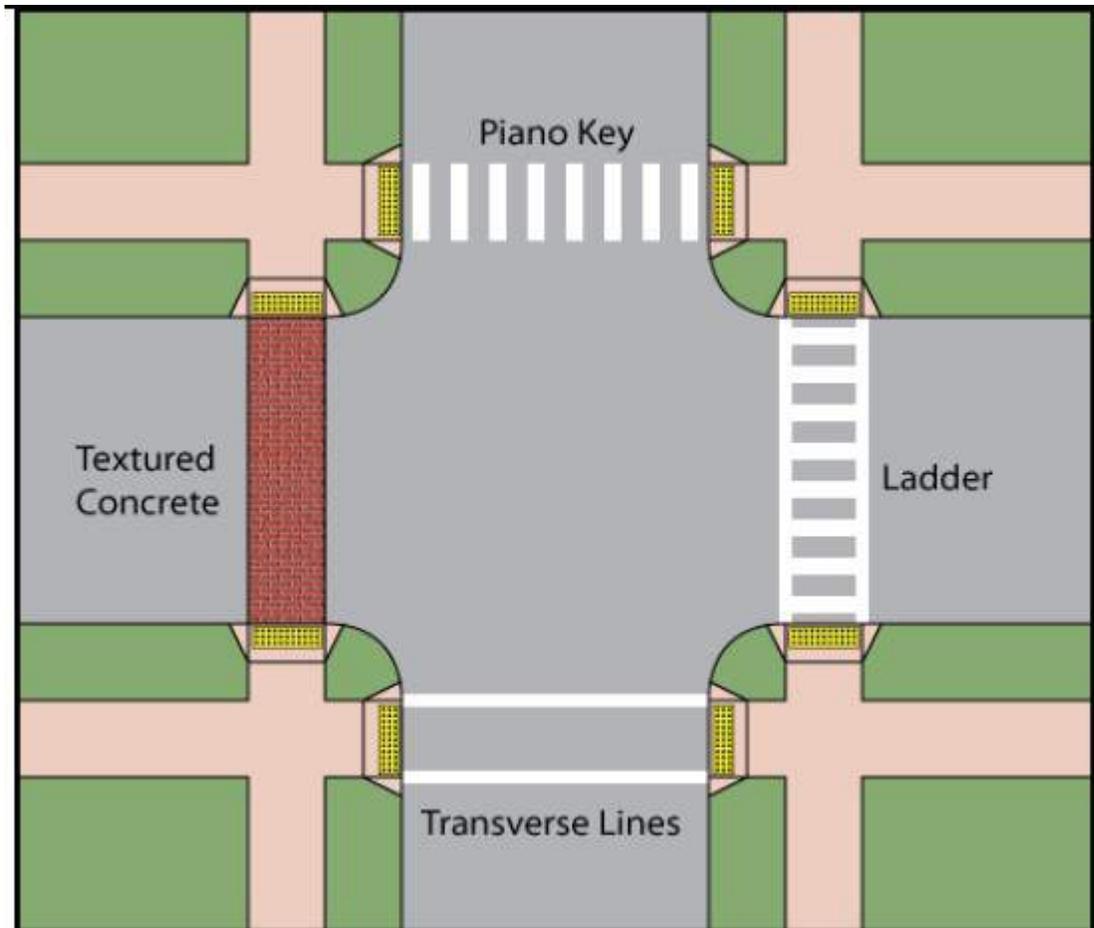
### Summary of Standards

- Pedestrian signs should be installed according to the guidelines set forth in the CAMUTCD.
- Diagonal arrow signs (W16-7p) shall accompany pedestrian warning signs (W11-2) at marked or unmarked pedestrian crossings.
- Pedestrian crossing signs should be “Fluorescent Yellow-Green” per the Manual on Uniform Traffic Control Devices (MUTCD). A MUTCD revision (Final Rule Docket No. 96-9, RIN 2125-AD89) adopted the optional use of fluorescent yellow-green (FYG) for warning signs related to pedestrians, bicycle and school applications.
- W11-2 should be installed in advance of pedestrian crossings at isolated crossing areas and may be accompanied with a plaque showing the distance to the crossing.
- Warning signage should be placed on existing signposts if possible to reduce visual clutter.

## 8.11. Crosswalks

Crosswalks types vary depending on their location. Transverse crosswalks are appropriate for locations with low pedestrian and automobile volumes. High visibility crosswalks, such as piano key and ladder, are appropriate for locations with high pedestrian volumes and/or where pedestrians are not expected (i.e. mid-block crossings or poorly visible areas). Within 500 feet of schools, crosswalks should be colored yellow.

**Figure 8.11 Crosswalk Standards**



### Potential Applications

- Crosswalks at the SR 89 and Montgomery Street intersection.
- Crosswalks at the Kirkwood Meadows Road and Loop Road intersection.

### Summary of Standards

- Crosswalk line widths shall be between 12 and 24 inches wide to ensure adequate visibility.
- Crosswalks should not be less than six feet wide to provide room for people to safely pass one another.
- Longitudinal striping should be spaced 12 to 60 inches apart and should avoid wheel paths.

## 9 EDUCATION

### 9.1. Safe Routes to School

Flourishing Safe Routes to School projects see remarkable changes in the way students and parents choose to travel to and from school. These projects succeed by including each of the “Six E’s” of Safe Routes to School to ensure that the project is a well-rounded approach to getting students safely walking and bicycling.

*The Six E’s of Safe Routes to School are:*

- Evaluation
- Engineering
- Education
- Encouragement
- Enforcement
- Equity

The National Center for Safe Routes to School provides guidance and the materials necessary to implement a SRTS program. The Center provides bicycling and walking curriculum tailored for specific age groups, student and parent survey forms, and ideas of how to promote walking and bicycling to school.

*Ideas for Encouragement*

- Bicycle Rodeo – Involve law enforcement (California Highway Patrol and local Sheriff).
- Walking School Bus – Identify parents willing to walk a group of students to and from school.
- Bicycle Train – Identify parents willing to bicycle with students to and from school.
- Golden Sneaker Award – Spray paint a sneaker gold, mount it on a plaque, and award the class that walks the most.

Alpine County already implements a range of encouragement programs. Diamond Valley School students participate in nature outings to Indian Creek Reservoir and other wildlands within walking distance of the school and chaperoned “bicycle trains” from Hung-A-Lel-Ti community. The Alpine County Health Department sponsors bicycle activities (i.e. Bike-a-thon, Bike to school).

The programs described below are intended to encourage bicycling and walking in Alpine County. Some of these recommended programs are already implemented by the County, while others will help make Alpine County more attractive to bicyclists and pedestrians of all abilities.

*International Walk/Bike to School Day*

International Walk/Bike to School Day is typically the first Wednesday in October and should be promoted by the schools in Alpine County. The County should assist school principals in this promotion by applying for Safe Routes to School funding. The funding will help pay for some administration of SRTS events as well as bicycle and pedestrian facilities identified in this plan.

More information about the National Center for Safe Routes to School can be found at: <http://www.saferoutespartnership.org/>.

### Helmet Giveaways

Helmet giveaways encourage safe bicycle riding and elementary schools are an effective venue to distribute helmets. As an active promoter of bicycling and walking to school, the County Health and Human Services Department would be an appropriate administrator of a giveaway program. The giveaway could be part of the existing Bike-a-Thon, with CHP demonstrating the proper way to wear a helmet.

### Enforcement

Traffic law enforcement can make walking and bicycling more comfortable. For example, many motorists do not know that bicyclists have the legal right to use a full traffic lane if passing a slower vehicle. Nor do many motorists know that they are required to yield to a pedestrian in a crosswalk, whether it is marked or not. By contrast, many bicyclists do not know that motorist traffic laws also apply to them, including stopping at stop signs. Nor do many pedestrians know that it is unlawful to cross outside of a crosswalk. Deploying an officer to locations where these infractions frequently occur, known as targeted enforcement, deters unlawful behavior, thereby increasing the comfort of bicyclists, pedestrians and motorists.

### Speed Feedback Trailer

Speed feedback trailers display the speed of oncoming traffic, to slow motorists by making them aware that they are speeding. Speed feedback trailers can be effective in slowing motorists thereby making pedestrians and bicyclists more comfortable.

The CHP deploys the trailer upon request and confirmation that the trailer is needed. Bear Valley and downtown Markleeville have been identified as locations where motorists commonly speed. In addition, snowmobilers speed in Bear Valley during winter. The County should continue to request trailer deployment throughout the year and request enforcement of safe user behavior.

### Promotional Events

Alpine County's Death Ride has gained notoriety as a premier bicycling event. The Death Ride is one example of how Alpine County can use events to promote bicycling and walking and further the vision of Alpine County as a destination for recreational tourism. The County can apply its experience from the Death Ride to implement other promotional events.

### Death Ride

Alpine County should extend its 29 years of ever increasing success by continuing to host and promote the Death Ride. The County can also use future events as an opportunity to promote bicycle tourism and promote the County's expanding bicycle network.

### Bicycle and Pedestrian Website

A website or webpage dedicated to bicycling and walking in Alpine County could be a valuable resource for residents and visitors. This could be hosted on the current County or Chamber of Commerce sites and provide a one-stop resource for everything bicycling and walking-related in the County. The website contents could include:

*Information about events, e.g., Death Ride, Bike to Work Day, Walk/Bike to School Day, Link to "Map My Ride" or other bicycle route-mapping applications, A PDF version of the Active Transportation Plan, Links to bicycle coalitions and organizations active in the County, County hotline contacts to report maintenance issues.*

## 9.2. Evaluation

Evaluation programs include public surveys, bicycle and pedestrian counts, and collision analyses. The County can use evaluation programs to its advantage by using the data obtained from them in applying for bicycle and pedestrian funding. Many Federal and State grants require or recommend that applicants demonstrate that they have implemented evaluation programs.

## 9.3. National Household Travel Survey Add-On

Conducted since 1969, the National Household Travel Survey Add-on inventories the nation's daily and long-distance travel behavior. The Federal Highway Administration samples from households throughout the nation and therefore the data are not appropriate for State or local travel analysis.

However, a State or local agency can pay for households in their jurisdiction to be surveyed as a means of evaluating travel behavior for a specific area. Alpine County should consider purchasing the National Household Travel Survey Add-On to track the effectiveness of its bicycle and pedestrian facilities.

## 9.4. School Travel Surveys

School travel surveys can reveal how students are traveling between home and school, how they feel about their travel mode, and why their parents choose a travel mode. All this information can help identify ways to decrease solo-family driving to school. For example, students may feel that walking to school is uncomfortable because of the lack of sidewalks or speeding drivers. The County or school district may then request the CHP to deploy targeted enforcement to address specific issues identified in the School Travel Survey. In addition, school travel survey data strengthens grant applications.

## 9.5. Bicycle and Pedestrian Collision Reports

The need for bicycle and pedestrian improvements can be supported by identifying areas with frequent collisions. Collision data is collected by the Statewide Integrated Traffic Report System (SWITRS). The County should utilize SWITRS to collect collision data annually and thus keeping an up to date record of bicycle and pedestrian safety that can aid in identifying needed bicycle and pedestrian facilities.

## 9.6. Community Involvement

### Trails Club

Many ideas were generated through the stakeholder's meetings and public workshops associated with the development of this Plan. Existing groups should continue to work toward identified goals. There are many wonderful opportunities to connect campgrounds, recreational facilities, and existing "out and back" trails into a network of multi-use trails and paths that link into the developed communities. Once these connections are created, bicycle parking at trailheads in the developed areas such as Markleeville will be needed. One recurring concept was interconnecting hiking and mountain biking trails on public lands with walking and bicycle routes on public land identified in this plan. A fine example of this is a trail "triangle" connecting Grover Hot Springs State Park with Markleeville and the facilities at Turtle Rock Park.

## 10 FUNDING

Funding for bicycle and pedestrian projects is typically carried out through the competitive grant programs. However, some regions utilize regular formula funding to construct or supplement active transportation projects. Projects that receive funding typically have well developed foundations, have robust community support and are priority projects in the region.

### 10.1. Federal Highway Bill

#### *Fixing America's Surface Transportation-FAST Act*

In 2015, the FAST Act was signed into law and identified \$305 billion for transportation programs through 2020. One of the key components of the FAST Act for active transportation projects is the Transportation Alternatives Program or TAP. This program sets aside \$850 million in funding for bicycle and pedestrian projects. The State of California chose to adopt their own program that utilizes the TAP funding in the Active Transportation Program (SB 99 and AB 101, 2013).

### 10.2. Active Transportation Program

California received an average of \$123 million a year over the three-year period from 2013-2016 for ATP projects. The next ATP Cycle, Cycle 4, is expected to have a call for projects in spring 2018. Cycle 4 is unique due to the passage of SB 1 by California legislature in spring of 2017. SB 1 increased the gas tax and directs an additional \$100 million dollars a year to the Active Transportation Program. The distribution of funds is highly competitive and is managed with the guidance of the 2017 ATP Program Guidelines developed by the California Transportation Commission (CTC). Funds are distributed using a percentage basis and eligible recipients submit applications to Caltrans based on the following categories:

- 40% to Metropolitan Planning Organizations in urban areas with populations greater than 200,000.
- 10% to small urban and rural areas with populations of 200,000 or less.
- 50% to any applicant based on a statewide competitive basis.

#### *Entities eligible for ATP funds:*

- Local, Regional or State Agencies
- Caltrans
- Transit Agencies
- Natural Resource or Public Land Agencies
- Public Schools or School Districts
- Tribal Governments-Federally Recognized
- Private Non-Profit Organizations
- Other entities that the CTC determines to be eligible

The ATP goals:

- To increase the proposition of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 and Senate Bill 391.
- Enhance public health, including reduction of childhood obesity using programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Alpine County is a rural area, and therefore competitive for the 60% of funds available to small urban/rural and statewide projects. However, smaller agencies such as the ACLTC may have difficulty diverting scarce resources to the time- and labor- intensive process of applying for ATP funds compared to larger agencies. Table 10.1 shows the breakdown of funds awarded in the Small Urban/Rural category and Table 10.2 shows awards in the statewide portion of ATP Cycle 3.

**Table 10.1 Small Urban/Rural Awards, Cycle 3**

County/MPO	Awards	Amount
Humboldt HCAG	1	\$595,000
Lake LCCAPC	1	\$1,852,000
Mendocino MCOG	1	\$766,000
Monterey TAMC	1	\$965,000
San Benito SBCOG	1	\$1,078,000
Santa Barbara SBCAG	3	\$11,954,000
Santa Cruz SCCRTC	1	\$3,169,000
Shasta SRTA	1	\$5,954,000
<b>TOTAL</b>	<b>10</b>	<b>\$26,333,000</b>

As seen in Table 10.2, only one award for the statewide portion was granted to a project within an RTPA. This project, under the jurisdiction of the Tehama County Transportation Commission, was awarded the smallest amount of any project on the list at \$73,000. Every other project under the small urban/rural category was granted to a project in a rural district of an MPO.

**Table 10.2 Statewide ATP Awards, Cycle 3**

County/MPO		Awards	Amount
Butte	BCAG	2	\$10,693,000
Fresno	FCOG	2	\$2,797,000
Kern	KCOG	5	\$9,617,000
Alameda		2	\$16,428,000
Santa Clara		1	\$2,036,000
Solano		1	\$1,700,000
Sonoma		1	\$1,461,000
	MTC	5	\$21,625,000
Placer		1	\$4,500,000
Sacramento		1	\$3,009,000
Yuba		2	\$2,020,000
	SACOG	4	\$9,529,000
San Diego	SANDAG	1	\$4,450,000
Santa Barbara	SBCAG	1	\$2,736,000
Los Angeles		11	\$25,276,000
Riverside		4	\$35,241,000
San Bernadino		1	\$622,000
	SCAG	16	\$61,139,000
Stanislaus	StanCOG	2	\$4,047,000
Tehama	TCTC	1	\$73,000
Resource Center	Caltrans	1	\$5,058,000
<b>TOTAL</b>		<b>40</b>	<b>\$131,764,000</b>

### 10.3. Other Funding Sources

#### Federal Sources

Most Federal funding sources are administered through the Federal Highway Administration (FHWA). Many of these programs allocate funds to state level agencies for regional and local distribution. The Federal Transit Administration and various non-profit organizations also provide funding and technical assistance for non-motorized facilities and programs. Attachment C provides descriptions of the Federal funding sources, matching funds required and eligible applicants.

#### State Sources

State funding sources are administered by the various State of California departments, including Caltrans. State non-motorized monies sources include taxes, bonds and allocation of federal monies. Attachment D provides descriptions of the State funding sources, matching funds required and eligible applicants.

#### Local Sources

The Regional and Local Programs focus on using development fees to fund non-motorized transportation facilities, apart from the Local Transportation Fund. Typically, development fees are used to mitigate the impact of increased traffic because of a development.

Attachment E describes regional and local funding sources. Since these funding sources attain and allocate monies differently (i.e., taxes and revenues), and are mitigation funds not grants they do not require matching funds. Projects within the special district or tax area are eligible.



**ATTACHMENT A**  
**PUBLIC PARTICIPATION PLAN AND OUTREACH MATERIALS**

## **Public Participation Plan**

### ***About Alpine County***

#### Purpose of This Plan

The Public Participation Plan provides guidelines for involving the public in Alpine County planning efforts to ensure that all groups are represented and their needs considered.

Alpine County is committed to ensuring it serves citizens fairly, consistently and in the most cost-efficient and appropriate manner within available resources. Through conversation with riders, prospective riders, and the surrounding communities, Alpine County will be able to assess the quality of its service, measure potential impacts to the community from initiatives or proposed initiatives, and ensure that it is providing valuable services to the residents and visitors of the County.

### ***Public Participation Process***

#### Approach to Public Participation

Public participation is the process through which stakeholders can partake directly in agency decision-making, and express their concerns, desires, and values. It is the mission of this agency to "improve the lives of people with disabilities by creating opportunities to maximize their independence." At every opportunity through prescribed methods the agency will solicit input from stakeholders in order to best support persons served without creating disproportionately high and adverse human health or environmental effects on minority and/or low-income populations.

The public participation process should be considered at the earliest stages of any Alpine County project that may impact the surrounding community, its riders, and potential riders. As projects vary in time and size, the public participation process may vary for each, as well as the extent of public participation. The following outlines tools and strategies to ensure that public input is invited and all foreseeable impacts to the community are considered.

Alpine County has developed two levels of projects to establish minimum public participation requirements. At the beginning of any project, staff will identify into which category that project falls and develop a participation plan accordingly. At any time during its process, the project may be reclassified to a higher level, if Alpine County staff deems appropriate.

The levels are as follows:

- Level One: Routine service, route and any short-term projects whose impact on Alpine County riders and potential riders needs to be identified during planning stage. Examples of projects include minor route and service changes; routine rider surveys; changes to fare media; etc.
- Level Two: Longer term or larger scale projects are those that impact potential riders needs to be identified during planning stages. These may include fare changes or modifications, Short and Long Range Transportation Plans, Comprehensive Operational Analysis, marketing plans, coordination plans, alternative analyses, studies to implement new services; or facility or yard construction projects, etc.

As many of these projects are conducted by contractors, part of the request for proposals (RFP) requirements and criteria for scoring proposals will include developing the project's public participation process.

Outreach Requirements and Activities

The following activities are intended to serve as guidelines for minimum levels of outreach to ensure that all riders and potential riders in Alpine County have equal access and opportunity to participate in transportation planning and decision-making. These also provide strategies for soliciting input and engaging various communities.

Level One

Level One projects include routine service, route, fare changes and any short-term projects whose impact on Alpine County's riders and potential riders needs to be identified during planning stages. Examples of projects include route, fare and service changes; etc.

Minimum Outreach Requirements

- Notice for public events may include public notices, email blasts, or media releases.
- Any notices will be posted at least two weeks prior to the public event.
- Notices may be posted at Alpine County Administration and Community Development Department, on transit vehicles, or at key community centers with which Alpine County normally posts public notices.
- Information about public participation opportunities may also be posted on Alpine

County's website at least two weeks prior to the event.

- Comments will be accepted at public outreach events, via email, by mail, and by phone to ensure that all populations have the opportunity to participate

### **Outreach Methods to Engage Minority and Limited English Proficient Populations**

- There are no quantifiable population within the Alpine County's service area that are Limited English Proficient.
- Alpine County will continue assessing the language needs of citizens in its service area.
- At such time, as a group with limited English proficiency reaches significant mass, Alpine County will review this plan and its strategies to engaging with non-English speaking populations.

#### Level Two

These are longer term projects whose impact on Alpine County's riders and potential riders needs to be identified during planning stages. These may include Short and Long Range Transportation Plans, Comprehensive Operational Analysis, marketing plans, coordination plans, alternative analyses, studies to implement new services; etc. As many of these projects are conducted by contractors, part of the RFP requirements and criteria for scoring proposals will include developing the project's public participation process.

### **Minimum Outreach Requirements**

Level two projects may often require a specific public participation plan that will be developed in the planning stages of the project. This plan will outline specific outreach activities, goals and objectives of the public involvement, as well as specific techniques to be used for outreach activities. The project-based public participation plan will also identify any populations requiring special outreach to ensure they have access to information and the opportunity to make comments regardless of race, religion, age income, color, national origin, or disability.

The public participation process for level two projects will include the involvement requirements for level one projects and will be augmented with specific outreach activities appropriate for the particular projects; such as additional public workshops, focus groups and surveys. Where more the one public workshop or forum will be held, and as funding allows, one workshop will be held in the morning and a second in the evening to accommodate varying schedules. These projects may also require the development such as fact sheets, newsletters, a project webpage, and additional media releases.

Outreach methods to engage minority and limited English proficient populations

Level Two projects will use the previously identified strategies for engage minority and limited English proficient populations, but may require additional activities depending on the scale and nature of the project.

- Alpine County will continue cultivating relationships with community agencies that serve minority populations.
- Public outreach events may include attending already existing community meetings and gatherings, such as school meetings, farmers markets, faith-based events, and other community activities in order to invite participation from minority/LEP populations who may not attend Alpine County hosted public events.

**Summary of Outreach Efforts**

Reoccurring outreach locations often include:

- **Alpine County Board of Supervisors Meetings** – the Alpine County Board of Supervisors meeting regularly on the first and third Tuesday of each month excluding holidays. The Board of Supervisors meetings are open to the public and are announced on the Alpine County website and noticed at regular posting locations.
- **Alpine County Local Transportation Commission Meetings** – the Alpine County Local Transportation Commission meets on as-needed basis with their meetings usually held during the Board of Supervisor’s meetings. The Local Transportation Commission meetings are open to the public and are announced on the Alpine County website and noticed at regular posting locations.
- **Hung-A-Lel-Ti Community Council (Washoe Tribe)** – Once per year or as invited, Alpine County staff should attend a Hung-A-Lel Ti Community Council meetings to discuss transit and other transportation issues. The Hung-A-Le-Ti Community Council can participate and provide input on the Short Range Transit Plan – Improving Connectivity plan that will begin in 2015.
- **Senior Centers** – There are currently no Senior Centers in Alpine County.
- **Alpine County Health and Human Services** – Alpine County staff will continue to work closely with the County’s Health and Hunan Services agency on reaching out to minorities, low income or other populations that need assistance.

- **Alpine County Website** – Currently, Alpine County posts notices and announcement on the agency's website. Additional public input can be obtained by the Title VI Complaint Form, which is available in English and Spanish.

Outreach conducted since 2009 includes:

- **Fare changes** – There have not been any rate changes since 2009.
- **Route changes** – There have not been any route changes. Dial-A-Ride does not operate on a specific route but as a Demand Response from curb to curb.
- **Service Area changes** – There have been service area changes that Dial-A-Ride serves, approved by the Board of Supervisors, however, these service area changes have been minor since the Dial-A-Ride program began in 2009.

**ALPINE COUNTY  
BICYCLE AND PEDESTRIAN PLAN UPDATE  
KICK-OFF PROJECT TEAM MEETING AGENDA**

**DATE: AUGUST 15, 2016**  
**TIME: 1:00 PM**  
**LOCATION: ALPINE COUNTY COMMUNITY DEVELOPMENT  
CONFERENCE ROOM**

**A. STAKEHOLDER LIST**

- REVIEW STAKEHOLDER LIST

**B. BASELINE DATA COLLECTION**

- Proposed County improvements and maintenance projects
- Recent environmental documents, preliminary designs and traffic studies for proposed developments
- Traffic data & traffic counts from Caltrans
- 2015 Alpine County Regional Transportation Plan
- 2014 Wayfinding Plan
- 2010 Circulation Element (and General Plan as needed)
- 2010 Bicycle and Pedestrian Master Plan
- Transportation planning documents from Washoe Tribe for the Hung-A-Lel-Ti

**C. PROJECT APPROACH**

- DISCUSS 2010 PLAN
- VISION FOR UPDATE

**D. OUTREACH STRATEGY & SCHEDULE**

- WEBSITE & SURVEY
- STAKEHOLDER & PUBLIC WORKSHOPS
- SCHEDULE

**E. DISCUSS NEXT STEPS**

**F. ADJOURN**

# AGENDA TRANSMITTAL



**TO:** Local Transportation Commission

**FROM:** Brian Peters, Community Development Director

**DATE OF MEETING:** April 4, 2017

**PREPARED BY:** Brian Peters, Community Development Director

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**TITLE:** Workshop and opportunity for the public and Local Transportation Commission to provide input on opportunities and constraints to bicycle, pedestrian and other non motorized transportation mode programs and projects that may be included in the Alpine County Active Transportation Plan.

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**SUMMARY:** The Active Transportation Plan for Alpine County builds off the 2010 Bicycle and Pedestrian Master Plan to position projects for success in the competitive Active Transportation Program. It also updates the County for compliance with the latest funding programs and legislative requirements. This workshop is one of three community meetings held throughout the County to solicit opportunities and constraints to bicycle and pedestrian programs and projects in Alpine County. Staff from Green DOT Transportation Solutions will conduct the workshop.

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**RECOMMENDED ACTION:** None, opportunity for public and Local Transportation Commission to provide input.

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**ISSUE STATEMENT AND DISCUSSION:** An Active Transportation Plan is a planning document used to identify existing active transportation facilities, which include bicycle and pedestrian infrastructure, and to prioritize projects for the designated region, in this case Alpine County. In order to qualify for certain funding, the Active Transportation Plan (ATP) must be accepted by Caltrans. Funding opportunities include Federal funding through the Transportation Alternatives Program which flows through California's Active Transportation Program.

Active Transportation planning, which includes bicycle, pedestrian, and other non-motorized modes of transportation, furthers the regional and state goals of increased health and safety at an individual and community level. The Alpine County ATP will encourage a higher proportion of trips accomplished by walking and biking. The ATP will also identify connections to recreation trails and trail heads

Green DOT Transportation Solutions, in coordination with the Alpine County Local Transportation Commission and regional partners will be updating the Alpine County Active Transportation Plan through the end of 2017. All project updates and news items will be added to the project website ([www.alpinebikeped.com](http://www.alpinebikeped.com)). Any outreach materials for the update including notices, meetings, minutes and agendas will be posted on this website.

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**FISCAL IMPACT:**

1) Budgeted Current Fiscal Year	<input type="checkbox"/> (Not Applicable)
2) Total Anticipated Cost Current Year	<u>\$0.00</u>
3) Total Anticipated Cost Annual Year	<u>\$0.00</u>

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**SOURCE**

<input type="checkbox"/> Unanticipated	<u>\$0.00</u>
<input type="checkbox"/> Revenue From Contingency	<u>\$0.00</u>
Other:	

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**FUNDING SOURCE:**

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**INSTRUCTIONS TO CLERK:**

# Alpine County Active Transportation Plan

Bicycle and Pedestrian projects and programs-2017

## The Plan

- Projects must be in plan to be eligible for funding.
- Project History
  - 2010 Bicycle Master Plan
  - 2014 Regional Wayfinding Plan
  - 2015 Regional Transportation Plan
  - 2017 Active Transportation Plan

# The Programs

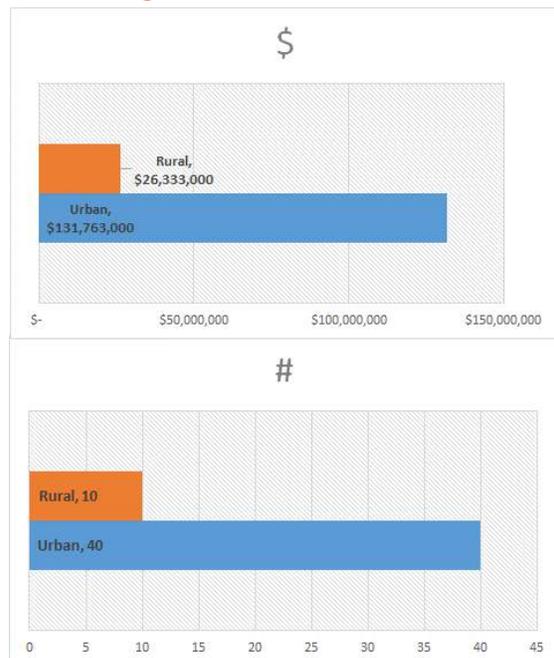
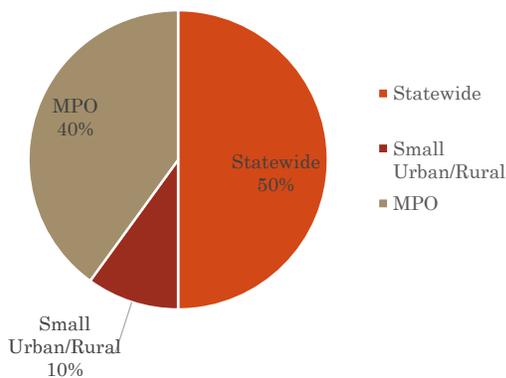
- Recreational Trails Program (non-motorized)
  - Trails, trailheads, park projects that facilitate trail links
- Active Transportation Program
  - Cycle 1 (2014)-\$368 Million
  - Cycle 2 (2015)-\$215 Million
  - Cycle 3 (2016)-\$168 Million

\$5.7 Mill

\$190 Mill

# The Programs-ATP Cycle 3

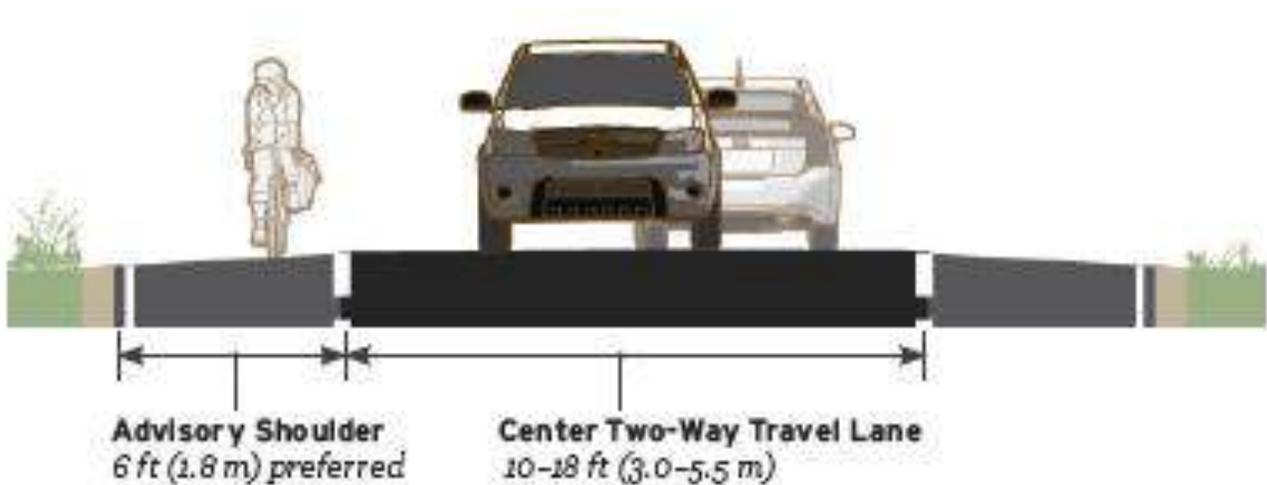
Active Transportation Program Fund Distribution



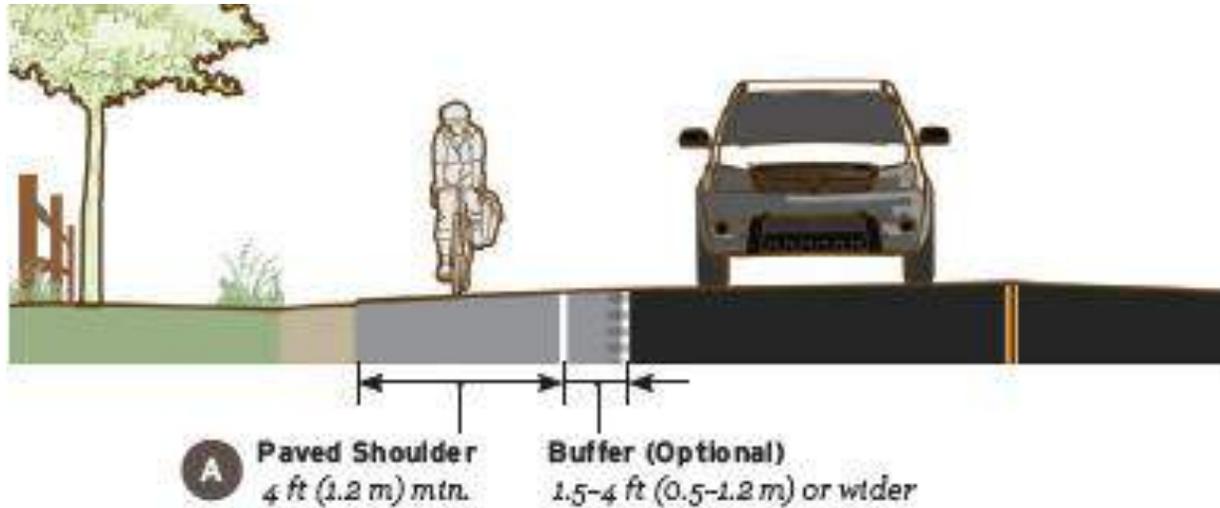
# The Benefits

- Public Health
- Safety
- Economic
- Environmental

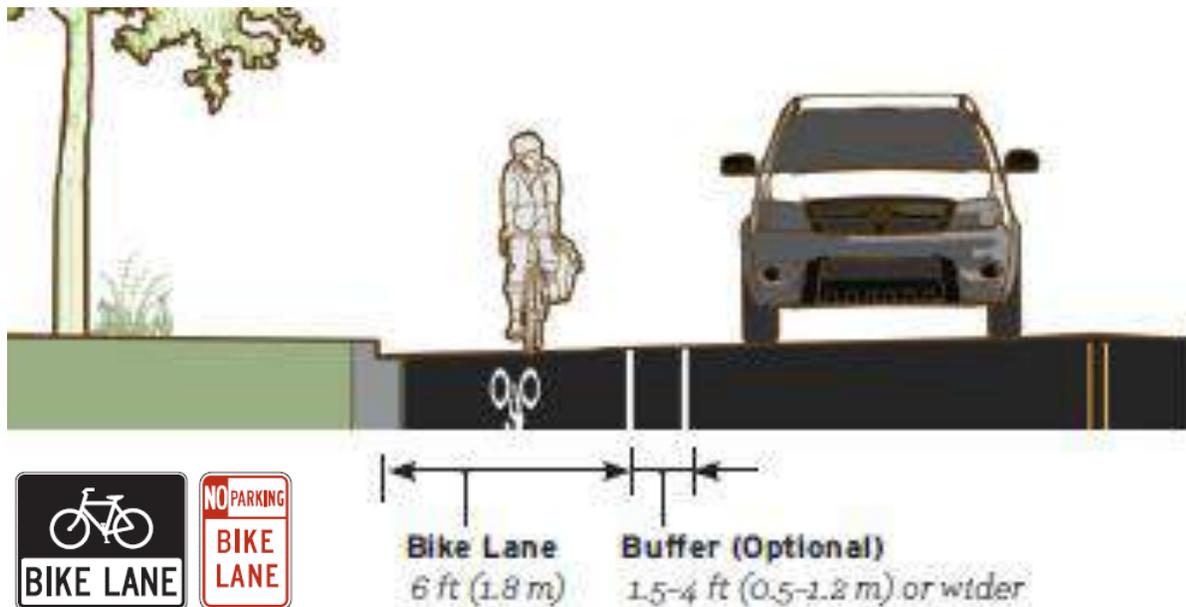
# The Latest-Advisory Shoulder



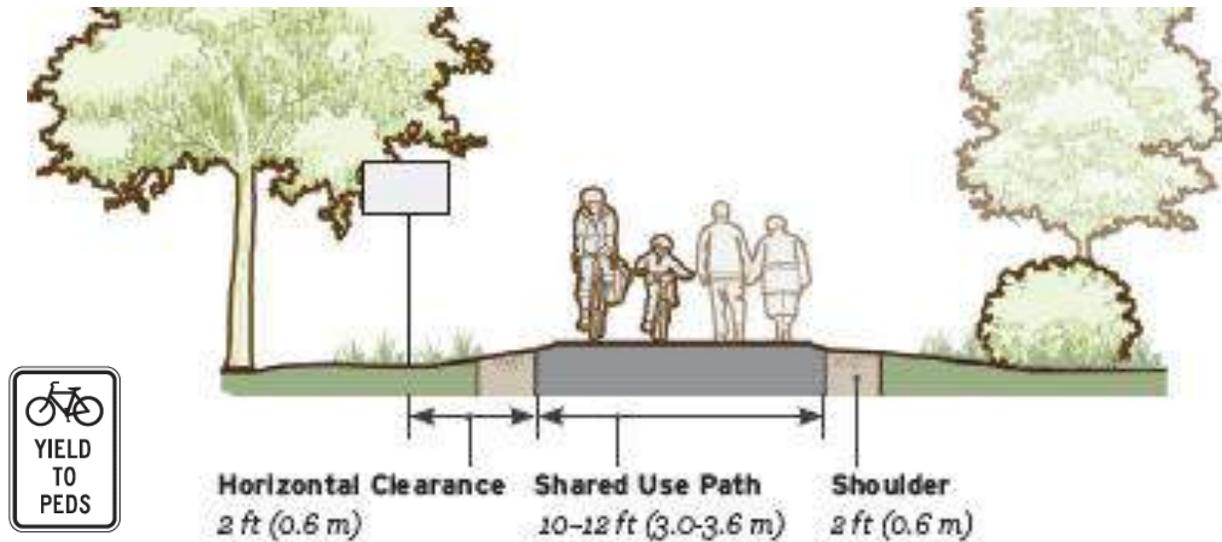
# The Latest-Paved Shoulder



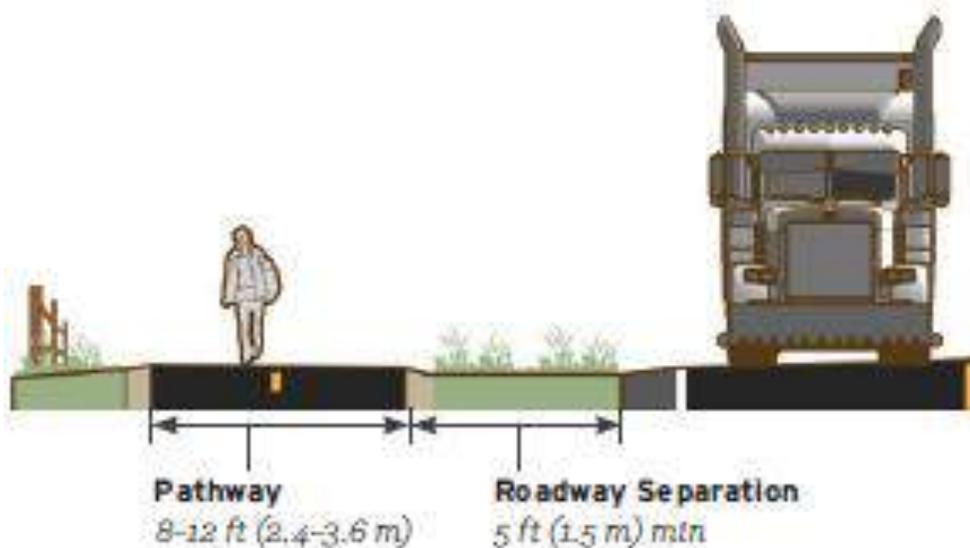
# The Latest-Bike Lane



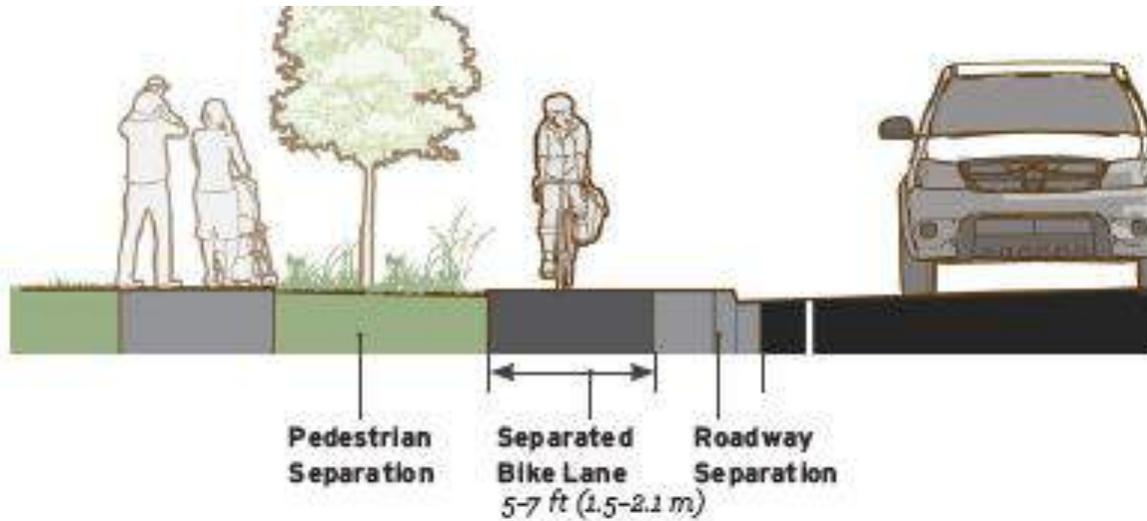
# The Latest-Advisory Shoulder



# The Latest-Side Path



# The Latest-Separated Bike Lane



## The Projects-Priority

- Definition-A project that is 50% or more complete with planning and project development.
- Projects
  - Hot Springs Road Bicycle and Pedestrian Improvement Project
  - Safe Recreational Crossings on State Highways
  - Countywide Wayfinding Project

# The Projects-Significant

- Definition- A project that needs further development of the foundation to be prepared for funding.
- See Project List

# Your Input

- Think of the areas you frequent
- Think of the problems you see
- Think of improvements you'd like to see

# The Next Step

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# Alpine County Active Transportation Plan

## What is Active Transportation?

Active transportation is any human-propelled form of transportation, and includes walking, bicycling, rollerblading, and other forms. Active transportation has many benefits, both for individual users as well as the community as a whole.

### Walking



### Bicycling



### Other

## Active Transportation Facilities

### Bike Lanes

Bike lanes provide a designated area for bicyclists to travel, separate from vehicles and pedestrians. Where parking and pedestrian uses occupy the curbside zones and travel lanes constrain cyclists, bike lanes are an appropriate treatment. Bike lanes should be designed with 6 feet of minimum width and preferably a buffer between the vehicle lanes. Striping includes solid white line and standard bike lane symbol markings.



### Paved Shoulder



Paved shoulders are reasonable solutions for long stretches of roadway and other areas prevented from applying other bicycle and pedestrian solutions. Paved shoulders accommodate bicycles and pedestrians in rural areas. Rumble strips are often used in conjunction with paved shoulders.

### Shared Use Path

The shared-use path is separated from roadways and is intended for bicycle and pedestrian recreation and utilitarian use. Occasionally, shared use paths accommodate equestrians to one side providing many modes of opportunity. Shared use paths have a minimum of 8-foot wide paved surface with 10 to 14 foot widths recommended. Striping and signs are optional.



### Bicycle Storage and Parking

Bicycle storage and parking provide a measure of security for bicyclists. Bicycle parking can include facilities such as bike racks or shelters, and may even include storage lockers, especially at locations such as at transit connections, where it is likely the bicyclist will be away for several hours at a time. Bicycle parking infrastructure is important to include in commercial destinations and at transit stops and schools. Without designated parking facilities, bicyclists may park bikes on trees or parking meters.



### Sidewalks

Sidewalks are the main form of infrastructure to accommodate pedestrians. In order to be compliant with the Americans with Disabilities Act (ADA), pedestrian infrastructure should include curb ramps at all intersections and breaks in the sidewalk. Standard sidewalks are 4 feet in width.



### Trails



Trails provide recreational opportunities for active transportation users. Trails are often utilized by walkers, joggers, mountain bikers and equestrians. In addition to providing recreation and leisure, trails may provide important connections in a community.

### Crosswalks

Formal pedestrian facilities such as sidewalks and crosswalks are largely limited to developed communities, Central Business Districts (CBD), and some newly-developed commercial and residential areas. Crosswalks are often found around schools, as well.

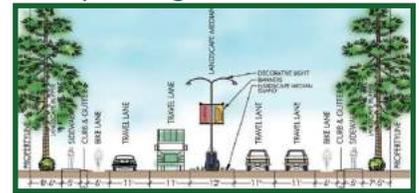


### Signage



Signage is important both for wayfinding purposes, as well as for facility designation. Bicyclists are alerted to bicycle routes by signage.

### Facility Designs



## What are the benefits of Active Transportation and Active Transportation Improvements?

### Safety

Pedestrian and bicycle improvements have significant safety benefits for communities. The likelihood of a site with a paved sidewalk being a crash site is 88.2 percent lower than a site without a sidewalk. This is particularly important to consider in high pedestrian-use areas such as school zones and commercial cores.

Similarly, studies have also found that roads with bicycle infrastructure result in safety benefits. Streets with protected bike lanes saw 90 percent fewer injuries per mile than those with no bike infrastructure.

### Economic Benefits

Not only do pedestrian and bicycle improvements create cost effective transportation options for low-income residents, they are noted for a plethora of other economic benefits such as increased home and real estate values, as well as increased attraction of main streets and local businesses.

One study in 2009 found that customers who walked and biked a commercial street spent more money in the area than those who drove there. The bicycle manufacturing industry is worth approximately \$6 billion however studies have estimated that the spillover of bicycle related activities could be as high as \$133 billion including the estimated \$46.9 billion that cyclists spend on meals, transportation, lodging, gifts and entertainment.

### Public Health

Active transportation options are well known for their health benefits to reduce blood pressure, the risk of heart disease, and obesity. Not to mention, the mental and psychological benefits that come with having a safe and pleasant place to walk or bike and enjoy the outdoors.

In addition, obesity, especially childhood obesity, has become a national issue of concern. Childhood obesity rates are even higher in rural communities, with 40-50% of rural children overweight or obese, meaning rural children are 25% more likely to be overweight than urban children.

### Environmental Benefits

Active transportation is thereby regarded as a crucial component to building healthy and sustainable communities and the demand for active transportation facilities are only expected to increase into the future.

Increased bicycle and pedestrian transportation are an important strategy to reduce greenhouse gas emissions, thereby reducing air pollution and improving individual and community health.

# Alpine County Active Transportation Survey

## 1. Where do you live as your primary residence?

- Alpine Village
- Bear Valley
- Kirkwood
- Markleeville
- Mesa Vista
- Woodfords
- I live somewhere else in the County (please specify)
- I live outside the County but have a secondary residence in Alpine County (please specify)
- I live outside the County (please specify)

Other (please specify)

## 2. How often do you walk, hike, jog and/or run (for recreation, exercise or utilitarian)?

- Almost every day
- A few times a week
- Once a week
- A few times a month
- A few times a year
- Never

**3. Where (if at all) do you walk, hike, jog and/or run for recreation or transportation?**

**4. What do you like MOST about walking/hiking/running there?**

**5. What do you like LEAST about walking/hiking/running there?**

**6. Below are some challenges associated with walking. In your opinion, which ones discourage you and others in your area from walking? (check all that apply)**

- Uncomfortable weather
- Missing sidewalks/ lack of shoulders
- Missing crosswalks/ Unsafe intersections
- Speeding
- Aggressive Driving
- Distracted Driving
- Poor night-time lighting
- Lack of shade
- Generally feeling uncomfortable walking

Unable to access nearby trails

Lack of nearby trails

Lack of access to water

Other (please specify)

**7. How often do you ride a bicycle (for recreation, exercise or utilitarian)?**

Almost every day

A few times a week

Once a week

A few times a month

A few times a year

Never

**8. Where (if at all) do you ride a bicycle for recreation or transportation?**

**9. What do you like MOST about bicycling there?**

**10. What do you like LEAST about bicycling there?**

**11. Below are some challenges associated with bicycling. In your opinion, which ones discourage you and others in your area from walking? (check all that apply)**

- Uncomfortable weather
- Missing bike lanes/ lack of shoulders
- Unsafe crossings and intersections
- Speeding
- Aggressive Driving
- Distracted Driving
- Poor night-time lighting
- Lack of shade
- Generally feeling uncomfortable bicycling
- Unable to access nearby trails
- Lack of nearby trails to ride on

Other (please specify)

**12. I would consider riding my bike or riding more if.... (pick all that apply)**

- there were wider shoulders on roads
- there were bike lanes on roads
- there was a separation between me and the vehicles
- there were more paved trails
- there were more dirt trails
- there were more bike racks at my destination

- there were more bike racks at trailheads
- there were showers at work
- there was better signage/wayfinding
- there were "Bikes May Use Full Lane" signage where needed
- if I could get mechanical help with my bike
- if I felt more comfortable riding around cars
- I would not ride a bicycle, for any reason

Other (please specify)

**13. Where (if any) do there need to be safer street or highway crossings for people, walking, running, hiking, biking or cross country skiing?**

**14. Where (if any) do there need to be wider shoulders and bike lanes for people, walking, running, hiking, biking?**

**15. Where (if any) do there need to be sidewalks for people walking and those with limited mobility?**

Done

**ATTACHMENT B**  
**STAKEHOLDER LIST**

## PROJECT TEAM

Organization	Contact Person	Phone #	Email
Green DOT Transportation Solutions	Jeff Schwein	530-895-1109	<a href="mailto:jeff@greendottransportation.com">jeff@greendottransportation.com</a>
Green DOT Transportation Solutions	Stephanie Alward	530-895-1109	<a href="mailto:stephanie@greendottransportation.com">stephanie@greendottransportation.com</a>
Alpine County Community Development	Brian Peters	530-694-2140	<a href="mailto:bpeters@alpinecountyca.gov">bpeters@alpinecountyca.gov</a>
Alpine County Community Development	Zach Wood	530-694-2140	<a href="mailto:zwood@alpinecountyca.gov">zwood@alpinecountyca.gov</a>
Alpine County Community Development	Scott Maas	530-260-0991	<a href="mailto:smaas@citlink.net">smaas@citlink.net</a>

## STAKEHOLDER LIST

Organization	Contact Person	Phone #	Email
Caltrans-District 10			
Scenic Byway Association	Michelle Plotnik		<a href="mailto:michelle@mpaia.com">michelle@mpaia.com</a>
USDA Forest Service	Alexandra Botello	208-634-0761	<a href="mailto:abotello@fs.fed.us">abotello@fs.fed.us</a>
800 West Lakeside Avenue, Mc Call ID 83638			

Organization	Contact Person	Phone #	Email
Alpine County	Dan Jardine		<a href="mailto:DMJardine105@gmail.com">DMJardine105@gmail.com</a>
Alpine County	Terry Woodrow		<a href="mailto:twoodrow@alpinecountyca.gov">twoodrow@alpinecountyca.gov</a>
Alpine County/ TRP Host	Jim		
Alpine County HHS	Rich Harvey		<a href="mailto:rharvey@alpinecountyca.gov">rharvey@alpinecountyca.gov</a>
Alta Alpine Cycling Club	Chris Rhiner		<a href="mailto:president@AltaAlpina.org">president@AltaAlpina.org</a>
ACCC	Teresa Burkhausse		<a href="mailto:info@alpinecounty.com">info@alpinecounty.com</a>
EPSBA (Ebbets Pass Scenic Byway)	Michelle Plotnik		<a href="mailto:info@scenic4.org">info@scenic4.org</a>
BVSA/ CSA #1	Mark Phillips		<a href="mailto:arc2arcmark@hotmail.com">arc2arcmark@hotmail.com</a>
Citizen	John Cressaty		<a href="mailto:johncressaty@gmail.com">johncressaty@gmail.com</a>
Citizen/ County Librarian	Rita Lovell		<a href="mailto:rl Lovell@alpinecountyca.com">rl Lovell@alpinecountyca.com</a>
Death Ride - Tour of the California Alps	Di Bolton	775 781-4660	<a href="mailto:dicycle@charter.net">dicycle@charter.net</a>
Disc Golf/ Alpine Trails	Andy Lovell		<a href="mailto:markleedisc@yahoo.com">markleedisc@yahoo.com</a>
Woodfords Store	Sandy Jonkey		<a href="mailto:brokenspur@clearwire.net">brokenspur@clearwire.net</a>
Running Community?			

**ATTACHMENT C**  
**FEDERAL FUNDING SOURCES**

Federal Sources			
Program	Eligible Applicants	Matching Funds	Discussion
California Conservation Corps (CCC)	Public land managers	Not applicable	CCC is a public service program which occasionally provides assistance on construction projects. The CCC may be written into grant applications as a project partner. In order to utilize CCC labor, project sites must be public land or be publicly accessible. CCC labor cannot be used to perform regular maintenance; however, it can perform annual maintenance, such as the opening of trails in the spring.
Community Development Block Grant (CDBG)	Public agencies	Varies	CDBG provides money for streetscape revitalization, which may be largely comprised of pedestrian and bicycle improvements. Grantees may use funds for acquiring real property; building public facilities and improvements, such as streets, sidewalks, and recreational facilities; and planning and administrative expenses, such as costs related to developing a consolidated plan and managing CDBG funds.
Federal Lands Access Program (FLAP)	No application process	None	Bicycle and pedestrian facilities are eligible for construction in conjunction with each of the FLAP roadway classifications, Forest Highways, Indian Reservation Roads, Park Roads and Parkways, Refuge Roads and Public Lands Highways. Selected projects are at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State.
Highway Safety Improvement Programs (HSIP)	State	Up to 10%	HSIP funds are eligible under Section 148 of Title 23, United States Code (23 U.S.C. §148) in a new federal-aid program, Fixing America's Surface Transportation (FAST). The goal of HSIP funds is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. HSIP requires the responsible state agency to develop and implement a Strategic Highway Safety Plan (SHSP). A portion of the HSIP funds allocated to each state are set aside for construction and operational improvements on high-risk rural roads. If the State has a Strategic Highway Safety Plan, the remainder of the funds may be allocated to other programs, including projects on bicycle and pedestrian pathways or trails and education and enforcement. Caltrans administers the State HSIP allocation and previous application deadlines have been in October.
Land and Water Conservation Fund (LWCF)	Authorized public agencies	50%	LWCF is programmed by the National Park Service, providing grants for planning and acquiring outdoor recreation areas and facilities, including trails. The fund is administered by the California Department of Parks and Recreation in California. Applicants must fund the entire project. Property acquired or developed under the program must be retained in perpetuity for public recreational use.
National Highway System (NHS)	State	20%	SR 88 is the only eligible Alpine County road. Bicycle and pedestrian facilities should be considered in all resurfacing, reconstruction or expansion projects.
National Scenic Byways Program (NSBP)	State	20%	The National Scenic Byways Program identifies roads with outstanding scenic, historic, and cultural, natural, recreational, and archaeological qualities as National Scenic Byways. The program provides funding for scenic byway projects and for planning, designing, and developing scenic byway programs. National Scenic Byways Program can be used to fund on-street and off-street bicycle facilities, pedestrian facilities, intersection improvements, user maps and other publications. Grant applications for National Scenic Byways Programs are forwarded to the FHWA division office by the state or tribal scenic byways coordinator. State Routes 4 and 89 from Bear Valley to Markleeville are designated scenic byways.
Rivers, Trails and Conservation Assistance (RTCA)	Non-profit organizations, community groups, tribes or tribal governments, and Public agencies	Not applicable	RTCA is a National Parks Service program that provides technical assistance via direct staff involvement, to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides planning assistance only—there are no implementation monies available. Projects are prioritized for assistance based upon criteria that include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation and focusing on lasting accomplishments. Federal agencies may be the lead partner only in collaboration with a non-federal partner.
Recreation Trails Program (RTP)	Public agencies, non-profit organizations	20%	The Recreational Trails Program funds development and maintenance of recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Annually, the Federal Highway Administration distributes funds to each state based on gasoline tax revenue from registered off-road vehicles in the state. California State Parks administers the State RTP allocation.
Transportation Alternatives Program (TAP)	Public agencies	None	The Fixing Americas Surface Transportation (FAST) Act established the Transportation Alternatives Program includes on and off road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement and environmental mitigation, safe routes to school projects and planning.

**ATTACHMENT D**  
**STATE FUNDING SOURCES**

## State Funding Sources

Program	Eligible Applicants	Matching Funds	Discussion
Active Transportation Program	Public agencies, non-profits, Tribal Entities and others	None	California received an average of \$123 million a year over the three-year period from 2013-2016 for ATP projects. The next ATP Cycle, Cycle 4, is expected to have a call for projects in spring 2018.
Community Based Transportation Grant (CBT)	Local governments, RTPA's	20%	The CBT grant, administered by Caltrans as part of the Transportation Grant Program, provides funding for projects that exemplify livable community concepts including pedestrian improvement projects. Eligible applicants include local governments, MPO's and RTPA's
State Transportation Improvement Program (STIP)	RTPAs	No application	STIP includes projects on and off the State Highway System and is funded with revenues from the Transportation Investment Fund and other funding sources. STIP is typically updated every two years. Bicycle and pedestrian projects are eligible.
Transportation Development Act Article 3 (TDA)	Cities and local jurisdictions (applying once every 5 years)	none	Funds are available for transit, bicycle and pedestrian projects in California. According to the Act, pedestrian and bicycle projects are allocated two percent of the revenue from a ¼ cent of the general state sales tax, which is dedicated to local transportation. These funds are collected by the State, returned to each county based on sales tax revenues, and typically apportioned to areas within the county based on population.
Planning, Programming and Monitoring (PPM)	Public Agencies	None	Planning, Programming and Monitoring funds are derived from the RTPA's STIP funds and may be used for Project Study Reports (PSR) for projects within Caltrans right of way. RTPAs that do not receive federal metropolitan planning funds may use up to five percent of STIP funds for PPMs.
Rural Planning Assistance Fund (RPA)	RTPAs	Not Applicable	RPA funds are a line item in the State budget that is allocated by the Office of Regional and Interagency Planning. The RTPA may use no more than 25 percent of funds for administrative uses. Expenses incurred prior to June 30 maybe reimbursed up to 60 days thereafter. Up to 25 percent of funds not expended may carry over into the future fiscal year.
State Highway and Operations Protection Program (SHOPP)	Public agencies	None	SHOPP projects are capital improvements relative to maintenance, safety, and rehabilitation of State highways and bridges. These can include bridge sign and lighting rehabilitation and mobility improvements. Jurisdictions work with Caltrans to place their projects on the ten-year SHOPP list. The American Recovery and Reinvestment Act (ARRA) granted funding to this program in California.
Surface Transportation Block Grant Program (RSTP)	Government agencies, non-profit organizations and partnerships	None	RSTP is a block grant program that provides funding for bicycle and pedestrian projects, among many other transportation projects. Under the RSTP, the local MPO or COG prioritizes and approves projects that receive RSTP funds. Agencies can transfer funding from other federal transportation sources to the RSTP program in order to gain more flexibility in the way the monies are allocated. In California, 62.5% of RSTP funds are allocated according to population and the remaining 37.5% is allocated to projects statewide.

**ATTACHMENT E**  
**LOCAL FUNDING SOURCES**

## Local Sources

Program	Discussion
Community Facilities Act (CFA)	<p>The Mello-Roos Community Facilities Act was passed by the California Legislature in 1982 in response to reduced funding opportunities brought about by the passage of Proposition 13. The Mello-Roos Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility District (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. CFDs must be approved by a two-thirds margin of qualified voters in the district. Property owners within the district are responsible for paying back the bonds. Bicycle and Pedestrian facilities are eligible for funding under CFD bonds.</p>
Climate Investment Fund (CIF)	<p>CIF's require developers to pay for on- and off-street bicycle and pedestrian facilities to mitigate future traffic impacts from development.</p>
General Funds (GF)	<p>One of the local revenue sources of cities, towns, and counties available for use on pedestrian improvements are general funds resulting from sales taxes, property taxes, and other miscellaneous taxes and fees. There are generally few restrictions on the use of these funds, which are utilized for a large variety of local budget needs. As such, there is typically high demand for these funds for numerous government services.</p>
Local Transportation Funds (LFT)	<p>The EJCS, administered by Caltrans as part of the Transportation Grant Program, promotes context sensitive planning in diverse communities and funds planning activities that assist low-income, minority and Native American communities to become active participants in transportation planning and project development. This grant is funded by the State Highway Account at \$1.5 million annually state-wide. Maximum grants are \$250,000. Hung-A-Lel-Ti projects are especially applicable for this funding source.</p>
Special Improvement Districts (SID)	<p>Counties and cities may establish special improvement districts to fund specified public improvement projects within a designated district. Property owners in the district are assessed for the improvements and can pay the amount immediately or over a span of 10 to 20 years. Street pavement, curb and gutter, sidewalks, and streetlights are some of the common improvements funded by special improvement districts.</p>