

Lassen County

Active Transportation Plan

FINAL



Prepared **by** the

LASSEN COUNTY TRANSPORTATION COMMISSION



Final Report

Lassen County
Active Transportation Plan

Prepared by:

Lassen County Transportation Commission
707 Nevada St. #4
Susanville, CA 96130

December 28, 2022

This page intentionally left blank.

TABLE OF CONTENTS

<i>CHAPTER</i>	<i>PAGE</i>
Chapter 1: Introduction and Purpose	1
Introduction	1
Organization of the Plan	1
Consistency with Other Plans	1
Planning and Design Standards.....	4
Community Participation	7
Coordination	8
Chapter 2: Setting and Existing Conditions	11
Regional Context.....	11
Population.....	11
Land Use Patterns and Destinations	15
Existing Facilities and Programs	18
Crash History.....	24
Estimated Bicycle and Pedestrian Trips	24
Bicycle and Pedestrian Trips Resulting from Plan Implementation.....	27
Wayfinding.....	29
Chapter 3: Goals, Objectives, and Policies	31
Goals, Objectives, and Policies.....	31
Chapter 4: Active Transportation Needs and Potential Improvements	37
Summary of Pedestrian Needs.....	37
Project Prioritization Criteria	38
Active Transportation Improvement Projects.....	39
Maintenance.....	41
Non-Infrastructure Projects	41
Chapter 5: Potential Funding Sources.....	43
Funding	43
 Appendix A: Online Community Survey Summary	
Appendix B: Active Transportation Improvement Projects	

LIST OF TABLES

<i>TABLES</i>	<i>PAGE</i>
Table 1: Lassen County Population Characteristics.....	12
Table 2: Historical and Projected Lassen County Population	13
Table 3: Lassen County Bicycle and Pedestrian Collision History 2014-2019.....	25
Table 4: Estimated Existing Bicycle and Pedestrian Trips in Lassen County.....	27

LIST OF FIGURES

<i>FIGURES</i>	<i>PAGE</i>
Figure 1: Lassen County Site Map.....	2
Figure 2: Community Survey Suggestions.....	9
Figure 3: Lassen County Block Groups.....	14
Figure 4: Lassen County Land Use and Major Activity Centers	16
Figure 5: Susanville Land Use and Major Activity Centers	17
Figure 6: Lassen County Existing and Proposed Bike Facilities.....	19
Figure 7: Susanville Existing and Proposed Bicycle Facilities.....	20
Figure 8: Existing Pedestrian Facilities	22
Figure 9: 2014-2019 Bicycle and Pedestrian Crashes	26

INTRODUCTION

Lassen County is located in the northeast quadrant of California and is among the most rural counties in the state.¹ (Figure 1). It is known for outdoor recreational activities including climbing, bicycling, hiking, fishing, horsback riding, and hunting. In addition to the 22,000 (unincarcerated) residents, nearly 540,000 visitors travel by personal vehicle or motor home annually to Lassen County to visit destinations such as Lassen Volcanic National Park, Susanville Ranch, and Eagle Lake Recreation Area. While the region provides various opportunities for recreational activities, the County's rural communities generally lack safe walking and bicycling infrastructure for their residents and visitors. *The Lassen County Active Transportation Plan* (ATP) is a planning effort with the goal of enhancing walking, biking and multimodal mobility throughout Lassen County. This plan will identify and prioritize infrastructure improvements and programs that have the potential to increase the safety, access and health of residents. In particular, the plan examines the equity issues that limit active transportation among disadvantaged groups, such as seniors, low income residents and people with disabilities.

ORGANIZATION OF THE PLAN

This plan first presents the context for the ATP by reviewing existing planning efforts which coincide with and have intersecting goals of the ATP. The plan includes design standards which are the basis of planning the infrastructure improvements, and provide an overview of the community participation critical to ensuring the plan reflects local goals and feedback.

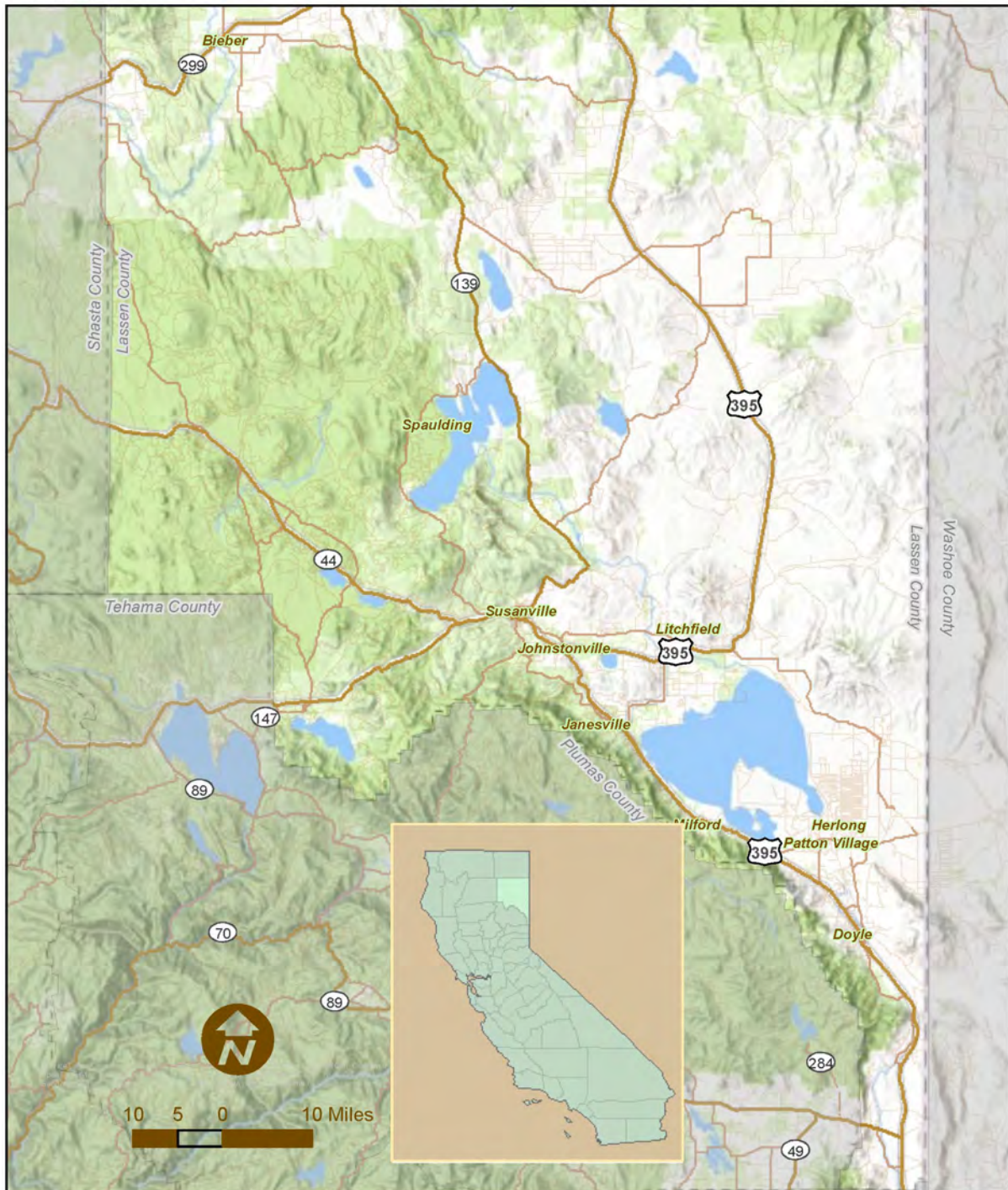
Following this introduction, the plan provides an overview of existing conditions by examining the demographics of the area with a particular focus on disadvantaged communities, as well as cataloging the walking, biking and transit infrastructure and connectivity. With a clear understanding of the area's conditions, barriers to active transportation can be identified and transportation capital improvement project lists for improving access to active transportation throughout the county are developed.

CONSISTENCY WITH OTHER PLANS

It is important to understand the institutional framework in which the ATP is being developed and how this plan intersects with past and concurrent planning efforts. Below are highlights of such plans and a brief description of their relevance to the current effort.

¹ According to US Census data, Lassen County is 99.9% rural (4,536 square miles) and 0.1% urban (5 square miles)

Figure 1
Lassen County Site Map



SR 36 Complete Street and Safe Mobility Report (2020)

Within the City of Susanville, SR 36 is known as Main Street and serves as the major arterial roadway, providing access to the central commercial zones. Designed in the 1950s, the Main Street corridor was originally designed to primarily meet the needs of motorists and thus there are safety concerns for non-motorized users. The Lassen County Transportation Commission (LCTC) obtained a Caltrans Sustainable Communities Grant to re-envision the Main Street corridor through the City and develop an implementation plan to move forward with planned improvements. The “Complete Streets” Plan was developed to reimagine SR 36 corridor (owned and operated by Caltrans) through Susanville from aspects of utility, safety, and visual enhancement. The goals of the Complete Streets Plan generally align with the goals of the Active Transportation Plan.

The Complete Streets Plan identifies the SR 36 corridor as three districts: the Uptown District; the Midtown District; and the Gateway District. Each district has strengths and focus, and projects identified in the plan are designed to address the most needed improvements of each district. The plan discusses design and identifies priority projects for each district, including projects which might overlap with the goals and priorities of this Active Transportation Plan.

Lassen County Regional Transportation Improvement Plan (2022)

In 2022, the LCTC identified projects eligible to be completed with State Transportation Improvement Program (STIP) funding. These top priority projects include rehabilitation of some county roadways, pedestrian/ADA improvements on SR 36 at the Southeast Gateway to the City of Susanville, Engineering and Right of Way acquisition for a new Class I bicycle path along Riverside Drive in Susanville and replacement of a bridge near Bieber.

Lassen County Regional Transportation Plan (2017)

This Regional Transportation Plan (RTP) was developed in 2018 by Green DOT Transportation Solutions. This Plan was developed to identify the transportation needs within the Lassen County region through public input processes, thorough data analysis, and coordination with other plans and studies. After identifying regional transportation needs, the RTP developed project lists categorized by type. These projects included the following:

- Connectivity improvements to various county and town roadways.
- Bridge improvements.
- Bicycle lanes and pedestrian paths throughout the County, but primarily in Susanville.
- Shelter, bench, and signage improvements to transit.

The Lassen RTP is currently being updated.

Wayfinding Plan (2015)

In 2015 the City of Susanville conducted a Vehicular Wayfinding Plan to provide a cohesive and attractive system of vehicular directional signs for the City of Susanville. The plan included conceptual illustrations, photo simulations, a GIS database and map of preliminary sign locations, and probable costs of materials. In January 2019, a community design team selected the preferred sign style (Sign Style 2 in the plan), set preliminary destinations, and identified preliminary panel locations on the SR 36 (Main Street) corridor through the City.

Lassen County Bikeway Master Plan (2011)

Updated and adopted in 2011, the *Lassen County Bikeway Master Plan* re-evaluated the goals and policies of the 1999 Bikeway Master Plan. The plan provides a blueprint for developing bikeway system in Lassen County. Specifically, within the SR 36 (Main Street) corridor of Susanville, the master plan calls for the existing Class IIIs to be converted to Class IIs as well as the introduction of other bicycle support amenities, crossing protections, and street drain safety measures. This Active Transportation Plan will update and replace the old Bikeway Master Plan.

Other Previous and Concurrent Plans

The Lassen County Active Transportation Plan is consistent with several other previous and concurrent planning efforts in the County. The ATP builds on the information presented in the following documents to create a comprehensive, current plan for future active transportation projects.

- The Lassen County Local Roadway Safety Plan Study (2021)
- The Lassen County Transportation Development Plan (2021)
- The Lassen County Coordinated Public Transportation – Human Services Transportation Plan (2021)
- Lassen Transit Service Agency Design Manual (2012)
- The Lassen County General Plan (2000)
- City of Susanville General Plan (1990)
- Susanville Main Street Revitalization Plan

PLANNING AND DESIGN STANDARDS

Bikeway Design Standards

Several different types of bikeways including shared routes, lanes, and paths could be constructed in Lassen County. Each style serves different needs and has requirements such as minimum width. The Caltrans Highway Design Manual sets standards for bikeway design, as outlined below. However, there are other design guidelines that may be followed, including the Federal Highway Administration (FHWA) Small Town and Rural Design Guide and the Urban Bikeway Design Guide by the National Association of City Transportation Officials. These resources allow planners and engineers some flexibility to address unique situations and include progressive design ideas.

Class I Bikeways - Bike Paths

A Class I path is a paved trail with space for both walking and bicycling, with an exclusive right-of-way. Design standards require at least 8 feet of path width, 2 feet of shoulder width on each side of the path, and 8 feet of vertical clearance. Class I bike paths are typically located in parks and greenways and alongside rural roadways and railroads.

It should be assumed that bike paths will be used for two-way travel except for rare situations where one direction of travel is necessary.

A Class I path should include the following:

- Minimum 8 feet paved width for a two-way bike path, with 10 feet preferred.
- Minimum 5 feet paved width for a one-way bike path.
- Minimum 2 feet of shoulder, and 3 feet where feasible.
- Minimum 2 feet of horizontal clearance from the paved edge of a bike path to obstructions, and 3 feet should be provided when feasible.
- Vertical clearance to obstructions across a bike path shall be a minimum of 8 feet and 7 feet over shoulder. Where practical, a vertical clearance of 10 feet is desirable.

Class II Bikeways - Bike Lanes

Class II bikeways (bike lanes) are located within the roadbed, immediately adjacent to a traffic lane and separated by striping. A buffered bike lane may also be established within the roadbed, separated by a marked buffer between the bike lane and the traffic lane or parking lane. A bikeway located behind on-street parking, physical separation, or barrier within the roadway is a Class IV bikeway (separated bikeway), not a Class II bikeway.

Bike lanes are designed for bicycle travel in the same direction as adjacent vehicle traffic, although exceptions are allowed on one-way streets.

The minimum Class II bike lane width shall be 4 feet, except where:

- Adjacent to on-street parking, the minimum bike lane should be 5 feet.
- Posted speeds are greater than 40 miles per hour, the minimum bike lane should be 6 feet, or;
- On highways with concrete curb and gutter, a minimum width of 3 feet measured from the bike lane stripe to the joint between the shoulder pavement and the gutter shall be provided.

Class III Bikeways - Bike Routes

Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are facilities shared with motor vehicles on the street, which may be indicated by placing bike route signs along roadways. Additional enhancement of Class III facilities can be provided by adding shared roadway markings along the route.

Bike routes should offer a higher degree of service to bicyclists than alternative streets. Routes should only be signed if they meet criteria such as providing through and direct travel or having removed street parking.

Class IV Bikeways – Separated Bikeways / Cycle Tracks

A Class IV bikeway is a bikeway separated from vehicle traffic behind on-street parking, physical separation, or a barrier within the roadway. Some Class IV bikeways are raised vertically to sit above the roadway, while others are separated by parked vehicles, painted buffers, or objects such as curbs or planter boxes. Class IV Bikeways are generally located in urban areas. Separated bikeways typically operate as one-way bikeway facilities in the same direction as vehicular traffic on the same side of the roadway. However, two-way separated bikeways can also be used in specific settings.

Sidewalks

While sidewalks are not classified in the same manner as bikeways, there are standard design features expected. For instance, newly installed sidewalks must meet requirements of the Americans with Disabilities Act (ADA), including the following²:

- **Slope:** An ADA sidewalk ramp cannot have a cross slope (distance from the bottom edge of a level to the surface) of more than 1/2 inch. A ramp is a running slope steeper than 1:20, meaning for every inch of height change, there are at least 20 inches of route run. Slope requirements for bus stop boarding and alighting areas, as with rail platforms, must be perpendicular to the roadway and not steeper than 1:48. The exception being where vehicles are boarded from sidewalks or street level, where platforms must be less than 8 inches high.
- **Width:** The clear width between the handrails of a ramp run must be at least 36 inches. In work areas where essential equipment is used, the width can be reduced to accommodate it. The ADA sidewalk ramp rules also limit the rise for any ramp to 30 inches and require a clear landing length of at least 60 inches. If ramps change direction at landings, there should be a landing of at least 60 x 60 inches.
- **Curb Ramps:** Curb ramps are required for newly built and altered streets, roads, and intersections or anywhere there are curbs or other barriers from the street to a pedestrian walkway. The ADA limits curb ramp steepness to no greater than 1:12 (an 8.33% slope), a width of 36 inches, and adjacent counter slopes of no steeper than 1:20. If curb ramp flares are used, they cannot be steeper than 1:10.

Also, curb ramps and flared sides cannot project into parking spaces, parking access aisles, or vehicular traffic lanes. On the bottom, diagonal curb ramps must have 48 inches of space within crossing markings or outside of traffic lanes. For raised islands, curb ramps must have a level area of at least 48 inches long by 36 inches wide.

² <https://adatale.com/ada-sidewalk-requirements/> provides an overview. Detailed rules are provided within the ADA guidelines.

- *Surface Texture*: Textured surfaces (i.e., detectable warnings with truncated domes) must adhere to ADA sidewalk requirements for size, spacing, and contrast. Truncated domes must have a base diameter between 0.9 and 1.4 inches, a top diameter from 50% to 65% of the base, and a base-to-base spacing of at least 0.65 inches. There must be visual contrast with walking surfaces near it (with a light-on-dark or dark-on-light contrast). Also, any surface at a platform boarding edge must be at least 24 inches wide and cover the full length of public use areas.

COMMUNITY PARTICIPATION

This plan implemented a variety of community engagement activities including online community surveys with interactive mapping, stakeholder interviews and on-site public meetings in Susanville and Westwood. The results of the outreach efforts are summarized below.

On-line Community Survey

An online community survey was designed to seek input from Lassen County residents regarding their opinions on active transportation. Surveys were available for the month of February 2021, and were well advertised through the local news outlets, stakeholders and social media. A total of 247 people participated in the survey, representing communities throughout the county.

The survey consisted of 13 questions. The first three questions asked participants' residential location, age, and occupation. The next questions asked about travel patterns, including mode of transportation, and propensity to use alternative modes of transportation such as bicycling and walking. In particular, the survey asked participants their frequency of bicycling and walking, their reasons for using these modes (or not using these modes), and what improvements would encourage them to walk or ride a bike more often. Responses throughout the survey echoed themes of improving safety, expanding existing infrastructure, and an overall desire for better connectivity between destinations. While there were respondents who did not feel additional bicycle/pedestrian facilities would encourage more active transportation, there were many who conveyed that walking paths and sidewalks are important to the region. Detailed results of the survey are provided in Appendix A, and highlighted below:

- Susanville is a major destination among all types of trip (work, doctor's appointments, school, recreation, and banking). However, increased connectivity to Reno is essential to serve those who need access to doctor's appointments (41 percent) and shopping (about 20 percent).
- While many respondents drive alone to work (65 percent), there are some who use alternative methods of transportation through bicycling (5 percent), walking (5 percent), carpooling (3 percent), and LRB (1 percent).
- According to the survey, improving road safety and sidewalk conditions would encourage more Lassen residents to either bicycle or walk more frequently in Lassen County.
- Safety concerns related to the growing homeless population along the Bizz Johnson and Riverside Trail were expressed throughout the survey. Other major safety comments included a need for more lighting and overall trail maintenance.

- Responses which focused on recreation indicated a desire for improvements to the Bizz Johnson Trail, Modoc Line Trail, and Skyline Trail, including increased connectivity, better maintenance, and addressing the issue of homeless/vagrancy.
- Responses regarding general access indicated a need to safeguard between vehicle/pedestrian conflicts (especially along Main Street Susanville and Main Street Janesville), and improved connections, such as completing the Skyline Trail and ensuring safe walking routes to schools.

Survey participants were also asked to follow a web link to a map where they could pinpoint desired improvements or areas of concern. The results of this exercise are included in Figure 2.

Stakeholder Input

Several stakeholders were contacted as part of this study. The Lassen County Transportation Commission (LCTC) Technical Advisory Committee (TAC) includes representatives from city and county public works staff, Caltrans, the public transit operator and the Susanville Indian Rancheria. The TAC was continually involved in the update of this plan. A specific in-person meeting with bicycle advocates occurred in the Spring of 2022. Representatives from Lassen Land and Trails Trust, the Bureau of Land Management, Lassen Transit Services Agency and the Susanville Area Bicycle Association attended. Notices for the public meeting were distributed by this stakeholder group.

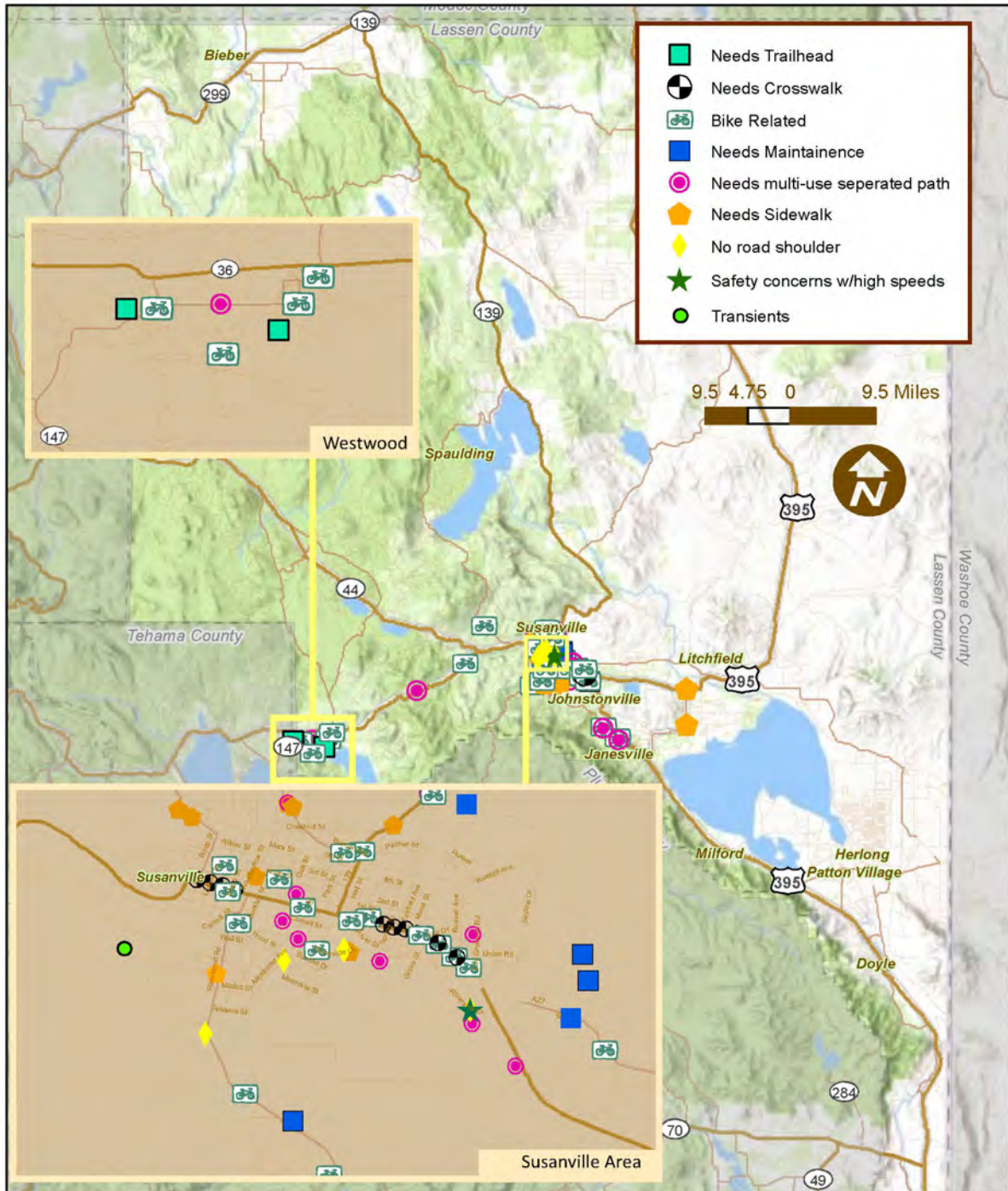
Community Meetings

On March 30 and 31, the LCTC held two public meetings to gather input and help prioritize Draft Active Transportation Improvement projects. Both meetings were held in the evening at ADA accessible facilities so as to include those working during the day. One meeting was held at the old train depot in Susanville, adjacent to the Bizz Johnson Trailhead. The other meeting was held at the Westwood Depot Visitor Center in the small community of Westwood. LCTC staff had a variety of exhibits available for attendees to view such as maps of bicycle/pedestrian accidents, comments from the on-line survey, map of the sidewalk network and a draft list of active transportation projects. Roughly 14 people attended the meeting in Susanville and 11 people attended the Westwood meeting. After a short presentation, attendees were asked to provide input on non-motorized transportation issues of concern and identify their top three projects on the Draft ATP project list. Meeting advertisements and sign-in sheets are included in Appendix A.

COORDINATION

As indicated above, the ATP planning process included close coordination with bicycle advocacy groups and stakeholders such as Lassen Land Trails and Trust, Susanville Area Bicycle Association, Bureau of Land Management, Susanville Indian Rancheria and local jurisdictions. The goals and policies listed in this plan are consistent with the Regional Transportation Plan and General Plans. The location of residential and commercial developments was considered in developing project lists. Lassen County generally has good air quality and the projects in this plan will only help to improve air quality. The school district, Veterans Association, Senior Services, Health and Human Services organizations and transit operators were all sent direct links to the community on-line survey along with a follow-up request to provide input.

Figure 2
Community Survey Suggestions



This page left intentionally blank.

REGIONAL CONTEXT

Located in the northeast quadrant of California, Lassen County is composed of mountains, high desert, and fertile valleys. The major arterial highway through Lassen County is US 395, connecting the county to Alturas and Modoc County to the north and Reno, Nevada to the south. State Routes 44 and 36 also serve the area, connecting Lassen County to the greater Sacramento Valley and Redding to the west. Susanville is the largest community and the county seat. It serves as the governmental, commercial, lodging, medical, educational, and tourist center of the region. The study area also includes extensive public lands for recreation, as well as attractions such as the Bizz Johnson Trail.

Lassen County's climate is characterized by warm, dry summers and cold, moderately wet winters. Low temperatures in January average 21 degrees Fahrenheit, while the high temperatures in July average 93 degrees Fahrenheit. Annual precipitation levels range from less than 10 inches of rain in Susanville up to 45 inches of snow and rain over Fredonyer Pass.

POPULATION

Current Population

The study provides detailed demographic data broken down by Census Tract to provide an understanding of population trends and locations of transit dependent persons. Estimates of the Lassen County population at the block group level were obtained from the US Census American Community Survey 2015-2019 5-year estimates. The total non-institutionalized population of the County in 2019 was estimated to be 22,006 people, with 15,064 (68.5 percent) residing in Susanville. Populations by census tract and block group are shown in Table 1. Figure 3 displays the location of each census tract block group. Most of the population is concentrated in and around Susanville, Janesville, and Herlong.

Historical and Projected Populations

The population of Lassen County more than doubled over fifty years, from 13,600 residents in the 1960s, to a peak population of 34,947³ in 2009. In the last decade, however, the population has begun to decline. There were 30,065 residents in 2020 (including the incarcerated population), and the downward projections are expected to continue (at a much slower decrease) over the next 20 years, as shown in Table 2.

While total population has continued to decline since 2010, the number of residents who are ages 65 and older has increased by 27.6 percent over the last decade. This older population is expected to continue to grow through 2030 by another 8.6 percent.

³ Per the California Department of Finance Demographic Unit.

Table 1: Lassen County Population Characteristics

Census Tract	Block Group	Area Description	Total Population ¹	Total Households	Youth (10-17)		Elderly (65+)		With Disability ²		Median Household Income ³	% of State-wide Income	Healthy Places Index ⁴		Zero Vehicle Households
					#	%	#	%	#	%			Percentile	#	
401	1	Bieber/Nubieber	370	154	27	7.3%	83	22.5%	42	11.3%	\$43,207	72%	20.0%	14	9.1%
401	2	Ash Creek Wildlife Area	754	404	60	8.0%	225	29.8%	72	9.5%	\$43,207	72%	20.0%	18	4.5%
401	3	Madeline/Termo	266	109	13	4.9%	39	14.7%		43.6%	\$43,207	72%	20.0%	2	1.8%
402	1	Spaulding	732	349	87	11.9%	168	23.0%	48	6.6%	\$46,884	78%	46.6%	0	0.0%
402	2	Westwood	1,382	701	37	2.7%	343	24.8%	111	8.0%	\$46,884	78%	46.6%	66	9.4%
402	3	Norville, Lasco, Coppervale	473	237	22	4.7%	120	25.4%	96	20.3%	\$46,884	78%	46.6%	18	7.6%
403.02	1	Lake Leavitt	1,185	425	161	13.6%	200	16.9%	124	10.5%	\$69,728	116%	57.8%	4	0.9%
403.02	2	South of Gold Run	1,454	614	191	13.1%	375	25.8%	29	2.0%	\$69,728	116%	57.8%	15	2.4%
403.02	3	North of Gold Run	1,407	608	136	9.7%	191	13.6%	118	8.4%	\$69,728	116%	57.8%	67	11.0%
403.03	1	SR 139, outskirts Susanville	1,181	505	134	11.3%	190	16.1%	200	16.9%	\$43,836	73%	28.1%	70	13.9%
403.03	2	E of Hall, N of Main	497	321	36	7.2%	153	30.8%	84	16.9%	\$43,836	73%	28.1%	41	12.8%
403.03	3	W of Hall, E of Grand, N of Main	552	254	93	16.8%	79	14.3%	238	43.2%	\$43,836	73%	28.1%	48	18.9%
403.04	1	Susanville Downtown	911	355	162	17.8%	80	8.8%	68	7.5%	\$43,182	72%	8.6%	40	11.3%
403.04	2	Susanville - E. of Alexander, S of Main	630	299	57	9.0%	201	31.9%	186	29.5%	\$43,182	72%	8.6%	28	9.4%
403.05	1	Susanville Rch Prk to Eagle Lk	1,452	593	160	11.0%	164	11.3%	108	7.4%	\$64,131	107%	66.8%	6	1.0%
403.05	2	E of Roop, N of Main	750	274	120	16.0%	80	10.7%	124	16.5%	\$64,131	107%	66.8%	14	5.1%
403.05	3	W of Roop, N of Hwy 36	799	368	91	11.4%	121	15.1%	96	12.0%	\$64,131	107%	66.8%	43	11.7%
404	1	Litchfield, Standish	1,108	480	60	5.4%	353	31.9%	183	16.5%	\$56,964	95%	NA	0	0.0%
404	2	Correctional Facilities	120	0	0	0.0%	60	--	0	--	\$56,964	95%	NA	0	--
405	1	East of Hwy 395/Janesville	1,270	494	115	9.1%	286	22.5%	146	11.5%	\$92,888	154%	61.6%	9	1.8%
405	2	South of Janesville	483	188	9	1.9%	110	22.8%	76	15.8%	\$92,888	154%	61.6%	0	0.0%
405	3	Janesville	1,487	647	112	7.5%	390	26.2%	281	18.9%	\$92,888	154%	61.6%	0	0.0%
406	1	Milford, Wendel, Honey Lake	608	469	55	9.0%	219	36.0%	138	22.7%	\$55,184	92%	16.3%	0	0.0%
406	2	Herlong	1,380	116	35	2.5%	25	1.8%	213	15.4%	\$55,184	92%	16.3%	2	1.7%
406	3	Doyle/S. County	755	316	69	9.1%	124	16.4%	94	12.4%	\$55,184	92%	16.3%	7	2.2%
TOTAL STUDY AREA			22,006	9,280	2,042	9.3%	4,379	19.9%	2,990	13.6%	\$56,352	94%	46.4%	512	5.5%
City of Susanville			15,064	3,001	851	5.6%	1,040	6.9%	1,152	7.6%	\$52,488	87%	12.5%	271	9.0%

Note 1: Non-institutionalized population (does not include persons incarcerated and living in a skilled nursing facility).

Note 2: Disabilities

Note 3: Census tracts (or cities with populations under 15,000) wherein median household incomes are less than 80% of the statewide mean (currently less than \$60,188) are considered low income and qualify as disadvantaged in terms of Active Transportation Plan Projects.

Note 4: California Healthy Place Index is a composite score; those lower than the 25th percentile qualify as disadvantaged communities.

Source: US Census American Community Survey 2019 Five Year Estimates

■ = Areas with disadvantaged populations

■ = Areas with potentially higher mobility needs

Table 2: Historical and Projected Lassen County Population

Age Groups	2010	2015	2020	2025	2030	2035	2040
Preschool (0 - 4 Years)	1,631	1,468	1,506	1,606	1,480	1,312	1,190
School Age (5 - 17 Years)	4,635	4,040	3,733	3,827	3,730	3,687	3,489
College Age (18 - 24 Years)	3,805	3,515	3,362	2,917	2,842	2,747	2,778
Working Age (25 - 64 Years)	21,253	17,761	16,651	16,678	16,105	16,002	15,802
Young Retirees (65 - 74 Years)	2,001	2,559	2,927	2,820	2,467	1,877	1,352
Mature Retirees (75 - 84 Years)	1,038	1,034	1,272	1,760	2,022	1,867	1,640
Seniors (85 + Years)	446	535	614	327	776	975	1,128
Total Population	34,809	30,912	30,065	29,935	29,422	28,467	27,379
65 Years and Older	3,485	4,128	4,813	4,907	5,265	4,719	4,120

Total Population Change			
	#	%	Annual %
Growth from 2010 - 2020	-4,744	-13.6%	-2.9%
Growth from 2020 - 2030	-643	-2.1%	-0.4%
Growth from 2030 - 2040	-2,043	-6.9%	-0.5%

Source: California Department of Finance, 2020

Disadvantaged Populations

This ATP seeks to identify disadvantaged populations both to ensure they have participation in the plan and to ensure any recommended projects provide a direct, meaningful and assured benefit to disadvantaged communities. Descriptions of what qualifies as a disadvantaged community in terms of beneficial projects include the following:

- Low Income: census tracts wherein median household incomes are less than 80% of the statewide mean (currently less than \$60,188)—or, in the case where community populations are less than 15,000 (Susanville borders on 15,000), this can apply at the Census Block Group level. Unincorporated communities may use data at the Census Place level.
- CalEPA identified areas: This includes areas that are among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0. There are no such areas within Lassen County.
- Students Eligible for Free or Reduced Lunch: At least 75% of public-school students in the project area are eligible to receive “Free or Reduced Price Meals” (FRPMs) under the National School Lunch Program.

Figure 3
Lassen County Block Groups



- Healthy Places Index: The Healthy Places Index (HPI), a project of the Public Health Alliance of Southern California, provides a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. Census Tract 403.04 (central Susanville south of Main Street) has a Healthy Places Index Percentile of 8.6 percent. Bieber, Madeline and Termo have a Health Placer Index of 20 percent and Milford/Doyle 16 percent. The live map and the direct data can both be found on the California Healthy Places Index website.
- Native American Tribal Lands: Located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria). The Susanville Indian Rancheria is located within Lassen County.

Based on these qualifying conditions, much of Lassen County qualifies as disadvantaged in terms of income or HPI, or often both, as shown in Table 1. 51.9 percent of the non-institutionalized population are in census tracts which qualify based on income. Furthermore, the City of Susanville had a population of 15,064 in 2019, with projections for a decreasing population. The City can therefore most likely be consider disadvantaged communities at the census block group level in the future.

In terms of HPI, 25.8 percent of the non-institutionalized population are in census tracts which qualify based on health concerns, also shown in Table 1. Additionally, projects within two miles of Fletcher Walker Elementary School in Westwood, and Sierra Primary and Herlong High Schools in Herlong are eligible based on these schools' high percentage of students eligible to receive FRPMs⁴. At Fletcher Walker School, 77.4 percent qualify. At Sierra Primary School, 95.5 percent qualify and at Herlong High School, 79.5 percent qualify. Finally, projects in support of the Susanville Rancheria also qualify as benefiting disadvantaged communities.

LAND USE PATTERNS AND DESTINATIONS

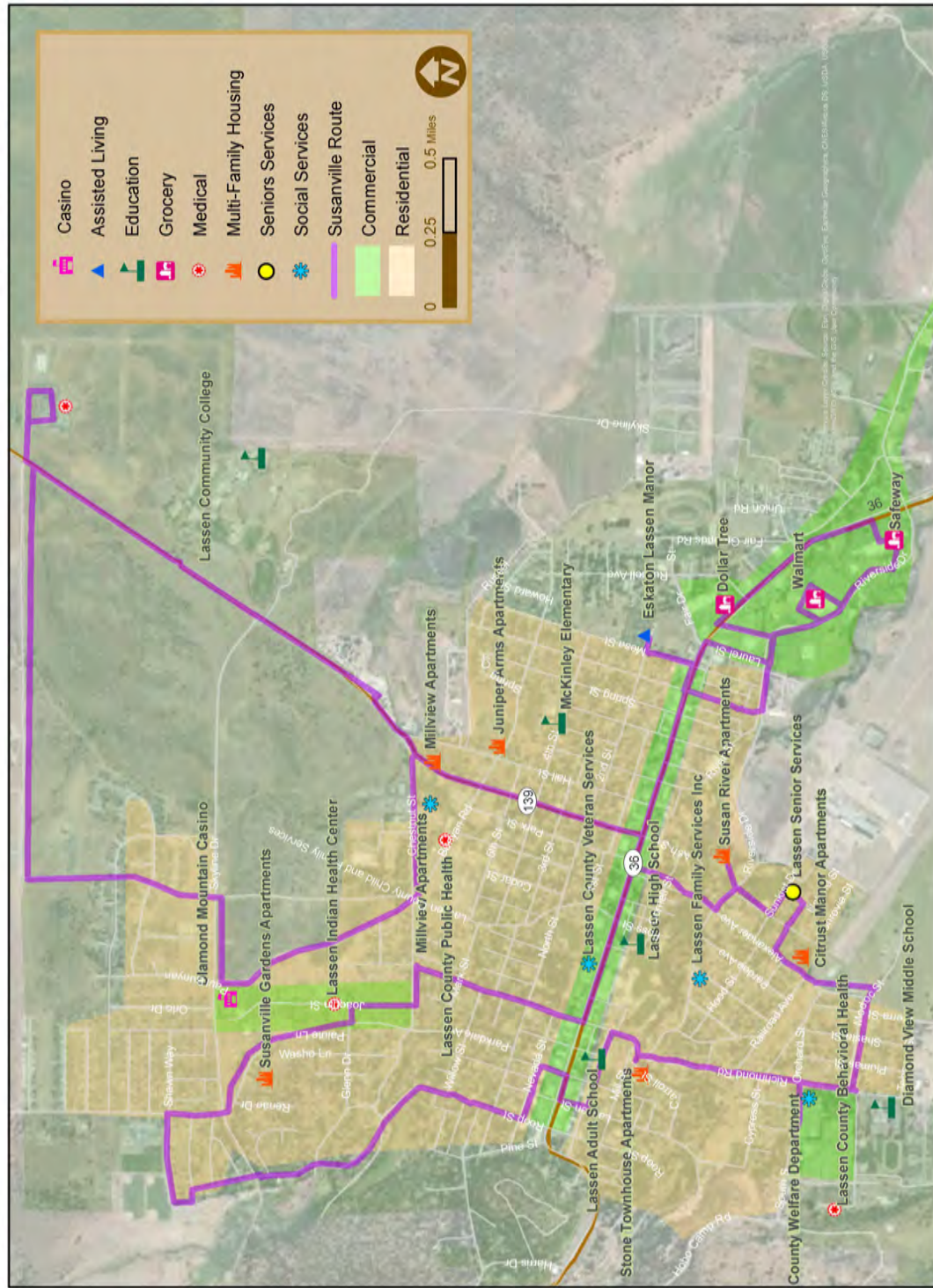
Figures 4 and 5 present land uses in Lassen County and Susanville, respectively. Lassen County consists largely of agricultural and public lands. The City of Susanville is the only incorporated city and represents nearly 70 percent of the county population. Other communities in the southern portion of Lassen County include Doyle, Herlong, Milford and Janesville. In western Lassen County there is the community of Westwood. Eagle Lake sits in the center of the county and is a popular recreation destination. Termo, Madeline and Ravendale are located in the northern part of Lassen County off of US 395. The major arterial highway through Lassen County is US 395, connecting the county to Alturas in Modoc County to the north and Reno, Nevada to the south. State Routes 44 and 36 also service the area, connecting Lassen County to the greater Sacramento Valley and the City of Redding.

⁴ According to the "Unduplicated Student Poverty – Free or Reduced Price Meals Data 2019–20" provided through the California Department of Education website.

Figure 4
Lassen County Land Use and Major Activity Centers



Figure 5
Susanville Land Use and Major Activity Centers



Major employment centers in the county include the Sierra Army Depot and a federal prison in Herlong as well as two state prisons in Litchfield. County government offices are located in Susanville. The City of Susanville is a rather compact city with a grid street system split by state highways 36 and 139. There are multiple senior and other multi-family housing units. The SR 36 corridor represents the main commercial core. Residential neighborhoods are spread out throughout the City. Many commercial facilities including grocery stores are focused in the southeastern part of Susanville. Figure 5 graphically displays all these land uses and major activity centers.

EXISTING FACILITIES AND PROGRAMS

Lassen County has a network of trails, bike routes, sidewalks, and transit available to promote active transportation. This section outlines the existing opportunities for walking, biking, and public transportation, as well as the gaps in this network. Identifying barriers to active transportation use and highlighting opportunities for improvement will help the LCTC identify projects and obtain funding for improvements.

Existing Bikeways

Lassen County has a few utilitarian and recreational bikeways, with most centered around the Susanville area. Figures 6 (Lassen County Facilities) and 7 (Susanville Facilities) display these facilities which are described below:

- **Skyline Class I Bicycle Path** – A Class I path runs the length of Skyline Drive from 250 yards east of Paul Bunyan Road to Johnstonville Road. This bike path sees significant pedestrian and bicycle use. This trail acts as a major non-motorized connector around the city limits of Susanville. Continuation of the path from Johnstonville Road to the Bizz Johnson Trail is considered high priority. The extension will help to provide parallel capacity to SR 36 for non-motorized uses.

Of note is a gap in the non-motorized network between the Skyline path terminus and Paul Bunyan Road (at the Diamond Mountain Casino). Pedestrians and cyclists travelling from the western end of the Skyline Bike Path toward the Casino must walk on the dirt shoulder of Skyline Drive to the intersection with Paul Bunyan Road (250 yards). There is a small section of sidewalk on the other side of Skyline Drive in this location but no crosswalk to get there. Closing this gap would not only connect non-motorized users to the Casino but also to Susanville Ranch Park which includes an extensive dirt trail network.

- **Susan River Class I Bicycle Path (River Front Trail)** – This Class I path follows the Susan River from Alexander Avenue to Riverside Drive just behind the Safeway shopping center. The path crosses Riverside Drive where the river does. There is a crosswalk at this location. The Susan River Trail provides a good connection to many commercial services in downtown Susanville (Safeway, Walmart and Rite-Aid) from residential neighborhoods in mid-town and south of Riverside Drive. However, the path abruptly stops at Alexander Avenue. If continued along the river it could connect to Lassen High School off of Richmond Road.

Figure 6

Lassen County Existing and Proposed Bike Facilities



Figure 7

Susanville Existing and Proposed Bicycle Facilities



- **Class III Bike Routes** - Share the Road signage has been put in place along U.S. Highway 395 and State Routes 36, 44 and 139, as well as on local roads such as Richmond Road and Johnstonville Road. The bike routes provide for regional connections to neighboring counties along these routes.

Regional Connections

Lassen County is bordered by Sierra County, Plumas County, Shasta County, Modoc County, and the State of Nevada. U.S. Highway 395 and State Routes 70, 36, 44, 299, and 139 all provide regional roadway connections to these counties and their urban areas, while local roads provide minor connections to the State of Nevada.

Multi Modal Connections

A safe and equitable transportation system should include multi-modal connections where users can switch from one mode to another such as from public transit to bicycling to complete a trip. Lassen County has a fixed-route and demand responsive transit system for both residents and visitors in Lassen County, Lassen Rural Bus. Transit service operates hourly within Susanville and routes extend as far as the Susanville Municipal Airport, Johnstonville, Janesville, Milford, Herlong, and Doyle, and west County service to Westwood and Hamilton Branch (Plumas County) as well as intra-city service in Susanville. The inter-city bus routes have connections to Plumas County Transit and Modoc County's Sage Stage.

The Lassen Rural Bus allows bikes on the buses utilizing bike racks on the outside of the vehicles; however, there are no bicycle parking facilities at Lassen Rural Bus (LRB) stops other than those provided by stores and landowners (such as at Safeway and Walmart). Plans are to improve up to ten stops in the next two years (2021-2022), including installation of bike racks at eight stops.

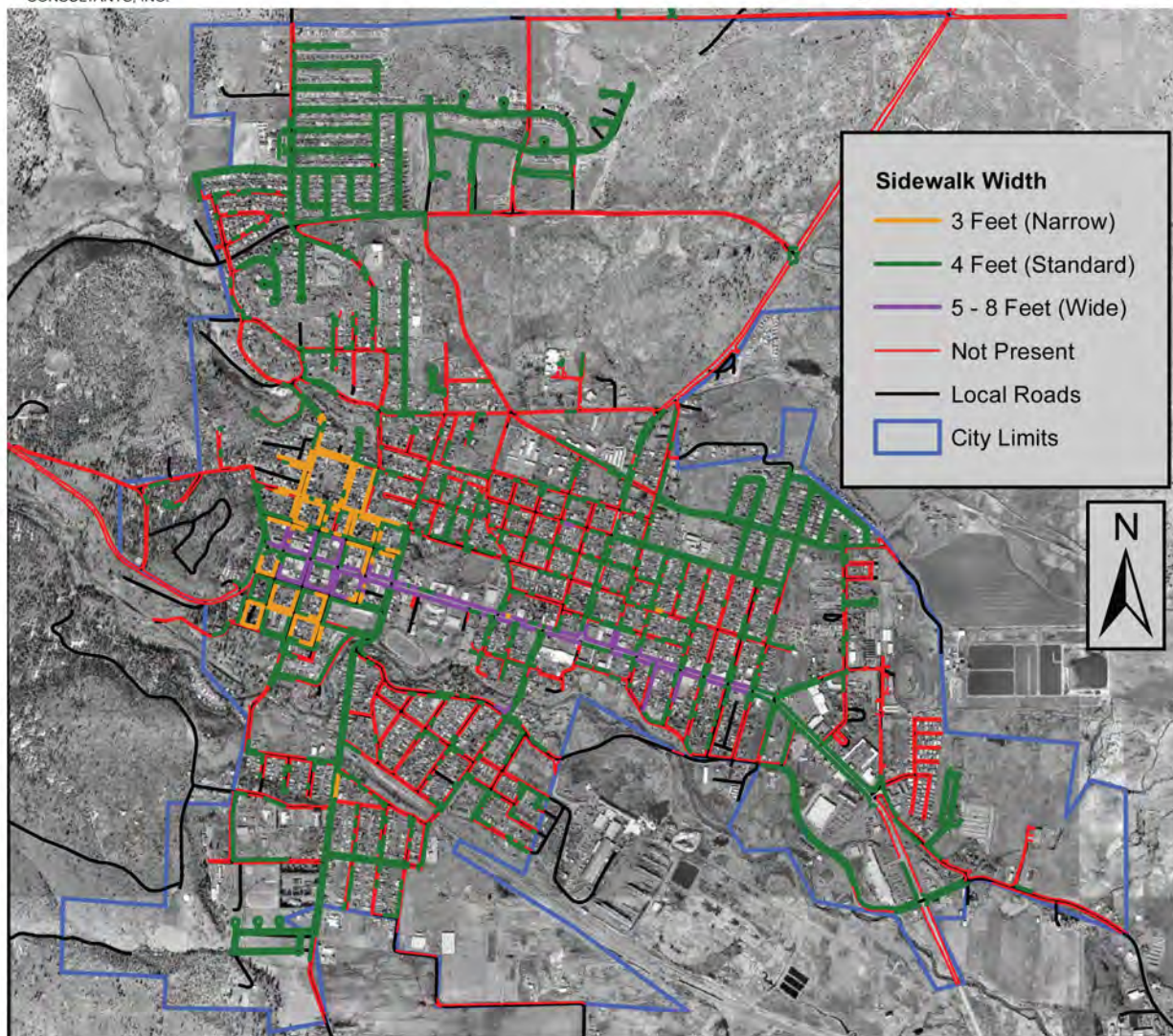
Existing Pedestrian Facilities

Susanville

The City of Susanville has a sidewalk network (Figure 8) but there are some notable gaps:

- Discontinuous sidewalks along Riverside Drive
- Discontinuous sidewalks along Mesa Drive between Eskaton Lassen Manor Senior Apartments and downtown.
- Gap in sidewalk network between the end of the Skyline Trail and Diamond Mountain Casino
- Very limited sidewalks on Cherry Terrace which connects residential neighborhoods to Susanville Ranch Park
- Paul Bunyan Road between Skyline and Chestnut
- Grand Avenue between Chestnut and 5th Street and inconsistent sidewalks along Grand Avenue to Main Street.

Figure 8
Existing Pedestrian Facilities



The entire length of Main Street through Janesville does not have sidewalks or bicycle facilities. There are very limited sidewalks in the community of Westwood, particularly along Mooney Road (A-21) between the Westwood Senior Apartments and the entrance to Pinetown, both residential areas for low income/seniors.

Existing Recreational Trails

Public lands make up a large proportion of land within Lassen County and include a large network of service roads and informal trails, as well as formal trails. The opportunity for trail access is almost limitless, with much of the population able to find some sort of walking trail within blocks of their homes. The more established trails are described below.

Susanville Ranch Park

Susanville Ranch Park is a 1,100-acre park property in northwestern Susanville, owned and managed by Lassen County and the Bureau of Land Management as a shared-use recreation area. The park has over 65 miles of dirt trails available for hiking, mountain biking and equestrians. The park borders the northwest side of the city and can be accessed from Lakewood Way or Meadow View Drive. The trailhead includes a large parking area with a bus stop and shelter. Although the park can be accessed by low volume residential streets, there is no consistent non-motorized network leading to the park.

Bizz Johnson National Recreation Trail

The Bizz Johnson National Recreation Trail follows the old Fernley and Lassen Branch Line of the Southern Pacific railroad for a 25.4 mile stretch from Susanville westward to Mason Station near Westwood. For the first 16 miles, the trail follows the Susan River. As it winds through the rugged Susan River Canyon, the trail crosses the river 12 times on bridges and trestles and passes through two tunnels.



Like its name suggests, the trail is an attraction far beyond the local area, offering recreation opportunities including hiking, mountain biking, horseback riding, fishing, swimming, cross-country skiing, snowmobile riding (west of Devils Corral only), wildflower viewing, wildlife viewing, bird watching and dog walking. Numerous events are hosted on the trail which draw people from the region and nationally, such as the annual Rails to Trails Festival held yearly in October, marathons, organized bike rides, an Archaeology Day, et cetera.

The trail has three trailheads.

- The [*Susanville Trailhead*](#) is located off Richmond Road between North Railroad Avenue and South Railroad Avenue at the train depot. This location offers free public parking in a paved lot.
- The [*Hobo Camp Day Use Area*](#) is situated along the Susan River, also in Susanville. The trailhead is several miles up Hobo Camp Road at a day use area which includes picnic tables, fire rings, grills and restrooms. The gate opens at 8:00am and closes at sunset.

- The *Devil's Corral Trailhead* is located at the 7-mile mark of the Bizz Johnson Trail. And provides easy access to the Southside trail, swimming and kayaking in the Susan River and to view the scenic part of the Susan River on bicycle, horseback or foot. Visitors often shuttle to the Devil's Corral Trailhead then bike ride the 7 miles back to the Hobo Camp Trailhead.

Bald Mountain - Mountain Bike Trails

The Bald Mountain Trail system is located on the eastern end of low ridge (1,000 feet of vertical) that extends from the foothills of Diamond Mountain east out into the northwest end of Honey Lake Valley just 15 miles east of Susanville, CA. The area, is managed by the BLM, consists of 3,120 acres of public land and includes 11 miles of trails open to mountain biking, horseback riding and running. A total of 28 miles of trail is planned for the area as well as trailheads, kiosks, and supporting facilities.

Modoc Rail Trail

The Modoc Line Rail Trail is an 85-mile rail trail, which runs from Wendel Road in eastern Lassen County to Likely in southern Modoc County. The trail is open to vehicles with shared use between bikers and equestrians or as posted at each segment. The surface is gravel with sections of remnant railroad ballast. The trail travels through open cattle range.

CRASH HISTORY

Crashes involving bicycles or pedestrians was reviewed for the past five years. As indicated in Table 3, there have been 18 crashes involving pedestrians or bicyclists in Lassen County over the five year period from 2014 through 2019, with two resulting in fatalities and the remaining resulting in injuries. One fatality (in 2016) occurred when a pedestrian was illegally crossing the street not in a crosswalk at night (alcohol was involved). The other occurred in the daylight hours at the intersection of SR 36 and SR 44. Another fatality occurred after the time period data is available on Main Street in Susanville. Four of the crashes, including one of the fatalities, involved felony hit-and-runs. Four occurred with functioning control devices, while ten did not have control devices and four did not specify control devices. A map of the crashes is shown in Figure 9.

ESTIMATED BICYCLE AND PEDESTRIAN TRIPS

Throughout the US, the number of bicycle trips made for any purpose is significantly lower than the number of trips made by auto. As such, there is significantly less data available or surveys conducted pertaining to biking or walking trips. The US Census provides information regarding mode split (the proportion of travel by each mode) for work trips, but it does not provide information on children's travel mode to school or everyday trips. The National Household Travel Survey (2017) provides information on the number of total daily trips and travel mode share; however, this does not reflect the uniqueness of a sparsely populated rural area such as Lassen County. As reiterated throughout this document, bicycle and pedestrian travel is more difficult in rural areas (outside of Susanville) due to long distance trips and the lack of safe facilities.

Table 3: Lassen County Bicycle and Pedestrian Collision History 2014-2019

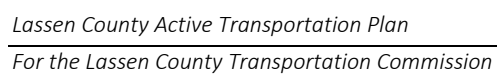
When Collision Occurred	Where Collision Occurred		Collision			Motor Vehicle		Conditions		
								Pedestrian	Lighting	Control
Date	Day	Time	Primary Road	Secondary Road	Severity	Killed	Injured	Action	Device	Involved
1/12/2015	Mon.	4:30 PM	Riverside Dr	State Route 36	3	0	1	2	Daylight	Functioning
2/11/2015	Wed.	8:36 PM	State Route 36	Alexander Ave	3	0	2	3	Dark, w/St Lights	Functioning
2/5/2015	Thurs.	4:56 PM	Richmond Rd.	Riverside Dr	3	0	1	2	Daylight	-
5/2/2015	Sat.	2:38 PM	Main St	Johnstonville Rd.	3	0	1	2	Daylight	Functioning
6/12/2015	Fri.	10:17 PM	State Route 36	N. McDow St.	3	0	2	3	Dark, w/St Lights	-
11/12/2015	Thurs.	1:50 PM	State Route 36	Small St.	3	0	1	2	Daylight	-
2/20/2016	Sat.	3:00 AM	N. Sacramento St.	1st Street	3	0	1	2	-	-
2/26/2016	Fri.	4:03 PM	State Route 36	N. Mesa St.	4	0	1	2	Daylight	Functioning
11/3/2016	Thurs.	3:58 PM	N. Fairfield Ave	Paul Bunyan St.	2	0	1	2	Daylight	None
11/25/2016	Fri.	8:05 PM	State Route 36	S. McDow St.	4	0	1	2	Dark, w/o St Ligh	None
5/11/2016	Wed.	10:30 AM	State Route 36	State Route 147	4	0	1	2	Daylight	None
6/9/2016	Thurs.	9:49 PM	US 395	Johnson Rd.	3	0	1	2	Daylight	None
10/11/2016	Tues.	9:02 PM	Johnstonville Rd	Big Sky Blvd.	1	1	0	2	Dark, w/St Lights	None
1/7/2017	Sat.	1:51 PM	State Route 44	State Route 36	1	1	0	3	Daylight	None
10/8/2017	Sun.	4:45 PM	US 395	Hall Rd.	2	0	1	2	Daylight	None
4/24/2018	Tues.	10:10 AM	US 395	Antelope R	2	0	1	2	Daylight	None
7/17/2018	Tues.	5:50 PM	Fir Street	3rd Street	3	0	1	2	Daylight	None
9/1/2019	Sun.	9:00 AM	3rd Street	Cedar Street	2	0	1	2	Daylight	None

Note 1: Collision severity is ranked from 1 (most severe) to 4 (least severe). All of these collisions were due to vehicle code violations.

Note 2: A = No Pedestrian Involved; B = Crossing in Crosswalk at Intersection; C = Crossing in Crosswalk Not at Intersection; D = Crossing Not in Crosswalk; E = In Road, Including Shoulder;

NS = Not Stated

Source: SWITRS



Several data sources were considered in this document to estimate existing bicycle trips in Lassen County. Table 4 presents estimated existing bicycle/pedestrian trips (active transportation trips) in Lassen County by Census Place. At first, commute mode split and the number of employees or commuters were obtained from the American Community Survey. In total, it is estimated that roughly 72,756 walk trips and 2,507 bicycle trips are made annually in Lassen County for commute purposes.

The National Household Travel Survey (2017) provides an estimate for the number of annual trips for all trip purposes. Survey data indicates that roughly 8.12 trips per household are made on an average day. In Lassen County this equates to around 17 million trips annually. After applying the walk and bicycle mode split from Census data for each Census Place, it is estimated that roughly 491,223 trips are made by foot and 16,515 by bicycle in Lassen County annually.

TABLE 4: Estimated Existing Bicycle and Pedestrian Trips in Lassen County

Census Place	Commute Mode Split		# of Commuter	# of Annual Commute Trips		# of Households	# of Total Annual Trips ⁽¹⁾	# of Total Annual Trips	
	Walk	Bike		Walk	Bike			Walk	Bike
Bieber	0.0%	0.0%	77	0	0	68	201,688	0	0
Doyle	0.0%	0.0%	283	0	0	293	869,038	0	0
Herlong	0.0%	0.0%	117	0	0	132	391,512	0	0
Janesville	0.0%	0.0%	1,195	0	0	1,178	3,493,948	0	0
Johnstonville	0.9%	0.0%	425	1,913	0	443	1,313,938	11,825	0
Litchfield	0.0%	0.0%	78	0	0	75	222,450	0	0
Spaulding	0.0%	0.0%	32	0	0	99	293,634	0	0
Susanville	5.3%	0.2%	2,507	66,436	2,507	2,784	8,257,344	437,639	16,515
Westwood	1.9%	0.0%	464	4,408	0	741	2,197,806	41,758	0
Total	--	--	5,178	72,756	2,507	5,813	17,241,358	491,223	16,515

Source: 2020 American Community Survey 5 Year Estimates
Note 1: Based on average annual trips per household per 2017 National Household Travel Survey

BICYCLE AND PEDESTRIAN TRIPS RESULTING FROM PLAN IMPLEMENTATION

Multiple studies have shown that an increase in bicycle facilities leads to an increase in the number of bicycle trips. The City of Denver provides one documented example: according to the City's Bicycle Advisory Committee, bicycle commute mode share increased from 1.6 percent in 2007 to 2.9 percent in 2012 (an 81 percent increase), over the same period that the number of bicycle lane miles in Denver increased by 100 percent from 60 to 120 miles. The Minnesota Department of Transportation conducted a study in 2008 entitled *The Impact of Bicycling Facilities on Commute Mode Share*. Bicycle commute rates and construction of new facilities between 1990 and 2000 were reviewed in the cities of Chicago, Colorado Springs, Madison, Orlando, Austin, and Salt Lake City. The study found that the level of increase in bicycle commute rates depended highly on the level of connectivity between facilities, the proximity to downtown employment hubs, and the level of promotion of the new facilities. For example, bicycle

commute mode share rates in Austin, Texas increased from 0.87 to 1.19 percent (118 percent) in areas close to the new facilities and decreased from 0.31 to 0.14 percent in areas farther from the new facilities (the control group). Whereas, in Orlando bicycle commute mode share actually decreased from 0.66 to 0.46 percent (30 percent decrease). Austin's bicycling facilities area concentrated around the central business district whereas there is little connectivity in Orlando. In Orlando, facilities were built in middle to high income neighborhoods while the need for facilities is in low-income neighborhoods. In summary, bicycle mode share rates in many of the areas studied in this report increased by more than 100 percent between 1990 and 2000.

The Federal Highway Administration (FHWA) conducted a Non-Motorized Transportation Pilot Program (NTPP). The purpose of the project was to analyze and evaluate the impacts of non-motorized investments on travel behavior. Four study areas were evaluated: Columbia, Marin County, Minneapolis Area, and Sheboygan County. For the study, bicycle and pedestrian counts were taken at the same locations every year from 2007 – 2013 as non-motorized improvements were implemented. The results showed that for all four study areas pedestrian and bicycle counts increased by 19 and 62 percent, respectively over the 7-year period. These increases equate to 3.7 and 10.5 percent average annual growth rates for walking and bicycling, respectively. Of the study areas, Sheboygan County, WI is the most rural of the study areas and therefore the most similar to Lassen County. In Sheboygan County, walking trips increased by 85 percent during the study period while bicycling decreased by 1 percent. Some of this disparity can be attributed to construction of pedestrian projects first, heavy construction activities inhibited non-motorized travel, and the county opted to not market the new facilities until they were completed after 2013.

According to the US Department of Transportation, around one-third of all trips within one mile are made by bicycle or walking and 8 percent of trips within 1 – 3 miles are made by foot or bike. The Rails to Trails Conservancy Report *Active Transportation Transforms America – The Case for Increased Public Investment in Walking and Biking Connectivity* estimates that the non-motorized mode share could increase to 50 percent for trips within one mile and 10 percent for trips within 1 – 3 miles when non-motorized facility improvements are made. As Susanville is a rather compact city, many work or personal trips within the City would be within 1 mile and all would be within 3 miles.

Although Lassen County is not urban, the City of Susanville is relatively centralized but lacks connectivity. Lassen County as a whole has a walk commute mode split of 2.2 percent and a bicycle mode split of 0.1 percent. This is similar to commute mode splits for the State of California of 2.5 percent for walking and 0.8 percent for biking. The City of Susanville accounts for most of the non-motorized commuting. With proper connectivity and promotion as proposed in this plan, it can be assumed that bicycle and walk commute mode share will increase significantly as a result of ATP improvement projects.

A conservative estimate would be that the bicycle mode share in Lassen County will increase by 50 percent as a result of implementation of high priority projects in this plan and the walk mode share by 15 percent. In order to see this level of increase in bicycle/pedestrian travel mode share, the region must actively promote and market the new facilities. Applying the bicycle share increase to the existing 0.1 percent bicycle mode split results in a new bicycle mode split of 0.15 percent. This would equate to an increase of 2,027 bicycle trips annually for commuting purposes and therefore represents a general estimate of total new bicycle trips. Walking commute mode split would increase from 2.2 percent to 2.5 percent and generate an additional 13,375 walking commute trips.

Another consideration for a discussion of bicycle/pedestrian trip growth is E-bikes. Studies have shown that E-bikes have a significant effect on increasing active transportation. According to a report produced by the Rails to Trails Conservancy *Active Transportation Transforms America – The Case for Increased Public Investment in Walking and Biking Connectivity*, users reported that 46% of commuting trips and 30% of personal trips would have been made by car instead of e-bike, if an e-bike was not available. By developing the bicycle network in Lassen County, mode shift to bicycle could increase at a much faster rate with e-bikes.

WAYFINDING

As mentioned in the introduction of this plan, the City of Susanville conducted a Vehicular Wayfinding Plan. The preliminary plan includes 17 signs on SR 36 (Main Street), providing directions to 35 destinations throughout the community. Signs which specifically identify recreation-based locations popular for biking or walking include:

Sign Location	Destinations Included
At NW Roop and SR36 (west)	Eagle Lake (17 miles) and Inspiration Point Vista
At S Union and S Weatherlow (west) and N Weatherlow & SR36 (west)	Roop's Fort Museum and Memorial Park
At S Union and S Weatherlow (east) and N Weatherlow & SR 36 (west)	Historic Railroad Depot, Diamond Mountain Golf Course, Honey Lake Community Pool, and Bizz Johnson Trail Head
Small St & Alexander Ave (east) and Ash St & Park St (west)	Susan River Parkway, Riverside Park
Alexander Ave & Ash St (east) and Hall & Ash St (west)	Susanville Ranch Park, Lassen College, Banner Lassen Medical Center, Skyline Trail, Library
Riverside Dr & Fairground Rd (east) and Riverside Dr (west)	Susan River Trail, Skyline Trail

Clear, attractive signage with a unifying theme enhances active transportation.

BICYCLE PARKING AND SUPPORT FACILITIES

Bikeway support facilities include physical infrastructure designed to accommodate or promote the use of bicycles. Examples include bicycle racks, bicycle lockers, restrooms, and shower facilities. There are a few bike racks located at major shopping centers, schools, parks, and employment centers in the Susanville area. The Lassen Rural Bus vehicles have bicycle racks for multi-modal connections. Other facilities such as bicycle lockers, restrooms, or shower facilities do not exist in the county. Support facilities are important because potential riders can be discouraged from riding if they think that their bicycle may be stolen or vandalized or if sufficient facilities are not provided to make bicycling convenient.

This page left intentionally blank.

GOALS, OBJECTIVES AND POLICIES

The development of goals, objectives, and policies for this plan are intended to provide specific direction on the necessary actions involved in planning, designing, funding, and constructing bikeway facilities. The following information is based on the relationship between the proposed bikeway system, key issues facing implementation of specific routes, and the requirements of local, state, and federal funding programs. To create a more user-friendly document, this section is organized by “topic areas” that relate to specific implementation issues. These topic areas include:

- Overall System;
- Future Development;
- Commuting;
- Safety Education;
- Environmental Considerations;
- Funding; and
- Maintenance and Responsibility

Within each topic area addressed below, the reader will find an overall goal, measurable objective, and policies with specific action statements related to the development of specific facilities or programs.

OVERALL SYSTEM

The following goal and policy statements express the philosophy behind this plan and the proposed system. They stem from the County’s desire to provide citizens and visitors with a bikeway system that can accommodate all trip purposes.

Goal 1: Provide safe and efficient bikeways in Lassen County

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

Policies

- 1.1 Continue to update the Lassen County Active Transportation Plan to identify existing and future needs and provide specific recommendations for facilities and programs including adequate provisions for bicycle use and bikeways in all new developments.
- 1.2 Create a bikeway system that is cost-effective to construct and maintain; respects landowners, utilities, and special districts’ property rights; and minimizes the potential for conflicts with other types of vehicles and users.

- 1.3 Require all bikeways to conform to design standards contained in the latest version of the Highway Design Manual, “Chapter 1000: Bikeway Planning and Design,” Caltrans, unless otherwise established by the Lassen County Board of Supervisors or the City of Susanville City Council.
- 1.4 Update local roadway design standards to include sufficient pavement sections to accommodate bikeway facilities.
- 1.5 Consider a proposed route’s importance in providing access to regional bikeway facilities when recommending local routes for implementation.
- 1.6 Coordinate with agencies such as Caltrans, Sierra County, Plumas County, Shasta County, Modoc County, and the Nevada Department of Transportation regarding the implementation of the proposed system.

FUTURE DEVELOPMENT

As development occurs in Lassen County, individual projects should be reviewed to ensure consistency with the proposed system. In addition, development projects should adhere to the policy statements below regarding access, mobility, and support facilities for bicyclists.

Goal 2: Include bikeway facilities in all appropriate future development projects to facilitate on-site circulation for bicycle travel, on-site bicycle parking, and connections to the proposed system.

Objective: Maximize the number of daily trips made by bicycling in future development areas.

Policies

- 2.1 Require future development to construct and dedicate bikeways included in the proposed bikeway system as a condition of development. The bikeways should provide connectivity between new development and the proposed bikeway system.
- 2.2 Require future commercial development to provide bicycle access to surrounding residential areas when a nexus can be demonstrated between the development and potential bicycle travel to and from the residential areas.
- 2.3 Require future non-residential development to place bike racks near entrances.
- 2.4 Consider landowner concerns when planning and acquiring off-street bikeway easements.
- 2.5 Meet the requirements of the Americans with Disabilities Act when constructing facilities contained in the proposed system, where applicable.
- 2.6 Require future residential developments to provide Class I or Class II bikeways to adjacent schools when designing future circulation systems.

COMMUTING

Commuters that bicycle to work can represent a larger percentage of total commute trips if a comprehensive network of bikeway facilities is developed. This plan proposes to implement such a system as defined by the following goal and policy statements.

Goal 3: Develop a bikeway system that enhances safety and convenience of bicycling to work and school.

Objective: Increase bicycle trips to work and school to reduce vehicle congestion and improve air quality.

Policies

- 3.1 Provide connections to the proposed system from all existing and future transit facilities, stations, and terminals in Lassen County.
- 3.2 Provide support facilities such as bicycle racks, personal lockers, and showers at appropriate locations such as “park and ride” facilities, employment centers, schools, and commercial centers. This policy should apply to Lassen County, the City of Susanville, and to new development.

SAFETY EDUCATION

Safety education is an important aspect of increasing bicycle use. If residents perceive the bikeway system to be unsafe, they will be discouraged from using it. Therefore, the following goals and policies are intended to improve the public’s knowledge of how to use the bikeway system safely.

Goal 4: Educate and inform all residents and visitors of Lassen County about how to use bikeway facilities safely.

Objective: Improve bicycle conditions in Lassen County by reducing accidents and increasing the number of bikeway system users.

Policies

- 4.1 Incorporate standard signing and traffic controls as established by Caltrans to ensure a high level of safety for bicyclist and motorist.
- 4.2 Use available accident data to monitor bicycle-related accident levels annually and target a 10 percent reduction on a per capita basis over the next twenty (20) years.
- 4.3 Encourage local law enforcement agencies and local school districts to cooperatively develop a comprehensive bicycle education program that is taught to all school children in Lassen County.

ENVIRONMENTAL CONSIDERATIONS

Bikeway facilities are generally considered to benefit the environment because their use reduces demand for motorized travel. Nevertheless, the construction of specific facilities may adversely affect the physical environment. The following goal and policy statements have been developed to avoid and minimize potential impacts to the environment.

Goal 5: Avoid adverse environmental impacts associated with the implementation of the proposed system.

Objective: Mitigate potentially significant impacts to a level of less than significant.

Policies

- 5.1 Conduct environmental review consistent with the California Environmental Quality Act for individual projects as they advance to the implementation stage of development.
- 5.2 Avoid areas of sensitive habitats for plants and wildlife when constructing facilities contained in the proposed system whenever feasible. If sensitive areas are affected by new routes, mitigate impacts through the appropriate California Environmental Quality Act or National Environmental Policy Act process.
- 5.3 Solicit and consider community input in the design and location of bikeway facilities.
- 5.4 Consider the effect on other transportation facilities such as travel lane widths, turn lanes, on-street parking, and on-site circulation when planning and designing on-street bikeways.

FUNDING

To obtain the funding required to implement the proposed system, local and regional agencies in Lassen County must take advantage of funding sources at the state and federal level. Because there are limited funding opportunities, it will also require a commitment of local funding.

Goal 6: Acquire sufficient funding to construct top priority projects in 20 years.

Objective: Maximize the amount of local, state, and federal funding for bikeway facilities that can be received by agencies in Lassen County.

Policies

- 6.1 Maintain current information regarding regional, state, and federal funding programs for bikeway facilities along with specific funding requirements and deadlines. The LCTC should be responsible for this effort.
- 6.2 Prepare joint grant applications with other agencies or eligible groups for state and federal funds.

- 6.3 Seek outside funding to the maximum degree possible to minimize fiscal impacts of bicycle facilities on limited local transportation funds.
- 6.4 Encourage partnerships as a means to jointly fund bicycle transportation facilities.

MAINTENANCE AND RESPONSIBILITY

Goal 7: Develop a program to provide regular bikeway maintenance

Objective: Obtain funding or identify funding sources that will provide sufficient funding to maintain the proposed system.

Policies

- 7.1 Require that bikeways and road shoulders be maintained in the best possible condition during construction and repair or remove damages or hazards when identified.
- 7.2 Implement a regular striping program and initiate a bicycle hazard remediation program such as sweeping, hazard identification, pavement repairs, striping, and signs along bike route, as funding becomes available.
- 7.3 Identify and implement funding strategies for installing and maintaining bicycle related facilities.
- 7.4 Recommend to appropriate City and/or County Agency to require developers to include bicycle facilities in new large proposed projects, with such facilities to either be offered for public dedication upon completion or to be held and maintained by an applicable private management organization. An assessment district may be recommended in order to provide a funding source for maintenance.
- 7.5 In instances where bicycle facilities are required as a part of a proposed private development, developers may also be required to fund pre-construction and construction costs associated with proposed bicycle facilities.
- 7.6 Maintain an up-to-date prioritized list of bicycle projects, projected costs, and potential funding sources.

This page left intentionally blank.

Chapter 4

ACTIVE TRANSPORTATION NEEDS AND POTENTIAL IMPROVEMENTS

Susanville is a very compact community, roughly two miles across and is largely flat. This is a very reasonable biking distance for many trip purposes. Being located on the eastern side of the Sierra there is less precipitation than the western portion of the state. Weather plays a role in someone's decision to bike to work. Despite these factors Susanville has a bicycle mode split of less than one percent. A lack of safe bicycle facilities and connectivity contribute to a lower desire to bicycle. With the exception of Westwood, outside of Susanville there are very few residents who bicycle for utilitarian purposes. The distances between communities are too great to make bicycling an attractive option.

The following are some of the major issues and concerns related to bicycling needs in Lassen County.

- Narrow shoulders on local roadways and state highways
- Connectivity between existing facilities such as the Susan River Trail, the Skyline Trail and the Bizz Johnson Trail and major activity centers such as Susanville Ranch Park and Lassen College
- No bicycle lanes in downtown Susanville along SR 36, Main Street
- Considering the level traffic through downtown Susanville with no bicycle facilities, there is a need for parallel capacity. Bicycle routes which provide connections between residential and commercial uses on opposite sides of town without having to travel on SR 36.
- City pedestrian facilities lack width or physical obstructions

SUMMARY OF PEDESTRIAN NEEDS

Recently rebuilt sidewalks along the Main Street of Susanville, particularly in the uptown area, provide much needed pedestrian infrastructure, but in many other areas of Susanville and other communities in the county, the pedestrian facilities are degraded by freezing winters and hot summers. While all county residents benefit from pedestrian amenities, it is particularly important to provide access to seniors, safe routes to schools, and walkability for low-income neighborhoods. The priorities for pedestrian improvements can be summarized as:

- Improve access to schools—
 - In particular, schools with higher levels of FRPMs (as discussed previously), including Fletcher Walker Elementary School in Westwood, and Sierra Primary and Herlong High School in Herlong.
 - Lassen High School in Susanville should also be a focus of pedestrian improvements due to its size and the potential to influence walking as a mobility choice.

- Diamond Middle School is also a good candidate for improving pedestrian access as middle-schoolers are not yet driving and the school borders low-income neighborhoods (with Section 8 housing both south and northeast of the school).
- Improve access to senior communities, including areas around the Susan River Apartments, Eskaton Lassen Manor, and Eagle Lake Senior Living in Susanville.
- Improve pedestrian access in low-income neighborhoods.
- Crossing Main Street in Susanville can be a daunting prospect. There are no crosswalks east of Mesa Street. Safety on existing crosswalks could be improved.
- Add solar lights on pedestrian paths for safety.
- No sidewalks along Main Street in Janesville.
- Close the gaps in the sidewalk network in Susanville.
- Lassen County is appealing for recreational cyclists and hikers. The region should build on this momentum and create more recreational oriented trails with associated trailhead facilities.

PROJECT PRIORITIZATION CRITERIA

A large number and wide range of capital improvement projects will be required to address all the non-motorized issues and needs identified in this plan. Funding for active transportation projects is highly competitive. Therefore, it is important to develop a list of high priority projects which should be first in line for recurring funding sources or competitive grants. LCTC staff compiled an Initial List of Draft Active Transportation Projects and circulated it among stakeholders and the public. The Initial Draft list of Active Transportation Projects incorporated projects from the 2012 bicycle plan, Regional Transportation Plan, other relevant plans and public/stakeholder comment. Next the Initial Draft List of Active Transportation Projects was prioritized by LCTC staff and stakeholders using the following six criteria:

- **Safety** - How much will the project reduce accidents or the potential for accidents?
- **Connectivity** - Will the project increase connectivity between residential areas and goods and services?
- **Equity** - Will the project primarily benefit residents of a disadvantaged community?
- **Safe Route to School** – Will the project increase safety on a route to school and is located within one mile of a school?
- **Community Input** - Does the project address issues/needs that frequently come up in public input/outreach forums? Has the community expressed a high level of support for the project?
- **Feasibility** - How quickly or easily could the project be constructed? (Any major environmental or ROW issues?, Is it cost-effective?)

Stakeholders ranked each project on a scale from 1 (lowest) to 3 (highest priority) for each criteria. This ranking was used to develop the Lassen County Active Transportation Project Lists discussed below.

ACTIVE TRANSPORTATION IMPROVEMENT PROJECTS

Active Transportation Improvement projects are listed in Tables B1 – B6 in Appendix B. Projects are categorized by location (City or County) and priority (high, medium, or low). The following highlights the top priority projects in the City of Susanville based on input from stakeholders and the general public:

- **Skyline Class I Bike Path from Johnstonville Road to the Bizz Johnson Trail** –Extension of the existing Class I facility on the old railroad alignment will help to provide parallel capacity to SR 36 for non-motorized uses. SR 36 through downtown Susanville has high truck traffic volumes with no bicycle lane, making it a dangerous place to bicycle. The trail would require acquisition of property from the railroad. Recently, the parcel immediately east of the railroad depot was purchased by Lassen Land Trails and Trust.



- **Riverside Drive - Class I or II bicycle path/lane from Richmond Road to SR 36** - There is a need for safer facility for both bicyclists and pedestrians along Riverside Drive. Currently, bicyclists and pedestrians walk along a narrow gravel shoulder that creates a potential for vehicle vs. pedestrian/bicycle accidents. Riverside Drive provides connections between residential areas, Riverside Park and major commercial centers such as Walmart and Safeway. Environmental work was completed for 0.36 mile section of Class I trail from Riverside Park east to Susan River Trail along old gravel pathway on south side of Riverside Drive. This would include a pedestrian footbridge over the Susan River. Funding is needed for construction of the project.



A less expensive option would be to stripe the roadway for a Class II bicycle lane. Riverside Drive is 24 feet from centerline to curb, leaving sufficient room for a bicycle lane.

- **Richmond Road Class II Bicycle Lane** – Another project which could improve a safe non-motorized connection between the southwestern part of town and commercial centers like Walmart and Safeway on the eastern edge of town would be to construct Class II bicycle lanes along Richmond Road between Train Depot (Bizz Johnson Trailhead) and Riverside Drive which would then connect with bike lanes on Riverside Dr. (project above) and the existing Susan River Trail. The bicycle lane could be continued north on Riverside Drive from the depot less than one-quarter mile to the driveway leading to the high school Richmond Road has 19 ft travel lanes (centerline to curb). This allows for 6-foot bike lane but no on-street parking.

- **Non-motorized Connection between Skyline Trail and Susanville Ranch Park** – A notable gap in the bicycle network is a safe non-motorized connection between the west end of the Skyline Trail and Susanville Ranch Park. Susanville Ranch Park includes soccer fields, bus stop and mountain bike/hiking trails. A Class I/II facility could continue west on Skyline Road from the current terminus of the bike path to Paiute Lane. Then continue to follow the dirt Paul Bunyan logging road until Cherry Terrace. The facility would then follow Cherry Terrace north to the entrance of Susanville Ranch Park. One important section of this proposed connection is closing the gap between the western terminus of the Skyline Trail and the Diamond Mountain Casino at the intersection of Paul Bunyan Road and Skyline Road. The Skyline Trail ends abruptly roughly 250 yards east of the Casino. Trail users are forced to walk on a dirt shoulder until sidewalks resume at the Casino.



- **SR 36 through downtown Susanville** – The SR 36 Complete Streets and Safe Mobility Report identifies a lane reallocation alternative on highway 36 through Uptown Susanville that would reduce the lanes from 4 to 2 with a two-way left turn lane between Roop Street and Grand Avenue. Providing a continuous two-way-left-turn-lane for vehicles would eliminate queuing behind stopped vehicles and would decrease the occurrence of rear end accidents. The wider shoulder would enhance safety for entering and exiting parked vehicles, as a portion of the movement would occur outside the travel lane. This re-striping configuration would allow for Class II bicycle lanes along the highway and provide a safer bicycling route through Susanville’s commercial core. This alternative did not receive widespread support when it was initially proposed due to the perception that traffic would increase dramatically. More recent surveys indicated that the community is split roughly 50/50 on the issue.
- **Paul Bunyan Road** – Paul Bunyan Road connects central Susanville with the Diamond Mountain Casino. Sidewalks (some in disrepair) are located on the north side of the roadway from the Fairgrounds along single family and multi-family developments until Chestnut. The road has a narrow shoulder between Chestnut and the Casino. The roadway is 19 feet wide between Chestnut and the Casino which allows for a 6-foot bike lane. The 2011 Bicycle Plan recommended a parallel Class I facility going through the vacant lot just east of Paul Bunyan Road beginning at Chestnut and ending the current terminus of the Skyline Trail. This is considered a medium priority project because ROW would need to be obtained and it would be very expensive. A higher priority project on Paul Bunyan Road is a Class III bicycle lane along Paul Bunyan between Chestnut and Derek Drive which connects residential areas.

Recreational Trails projects are also prioritized in Table B-7.

Cost estimates were developed for high priority projects in Appendix B. These estimates were based on actual costs experienced in Lassen County and various other California communities. However, they should be used only to develop conceptual construction cost estimates. More detailed estimates will be developed as projects advance from the planning stage to design and construction.

MAINTENANCE

Generally, when surface conditions degrade to a point where tripping hazards exist or worsening running or cross slope conditions are making routes inaccessible, maintenance needs to occur. Maintenance is also necessary to respond to seasonal conditions such as fallen snow or overgrown vegetation. Every community should establish thresholds that trigger a response to these problems.

One-time grants can be obtained for construction of projects, but routine maintenance is funded by local jurisdictional recurring funding sources. Roadways with on-street bikeways will require a higher level of maintenance to ensure that roadway shoulders are free of debris and are in good condition. This requirement will result in higher total maintenance costs. The specific cost in any given year will depend primarily on the number of miles of on-street facilities and where facilities are located. For off-street bikeways, which have an annual maintenance cost of approximately \$8,500 per mile, maintenance will also be important. But, unlike the roadway system that is maintained by the County and Caltrans, off-street bike paths can be maintained by private groups such as volunteer organizations. This form of maintenance is useful for keeping costs down and provides an opportunity for educating youth or school groups about bicycling.

Stakeholders and the public have identified a need to repave the existing Susan River Bike Trail and Skyline Bike Trail. Resealing of the asphalt alone could cost on the order of \$10,000.

NON-INFRASTRUCTURE PROJECTS

Create a safety ambassador program (to help with homeless encounters)

Volunteer days to help with debris removal and weeding along existing bike paths.

Educational and Volunteer Programs

Programs to teach existing and potential bicyclists about the fundamentals of bicycle riding are important to establishing good riding habits. Programs could include regular bicycle-riding safety education by law enforcement officials from both the Susanville Police Department and the California Highway Patrol. The following steps are recommended to increase bicycle/pedestrian safety and increase active transportation users.

- Continue and expand bicycle education programs for school children. In the past, CHP has hosted bicycle rodeos with the assistance of the Susanville Police Department at community events.
- Provide grants for children to obtain a biking/skating helmet.
- Local advocacy organizations such as Susanville Area Biking Association could establish a safety ambassador program to help new cyclists ride defensively and learn the safest routes for non-motorized travel.
- Establish local volunteer trail days for paved trails. Activities could include picking up trash, weeding and cutting back brush.

This page left intentionally blank.

Chapter 5

POTENTIAL FUNDING SOURCES

One of the greatest constraints in implementing transportation improvement projects is funding. This chapter summarizes a variety of funding mechanisms both competitive and recurring revenue sources which could be used to plan, design and construct active transportation projects in Lassen County.

FUNDING

On November 15, 2021, President Biden signed the *Infrastructure Investment and Jobs Act (IIJA)* (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. In addition to funding existing programs new programs were created, some of which offer opportunities to fund active transportation projects.

- o *Safe Streets and Roads for All (SS4A)* discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022, up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Eligible projects include creating safer routes to schools for walking, biking and rolling in underserved communities.

State Transportation Improvement Program (STIP) – LCTC receives fuel excise tax and diesel fuel sales tax revenues from the State of California which are apportioned to the region by a population and highway lane miles. based formula. These funds may be used to finance transportation capital improvement projects that are both “on” and “off” the state highway system. This “regional share” must be relied on to fund capacity increasing projects on much of the state highway system. Critical to rural California counties, regional STIP funding may be used for local rehabilitation projects. Bicycle and pedestrian projects may be programmed in the STIP so long as they are eligible for State Highway Account (on the state highway) or Federal funds.

The Active Transportation Program (ATP) —Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354, was signed into law on September 26, 2013. The ATP consolidated existing federal and state transportation programs, including Transportation Alternatives Program, Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. Furthermore, disadvantaged communities must receive at least 25 percent of the program’s funding. The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- o Increase the proportion of trips accomplished by biking and walking;
- o Increase safety and mobility for non-motorized users
- o Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals;

- o Enhance public health, including reduction of childhood obesity through programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- o Ensure that disadvantaged communities fully share in the benefits of the program; and
- o Provide a broad spectrum of projects to benefit many types of active transportation users.

The program is very competitive but is the primary funding source for bicycle and pedestrian projects. No local match was required for the most recent ATP cycle.

Transportation Development Act (TDA) – Local Transportation Funds (LTF)

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF), which began in 1972, and the State Transit Assistance (STA) fund, established in 1980.

The major portion of TDA funds is provided through the LTF. These funds are generated by a one-fourth cent statewide sales tax and returned to the county of origin. Consequently, LTF funds are based on local population and spending. The primary purpose of LTF funds is to support public transit however, funds can be allocated for other purposes in certain circumstances. A small portion of LTF funds can be set aside to pay for pedestrian or bicycle facilities. As this amount is often small, it is typically used as a local match for other grants. LCTC has around \$35,000 in LTF funds available for bicycle and pedestrian projects.

Highway Safety Improvement Program (HSIP)

This program authorizes roughly \$2.3 million in annual funding for projects with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads and pedestrian and bicycle facilities. Safety projects include railway-highway crossing and infrastructure safety needs, in addition to safety programs such as education, enforcement, and emergency medical services. Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. Beginning with HSIP Cycle 11 (April 2022), applicants must have developed a Local Roadway Safety Plan (LRSP). Lassen recently completed an LRSP.

Senate Bill 1: Road Maintenance and Rehabilitation Program

Senate Bill 1 created the Road Maintenance and Rehabilitation Program to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. Active transportation related maintenance projects are eligible if program maintenance and other thresholds are met and the project is on-street. Funds are allocated to eligible jurisdictions.

Sustainable Transportation Planning Grant Program

This grant program was created to support Caltrans' current Mission: Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Overarching objectives of this grant program are to ensure consideration of these major efforts in transportation planning, including sustainability, preservation, mobility, safety, innovation, economy, health, and equity. There are two separate grant programs: Strategic Partnerships and Sustainable Communities, which effectively replace former Environmental Justice, Community-Based Transportation Planning, and Transit Planning grant programs. Typically, a 11.47% local match is required, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted. This source would be appropriate for trail studies.

Tribal Transportation Program (TTP)

The FHWA provides recurring funding to tribes to improve transportation facilities. The purpose of the TTP is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities. A prime objective of the TTP is to contribute to the economic development, self-determination, and employment of Indians and Native Americans. The Tribal Transportation Program is funded by contract authority from the Highway Trust Fund and is subject to the overall Federal-aid obligation limitation. Funds are allocated among Tribes using a statutory formula based on tribal population, road mileage and average tribal shares of the former Tribal Transportation Allocation Methodology (TTAM) formula.

Affordable Housing and Sustainable Communities Program (AHSC)

This program is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development. AHSC is one of many California Climate Investments programs funded by auction proceeds from California's Cap and Trade emissions reduction program. Non-motorized transportation infrastructure is eligible, but the project area must include an affordable housing development and transit stop. The project must reduce Vehicle Miles Travelled (VMT).

Urban Greening Grant

This competitive grant distributed through the California Natural Resources Agency is funded with Greenhouse Gas Reduction Fund (GGRF) revenues. Eligible projects must include one of the following elements:

- Sequester and store carbon by planting trees;
- Reduce building energy use by strategically planting trees to shade buildings; and
- Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

In addition to reducing greenhouse gas emissions, SB 859 requires all projects to achieve measurable benefits. Per statute, all projects must do at least one of the following:

- o Acquire, create, enhance, or expand community parks and green spaces, and/or use natural systems or systems that mimic natural systems to achieve multiple benefits.

Priority is given to project in disadvantaged communities. Roughly \$28.5 million was available for the funding cycle in 2020. It is unknown if additional funding cycles will be available in the future.

The *Recreational Trails Program* provides recreational trails for both motorized and nonmotorized use. Eligible projects for this competitive program include trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR) and the Department of Transportation (Caltrans) Active Transportation Program (ATP). Non-motorized DPR projects are administered by the Office of Grants and Local Services and motorized projects are administered by DPR's Off-Highway Motor Vehicle Recreation Division. The program requires a 12 percent local match. Trails must be separated from a road and not within a road right of way. Eligible projects include construction of new trails, renovation of existing trails (routine maintenance is not eligible), development of trailhead facilities and trailside features such as interpretive signage.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

This federal grant program provides funding for capital projects; pilot projects that result in long term, permanent surface transportation infrastructure; and planning projects with the goal of helping communities around the country to conduct projects with a significant local or regional impact. RAISE grant cycles occur annually and have a \$1,000,000 project minimum in rural areas and a maximum of \$25,000,000. Funds are programmed by the US Department of Transportation. This is a highly competitive funding source.

County Service Areas

CSAs are special taxing areas designed to provide revenue for unincorporated portions of the county for services such as water, fire protection, and road maintenance. Often roadways in the CSA's are not part of the County Maintained Mileage System and therefore cannot be supported with state and federal funds.