

**ACTIVE TRANSPORTATION PROGRAM  
CYCLE 2**

**GLENSHIRE DRIVE PEDESTRIAN AND BICYCLE IMPROVEMENT  
PROJECT**

**APPLICATION SUBMITTED BY:**



**TOWN OF TRUCKEE  
10183 TRUCKEE AIRPORT ROAD  
TRUCKEE, CA 96161**

**TOWN OF TRUCKEE**  
**GLENSHIRE DRIVE**  
**PEDESTRIAN AND BICYCLE IMPROVEMENT PROJECT**

**TABLE OF CONTENTS**

	<b>PAGE NUMBER</b>
PART A: Application Form	1
PART B: Narrative Questions	7
PART C: Application Attachments	23
Attachment A: Application Signature Page	24
Attachment B: Project Programming Request	25
Attachment C: Engineer's Checklist	27
Typical Cross Sections	29
Class II Bike Lane Specifications	30
Attachment D: Project Location Map	31
Attachment E: Project Map	32
Community Connection Map	33
Attachment F: Photos of Existing Conditions	34
Attachment G: Project Estimate	35
Attachment H: Non-Infrastructure (N/A)	
Attachment I: Narrative Questions Backup	
I-3 Public Participation and Planning	36
I-4.1 Nevada County Health Status Report	67
I.4-2 County Health Rankings and Roadmap	86
I-6 Benefit Cost Detail Chart	88
I-7 Resolution	90
I-8 CCC and Community Corp	92
Approved Plans	96



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

03-Town of Truckee-3

*Auto populated*

**Total ATP Funds Requested:**

\$ 904,069

(in 1000s)

*Auto populated*

**Important:** Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

**Part A: General Project Information**

**Part B: Narrative Questions**

**Part C: Application Attachments**

### Application Part A: General Project Information

**Implementing Agency:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

**IMPLEMENTING AGENCY'S NAME:**

Town of Truckee

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

10183 Truckee Airport Road

Truckee

CA

96161

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Becky Bucar

**CONTACT PERSON'S TITLE:**

Engineering Manager

**CONTACT PERSON'S PHONE NUMBER:**

530-582-2932

**CONTACT PERSON'S EMAIL ADDRESS:**

bbucar@townoftruckee.com



**Project Partnering Agency:** Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

*(The Grant Writer's or Preparer's information should not be provided)*

**PROJECT PARTNERING AGENCY'S NAME:**

N/A

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

		CA	
--	--	----	--

**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MS number

03-5473

Implementing Agency's State Caltrans MS number

64A0120A01

\* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

**PROJECT NAME:** (To be used in the CTC project list)

Glenshire Drive Pedestrian and Bicycle Improvement Project

**Application Number:**  **out of**  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

Construct Class II Bike Lanes on Glenshire Drive and Dorchester Drive and an improved pedestrian crossing on Glenshire Drive near the Truckee River Legacy Trail Trailhead on Glenshire Drive.

**PROJECT LOCATION:** (Max of 250 Characters)

Glenshire Drive (Berkshire Drive to Wiltshire Lane) and Dorchester Drive (Glenshire Drive to Waterloo Circle) and Glenshire Drive.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way?  Yes  No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 39.355251 /long. -120.092497

Congressional District(s):  4

State Senate District(s):  1   State Assembly District(s):  1

Caltrans District(s):  03

County:

MPO:

RTPA:

MPO UZA Population:

**ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)**

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	Pedestrians	<u>61</u>	Bicyclists	<u>106</u>
One Year Projection:	Pedestrians	<u>106</u>	Bicyclists	<u>176</u>
Five Year Projection:	Pedestrians	<u>155</u>	Bicyclists	<u>258</u>

**BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)**

Bicycle: Class I  Class II  Class III  Other \_\_\_\_\_

Pedestrian: Sidewalk  Crossing  Other \_\_\_\_\_

Multiuse Trails/Paths: Meets "Class I" Design Standards  Other \_\_\_\_\_

**DISADVANTAGED COMMUNITIES**

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria:  Yes  No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income  Yes  No CalEnvioScreen  Yes  No

Student Meals  Yes  No Local Criteria  Yes  No

Is the majority of the project physically located within the limits of a Disadvantaged Community:  Yes  No

**CORPS**

Does the agency intend to utilize the Corps:  Yes  No



**PROJECT TYPE** (Check only one: I, NI or I/NI)

**Infrastructure (I)**     **OR Non-Infrastructure (NI)**     **OR Combination (N/NI)**

"Plan" applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**     Yes     No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

**Indicate any of the following plans that your agency currently has:** (Check all that apply)

Bicycle Plan     Pedestrian Plan     Safe Routes to School Plan     Active Transportation Plan

**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):

- Bicycle Transportation**    % of Project 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation**    % of Project 50.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

**How many schools does the project impact/serve:** \_\_\_\_\_

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: \_\_\_\_\_

School address: \_\_\_\_\_

District name: \_\_\_\_\_

District address: \_\_\_\_\_

Co.-Dist.-School Code: \_\_\_\_\_

School type (K-8 or 9-12 or Both)  Project improvements maximum distance from school \_\_\_\_\_ mile

Total student enrollment: \_\_\_\_\_

% of students that currently walk or bike to school% \_\_\_\_\_ %

Approx. # of students living along route proposed for improvement: \_\_\_\_\_

Percentage of students eligible for free or reduced meal programs \*\* \_\_\_\_\_ %

\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



**Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to compete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

**For all trails projects:**

Do you feel a portion of your project is eligible for federal Recreational Trail funding?  Yes  No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \_\_\_\_\_

If yes, estimate the % of the total project costs that serve "transportation" uses? \_\_\_\_\_ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

**PROJECT STATUS and EXPECTED DELIVERY SCHEDULE**

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "\*" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
<b>CTC - PA&amp;ED Allocation:</b>	_____		N/A
* CEQA Environmental Clearance:	_____		4/2016
* NEPA Environmental Clearance:	_____		4/2016
<b>CTC - PS&amp;E Allocation:</b>	_____		N/A
<b>CTC - Right of Way Allocation:</b>	_____		N/A
* Right of Way Clearance & Permits:	_____		N/A
Final/Stamped PS&E package:	_____		5/2016
* <b>CTC - Construction Allocation:</b>	_____		6/2016
* Construction Complete:	_____		9/2017
* Submittal of "Final Report"	_____		11/2017



**PROJECT FUNDING (in 1000s)**

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**ATP funds being requested for this application/project by project delivery phase:**

ATP funds for PA&D:	_____
ATP funds for PS&E:	_____
ATP funds for Right of Way:	_____
ATP funds for Construction:	_____ 904,069
ATP funds for Non-Infrastructure:	_____

*(All NI funding is allocated in a project's Construction Phase)*

**Total ATP funds being requested for this application/project:** \_\_\_\_\_ 904,069

**Local funds leveraging or matching the ATP funds:** \_\_\_\_\_ 226,017

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**Additional Local funds that are 'non-participating' for ATP:** \_\_\_\_\_

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

**TOTAL PROJECT FUNDS:** \_\_\_\_\_ 1,130,086

**ATP - FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

**Do you believe your project warrants receiving state-only funding?**  Yes  No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

This project will be constructed on Town owned ROW and CEQA clearance will be a Notice of Exemption. Adding federal requirements will drastically increase cost of project and delay completion schedule.

**ATP PROJECT PROGRAMMING REQUEST (PPR):** In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



# **ACTIVE TRANSPORTATION PROGRAM - CYCLE 2**

## **Part B: Narrative Questions** (Application Screening/Scoring)

**Project unique application No.:** 03-Town of Truckee-3

**Implementing Agency's Name:** Town of Truckee

**Important:**

- Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.
- Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.

### **Table of Contents**

Screening Criteria	Page: <u>8</u>
Narrative Question #1	Page: <u>9</u>
Narrative Question #2	Page: <u>11</u>
Narrative Question #3	Page: <u>12</u>
Narrative Question #4	Page: <u>15</u>
Narrative Question #5	Page: <u>17</u>
Narrative Question #6	Page: <u>19</u>
Narrative Question #7	Page: <u>20</u>
Narrative Question #8	Page: <u>21</u>
Narrative Question #9	Page: <u>22</u>



## **Part B: Narrative Questions** **Detailed Instructions for: Screening Criteria**

**The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.**

### **1. Demonstrated fiscal needs of the applicant:**

Glenshire is one of the community's largest housing developments in the town of Truckee, California. Glenshire Drive is the main route that takes residents from the housing development to downtown Truckee. In 2014, a Class I Trail was constructed connecting downtown Truckee to the western edge of Glenshire. Glenshire Drive Pedestrian and Bicycle Improvement Project will include widening Glenshire Drive by eight feet from the Truckee River Legacy Trail trailhead, and continuing 1.25 miles east to where it will meet up with a previous road widening project and connect two open-ended Class II bicycle lanes on the road. The project also includes widening Dorchester Drive by eight feet from Glenshire Drive to a location 1,200 feet north on Dorchester Drive to connect Glenshire Drive with existing Class II bicycle lanes on Dorchester Drive. Finally, this project will construct a much needed crosswalk with a raised median, lights, and signage near the existing trailhead for pedestrians and bicycles to safely cross the busiest road in Glenshire.

### **2. Consistency with Regional Plan.**

The Project is consistent with the 2010 Nevada County Transportation Plan adopted July 20, 2011. In addition the Project is consistent and is included in the 2012 Truckee Trails and Bikeways Master Plan.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #1**

#### **QUESTION #1**

**POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**

**A. Describe the following:**

**-Current and projected types and numbers/rates of users. (12 points max.)**

Currently neither the bicycle lanes nor the pedestrian crossing exist. The project will provide new Class II bike lanes and a pedestrian crossing in the Glenshire neighborhood providing active transportation opportunities for residents, commuters and recreational user. The Glenshire neighborhood contains 1,357 single family homes. The 2010 census indicates an average of 2.5 people per household or an estimated Glenshire population of 3,393. A survey conducted as part of the Truckee Trails and Bikeways Master Plan indicates that 14% of residents use bikeways and/or trails daily. This data indicates potential daily users at 475. However, based on actual counts conducted on nearby bike and pedestrian facilities a reasonable estimate of existing users is 167 trips per day on a peak day. One year after completion of the Project user trips is estimated at 282 and after five years the estimate is 413 user trips on a peak day.

In addition the Project includes Class II bicycle lanes on Dorchester Drive that will be available for use by students attending the Glenshire Elementary School (an enrollment of 505 students).

**B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**

- a. creation of new routes
- b. removal of barrier to mobility
- c. closure of gaps
- d. other improvements to routes
- e. educates or encourages use of existing routes



The Project will provide facilities for alternative modes of transportation including bicycling and walking and will be ADA accessible. Within the Glenshire neighborhood the Project will provide Class II bicycle lanes where none exist and these new bicycle lanes will connect to existing Class II bicycle lanes west of Dorchester Drive on Glenshire Drive. In addition the Project will provide connections to the Glenshire Elementary School located at 10990 Dorchester Drive, and to the Truckee River Legacy Trail, a Class I recreational trail that connects the Glenshire neighborhood to the Truckee Regional Park and to Downtown Truckee, which includes the area's largest employment center and retail shopping facilities.

- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

The Truckee Trails and Bikeways Master Plan is currently undergoing amendment. The community stakeholders participating in the Plan amendment indicate the top priority is to be closing the critical gap in the bikeway and walking system in Truckee. In addition, a survey conducted regarding the project priorities indicate that the Class II bicycle lanes on Glenshire Drive and Dorchester Drive are in the top five priority projects.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #2**

#### **QUESTION #2**

**POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)**

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

A search of the TIMS database found no bicycle or pedestrian accidents in the Project area in the past five years. During the current amendment process of the Truckee Trails and Bikeways Master Plan a survey conducted with community stakeholders found the top cited reason for not walking or biking more often was the lack of enough bicycle lanes or routes. The second and third cited reasons included poor facility condition and traffic volume and speed. Of particular concern is that the bicycle lanes in this project may be used by elementary school children attending the Glenshire Elementary School.

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The bicycle lanes constructed will improve visibility and potential conflicts with motorized users by providing a separation between bicyclists and vehicles. In addition the bicycle lanes will reduce behavior that may lead to collisions. The pedestrian crossing addresses the inadequate crossing on Glenshire Drive leading to the Truckee River Legacy Trail.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #3**

#### **QUESTION #3**

#### **PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. **Who:** Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The Town of Truckee used a combination of venues to solicit public input during the planning stages of the Project. The Glenshire Drive Pedestrian and Bicycle Improvement Project is one of the components of the Truckee Trails & Bikeways Master Plan. The Plan, adopted by the Truckee Town Council on April 4, 2002, was prepared with considerable public input, including but not limited to, five brainstorming sessions, Council appointed Advisory Committee and Advocacy Group, monthly meetings and weekend mapping sessions, more than 30 meetings representing more than a thousand hours of volunteer time committed to the planning effort and informal community workshops (attended by over 50 members of the public) designed to solicit initial and uncensored feedback from the community.

On May 17, 2007 the Truckee Town Council approved the amendment of the Truckee Trails & Bikeways Master Plan. In preparation of the amendment the Town partnered with Streamline Consulting and Truckee Trails Foundation in a community based planning effort – Connecting Neighborhood Project. Over eight months these efforts including community input, eight core meetings, three advisory committee meetings and a public survey. Local agencies and non-profit organizations that participated in this process, in addition to the members of the community, included the Town of Truckee, Truckee Town Council, Truckee Trails Foundation, Truckee Donner PUD, Northstar CSD, Truckee Donner Land Trust, Tahoe-Pyramid Bikeway, Truckee Tahoe Bicycle Coalition, United States Forest Service, Truckee River Watershed Council, Noon Rotary Club of Truckee and Our Truckee River Legacy Foundation.

In November 2012, the Town of Truckee updated the Truckee Trails and Bikeways Master Plan for a second time. It was reviewed at publicly noticed meeting by the Truckee Planning Commission and reviewed and adopted by the Truckee Town Council.



The Truckee Trails and Master Plan is currently undergoing amendment. The plan includes public outreach and participation. To date the current plan amendment public outreach and participation has included nine (9) publically noticed Stakeholder Meetings, two (2) public workshops and an on-line survey. The survey found the top priority of Stakeholders to be closing a critical gap in the bikeway and walking system in Truckee. (Detailed documentation is included in Attachment I-3.)

**B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)**

Stakeholders were engaged utilizing public forums, stakeholder meetings, community workshops, mapping sessions, through newsletters, surveys, advocacy group meetings, advisory committee meetings and publicly noticed meetings of both the Truckee Planning Commission and the Truckee Town Council. All of venues were open to and solicited public comment and feedback. Meetings were held in venues that are ADA accessible, were held during the day, in the evening and on weekends, were accessible by public transportation and/or carpooling and were announced through public postings, during meetings, the newspaper, through collateral agency newsletters, the Town newsletter and on the Town website.

**C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

Stakeholder feedback was solicited and received during all meetings. Stakeholders are encouraged to participate in the planning process for this project. Feedback was collected at meetings in the meeting notes, by the facilitators of the meetings and in an on-line survey (results included in Attachment I-3). Survey data was incorporated in to the plan and factored in to prioritization tables for each facility type. One of the top priorities indicated in the survey was closing a critical gap in the bikeway and walking system in Truckee. This survey also includes that Glenshire Drive was the number one identified most difficult roadway to walk or bike on.

**D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**



The Truckee Trails & Bikeways Master Plan is currently undergoing amendment. Stakeholders are actively involved in this amendment and will be encouraged to continue their involvement.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #4**

#### **QUESTION #4**

#### **IMPROVED PUBLIC HEALTH (0-10 points)**

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

**A. Describe the health status of the targeted users of the project/program/plan. (3 points max)**

Obesity is a major risk factor for many of our most deadly diseases. The number one cause of death is heart disease, and five of its six risk factors are associated with obesity: excessive weight, inactivity, high blood pressure, high cholesterol and diabetes.

The 2014 Nevada County Health Status Report (Attachment I-4.1) indicates during 2010-12 the death rate from diabetes was 36.3 and the state average was 36.6. During the same period heart disease was 93.7 and 106.2; while obesity was 18.5 and 24.8 respectively. 32.3% of Nevada County residents are overweight. 49% of Nevada County residents reported "some" physical activity.

The County Health Rankings & Roadmaps (Attachment I-4.2) indicates 18% of Nevada County residents are obese. This report also indicates air pollution – particulate matter is 9.6 vs. the California average of 9.3.

CHIS ([www.chis.ucla.edu](http://www.chis.ucla.edu)) could not provide data specific to the Town of Truckee but indicated that Nevada County averages for persons diagnosed with diabetes was 14.8% vs. the state average of 13.7%. In addition this data indicated Nevada County has a heart disease rate of 9% vs. the state average of 6.3%.

**B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)**

A comprehensive bicycling and walking system provides opportunities for increased physical activity through commuting and recreational opportunities while providing an alternative mode of transportation to the automobile. With increased walking and bicycling as a means of transportation measurable air quality benefits result.



Bicycling and walking encourage healthy lifestyles and improve the livability of a community. These activities attract the young and the old, the healthy and the disabled. Regular physical activity, such as bicycling and walking has the following benefits:

- Decreases the risks of cardiovascular disease, colon cancer, and diabetes mellitus;
- Maintains muscle strength and joint structure and function;
- Is necessary for normal skeletal development during childhood,
- May relieve depression, anxiety, and other mental illnesses;
- Along with appropriate dietary patterns, may lower obesity levels.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #5**

#### **QUESTION #5**

#### **BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

The Town of Truckee does not meet the criteria of a disadvantaged community.

#### **A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)**

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

**Option 1:** Median household income, by census tract for the community(ies) benefited by the project:

\$ \_\_\_\_\_

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: \_\_\_\_\_

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs: \_\_\_\_\_ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

**Option 4:** Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged



**B. For proposals located within disadvantage community: (5 points max)**

What percent of the funds requested will be expended in the disadvantaged community? \_\_\_\_%

Explain how this percent was calculated.

**C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)**

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.



## Part B: Narrative Questions

### Detailed Instructions for: **Question #6**

#### QUESTION #6

#### **COST EFFECTIVENESS (0-5 POINTS)**

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

The Class II bicycle lanes are considered to be the most cost effective as they will be built on Town owned right-of-way. In addition the Class II bicycle lanes are the best option available as other separate bike/pedestrian options would require acquiring ROW from private residential property owners. The improved pedestrian crossing is more cost effective than a signal controlled crossing.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left( \frac{\text{Benefit}}{\text{Total Project Cost}} \text{ and } \frac{\text{Benefit}}{\text{Funds Requested}} \right).$$

Total Project Cost \$1,130,085. Benefit Cost Ratio 2.14

The Benefit Cost Ratio form requests data in some cells and then would not allow the data to be entered. A suggestion would be to have all the cells that required data to be one color and the cells that are going to auto fill be another, so it is clear to the user what data is required.



## Part B: Narrative Questions

### Detailed Instructions for: **Question #7**

**QUESTION #7****LEVERAGING OF NON-ATP FUNDS (0-5 points)**

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

**PROJECT BUDGET**

<u>WORK ITEM</u>	<u>ATP GRANT FUNDS</u>	<u>TOWN FUNDS</u>	<u>TOTAL</u>
Construction	\$821,043		\$821,043
Construction Engineering	\$ 83,026	\$ 61,808	\$144,834
Sub-total	\$904,069	\$ 61,808	\$904,069
PS&E		\$164,209	\$164,209
TOTAL	\$904,069	\$226,017	\$1,130,085

Note: Requesting ATP funds for construction only.

No ROW required for Project, will be built on Town owned ROW.



## Part B: Narrative Questions Detailed Instructions for: **Question #8**

**QUESTION #8**

**USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)**

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
  - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh  
 Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)  
 Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch  
 Email: [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)  
 Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).  


---

---

---
- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #9**

#### **QUESTION #9**

#### **APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS**

***( 0 to-10 points OR disqualification)***

- A. Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The Town of Truckee has extensive experience implementing grant funded projects, delivering projects on time and within budget, grant monitoring, reporting, expenditure milestones, required reporting and both fiscal and program audits. Town staff from both the Engineering Department and the Administrative Department will provide technical and fiscal support to the Project. The Town of Truckee has successfully implemented grant funds from Caltrans including Safe Routes to School, ARRA funded construction projects and HSIP projects. In addition the Town has successfully constructed projects funded with Proposition 50 funds through the State Water Resources Control Board, Proposition 4 funds through the Department of Water Resources and funding from the California Resources Agency.

- B. Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



## **Part C: Application Attachments**

***Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.***

### **List of Application Attachments**

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer's Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	<b>Attachment K</b>



## Part C: Attachments **Attachment A: Signature Page**

**IMPORTANT: Applications will not be accepted without all required signatures.**

**Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board**

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: _____	Date: <u>May 27, 2015</u>
Name: <u>Tony Lashbrook</u>	Phone: <u>530-582-2901</u>
Title: <u>Town Manager</u>	e-mail: <u>t.lashbrook@townoftruckee</u>

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board  
(For use only when appropriate)**

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: <u>N/A</u>	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

**For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official  
(For use only when appropriate)**

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: <u>N/A</u>	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval\*  
(For use only when appropriate)**

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached?  If yes, no signature is required. If no, the following signature is required.

Signature: <u>N/A</u>	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

\* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/22/2015

Project Information:					
Project Title: Glenshire Drive Pedestrian and Bicycle Improvement Project					
District	County	Route	EA	Project ID	PPNO
3	Nevada	Glenshire Dr.			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				164,209				164,209	
PS&E									
R/W									
CON				965,877				965,877	
<b>TOTAL</b>				<b>1,130,086</b>				<b>1,130,086</b>	

ATP Funds Infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON				904,069				904,069	
<b>TOTAL</b>				<b>904,069</b>				<b>904,069</b>	

ATP Funds Non-infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

ATP Funds Plan Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

ATP Funds Future Cycles									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

25

Date: 5/22/2015

Project Information:					
Project Title: Glenshire Drive Pedestrian and Bicycle Improvement Project					
District	County	Route	EA	Project ID	PPNO
3	Nevada	Glenshire Dr.			

**Funding Information:**  
**DO NOT FILL IN ANY SHADED AREAS**

Fund No. 2: Future Source for Matching									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				164,209				164,209	Town of Truckee
PS&E									
R/W									
CON				61,808				61,808	
<b>TOTAL</b>				<b>226,017</b>				<b>226,017</b>	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

**Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:**

*Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

*By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.*

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: RB
  - a. The project limits must be clearly depicted in relationship to the overall agency boundary
2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: RB
  - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
  - b. Show the full scope of the proposed project, including any non-participating construction items
  - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
  - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)
3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: RB  
*(Include cross-section for each controlling configuration that varies significantly from the typical)*
  - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.
4. **Detailed Engineer's Estimate** Engineer's Initials: RB
  - a. Estimate is reasonable and complete.
  - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
  - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
  - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
  - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: R.B  
 a. Confirmation that crash data shown occurred within influence area of proposed improvements.  
*no crash data to report.*

6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: RB  
 a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.  
 b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified  
 c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.  
 d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: RB  
 N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** Engineer's Initials: RB  
 a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate  
 b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

**Licensed Engineer:**

Name (Last, First): Bucar, Rebecca

Title: Engineering Manager

Engineer License Number 68253

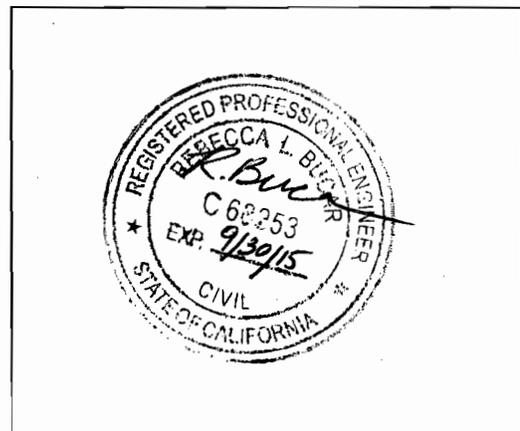
Signature: R. Bucar

Date: 5/27/2015

Email: bbucar@townoftruckee.com

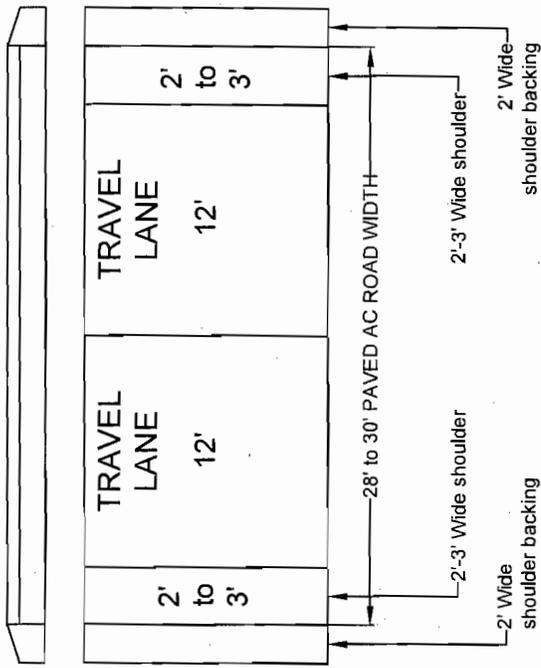
Phone: 530-582-2932

**Engineer's Stamp:**



# Glenshire Drive Typical Cross-Sections

EXISTING TYPICAL CROSS-SECTION



PROPOSED TYPICAL CROSS-SECTION

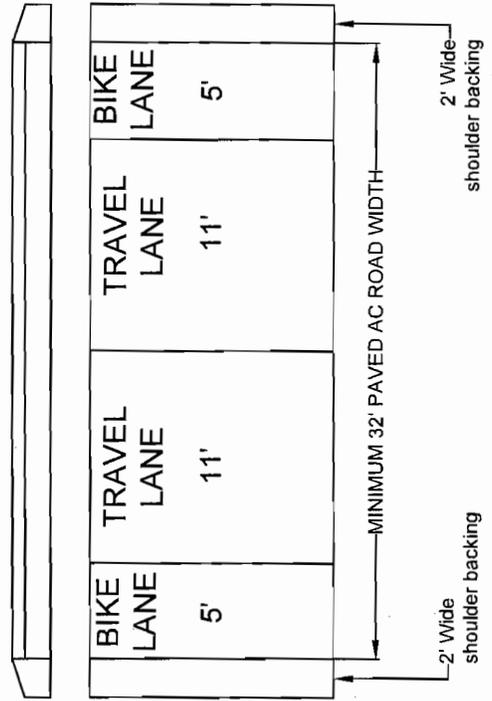


Table 8.2 - Class II Bike Lane Specifications

Minimum Widths Adjacent to Parking		5'	(1.5m)
	No Parking <sup>1</sup>	4'	(1.2m)
	Combination Parking Lane <sup>2</sup>	11-13'	(1.2m)
Striping	Left side line: solid white stripe	6"	(150mm)
	Right side line: solid white stripe	4"	(100mm)
	Approach to intersections Dashed white stripe:	100-200'	(30m-60m)
Signing	R81 Bike Lane Sign		
	• beginning of all bike lanes		
	• far side of all bike path crossings		
	• at approaches and far side of all arterial crossings		
	• at major changes in direction		
	• maximum ½ mile (0.8km) intervals		
	Custom Bike Route Sign with G33 Directional Arrow and destination signs (where needed)		
• see items under R81 Bike Lane Sign			
• at approach to arterial crossings			
Pavement Markings	"Bike" legend		
	"Lane" legend		
	Directional arrow		
	• See items under R81 Bike Lane Sign		
	• At beginning and end of bike lane pockets at approach to intersection		

Source: Caltrans Highway Design Manual, Chapter 1000, MUTCD, Caltrans Traffic Manual

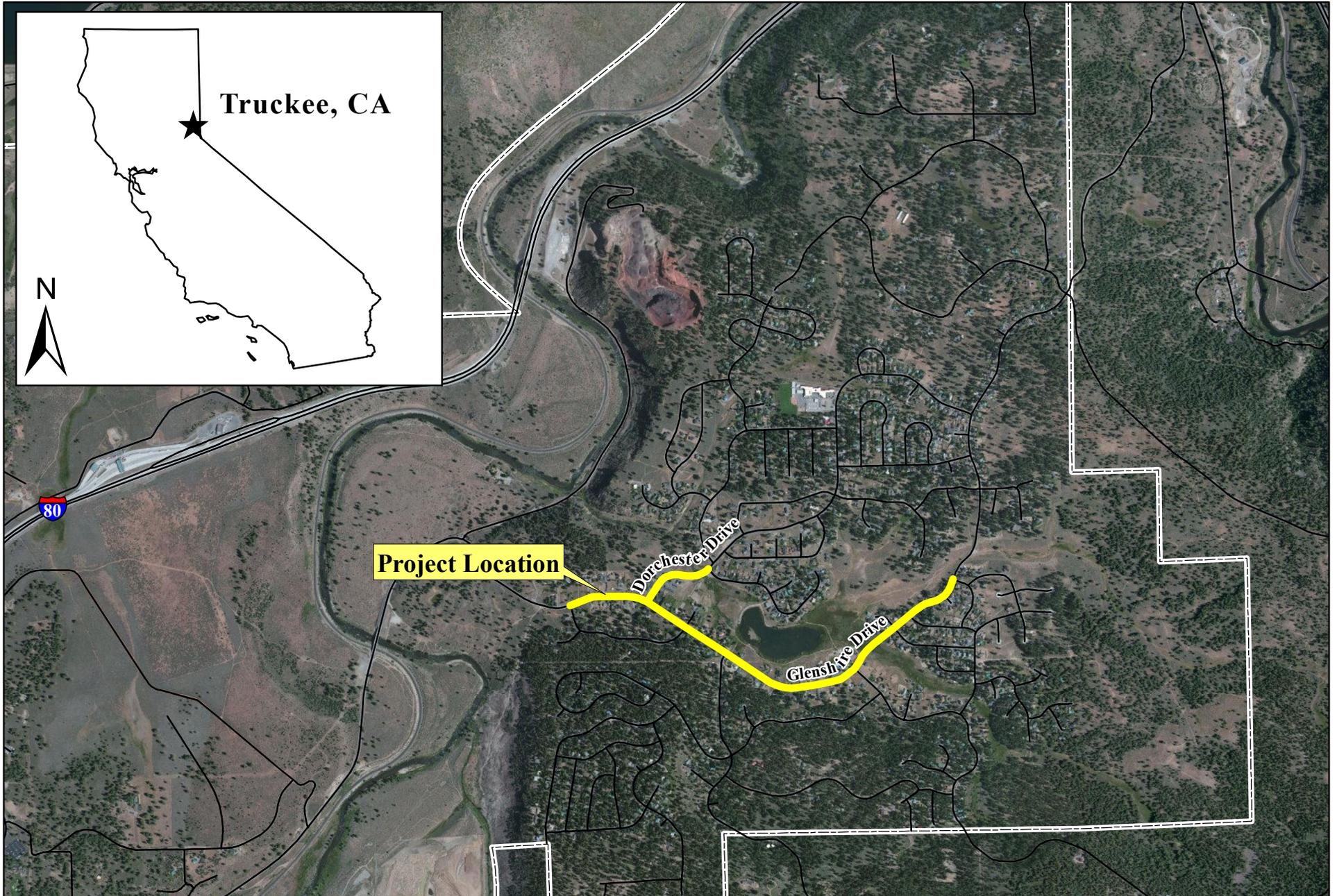
<sup>1</sup> Minimum 3' (.9m) between stripe and gutter joint.

<sup>2</sup> Rolled curb 11' (3.3m), vertical curb, 12' (3.6m), 13' (3.9m) recommended with significant parking or turnover.

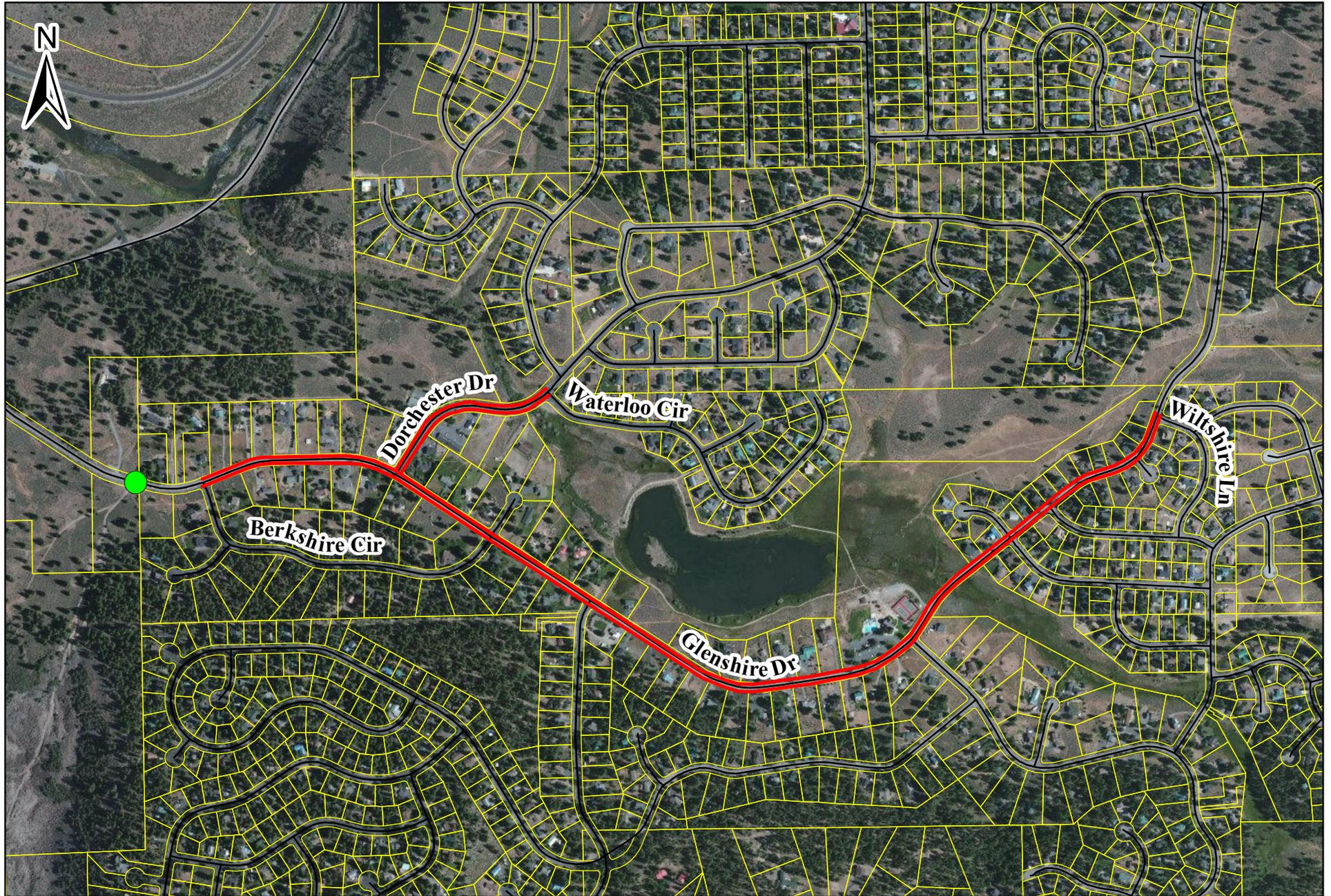
Class II bike lanes should also follow the following guidelines:

1. Caltrans provides recommended intersection treatments in Chapter 1000 including bike lane 'pockets' and signal loop detectors. The Department of Public Works should develop a protocol for the application of these recommendations, so that improvements can be funded and made as part of regular improvement projects.
2. Signal loop detectors should be considered for all arterial/arterial, arterial/collector, and collector/collector intersections. The location of the detectors should be identified by a stencil of a bicycle and the words 'Bicycle Detector'.
3. Bike lane pockets (min. 4' wide) between right turn lanes and through lanes should be provided wherever available width allows, and right turn volumes exceed 150 motor vehicles/hour.
4. Although not completely unavoidable or inappropriate for all situations (i.e., South Shore Drive, south side of Donner Lake), Class II bike lane transitions into Class III bike routes should be discouraged. Alternatives to a Class II-Class III transition should be analyzed, including a reroute of the Class II bike lane or entire designation as a Class III bike route.

# Glenshire Drive Pedestrian & Bicycle Improvement Project - Vicinity Map



# Glenshire Drive Pedestrian & Bicycle Improvement Project Layout



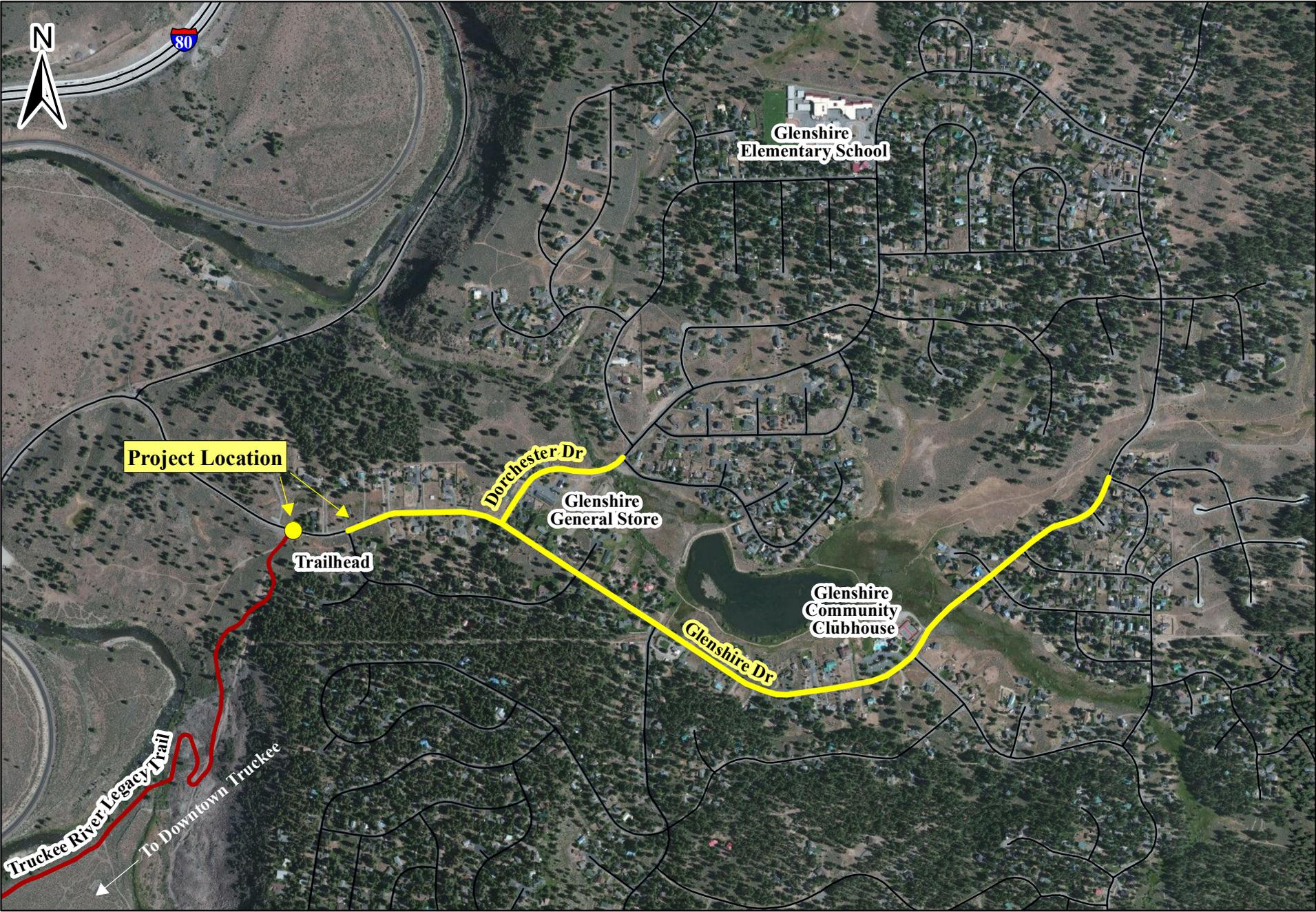
0 400 800 Feet

— Construct 5-foot class II bicycle lanes

● Crosswalk with raised traffic median



# Glenshire Drive Pedestrian & Bicycle Improvement Project - Community Connections



0 500 1,000 Feet



# Glenshire Drive Pedestrian & Bicycle Improvement Project



**1** View of proposed crosswalk at the Truckee River Legacy Trail Trailhead. Facing south from the north side of Glenshire Dr.



**2** View facing south on Dorchester Dr. of proposed widening for Class II bicycle lanes.



**3** View facing west on Glenshire Dr. of proposed widening for Class II bicycle lanes.



## Detailed Engineer's Estimate and Total Project Cost

Important: Read the instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

### Project Information:

Agency:	Town of Truckee		
Application ID:	Prepared by: Scott Mathot	Date:	5/18/2015
Project Description:	Glenshire Drive Pedestrian and Bicycle Improvement Project		
Project Location:	Glenshire Drive from Birkshire Court to Wiltshire Lane and Dorchester Drive from Glenshire Drive to Waterloo Circle		

### Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization and Traffic Control	1	LS	\$50,000.00	\$50,000	100%	\$50,000						
2	Clearing and Grubbing	1	LS	\$50,000.00	\$50,000	100%	\$50,000						
3	Place Asphalt Concrete for Widening	1587	Tons	\$150.00	\$238,050	100%	\$238,050						
4	Place Aggregate Base for Widening	1591	CY	\$50.00	\$79,550	100%	\$79,550						
5	2' Wide Shoulder Backing	16100	LF	\$2.50	\$40,250	100%	\$40,250						
6	Solid 6" Single White Traffic Paint	16100	LF	\$0.40	\$6,440	100%	\$6,440						
7	Bike Lane Symbols Traffic Paint	600	SF	\$3.00	\$1,800	100%	\$1,800						
8	Crosswalk Traffic Paint	1	EA	\$3,500.00	\$3,500	100%	\$3,500						
9	Drainage Improvements	1	LS	\$120,000.00	\$120,000	100%	\$120,000						
10	Minor Utility Work	1	LS	\$10,000.00	\$10,000	100%	\$10,000						
11	Bicycle and Crosswalk Signage	8	EA	\$450.00	\$3,600	100%	\$3,600						
12	Crosswalk Lighting	2	EA	\$5,000.00	\$10,000	100%	\$10,000						
13	Crosswalk Raised Medians	1	EA	\$75,000.00	\$75,000	100%	\$75,000						
14	Grading and Widening	64400	SF	\$0.40	\$25,760	100%	\$25,760						
15													
16													
<b>Subtotal of Construction Items:</b>					<b>\$713,950</b>		<b>\$713,950</b>						
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>15.00%</b>	<b>\$107,093</b>								
				<b>Enter in the cell to the right</b>									
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$821,043</b>								

### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits (PA&ED):	\$	-	
Plans, Specifications and Estimates (PS&E):	\$	164,209	
<b>Total PE:</b>	<b>\$</b>	<b>164,209</b>	<b>20.00%</b> 25% Max
<b>Right of Way (RW)</b>			
Right of Way Engineering:	\$	-	
Acquisitions and Utilities:	\$	-	
<b>Total RW:</b>	<b>\$</b>	<b>-</b>	
<b>Construction (CON)</b>			
Construction Engineering (CE):	\$	144,834	<b>15.00%</b> 15% Max
<b>Total Construction Items &amp; Contingencies:</b>		<b>\$821,043</b>	
<b>Total CON:</b>	<b>\$</b>	<b>965,877</b>	
<b>Total Project Cost Estimate:</b>		<b>\$</b>	<b>1,130,085</b>

35

## ATTACHMENT I-3

### PUBLIC PARTICIPATION AND PLANNING

Following:

Town of Truckee Town Council Meeting Agenda (publicly noticed meeting) authorizing submittal of ATP application.

Truckee Trails and Bikeways Master Plan Amendment Stakeholder Meeting Agendas/Notices:

12/11/13

1/29/14

2/26/14 (public workshop 50-60 people in attendance)

4/16/14 (public workshop 25-35 people in attendance)

11/12/14

12/17/14

1/28/14

3/25/14

Truckee Trails and Master Plan Community Survey

Truckee Trails and Master Plan Newsletter



**TOWN OF TRUCKEE  
TOWN COUNCIL**

**AGENDA**

**May 26, 2015, 6:00 p.m.**

**Town Hall - Administrative Center  
10183 Truckee Airport Road, Truckee, CA**

**1. CALL TO ORDER**

**2. ROLL CALL:** Council Members; Wallace Dee, Goodwin, Flora, Vice Mayor deRyk Jones, and Mayor Barr.

**3. PLEDGE OF ALLEGIANCE**

**4. PUBLIC COMMENT** - This is an opportunity for members of the public to address the Council on items which are not on this agenda. Please state your name for the record. Comments are limited to three minutes. Written comments should be submitted to the Town Clerk 24 hours prior to the meeting to allow for distribution. Under state law the Council cannot take action on an item not on the agenda. The Council may choose to acknowledge the comment or, where appropriate, briefly answer a question, refer the matter to staff, or set the item for discussion at a future meeting.

**5. PRESENTATIONS**

5.1 Introduction of Johnnie Bias, promotion to Facilities Maintenance Worker.

5.2 Truckee Day Proclamation.

5.3 Truckee Day Hall of Fame Induction.

5.4 OpenCounter New Design Launch introduction, by Peter Koht, OpenCounter.

5.5 Truckee Underage Drinking Awareness presentation, by River Mika Coyote MPH, Health Educator, Placer County Children's System of Care, and Director for Tahoe Truckee Future Without Drug Dependence.

5.6 Town Website Overview.

5.7 Employee Incentive Awards.

**6. CONSENT CALENDAR**

6.1 Minutes of May 12, 2015.

Recommended Action: Approve Minutes.

6.2 On-Call Materials Testing and Related Consulting Services.

Recommended Action: Authorize the Town Manager to enter into a new five year contract with Holdrege and Kull for Materials Testing and related consulting services.

6.3 Amend Chapter 9.15 (Fireworks and Outdoor Fires) of the Town of Truckee Municipal Code.

Recommended Action: Waive the second reading and adopt Ordinance 2015-05, which amends Chapter 9.15 (Fireworks and Outdoor Fires) to provide guidance and protection from wildfires.

6.4 Slurry Seal Project, 2015, Capital Improvement Project (CIP) 1501.

Recommended Action: Award the 2015 Slurry Seal Project to Intermountain Slurry Seal in the amount

of \$608,011.88 and authorize a 10% contingency amount for a total authorized contract expenditure amount of \$668,812.

6.5 Active Transportation Program Grant Applications.

Recommended Action: Adopt Resolution 2015-21, requesting Active Transportation Program funding from the California Department of Transportation for various Town projects.

6.6 Appointment of Richard Pendleton to serve on the Truckee Tax Measure Citizens Oversight Board.

Recommended Action: Appoint Richard Pendleton to serve on the Truckee Tax Measure Citizens Oversight Board.

## 7. DISCUSSION ITEMS

7.1 STAFF REPORT – Tourism Business Improvement District Formation.

Recommended Action: Receive an update on the process of forming a Tourism Business Improvement District (TBID) and authorize the TBID formation process to continue.

7.2 PUBLIC HEARING – Consider the 2015 Development Code Update Ordinance 2015-06, Development Code Amendments to chapter 18.200 (enforcement).

Recommended Action: Conduct a public hearing, introduce and waive the first reading of Ordinance 2015-06, amending the Truckee Municipal Code, Title 18 – Development Code Chapter 18.200 (Enforcement) to allow issuance of administrative citations to holders of land use permits who are in violation of permit conditions of approval.

7.3 STAFF REPORT - Adopt Chapter 9.19 (Social Host Liability) of the Town of Truckee Municipal Code.

Recommended Action: Introduce and waive first reading of Ordinance 2015-07, which adopts Chapter 9.19 (Social Host Liability) of the Town of Truckee Municipal Code to be used as a tool to reduce underage drinking and the potentially fatal effects of underage drinking and driving.

## 8. COUNCIL REPORTS

## 9. ADJOURNMENT

To the regular meeting of the Truckee Town Council June 9, 2015, 6:00 p.m. at Town Hall, 10183 Truckee Airport Road, Truckee, CA.

### Town of Truckee Redevelopment Successor Agency – Notice of Cancellation

The May 26, 2015, regular meeting of the Redevelopment Successor Agency is hereby cancelled. Regular meetings are scheduled for the second and fourth Tuesday of each month, immediately following the Town of Truckee Council meeting.

### Town of Truckee Public Financing Authority – Notice of Cancellation

The May 26, 2015, regular meeting of the Truckee Public Financing Authority is hereby cancelled. Regular meetings are scheduled for the second and fourth Tuesday of each month, immediately following the Town of Truckee Council meeting.

NOTE: As a sustainable practice a separate agenda for the Truckee Redevelopment Successor Agency and Public Financing Authority will be provided only if there are items to consider. If the meeting is cancelled the agenda will be combined with the Council Agenda. If there are items for the Truckee Redevelopment Successor Agency and Public Financing Authority to consider a separate agenda for that body will be produced.

POSTING: I declare a copy of this agenda was posted at Town Hall, 10183 Truckee Airport Road, Truckee, CA, on Thursday, May 21, 2015, by 5:00 p.m. Agenda packets will be available for public review Friday, May 22, 2015 at Town Hall, Truckee Library, and online at [www.townoftruckee.com](http://www.townoftruckee.com).

Any writings or documents provided to a majority of the Truckee Town Council regarding any item on this agenda will be made available for public inspection in the foyer in front of Council Chambers located at 10183 Truckee Airport Road, Truckee, CA, during normal business hours.

---

Judy Price, MMC, Town Clerk

NOTE: Public participation is encouraged. In compliance with Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and in compliance with the Ralph M. Brown Act, if you need special assistance to enable you to attend and participate in this meeting, or if you need the agenda or related materials in an alternative format, please contact the Town Clerk (530) 582-7700. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to all aspects of this meeting. For information on recent changes to the Ralph M. Brown Act (effective January 1, 2003) with regard to ADA requirements please see Government Codes 54953.2, 54954.1, 54954.2, and 54957.5.

**TRAILS & BIKEWAYS MASTER PLAN UPDATE  
STAKEHOLDER COMMITTEE**

**KICKOFF MEETING AGENDA  
DECEMBER 11, 2013**

---

- (1) Welcome and Introductions**
  - Town Staff
  - Consultant Team
  - Stakeholder Committee
  
- (2) What is a Trails & Bikeways Master Plan?**
  
- (3) Background**
  
- (4) Master Plan Outline**
  
- (5) Overview of Scope of Work**
  
- (6) Schedule**
  - Overall Master Plan process
  - Stakeholder committee meetings
  - Public workshops
  
- (7) Other Trails Efforts**
  - Sales Tax Measure polling effort
    - Possible sales tax measure?
  - Nevada County Bikeways Plan
  - Technical Advisory Committee



TRUCKEE



MASTER PLAN

TRAILS & BIKEWAYS MASTER PLAN UPDATE  
STAKEHOLDER COMMITTEE

January 29, 2014, 6:00 p.m.

Town Hall – Council Chambers  
10183 Truckee Airport Road, Truckee, CA

1. **CALL TO ORDER**
2. **PUBLIC COMMENT** – This is an opportunity for members of the public to address the Stakeholder Committee on items which are not on this agenda. Please state your name for the record. Comments are limited to three minutes. Written comments should be submitted to the Planning Division 24 hours prior to the meeting to allow for distribution. Under State law, the Stakeholder Committee cannot take action on an item not on the agenda. The Stakeholder Committee may choose to acknowledge the comment or, where appropriate, briefly answer a question, refer the matter to staff, or set the item for discussion at a future meeting.
3. **UPDATE ON TRAILS SALES TAX MEASURE**
4. **OVERVIEW OF MASTER PLAN GOALS & POLICIES**
5. **DISCUSSION ON PUBLIC WORKSHOP OUTREACH**
6. **PUBLIC WORKSHOP SCHEDULE**
7. **ADJOURNMENT.** To the next meeting of the Trails & Bikeways Master Plan Update Stakeholder Committee (date and time to be determined) at 10183 Truckee Airport Road, Truckee, CA 96161.

**POSTING:** I declare a copy of this agenda was posted at Town Hall, 10183 Truckee Airport Road, Truckee, CA, on January 21, 2014, by 5:00 p.m.

Any writings or documents provided to a majority of the Stakeholder Committee regarding any item on this agenda will be made available for public inspection in the foyer in front of Council Chambers located at 10183 Truckee Airport Road, Truckee, CA, during normal business hours.

*Laura Dabe*

**Laura Dabe, Administrative Secretary**

**NOTE:** Public participation is encouraged. In compliance with Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and in compliance with the Ralph M. Brown Act, if you need special assistance to enable you to attend and participate in this meeting, or if you need the agenda or related materials in an alternative format, please contact the Town Clerk (530) 582-7700. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to all aspects of this meeting. For information on recent changes to the Ralph M. Brown Act (effective January 1, 2003) with regard to ADA requirements please see Government Codes 54953.2, 54954.1, 54954.2, and 54957.5.

FEHR & PEERS



TRUCKEE



&

MASTER PLAN

TRAILS & BIKEWAYS MASTER PLAN UPDATE  
STAKEHOLDER COMMITTEE

January 29, 2014, 6:00 p.m.

Town Hall – Council Chambers  
10183 Truckee Airport Road, Truckee, CA

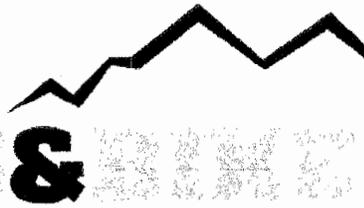
1. **CALL TO ORDER:** Mayor Flora called the meeting to order at 6:01 p.m.
2. **IN ATTENDANCE:** *Town Staff* – Jenna Endres, Associate Planner/Project Manager; Becky Bucar, Associate Engineer; Laura Dabe, Planning Technician. *Stakeholder Committee* – Patrick Flora and Joan Jones, Truckee Town Council; Cyndie Walck, California State Parks; Alexis Ollar, Mountain Area Preservation; Forrest Huisman, Tahoe Donner Association; Steven Poncelet, Truckee Donner Public Utility District; John Svahn, Truckee Donner Land Trust; Dan O’Gorman, Truckee Donner Recreation and Park District; Paco Lindsay, Truckee Trails Foundation; Joe Flannery, U.S. Forest Service; Todd Huckins, Jesse Lightcap, Robie Litchfield, Helen Pelster, Nancy Richards and Vickie Sandoval, Public At-Large Members.
3. **PUBLIC COMMENT**  
  
Mayor Flora opened public comment at 6:01 p.m. Seeing none, Mayor Flora closed public comment.
4. **UPDATE ON TRAILS SALES TAX MEASURE**
5. **OVERVIEW OF MASTER PLAN GOALS & POLICIES**
6. **DISCUSSION ON PUBLIC WORKSHOP OUTREACH**
7. **PUBLIC WORKSHOP SCHEDULE**
8. **Committee member updates**
9. **ADJOURNMENT:** To the next meeting of the Trails & Bikeways Master Plan Update Stakeholder Committee (date and time to be determined) at 10183 Truckee Airport Road, Truckee, CA 96161.

Respectfully Submitted,

FEHR & PEERS



TRUCKEE



MASTER PLAN

TRAILS & BIKEWAYS MASTER PLAN UPDATE  
STAKEHOLDER COMMITTEE  
AGENDA

February 26, 2014, 5 p.m.-7 p.m.

Town Hall – Council Chambers  
10183 Truckee Airport Road, Truckee, CA

---

1. OPEN HOUSE WORKSHOP FOR THE TRAILS AND BIKEWAYS MASTER PLAN

Opportunities to provide comment on the following topics:

- Vision Statement
- Goals & Policies
- Trail Alignments
- Pedestrian Connections
- Maintenance Levels
- Year-Round Trail Amenities
- Regional Trail Connections
- Trail Maps
- Prioritization of Trail Construction
- Trail Amenities

FEHR & PEERS



## Community Workshop

**WHEN:** Wednesday, February 26, 2014  
Open House, 5 to 7 PM

**WHERE:** Town Hall Council Chambers  
10183 Truckee Airport Road

**WHO:** Community members & stakeholders

**WHAT:** Join the Town of Truckee to provide your feedback on the Trails & Bikeways Master Plan Update, including the plan's goals and policies, trail construction and maintenance prioritization, and other issues related to the future of Truckee's trails and bikeways.

**Help plan the future of Truckee's trails!**  
**Visit [www.townoftruckee.com](http://www.townoftruckee.com) for more ways to provide your feedback.**

TRUCKEE



TRAILS &

MASTER PLAN

TRAILS & BIKEWAYS MASTER PLAN UPDATE  
STAKEHOLDER COMMITTEE

November 12, 2014, 6:00 p.m.

Town Hall – East Wing Conference Room  
10183 Truckee Airport Road, Truckee, CA

- 
1. CALL TO ORDER
  2. PUBLIC COMMENT
  3. UPDATE ON TRAILS SALES TAX MEASURE
  4. UPDATE ON RECENT TRAILS PROJECTS
  5. REVIEW AND DISCUSSION ON DRAFT MASTER PLAN
    - Policies and Goals
    - Maps and Exhibits
    - Implementation
    - Maintenance
  6. COMMITTEE RECOMMENDATION
  7. COMMITTEE MEMBER UPDATES
  8. FUTURE MEETING TOPICS
    - Trail Safety Measures
  9. ADJOURNMENT. Next Committee meeting date is TBD.

FEHR & PEERS



**TRUCKEE**



**M A S T E R P L A N**

**TRAILS & BIKEWAYS MASTER PLAN UPDATE  
STAKEHOLDER COMMITTEE**

**December 17, 2014, 6:00 p.m.**

**Town Hall – East Wing Conference Room  
10183 Truckee Airport Road, Truckee, CA**

- 
1. **CALL TO ORDER**
  2. **PUBLIC COMMENT**
  3. **DISCUSSION OF REGULATIONS FOR TRAIL FACILITIES**
  4. **REVIEW AND DISCUSSION ON DRAFT MASTER PLAN**
    - **Prioritization**
    - **Maintenance**
  5. **COMMITTEE RECOMMENDATION**
  6. **COMMITTEE MEMBER UPDATES**
  7. **ADJOURNMENT**

**FEHR & PEERS**



**TRUCKEE**



**&**

**M A S T E R P L A N**

**TRAILS & BIKEWAYS MASTER PLAN UPDATE  
STAKEHOLDER COMMITTEE  
January 28, 2015, 6:00 p.m.**

**Town Hall – East Wing Conference Room  
10183 Truckee Airport Road, Truckee, CA**

- 
1. **CALL TO ORDER**
  2. **PUBLIC COMMENT**
  3. **REVIEW AND DISCUSSION ON DRAFT MASTER PLAN**
    - **Prioritization**
    - **Maintenance**
  4. **COMMITTEE RECOMMENDATION**
  5. **NEXT STEPS**
  6. **COMMITTEE MEMBER UPDATES**
  7. **ADJOURNMENT**

**FEHR & PEERS**



TRUCKEE



MASTERS PLAN

TRAILS & BIKEWAYS MASTER PLAN UPDATE  
STAKEHOLDER COMMITTEE  
March 25, 2015, 6:00 p.m.

Town Hall – East Wing Conference Room  
10183 Truckee Airport Road, Truckee, CA

- 
1. CALL TO ORDER
  2. PUBLIC COMMENT
  3. REVIEW AND DISCUSSION ON DRAFT MASTER PLAN
    - Text Changes
    - Updated Maps
    - Prioritization
    - Snow Removal Discussion
  4. COMMITTEE RECOMMENDATION
  5. COMMITTEE MEMBER UPDATES
  6. ADJOURNMENT

FEHR & PEERS





## Community Workshop

**WHEN:** Wednesday, April 16, 2014  
5:00 pm: Doors Open  
5:30 pm: Presentation

**WHERE:** Town Hall Council Chambers  
10183 Truckee Airport Road

**WHO:** Community members & stakeholders

**WHAT:** Join the Town of Truckee to provide your feedback on the Trails & Bikeways Master Plan Update, including future trail alignments, prioritization of trails, and options for year-round usage.



Questions? Contact Jenna Endres,  
Associate Planner, at 530-582-2922  
or [jendres@townoftruckee.com](mailto:jendres@townoftruckee.com)





# TRUCKEE & MASTER PLAN

The Town of Truckee is currently working on a comprehensive update of the Truckee Trails and Bikeways Master Plan. Below is information on this project and ways to get involved.

## COMMUNITY SURVEY

The Town of Truckee has created a second community survey to collect feedback from members of the community on the Trails and Bikeways Master Plan Update. The survey will run through May 12, 2014.

To fill out the survey, please use the following link:

<https://www.surveymonkey.com/s/VoteOnTruckeeTrailsandBikeways>

## COMMUNITY SURVEY FEEDBACK

The Town of Truckee created a community survey to collect feedback from members of the community on the Trails and Bikeways Master Plan Update. The survey sought feedback on issues such as current trail usage, future trail and walkway alignments, suggestions on what residents would like to see in the future, and information on whether trails should be groomed or plowed for winter activities.

To view the survey results, [please click here](#).

Additional public comment on this project can be submitted to Jenna Endres, Associate Planner, by email at [jendres@townoftruckee.com](mailto:jendres@townoftruckee.com) or by mail to 10183 Truckee Airport Road, Truckee, CA 96161.

## MASTER PLAN UPDATE NEWSLETTER

The Town has created a newsletter with information on the Truckee Trails and Master Plan Update, including background on the plan, information on the master plan update process, and ways for the

public to get involved.

To view the newsletter, [please click here](#).

### **COMMUNITY WORKSHOP - February 26, 2014**

The Town is holding a Community Workshop on Wednesday, February 26, 2014, to gather feedback from the community on the update of the Truckee Trails and Bikeways Master Plan. The meeting will be an open house format from 5:00 to 7:00 p.m. Please stop by and give your feedback to help shape the future of Truckee's trails and bikeways!

To view the flyer for this meeting, [please click here](#).

### **STAKEHOLDER COMMITTEE**

A Town stakeholder committee was formed in December 2013 to assist with the update of the Truckee Trails and Bikeways Master Plan. Following is information on the committee:

[Trails Committee 12-11-13](#)

[Agenda 12/11/13](#)

[Agenda 1/29/14](#)

### **Interim Update of the Truckee Trails & Bikeways Master Plan**

An interim update of the Truckee Trails and Bikeways Master Plan was completed in November 2012. To view the interim Master Plan, please use the links below:

[Trails & Bikeways Master Plan](#)

[Appendix A - List of Figures & Tables](#)

[Appendix B - Recreational Trail Segment Descriptions](#)

[Appendix B - Funding Sources](#)

[Appendix B - Financing Techniques](#)

[Appendix B - Foundation Case Studies](#)

[Appendix C - References](#)

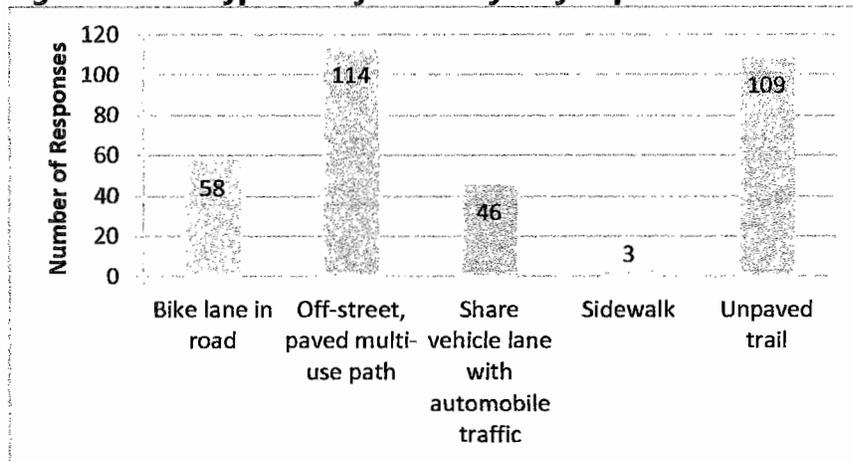
[Appendix D - Local Map](#)

[Appendix D - Bikeway Map](#)

## Public Comment Feb 26, 2014 Workshop and Online Survey

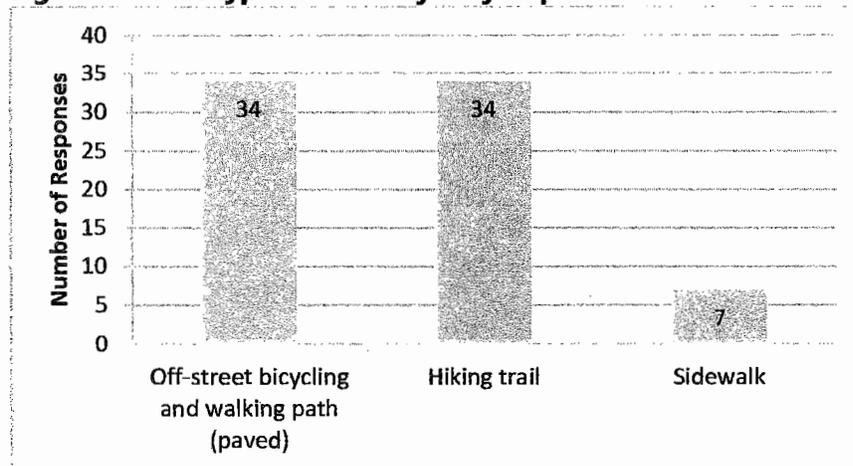
Residents preferred off-street bicycle paths, paved and unpaved, by far at 223 responses. 58 people stated a preference for in road bike lanes, while 46 people preferred a shared vehicle lane with automobile traffic. Only 3 people said that they preferred to use the sidewalk to ride a bicycle (Figure 1).

**Figure 1: What type of bicycle facility do you prefer?**



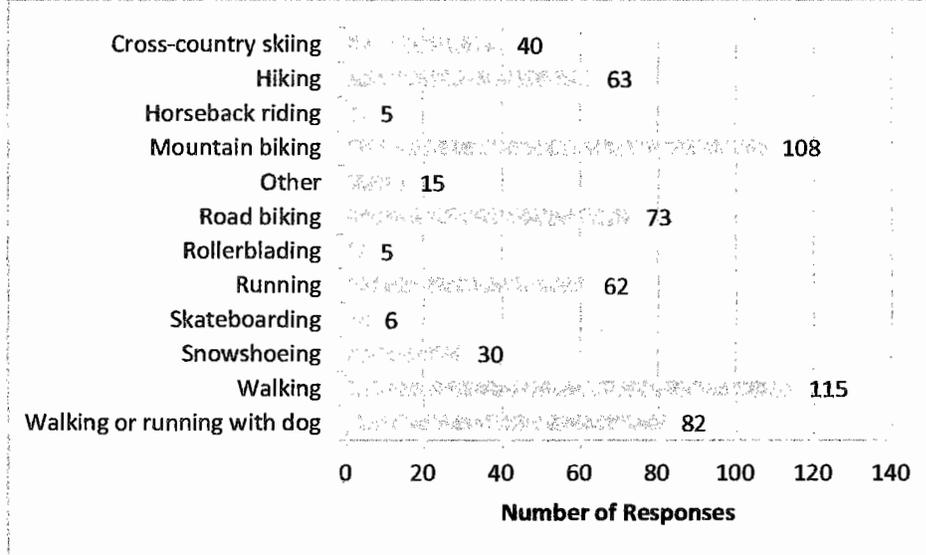
As with bikeways, the most preferred types of walkways supported recreational use. 34 respondents preferred off street bicycling and walking paths; an equal number favored hiking trails. 7 respondents stated a preference for sidewalks (Figure 2).

**Figure 2: What type of walkway do you prefer?**



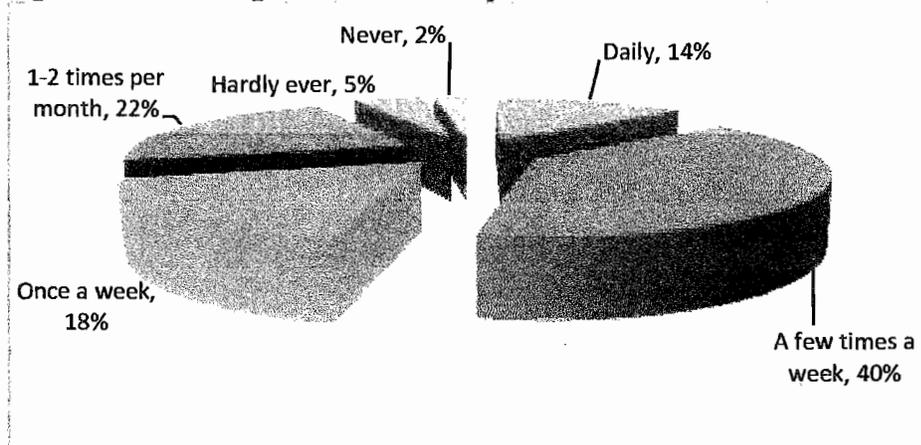
Walking was the most popular activity using Truckee’s trails and bikeways at 115 responses; mountain biking followed closely at 108 responses. Other popular uses of trails and bikeways included road biking, hiking, running, and walking or running with a dog, ranging from 63 to 82 responses (Figure 3).

**Figure 3: How do you currently use Truckee’s trails and bikeways, if at all?**

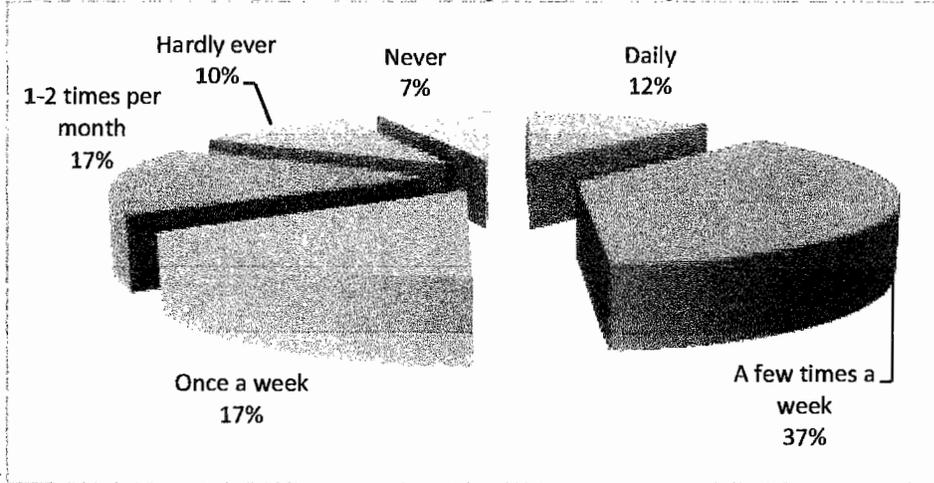


The Truckee community is very active. The majority of people, 40% responded that they use trails a few times a week. 18% of respondents use trails once a week, while 22% of respondents use trails one to two times per month (Figure 4). Since many people are using trails to ride their bikes, not surprisingly, responses for how often people ride their bicycles was very similar to how often one uses the trails. 37% of people rode their bicycle a few times a week (Figure 5).

**Figure 4: On average, how often do you use the trails?**

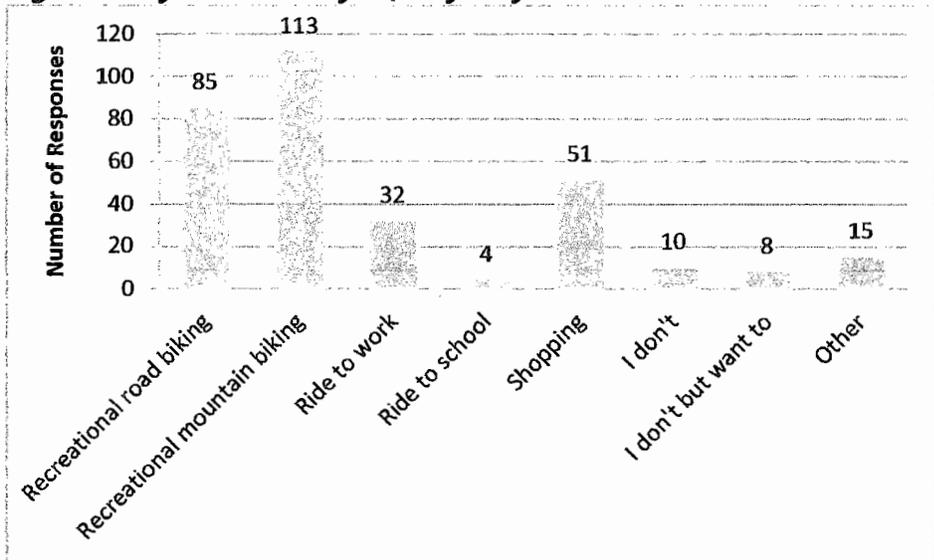


**Figure 5: On average, how often do you ride a bicycle?**



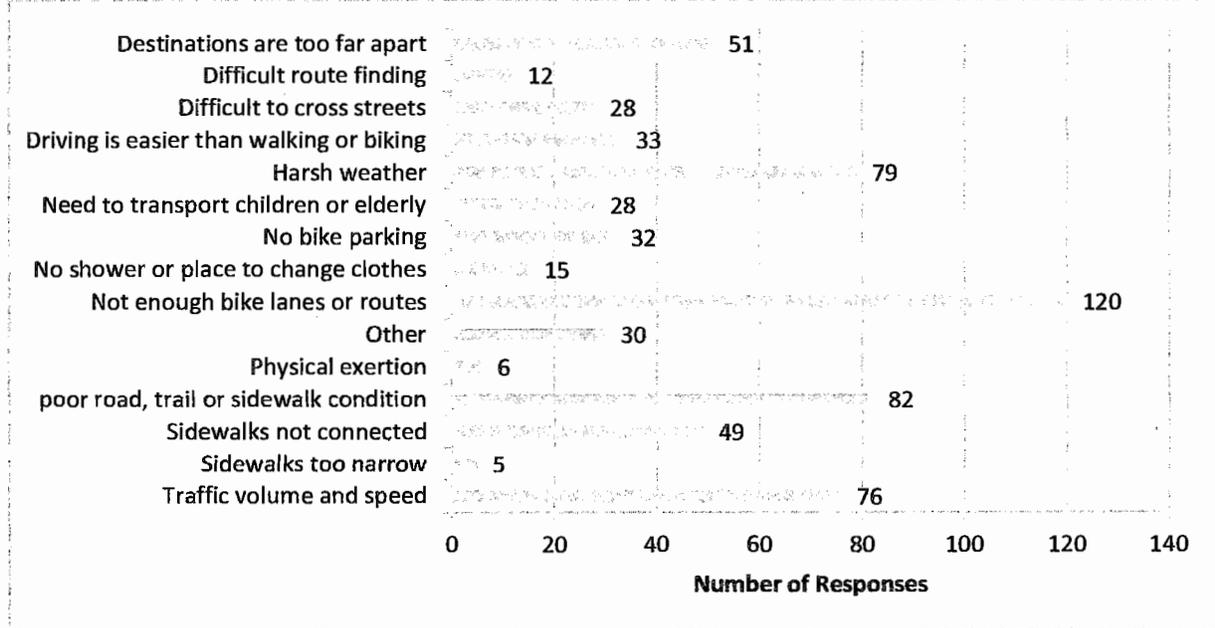
Residents had many reasons to ride a bicycle. The most common reasons to ride a bicycle were for recreation and exercise by mountain bike or road bike at 113 and 85 responses respectively (Figure 6).

**Figure 6: If you ride a bicycle, why do you ride?**



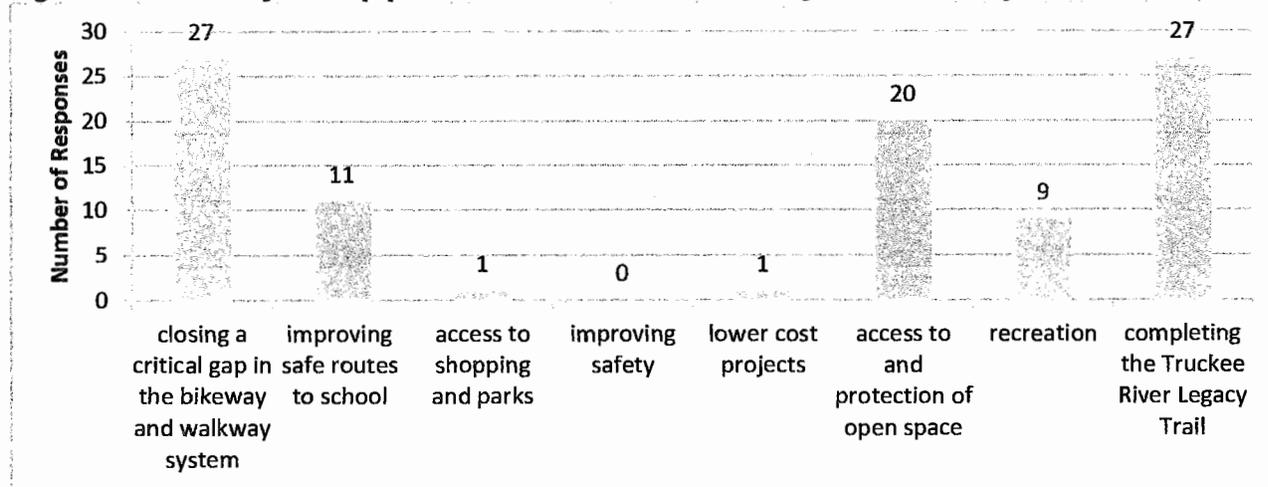
The top reason for not walking or biking more often was that there are not enough bicycle lanes or routes at 120 responses (Figure 7). Harsh weather, poor facility condition, and traffic volume and speed were also cited as among the most common reasons preventing respondents from walking or biking more often.

**Figure 7: What prevents you from walking or bicycling more often in Truckee?**



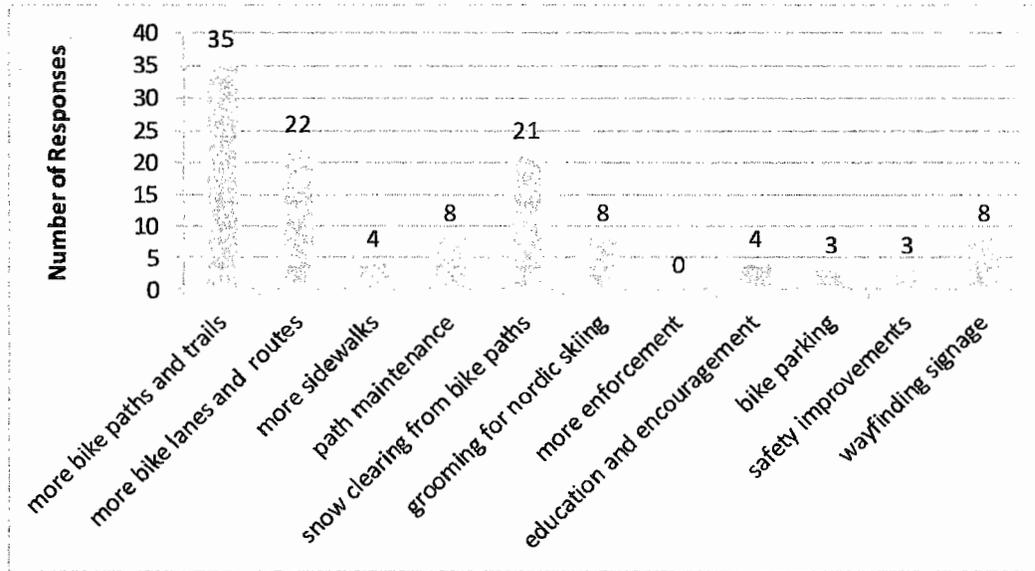
The top three priorities for new trails, bikeways and walkways were completing the Truckee Legacy Trail, closing a critical gap in the bikeway and walkway system, and access to and protection of open space (Figure 8).

**Figure 8: What are your top priorities for new trails, bikeways, and walkways?**



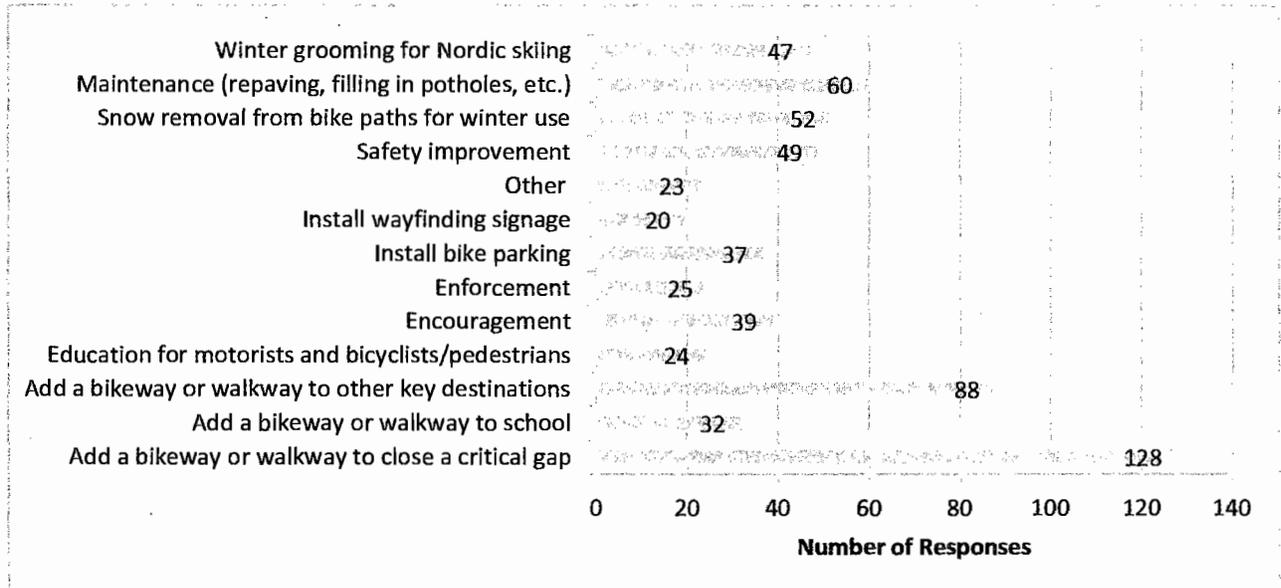
Residents expressed the most interest in seeing funds spent for more bike paths, trails, lanes and routes (47 responses), as well as snow clearing from paths for winter use (21 responses) (Figure 9).

**Figure 9: How should money for bikeways and walkways be spent?**



Adding new bike facilities to directly access key destinations and to close critical gaps were the most popular suggestions to the Town as a way to improve bicycling and walking in Truckee at 128 and 88 responses respectively (Figure 10).

**Figure 10: What can the Town do to improve conditions for bicyclists, pedestrians, and other trail users?**



**Table 1: Top twelve locations in Truckee where it is difficult to walk or ride a bicycle**

Ranking	Segment Description	Number of Responses
1	Glenshire Dr from Donner Pass Road to Dorchester Dr loop	54
2	Donner Pass Rd through Downtown	45
3	Bridge St/Brockway, Donner Pass Rd to Regional Park	43
4	West River St from Brockway to southern Town limit	31
5	Donner Pass Rd from Northwoods Dr to McIver	18
6	Hwy 267 from I-80 to southern Town limit	15
7	Mousehole	12
8	Truckee Legacy Trail	10
9	Ped Bridge	9
10	Brockway Rd from Regional Park to Hwy 267	9
11	Hwy 89S from Donner Pass Road to southern City limit	9
12	Northwoods Blvd from Donner Pass Rd to Tahoe Donner	9
	<b>Total</b>	<b>264</b>

**Table 2: Top five favorite places to walk or ride a bicycle in Truckee**

Ranking	Segment Description	Number of Responses
1	Truckee Legacy Trail	47
2	Donner Lake Rim Trail	28
3	Martis Valley	16
4	Glenshire	14
5	Donner Pass Rd, through town	10
	<b>Grand Total</b>	<b>115</b>



April 1, 2014 Workshop and Online Survey

Which bikeway project is most important to you? (Choose up to 4 projects.)

Project	Total Votes
1. Class II bike lane on Bridge St/Brockway from Donner Pass Rd to Regional Park	15
2. Class II bike lane on Glenshire Dr and Dorchester Dr	20
3. Class II bike lane on Alder Creek Rd	10
4. Pedestrian bridges over Truckee River	21
5. Railroad crossing between E River St and Railyard	6
6. Truckee Legacy Trail from SR 89 to Donner Memorial State Park	39
7. Class II bike lanes on Donner Pass Rd from Keiser to Hwy 89	2
8. Class II bike lanes on E River St from Bridge St to E River St East end	2
9. Class III bike route on Donner Pass Rd through Downtown	13
10. Truckee Legacy Trail, Phase 4, from Regional Park to SR 89	52
11. Class II bike lane on Hwy 89S from Donner Pass Road to southern City limit	2
12. Class I bike path connecting Truckee River Trail along Martis Dr to Brockway	17
13. Class II bike lane on Hwy 89N from Recreation Center to northern Town limit	6
14. Class II bike lane on Brockway Rd from Regional Park to Hwy 267	4
15. Class I bike path from Downtown to Mogul	23
16. Class II bike lane on Palisades Dr from Brockway Rd to Ponderosa	2
17. Class II bike lane on Martis Valley Rd and Ponderosa Dr	3
18. Class II bike lane on Prosser Dam Rd	6
19. Class I bike path from Comstock to Trout Creek Trail	2
20. Class II bike lane on Joerger Rd and Soaring Way toward Truckee River Trail	5
21. Class I paths through the Coldstream planned development near Donner Memorial State Park	9
22. Class I and II bike path and lane through Hilltop area	3
23. Tahoe Pyramid Bikeway	24
24. Class I bike path from north end of Frates Ln to Donner Pass Road at Levon Ave	6
25. Class I bike path from Olympic Heights to Downtown	6
26. Class I bike path from Glenshire neighborhood to Prosser Area	27
27. Class I bike path from Glenshire Dr to Highland Ave	5
28. Class I bike path from Recreation District to Donner Pass Road parallel to Hwy 267	5
29. Recreational earthen trail from east end of Donner Lake to Donner Summit and From Donner Lake to Tahoe Donner	17
30. Recreational earthen trail from Gateway to Tahoe Donner at Clubhouse	10
31. Recreational earthen trails from Beacon Road extension in Prosser Lake Heights to Emigrant Trail and the east end of Tahoe Donner to Emigrant Trail	6
32. Recreational earthen trail from Hwy 89 at Alder Dr to Forest Service lands/Prosser Reservoir	8
33. Recreational earthen trail connecting Glenshire Dr to existing recreational trails north of Olympic Heights	6
34. Prosser Village Interchange at I-80 to Prosser Reservoir following Station Creek	1
35. Recreational earthen trail from Glenshire Dr at Glenshire Bridge north to Prosser Creek	16



36. Recreational earthen trail connecting Truckee River access to Glenshire neighborhood from Archery View	12
37. Truckee River Trail to Martis Valley following Martis Creek	10



Which walkway project is most important to you? (Choose up to 2 projects.)

Project	Total Votes
1. Donner Pass Road through Downtown	46
2. Donner Pass Road from Northwoods to McIver	18
3. W River St	31
4. E River St	9
5. Riverside Dr	4
6. Jiboom St	18
7. Bridge St/Brockway Rd from north end of Bridge St to Palisades Dr	29
8. Martis Valley Rd	9
9. Brockway Rd from roundabouts south toward Hwy 267	11
10. Palisades Dr	4
11. E Main St	0
12. Keiser Ave	0
13. Donner Pass Road from Keiser Ave to I-80	4
14. Cold Stream Rd	5
15. Estates Dr	1
16. Spring St	3
17. Church St and School St	3
18. Donner Trail Rd	5
19. Meadow Way	1

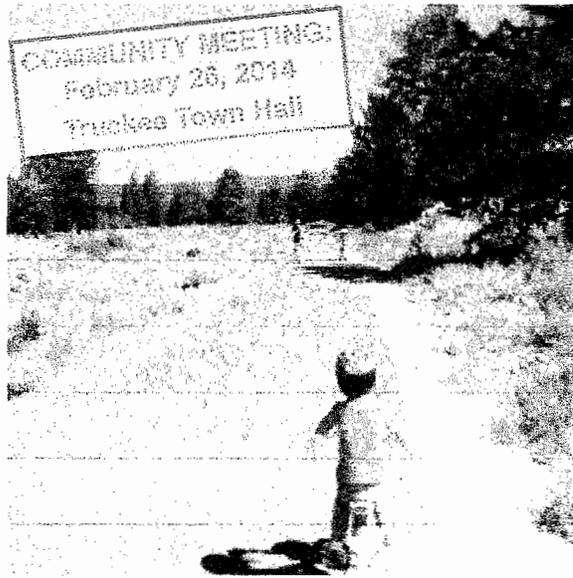
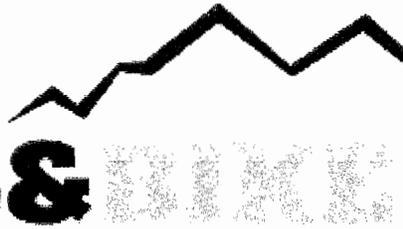
The Town of Truckee will develop a winter maintenance strategy to clear snow from high priority bike paths. At this time, the Town proposes NOT to groom bike paths for Nordic skiing. Do you agree?

- 73% - Yes
- 27% - No



If the Town clears snow from high priority bike paths, which is your highest priority?

- Truckee River Legacy Trail – 61 votes
- Pioneer Trail – 11 votes
- Brockway Road Trail – 11 votes
- Comstock Trail – 1 vote



## TOWN SEEKS PUBLIC INPUT ON TRAILS & BIKEWAYS MASTER PLAN UPDATE

The Town of Truckee is working on a comprehensive update of the Truckee Trails & Bikeways Master Plan, the guiding document for developing and maintaining Truckee's system of trails and bikeways.

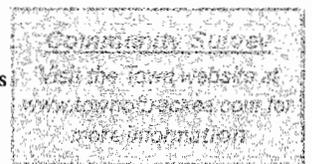
"This is the first comprehensive update we have ever made to the Trails and Bikeways Master Plan," said Community Development Director John McLaughlin. "It is a great opportunity for the community to help us plan for the future of our trails."

The Trails and Bikeways Master Plan was adopted in 2002. The Town of Truckee General Plan established Land Use, Conservation & Open Space, and Circulation policies that encourage the development and implementation of a

non-motorized system promoting the use of alternative transportation and creating recreational opportunities for the Truckee community and beyond.

Specifically, the General Plan provides direction to "establish a town-wide

multi-use public trail system" through the development and adoption of a local Master Plan. The purpose of the Truckee Trails and Bikeways Master Plan was to implement this vision and many other directly related policies contained within the General Plan.



The Legacy Trail near the Riverview Sports Park.  
Credit: Truckee Trails Foundation

*Continued on page 2*

## WHAT'S NEW IN THE MASTER PLAN?

A great deal has changed since the Truckee Trails and Bikeways Master Plan was approved in 2002. Since that time, a number of trails and bikeways have been built and expanded, in addition to other amenities such as the Truckee Bike Park. The Master Plan is being updated to reflect current amenities and future projects, as well as taking a fresh look at the goals and policies in the plan to ensure their continued relevance in shaping the future of Truckee trails and bikeways.

### What's in the plan?

The Trails and Bikeways Master plan provides long-range vision for the area's trails and bikeways. It includes goals, policies and implementation items; prioritization of proposed trails and bikeways; trail maintenance priorities and standards; design standards for recreational trails and bikeways; and implementation financing.

### What is the focus of this update?

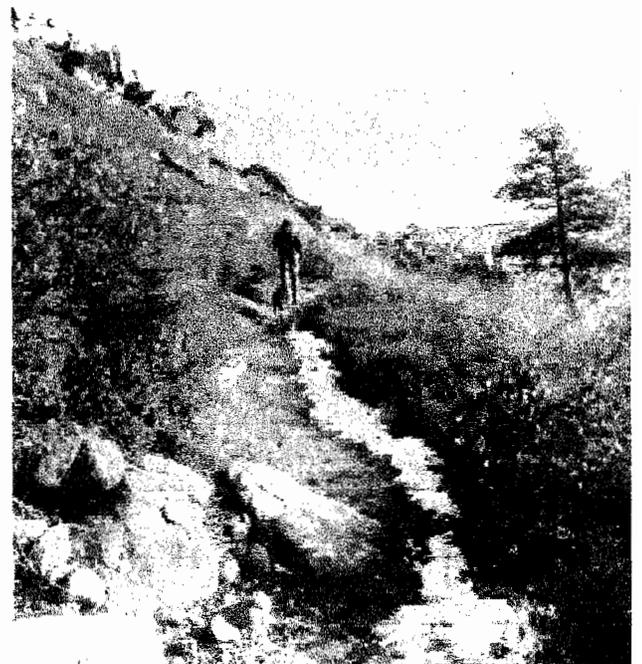
The Town's stakeholder committee will

review the goals and policies established in the plan to ensure that they continue to meet the community's needs, as well as creating a new list of prioritization for future trail construction and maintenance.

The stakeholder committee will also address issues such as whether trails should be groomed or plowed to allow for cross-country skiing or biking during the winter months. Community feedback through surveys and public workshops will help the committee determine how the plan can best address the needs of the community.

### What's new for this update?

One of the new issues that the stakeholder committee will consider is whether to include pedestrian connectivity as part of the Trails and Bikeways Master Plan. Pedestrian connectivity would include sidewalks and other connections between pedestrian areas.



*Continued on page 4*

Recreational trails in the Truckee area allow for year-round uses.

## MASTER PLAN UPDATE:

*Continued from Page 1*

Although development of the Trails and Bikeways Master Plan was primarily driven by the Town of Truckee, it is a community plan to be used by all public and private entities proposing development of a recreational trail or on-street bikeway project within the plan boundaries. It is intended to be used as a guide for future local, state and federal roadway improvement projects and all future recreational trail projects.

A stakeholder group was formed in December 2013 to assist with the update, and community feedback will be solicited through several public workshops and a community survey.

"A great deal has changed in our community in the past 12 years," said McLaughlin. "Feedback from the community is essential to shaping the future of trails in our community."



## TOWN SEEKS "BICYCLE FRIENDLY AMERICA" STATUS

One of the goals of the Master Plan Update is ensuring that the Town is able to qualify for bicycle- and pedestrian-related grants and participation in programs dedicated to promoting active bike and pedestrian lifestyle.



The Bicycle Friendly America program, through the League of American Bicyclists, is one such program. Bicycle Friendly America provides a road map, hands-on assistance, recognition, and tools for states, communities, universities and businesses to make bicycling a real transportation and recreation option for all people. The program includes five essential categories: engineering, education, encouragement, enforcement, evaluation & planning.

According to the BFA website, "Bicycling is more than a practical, cost-effective solution to many municipal challenges. It's an opportunity to make your community a vibrant destination for residents and visitors — a place where people don't just live and work, but thrive."

## TOWN UTILIZES GRANT AWARDS TO EXPAND TRAILS & BIKEWAYS SYSTEM

Since adopting the Truckee Trails and Bikeways Master Plan in 2002, the Town of Truckee has actively worked to expand the trail system within the town limits.

"We have been extremely fortunate to receive grant dollars that have provided funding to expand our trail infrastructure," said Tony Lashbrook, Town Manager.

Currently, Truckee has a total of 15 miles of Class I trails (bike paths or multiuse trails completely separate from the street) open to the public, including 6.6 miles of Town-maintained trails (the Legacy Trail, Brockway Road, Frishman Hollow, Public Service Center and Roundabout paths) and 6.7 miles of privately maintained trails (Old Greenwood, Gray's Crossing, Pine Forest and the Pioneer commerce Center).

Truckee also has a total of 15 miles of Class II bike lanes (30 lane miles on Donner Pass Road and Northwoods Boulevard) and 32 miles of Class III bike routes (64 lane miles in Tahoe Donner, Prosser and Glenshire).

The Town has completed several trail projects in recent years, such as the Brockway Road Trail (funded by a \$654,750 grant from the Bicycle Transportation Account) and Phase 3A extension of the Legacy Trail. In addition to these efforts, the Town is currently working on several new trail and bikeway projects.

### Legacy Trail

The first phase of the Truckee River Legacy Trail was completed in 2001.

Phase 3B is anticipated to be completed in summer 2014, adding 2.2 miles of Class I trail connecting the Truckee River Sports Park to Glenshire Drive. A \$2.9 million grant from the California Natural Resource Agency was secured to complete this phase of the trail.

### Tahoe Donner to Downtown Trail

The Tahoe Donner to Downtown Trail is 1.5 miles of Class I trail that will connect Northwoods Boulevard to Bridge Street. Construction of Phase 1 of the trail is scheduled to begin in 2014.

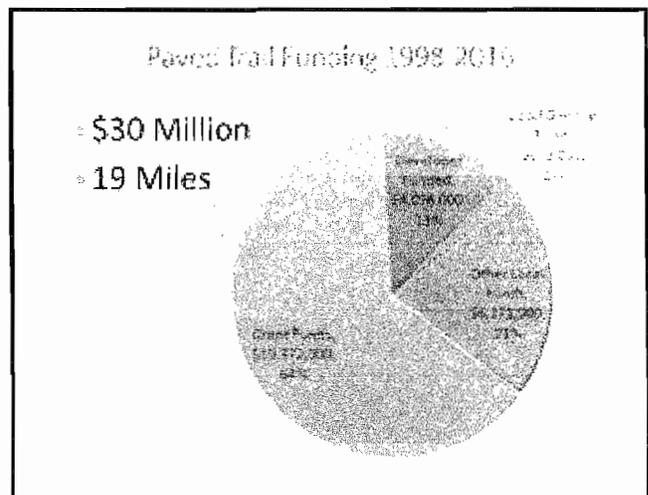
### SR 89 Mousehole

The Mousehole is a pedestrian/bike tunnel on State Route 89 funded by a \$1.5 million Transportation Investment Generating Economic Recovery (TIGER) grant. The half mile of Class I trail will connect Deerfield Drive to West River Street. Construction is scheduled to begin in 2015.

### Glenshire Drive

The Glenshire Drive project began with Phase 1 in 2013; Phase 2 will be completed in 2014. A \$900,000 grant from the Highway Safety and Improvement Program provided funding for the widening and reconstruction project, which adds Class II bikeways to Glenshire Drive, connecting Glenshire with Downtown Truckee.

"These trail improvements add a great deal to the character of our community," said Lashbrook. "Many of these projects would not have been possible without grant funding."



## TRUCKEE TRAILS & BIKEWAYS MASTER PLAN IDENTIFIES TRAIL BENEFITS

Trails and multi-use paths are the foundation of a comprehensive bicycling and walking system. Trails offer numerous aesthetic and recreational opportunities, as well as commuter options for walking, hiking, bicycling, skating or otherwise traveling to and from community destinations. Residents desiring to bicycle or walk to work, go for a family bicycle ride or walk to the park or library, enjoy a longer outing to and around Donner Lake or along the Truckee River, or simply take pleasure in walking will benefit from new trails. Residents that use trails gain the added health benefit of exercise through cycling and walking.

As trail systems are implemented, they also offer an alternative mode of transportation to the automobile. With

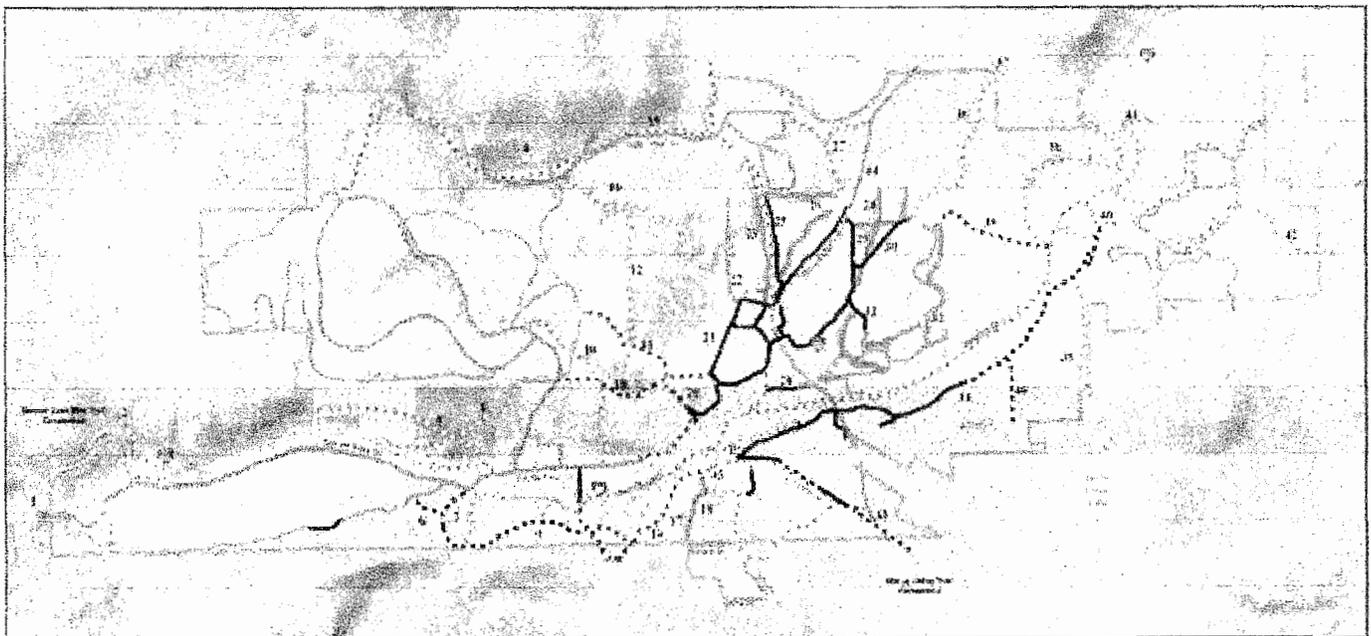
increased walking and bicycling as a means of transportation, measurable air quality benefits result.

Trails can have unexpected value by serving as a buffer for open spaces, wetlands and wildlife habitat, and even preserving clean water and aquifers. Along with these environmental benefits, trails offer educational opportunities through interpretation of the environment that they pass through.

Trails have proven to be safe places that encourage healthy lifestyles and improve the livability of a community. They attract the young and the old, the healthy and the disabled. They are a marker of a welcoming and visionary community.



## MASTER PLAN UPDATE TO ADDRESS FUTURE TRAIL ALIGNMENTS



2012 Master Plan Interim Update Map

Existing Trail - Actual Route	Proposed
Class I Bike Path	Class I Bike Path
Class II Bike Lane	Class II Bike Lane
Class III Bike Route	Class III Bike Route
Recreational Trail - Equestrian	Recreational Trail - Equestrian
	Class IV Bike Path
	Class V Unimproved Element
	Class VI Bike Lane
	Class VII Bike Route
	Recreational Trail - Multi-Use TRB

A significant part of the Trails and Bikeways Master Plan Update is prioritizing future trail projects, which helps create a road map for the future of Truckee's trails. One of the most important parts of that process is identifying and prioritizing future trail alignments.

According to Associate Engineer Becky Bucar, identifying those trail alignments is one of the most exciting parts of updating the plan.

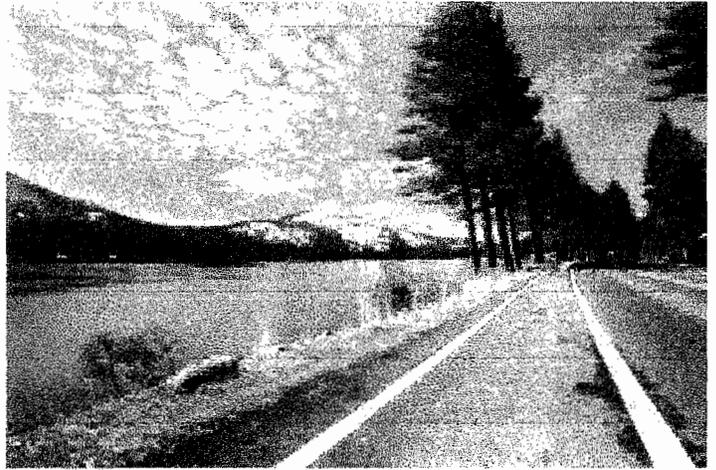
"Looking at future alignments for the trail and bikeway system gives us a vision of what the future will hold," said Bucar. "It's exciting to look at the big picture and see what changes we expect to see in the upcoming years."

## NEW IN MASTER PLAN: *Continued from Page 1*

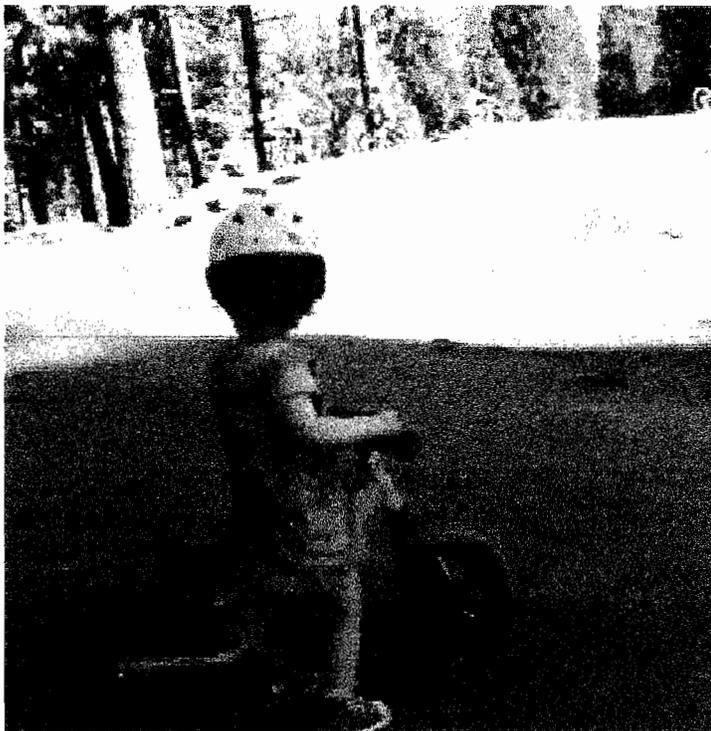
In addition, the update will include new trail alignments that have been added since the adoption of the Master Plan, such as the expansion of the Truckee River Legacy Trail and construction of the Brockway Trail.

### What's the timeline for the update?

The stakeholder committee was formed in December 2013, with the first two meetings held in December and January. A public workshop is scheduled for February 26 at Town Hall, with additional workshops and stakeholder meetings in March and April. A draft of the Master Plan is anticipated by summer 2014.



Bike Lane at Donner Lake



Truckee Pump Track draws riders of all ages and skill levels

## PUMP TRACK PROVIDES NEW AMENITY

Since expansion of the Truckee Bike Park in summer 2013 to include additional amenities such as a Pump Track, the project has drawn a couple hundred visitors per day during its summer peak, according to Brooks McMullin, Truckee Bike Park Project Co-Founder.

“People are traveling from all over the country to stop and ride on the way to their vacation destination, if Truckee was not the final destination,” says McMullin. “With the increased infrastructure, more will come to visit.”

According to McMullin, community support made the project possible. The Truckee Bike Park Project raised more than \$135,000 through grassroots donations and drew an estimated 1,000 people to its grand opening.

“We are building a stronger mountain bike community,” said McMullin.

The Truckee Bike Park is free to the public and is open from dawn to dusk.

## COMMUNITY WORKSHOP AND SURVEY

The Town of Truckee is seeking community participation and feedback on the Trails & Bikeways Master Plan Update. Community members are encouraged to attend upcoming public workshops and participate in an online survey to provide additional feedback to the stakeholder committee.

### Community Workshop

Join the Town of Truckee on **Wednesday, February 26, 2014**, at Town Hall for a community workshop designed to gather feedback from the community on the goals, policies and prioritization for Truckee's trails and bikeways.

### Community Survey

The Town of Truckee is seeking feedback on current trail usage, suggestions on what residents would like to see in the future, and information on issues such as grooming or plowing trails for winter activities. Please visit the Town website at [www.townoftruckee.com](http://www.townoftruckee.com) to provide your feedback.

### Contact

For more information on the Truckee Trails and Bikeways Master Plan project, visit the Town website at [www.townoftruckee.com](http://www.townoftruckee.com). For questions or to provide public comment on the project, contact Jenna Endres, Associate Planner, at 530-582-2922 or [jendres@townoftruckee.com](mailto:jendres@townoftruckee.com).



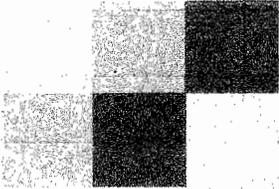
10183 Truckee Airport Road  
Truckee, CA 96161  
[www.townoftruckee.com](http://www.townoftruckee.com)

65



ATTACHMENT I.4.1

Nevada County Health Status Report



Health and Human Services Agency

Nevada County Public Health Department

2014 Nevada County Health Status Report



# TABLE OF CONTENTS

Introduction .....	1
Table of Contents.....	2
Healthy People .....	4
Nevada County Health Status Indicator Comparisons .....	4
Healthy People 2020 .....	6
Demographics.....	6
Age.....	7
Race .....	7
Education.....	8
Economic Status .....	8
Mortality .....	9
All-Cause Death Rate.....	9
Leading Causes of Death .....	9
Chronic Disease .....	10
Cancer .....	10
Heart Disease .....	12
Cerebrovascular Disease (Stroke).....	12
Diabetes .....	13
Asthma.....	14
Behavioral Risk Factors .....	15
Physical Activity .....	15
Obesity.....	16
Tobacco.....	17
Alcohol .....	19
Maternal and Child Health.....	21
Birth Rate .....	21
Teen Birth Rate .....	22
Prenatal Care .....	23
Infant Mortality.....	23
Low Birth Weight Infants .....	23
Breastfeeding .....	24
Hospital Breastfeeding.....	24
Women Infant and Children (WIC) Breastfeeding .....	24

### Healthy People

Healthy People 2020 are a set of national health status indicators chosen as benchmarks to improve the health of all Americans. The two overarching goals of HP 2020 are to: 1. increase the quality and years of healthy life, and; 2. eliminate health disparities. A comparison to the national measures can be made to assess and monitor the health of Nevada County. The leading indicators for health status include: physical activity, overweight and obesity, tobacco use, substance abuse, responsible sexual behavior, mental health, injury and violence, environmental quality, immunizations and access to healthcare. The interpretation of these objectives in a particular county should be made with caution; a specific indicator may not capture the full picture of health within the region, nonetheless it can be used by health officials to identify an area of possible concern. Each of the highlighted indicators will be discussed in further detail in a later portion of this report.

### Nevada County Health Status Indicator Comparisons<sup>1,2,3</sup>

Table 1

Healthy Indicator	1999-2011 California Rate	1999-2011 Nevada County	2010-2012 California Rate	2010-2012 Nevada County	Healthy People 2020 Objective (per 100,000 population unless otherwise specified)	Nevada County Healthy People 2020 Status
Diabetes Deaths	20.2	10.5*	20.4	10.2*	65.8 deaths	
Stroke Deaths	38.1	39.4	36.6	36.3	33.8 deaths	
Coronary Heart Disease	122.4	97.6	106.2	93.7	100.8 deaths	
All Cancer Deaths	156.4	154.6	153.3	154.9	160.6 deaths	
Infant Deaths	4.9	5.6*	NA	NA	6.0 deaths/1,000 live births	



= has achieved the HP 2020 Objective



= has not achieved the HP 2020 Objective

\*Death Rate unreliable, relative standard error is greater than or equal to 23 percent

^Crude Case Rate shown ^ Did not stratify gender in previous rates

## Healthy People 2020

In late 2010, officials released new goals for public health in the form of *Healthy People 2020*. This expanded the objectives to include four overarching goals:

1. Attain high-quality, longer lives free of preventable disease, disability, injury, and premature death.
2. Achieve health equity, eliminate disparities, and improve the health of all groups.
3. Create social and physical environments that promote good health for all.
4. Promote quality of life, healthy development, and healthy behaviors across all life stages.

The national indicators outlined in the previous version, *Healthy People 2010*, will continue through 2020, where they have been designed to improve upon trends already achieved. The benchmark numbers were adjusted to reflect what were felt to be achievable goals. Additionally, health officials identified the following new categories to monitor in *Healthy People 2020*: adolescent health; blood disorders and blood safety; dementias (including Alzheimer's); early and middle childhood; genomics, global health; health-care associated infections; health-related quality of life and well-being; lesbian, gay, bisexual, and transgender health; older adults; preparedness; sleep health and social determinants of health.

The state of California is implementing the objectives set forth, but have called them Healthy California 2020. A full list of objectives can be found on the Healthy People 2020 web page<sup>2</sup> and the Healthy California web page.<sup>4</sup> Nevada County Public Health strives to reach this set of goals for our local residents.

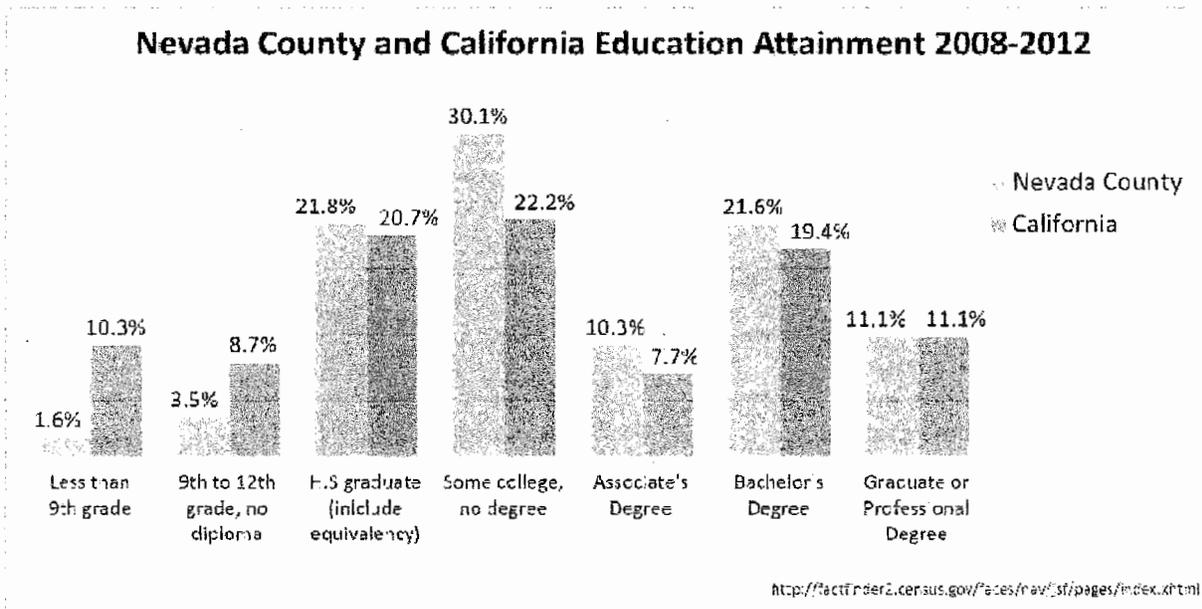
## Demographics

Demographics are identifiable characteristics that define a given population and can be effectively used to create a 'picture' of who lives in Nevada County. The underlying components of the county's demographics – including age, education, gender, income, and race - offer insight into the social determinants of health.

With more than 97,000 residents, Nevada County is the 36<sup>th</sup> most populated county in California. The incorporated areas of Grass Valley, Nevada City and Truckee are home to about 33% of the county's population.<sup>5</sup> The remaining 67% of residents live in outlying regions.<sup>5</sup> The population has remained relatively stable going from 98,764 in 2010 to an estimated 97,225 in 2014 .

It is worth noting that there has been an increase in the size of the Latino community in Nevada County over the past decade. In contrast to the 2013 data, in 2000, the Latino population only represented 5.7% of the region.<sup>6</sup>

Figure 4<sup>6</sup>



**Education**

A higher level of education has been correlated with better health overall. More Nevada County residents have attended college or pursued advanced degrees than individuals statewide. Furthermore, there are considerably fewer people living in the county with less than a 9<sup>th</sup> grade level of education (1.6%) than statewide (10.3%).<sup>6</sup>

**Economic Status**

People living at or below the poverty line tend to have a lower health status. The percent of persons below the poverty level in Nevada County from 2008-2012 is estimated to be 11.6% versus 15.3% in California. Median household income, 2008-2012 is lower in Nevada County (\$57,382) than in California (\$61,400). Of note, poverty rates go down with increasing educational attainment. In Nevada County, for people 25 years and over, the poverty rate is estimated to be 25% for those with less than a high school graduation compared to under 6% for those with a bachelor's degree or higher (2008-2012 American Community Survey 5-Year Estimates).

## Chronic Disease

Chronic diseases are the number one cause of death and disability in the United States. The most common chronic diseases—heart disease, cancer and stroke—account for more than 50% of annual deaths nationwide.<sup>10</sup> In California, heart disease and cancer were responsible for 25% and 24% respectively of all deaths in 2009.<sup>11</sup>

Although chronic diseases are among the most common health problems, many of them are preventable through modification of lifestyle. Behavioral risk factors such as tobacco use, obesity, alcohol consumption and lack of physical activity are major contributors to most chronic diseases. These behavioral risk factors will be addressed in detail elsewhere of this report.

## Cancer

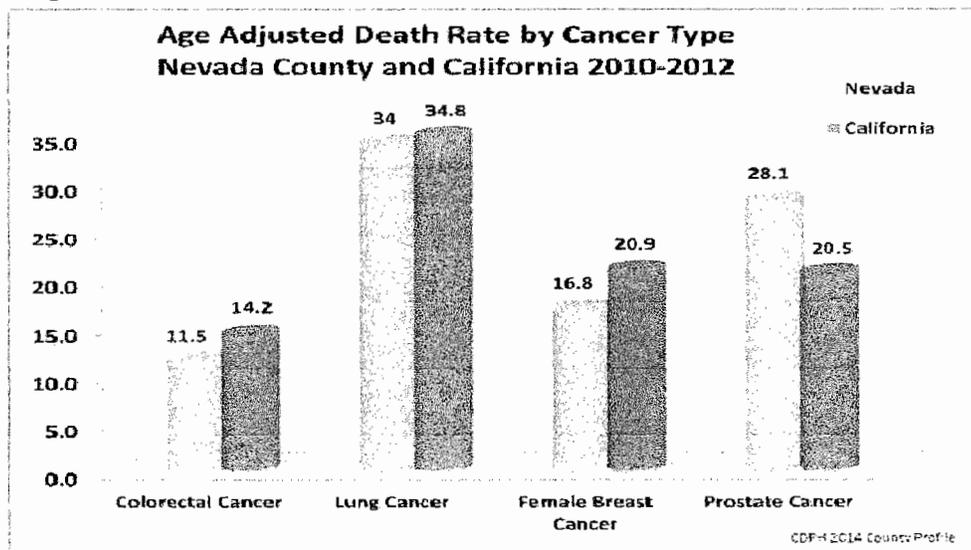
Cancer is a group of more than 100 distinctive diseases characterized by the uncontrolled growth and, in some cases, spread of abnormal cells. Cancer is the second leading cause of death in Nevada County, California and the United States. Nevada County adult respondents to the California Health Interview Survey determined the prevalence of cancer (all types) among residents in 2005 was 12% compared to 14.6% in 2001.<sup>3</sup>

Table 3<sup>1,2</sup>

Death Rate Due to All Cancers, Nevada County and California, 2010-2012	
Age-Adjusted Death Rate Per 100,000	
Nevada County	154.9
California	153.3
Healthy People 2020 Objective	160.6

The age-adjusted death rate from all cancers in Nevada County between 2010-2012 was 154.9 deaths per 100,000 populations. The age adjusted cancer death rate in the county was slightly higher than the state age-adjusted death rate of 153.3 deaths per 100,000 population and lower than the *Healthy People 2020* objective of 160.6 deaths.<sup>2</sup>

Figure 6<sup>2</sup>



**Heart Disease**

Heart disease, also called cardiovascular disease, includes multiple conditions that affect the heart and blood vessels. The most common types of heart disease are coronary artery disease, myocardial infarction (better known as a heart attack), and congestive heart failure. Heart disease is the leading cause of death in California and the United States.<sup>13</sup>

Nevada County’s age-adjusted coronary heart disease death rate for 2010-2012 is 93.7 deaths per 100,000 population. This rate is lower than the California rate of 106.2 deaths per 100,000 population. Nevada County met the *Healthy People 2020* objective of less than 100.8 heart disease-related deaths per 100,000 population.

Table 4<sup>12</sup>

Death Rate Due to Coronary Heart Disease, Nevada County and California, 2010-2012	
	Age-Adjusted Death Rate per 100,000
Nevada County	93.7
California	106.2
Healthy People 2020 Objective	100.8

**Cerebrovascular Disease (Stroke)**

Cerebrovascular disease is the disruption of the blood supply to the brain either through an obstruction (ischemic stroke) or when a blood vessel bursts (hemorrhagic stroke). Strokes can result in permanent brain damage or death. Approximately 137,000 individuals in the United States die from a stroke every year. It is the third leading cause of death nationally.<sup>13</sup>

Nevada County’s age-adjusted death rate for cerebrovascular disease during 2010-2012 was 36.3 deaths per 100,000 population, similar to the statewide rate of 36.6 deaths per 100,000 population. Both California and Nevada County are slightly higher than the *Healthy People 2020* objective of 34 deaths or fewer per 100,000 population. Age-adjusted death rates due to cerebrovascular disease have been declining both locally and statewide since 2004.

Table 5<sup>12</sup>

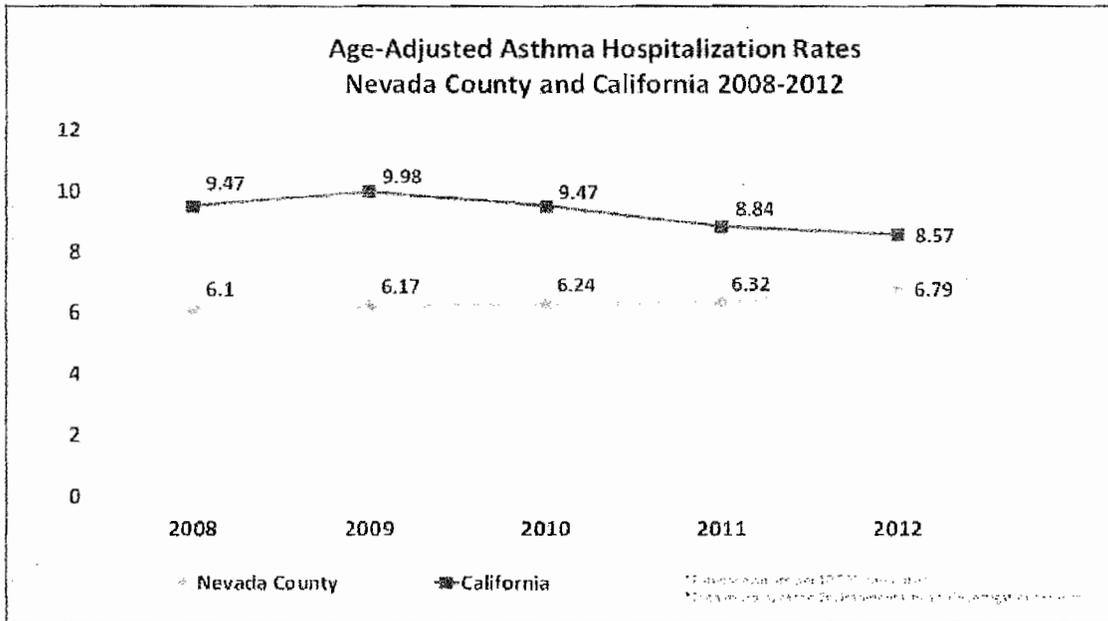
Death Rate Due to Cerebrovascular Disease, Nevada County and California, 2010-2012	
	Age-Adjusted Death Rate per 100,000
Nevada County	36.3
California	36.6
Healthy People 2020 Objective	33.8

**Asthma**

Asthma is a disease that affects the lungs, causing episodes of rapid wheezing, chest tightness and breathlessness. Asthma effects all ages, but it is one of the most common chronic diseases in children.<sup>15</sup>

According to the 2011-2012 *California Health Interview Survey*, only 13.7% of the respondents, 1 year of age and older, population in Nevada County has ever been diagnosed with asthma. In comparison 14.1% of California residents reported being diagnosed with the illness. There has been a slight decrease in asthma diagnoses locally. Previously, in the 2007 survey, 14.5% of county residents responded that they had been diagnosed with asthma at some point in their lifetime. Asthma hospitalization rates for the county have remained steady from 2009-2012.

Figure 10<sup>44</sup>



**Obesity**

Being overweight or obese is defined as being above the weight range that is considered healthy for a person's height. This ratio is measured by the body mass index (BMI). For adults, a BMI that falls in the range of 18.5-24.9 is within normal weight parameters. An adult with a BMI of 25-29.9 is considered overweight, while an adult with a body mass index above 30 is deemed obese. A BMI below 18.5 is considered underweight.<sup>16</sup> As an individual's weight increases, his or her risk of asthma, diabetes, hypertension, cancer, and cardiovascular disease begins to rise.<sup>17</sup>

The *California Health Interview Survey 2011-2012* data show that the percentage of Nevada County's population over the age of 18 who were overweight (32.3%) was less than the percentage of those who were within the normal weight range (48.4%). Eighteen percent of adults were classified as obese. One of the Healthy People 2020's Objectives

Figure 13<sup>3</sup>

**Body Mass Index in Nevada County**

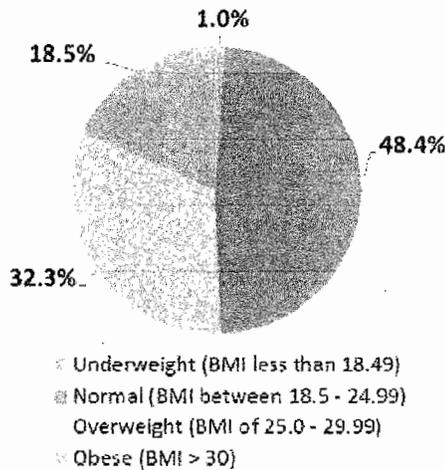
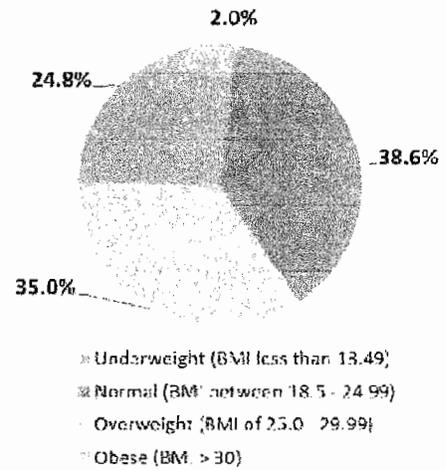


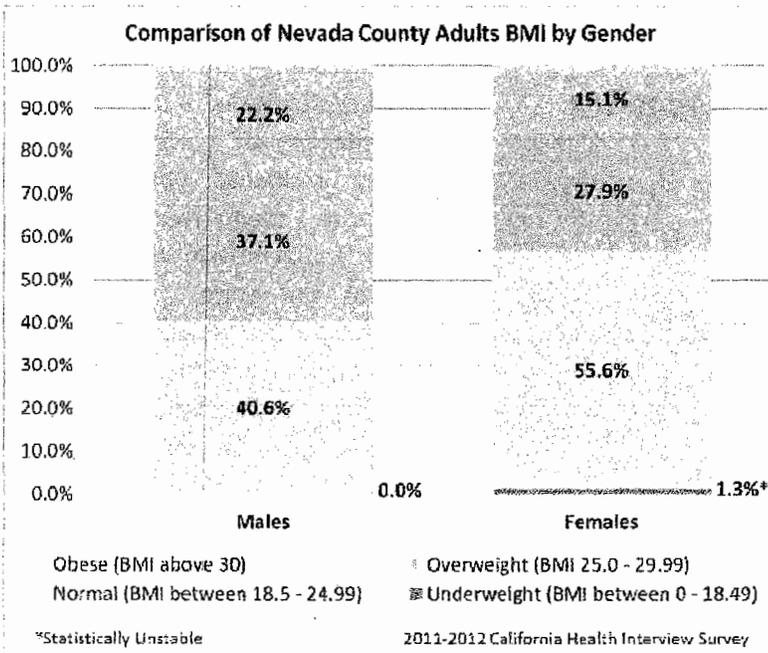
Figure 14<sup>3</sup>

**Body Mass Index in California**



for Nutrition and Weight Status is to reduce the national proportion of adults who are obese to 30.6% from 34.0%. Nationally, between the years 2005-2008, 16.2% of children and adolescents (2-19) were considered obese.<sup>1</sup> Healthy People 2020's goal is to reduce the aforementioned percentage to 14.5%.

Figure 15<sup>3</sup>



Further data analysis reveals that a much greater percentage of males in Nevada County were considered overweight or obese than females (see Fig. 15).

Children who are overweight are more likely than healthy-weight children to become obese adults. This increases a lifetime risk of developing the chronic conditions previously listed in this report.<sup>19</sup> Seventy-seven percent of teenagers age 12-17 in the county were within normal weight range, defined as the 5<sup>th</sup> to the 85<sup>th</sup> weight percentile. Statistically significant data on childhood obesity in Nevada County is not available from the California Health Interview Survey.

Approximately one-third of adolescents who begin smoking will eventually die due to illnesses related to their tobacco consumption.<sup>26</sup> The percentage of youth who smoke in Nevada County increases steadily between 7<sup>th</sup> and 11<sup>th</sup> grades, regardless of gender. This development is mirrored at the State level. In the 2011-2012 California Healthy Kids Survey a majority of Nevada County secondary students had not smoked a cigarette during their lifetime.

Figure 18<sup>27</sup>

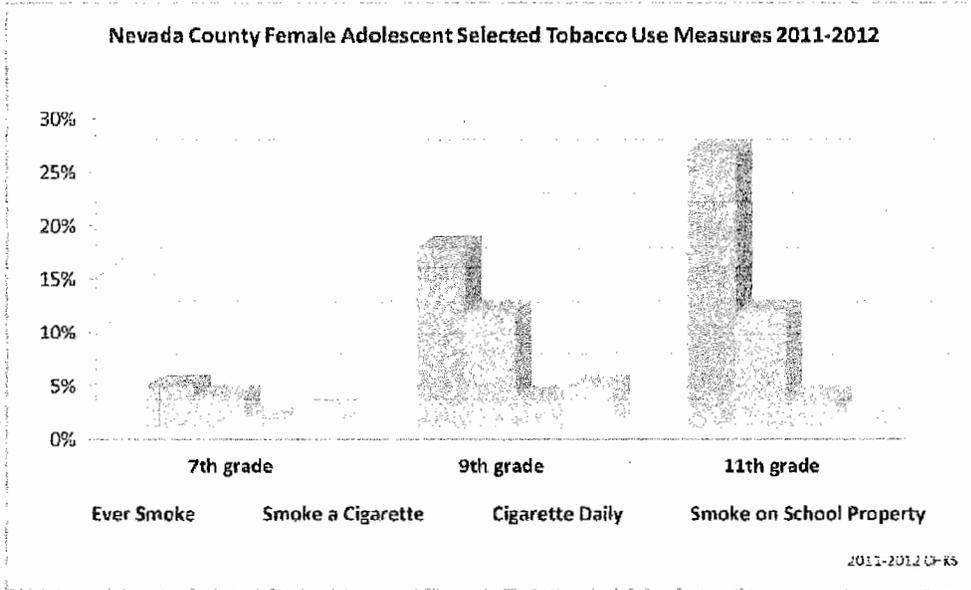
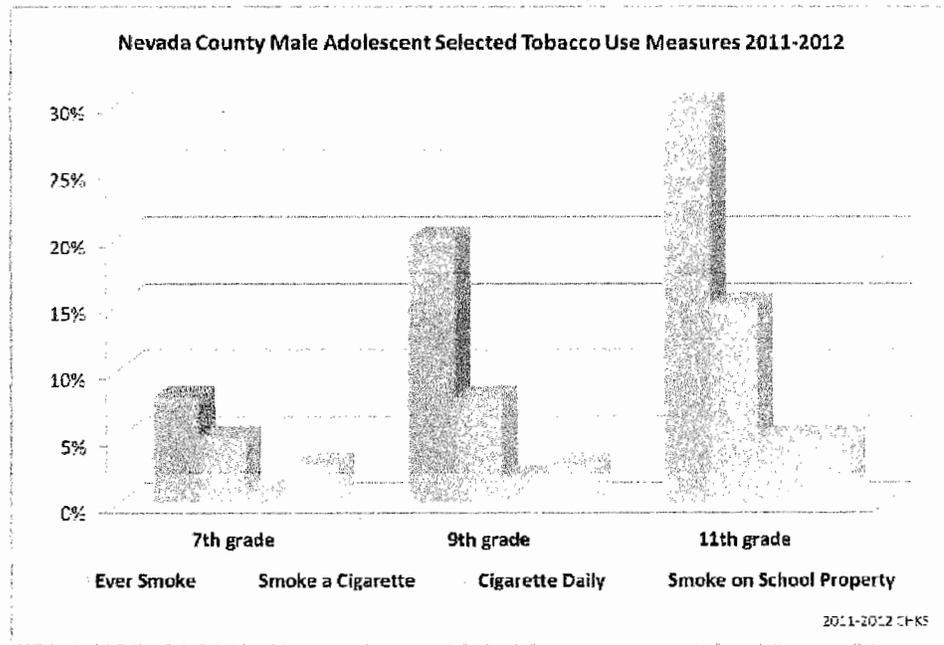


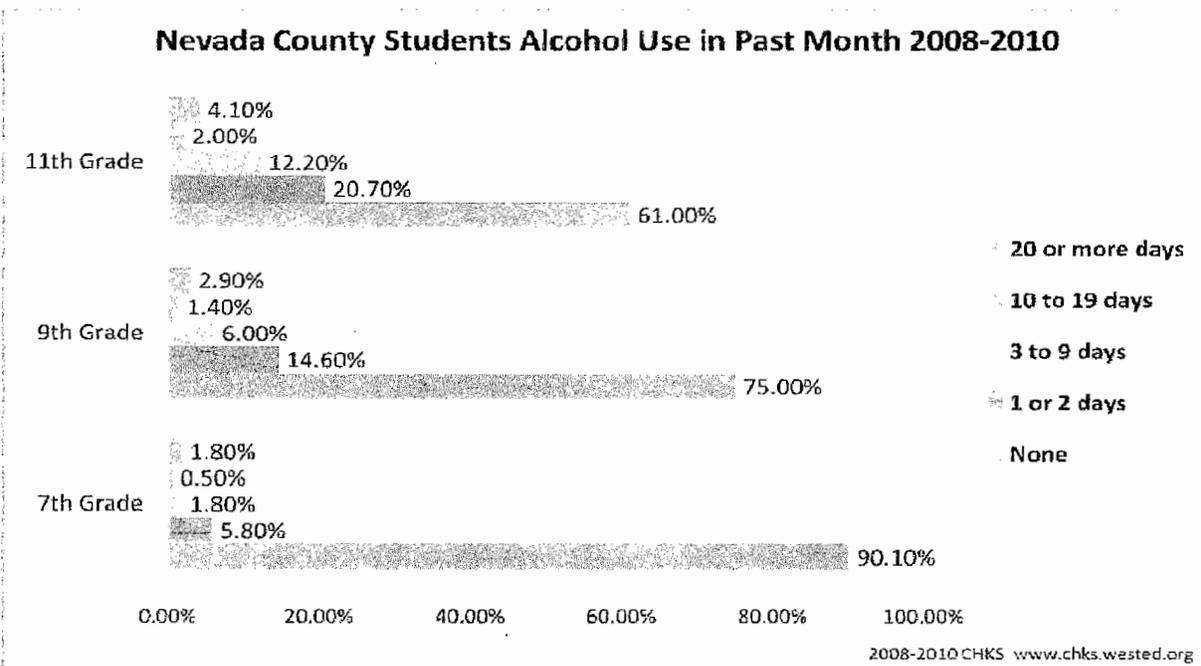
Figure 19<sup>27</sup>



## BEHAVIORAL RISK FACTORS

The number of teenagers who report no alcohol consumption within the past 30 days is higher among 7<sup>th</sup> graders in Nevada County than in California itself; however, by the 11<sup>th</sup> grade that percentage is equal. More teenage males in the county reported that they drank “until I get really drunk,” regardless of grade level. The goal of Healthy People 2020 is to reduce adolescent binge drinking from 25.2% to 22.7%.<sup>1</sup> The 2008-2010 California Healthy Kids Survey revealed a majority of students from 7<sup>th</sup> through 11<sup>th</sup> grade had not consumed alcohol during a 30 day period within taking the survey.

Figure 21<sup>22</sup>



**Teen Birth Rate**

Nevada County consistently has one of the lower birth rates in adolescent women (between 15-19 years of age) in the state with a rate of 14.8 births per 1000 between 2010-2012. This is nearly half the rate of California whose adolescent birth rate was 28.3 per 1000. In 2009, Nevada County had a low of 32 births to adolescent women.

Figure 23<sup>2</sup>

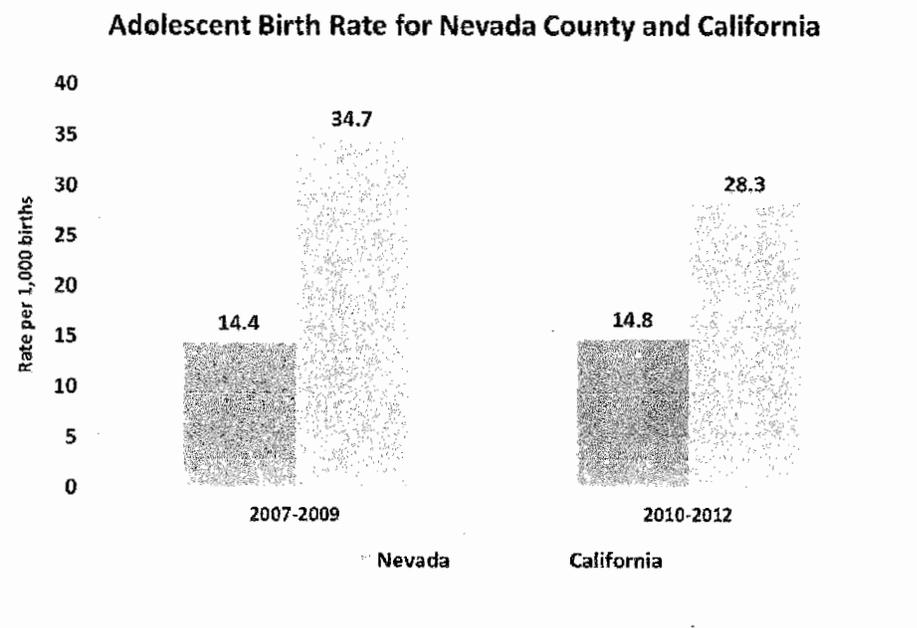


Figure 24<sup>29</sup>

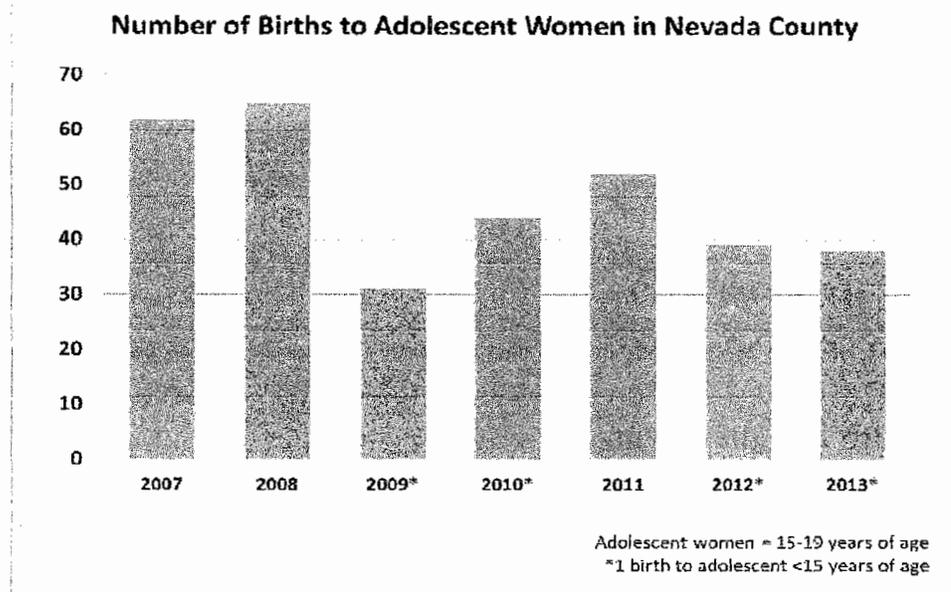


Table 9<sup>12</sup>

Low Birth Weight (LBW) Infants, Nevada County and California, 2009-2011		
	Number of LBW Infants	Percentage of LBW Infants
Nevada County	43.7	5.5
California	34,144.0	6.8

**Breastfeeding**

In 2006, only 43 percent of California newborns were exclusively breastfed in the early post-partum period.<sup>30</sup> The Healthy People 2010 goal of 75% postpartum breastfeeding is regularly met by Nevada County infants and mothers with 88% of infants exclusively breastfed while still in the hospital.<sup>31</sup> The Healthy People 2020 objective is to increase the proportions of infants who were ever breastfed (any breastfeeding) to 81.9%. Among participants in Nevada County's Women Infants and Children Program (WIC), on average 49% of infants under one year of age were exclusively breastfed during 2012-2013.

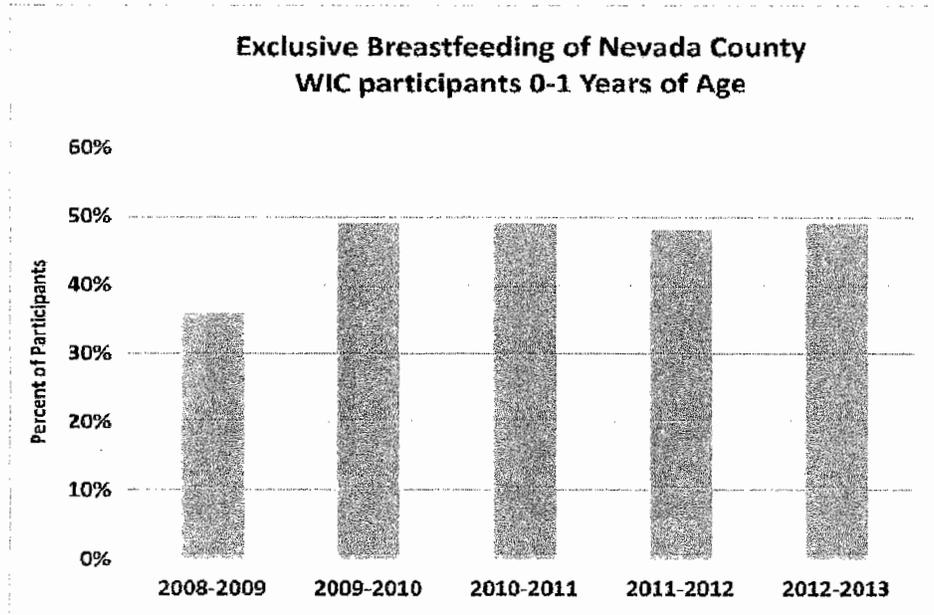
**Hospital Breastfeeding**

Table 10<sup>32</sup>

Nevada County Hospital Breastfeeding 2012					
	Total	Any Breastfeeding	%	Exclusive Breastfeeding	%
Nevada County	670	650	97.0%	601	89.7%
California	433,536	400,079	92.3%	271,421	62.6%

**Women Infant and Children (WIC) Breastfeeding**

Figure 26<sup>48</sup>



# COMMUNICABLE DISEASE

## Communicable Disease

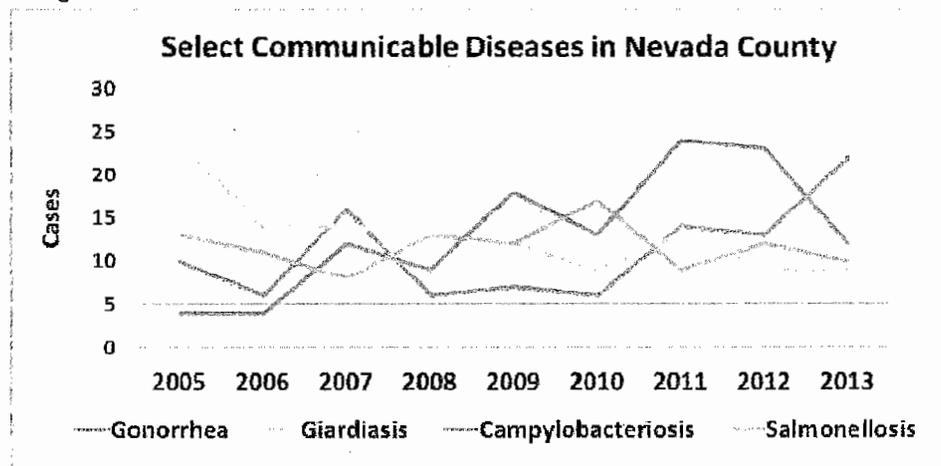
Laboratories and medical providers are required to report diseases and conditions identified in Title 17, California Code of Regulations, and Sections 2500, 2593, 2641.5-2643.2 and 2800-2812. The Nevada County Health Department investigates hundreds of reports of communicable disease each year ranging from gastrointestinal illnesses to sexually transmitted infections to vector borne illnesses. This includes investigating diseases that are not generally exposed in the United States but can be acquired while traveling such as Dengue and Malaria. Vaccine preventable diseases are also included in the reportable list - Mumps, Pertussis/Whooping Cough. Nevada County has experienced outbreaks of Pertussis/Whooping Cough and Chicken Pox within the last five years.

### Selected Reportable Diseases in Nevada County

Table 11<sup>33,49</sup>

	2005	2006	2007	2008	2009	2010	2011	2012	2013
HIV/AIDS	129	130	132	133	139	140	134	-	-
TB	2	2	0	3	0	0	1	1	0
Chlamydia	121	117	133	138	114	143	147	174	181
Gonorrhea	10	6	16	6	7	6	14	13	22
Campylobacter	4	4	12	9	18	13	24	23	12
Giardia	24	14	14	13	12	9	13	9	9
Escherichia coli 0157:H7	1	8	1	2	2	4	2	0	2
Salmonella	13	11	8	13	12	17	9	12	10
Hantavirus	0	0	0	0	2	0	0	0	0
Meningococcal Infection	2	0	2	1	0	0	1	0	0
Viral Meningitis	6	10	5	4	3	2	0	0	2
Hepatitis A	1	1	1	6	6	3	1	1	2
Hepatitis B (acute)	1	0	0	1	1	0	0	1	0
Hepatitis B (chronic)	4	4	5	2	9	6	13	15	5
Hepatitis C (acute)	1	0	0	0	0	0	0	0	0
Lyme Disease	3	7	7	14	5	8	6	2	1
West Nile Virus	4	0	0	0	0	1	0	0	0
Pertussis						24	2	5	70

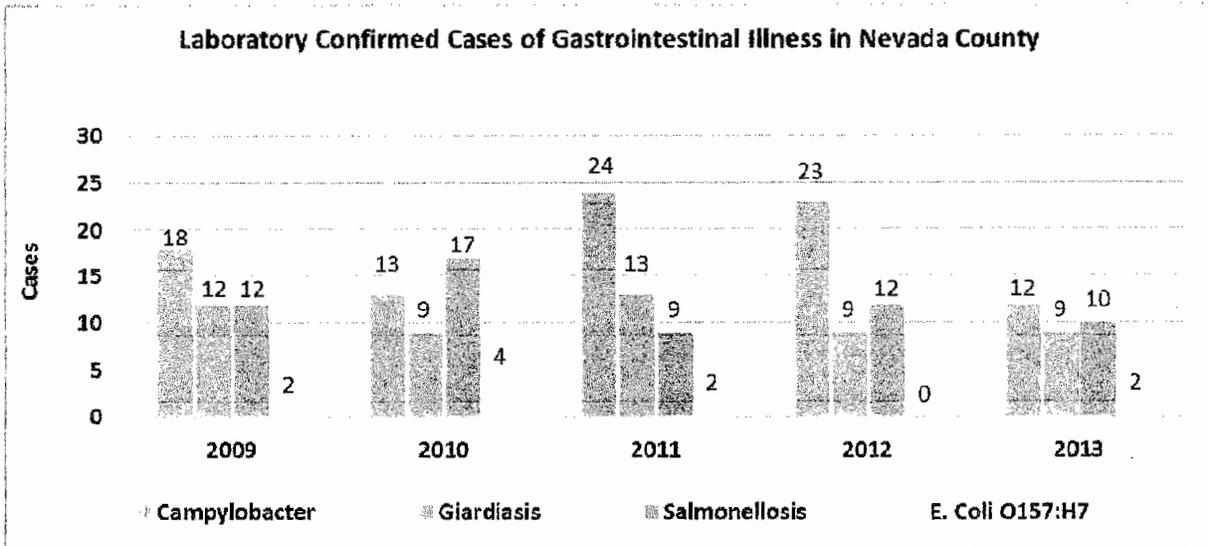
Figure 29<sup>33</sup>



**Gastrointestinal Illnesses**

Gastrointestinal illnesses make up a high percentage of the number of communicable disease cases reported to the Nevada County Public Health Department.<sup>33</sup> Campylobacter, Giardia, E. coli and Salmonella are the most frequently reported enteric infections. As the total numbers are low, there is significant variability from year to year. There is no comparison data available from the state.

Figure 31<sup>33</sup>



**Tuberculosis (TB)**

NCPHD receives reports from local healthcare providers and laboratories of suspected cases. TB cases are only counted as a case if they are laboratory confirmed and/or meet clinical or provider definitions from California Department of Public Health/Centers for Disease Control. In addition, cases are attributed to the county in which the person resided when initially diagnosed. Nevada County experiences very few cases meeting the above criteria; thus data is unreliable for determining a true case rate. Nonetheless, Nevada County Public Health Department treats several individuals a year for active Tuberculosis.

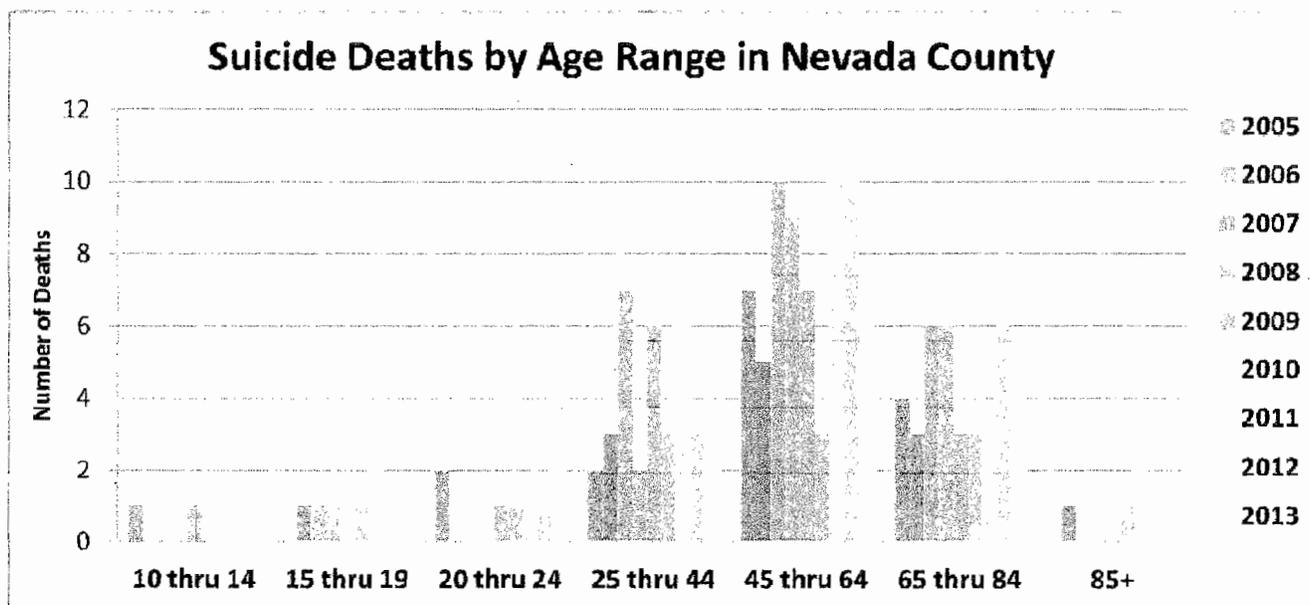
Table 14<sup>1,2</sup>

	Average Cases	Crude Case Rate per 100,000
Nevada County	0.7	0.7*
California	2,279.7	6.1
Health People 2010 & 2020 Objective		1.0

\*Rate deemed unreliable based on fewer than 20 data elements.

The largest number of suicide deaths registered in Nevada County was within the 45-64 age range.

Figure 33<sup>20</sup>



### Unintentional Injuries

Unintentional injuries are those not purposefully inflicted on a person. Typically, motor vehicles accidents, falls, poisonings, drowning and burns are the most common of these types of accidents. During 2010-2012, the Nevada County age-adjusted death rate for unintentional injuries was 13.4 deaths per 100,000 residents, which was lower than both the California age-adjusted rate of 27.3 deaths per 100,000 persons and the *Healthy People 2020* goal of 36.0 deaths per 100,000 population. The 2010-2012 Unintentional Injury Death Rate was improved from the 2007-2009 Age-Adjusted Death Rate of 36.7 per 100,000 persons.

Table 16<sup>12</sup>

Death Rate Due to Unintentional Injuries, Nevada County and California, 2010-2012		
	Average Number of Deaths	Age-Adjusted Death Rate
Nevada County	45.7	40.1
California	10,397.3	27.3
Healthy People 2020 Objective		36.0

## Motor Vehicle Collisions

Unintentional motor vehicle accidents are the leading injury-related cause of death in the United States.<sup>40</sup> Injuries related to motor vehicle traffic accidents include all injuries to vehicle occupants, as well as those incurred by pedestrians or cyclists struck by a vehicle. During 2010-2012, the Nevada County age-adjusted death rate for motor vehicle accidents was 13.4\* deaths per 100,000 population, though this rate was deemed unreliable due to having fewer than 20 data elements. This rate was higher than the California age-adjusted death rate of 7.3 deaths per 100,000 persons, and the *Healthy People 2020* objective of 12.4 deaths per 100,000 population.

Table 17<sup>12</sup>

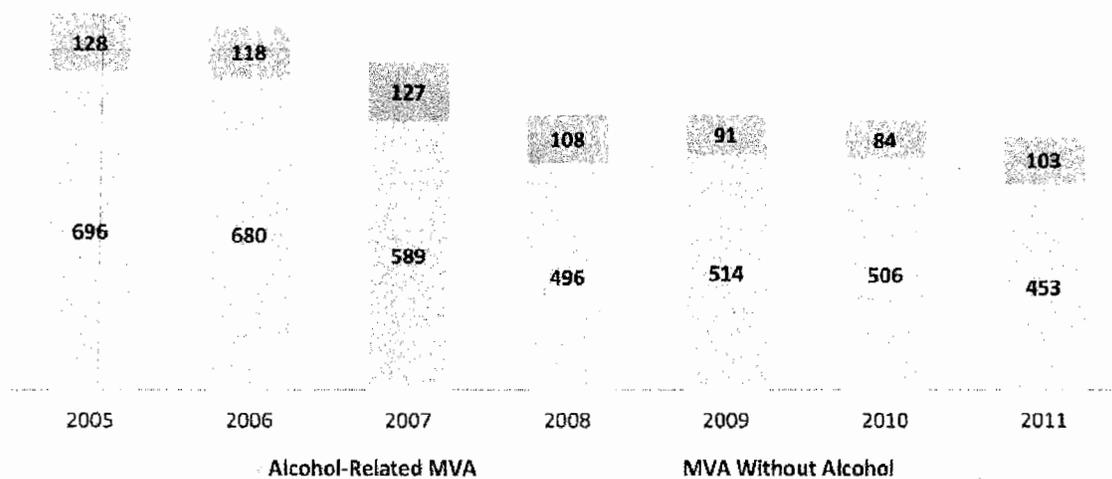
Death Rate Due to Motor Vehicle Collisions, Nevada County and California, 2010-2012		
	Average Number of Deaths	Age-Adjusted Death Rate
Nevada County	14.0	13.4*
California	2,796.7	7.3
Healthy People 2020 Objective		12.4

\*Death rate deemed unreliable due to fewer than 20 data elements  
 Healthy People, [healthypeople.gov](http://healthypeople.gov)

Alcohol is often involved in motor vehicle accidents, both locally and statewide. In 2011, 18.5% of fatal and injury motor vehicle accidents in Nevada County were alcohol related.

Figure 36<sup>42</sup>

### Fatal and Injury Motor Vehicle Accidents in Nevada County 2005-2011



<sup>42</sup>Data courtesy of the California Office of Traffic Safety  
[http://www.ots.ca.gov/meda\\_sno\\_research/ Rankings/default.asp](http://www.ots.ca.gov/meda_sno_research/ Rankings/default.asp)

## Analysis

Data in this report has been analyzed by a variety of methods to achieve the most accurate results. The population of Nevada County is less than in many counties in California, and the number of cases/events reported in turn is less. As a result of the small numbers, data analysis is difficult because the number of cases/events creates unreliable results. The rarer an event is, the less stable the rate will be when calculated and it may occur due to random variation alone. To manage this, issue events/cases can be averaged over several years of data and when necessary, results are identified as being unstable or unreliable. At times, despite averaging several years of data, calculated rates remain too low for accurate statistical analysis. These items are marked with a \* to indicate that the rate listed is unreliable and should be used cautiously. The alternative is to not conduct the analysis due to possible privacy/identification concerns in communities.

Throughout this report, calculated rates are a measurement of cases/events (new or total) in a population during a specified amount of time. The California County Health Status Profiles<sup>2</sup> presents data by using this mechanism.

Crude rates are calculated by dividing the total number of events/cases by the total population at risk, then multiplying by a base (e.g., 100,000 or 1,000). Age adjusted rates are computed to account for different age groups in populations such as Nevada County. This allows for comparison of all age groups which can be specific to geographic and demographic groups.

## BIBLIOGRAPHY

17. Centers for Disease Control Burden Book. *Chronic Diseases and Health Promotion*. Retrieved from [http://www.cdc.gov/NCCDPHP/burdenbook2004/pdf/burden\\_book2004.pdf](http://www.cdc.gov/NCCDPHP/burdenbook2004/pdf/burden_book2004.pdf)
18. National Heart Lung and Blood Institute. *Calculate your BMI - Standard BMI Calculator*. Retrieved from: [http://www.nhlbi.nih.gov/health/educational/lose\\_wt/BMI/bmicalc.htm](http://www.nhlbi.nih.gov/health/educational/lose_wt/BMI/bmicalc.htm)
19. Centers for Disease Control and Prevention, *National Center for Chronic Disease Prevention and Promotion, Division of Nutrition, Physical Activity and Obesity*. Centers for Disease Control.
20. Centers for Disease Control and Prevention -MMWR 2002. (2002). *Annual Smoking-Attributable Mortality, Years of Potential Life Lost, and Economic Costs-United States 1995-1999*. MMWR 51 (14) , 300-3.
21. Centers for Disease Control. (2010). *Vital Signs: Current Cigarette Smoking Among Adults Aged ≥ 18 Years - United States, 2009*. Morbidity and Mortality Weekly Report, 59 (35); 1135-1140.
22. Centers for Disease Control. (2008). *Smoking Attributable Mortality, Years of Potential Life Lost and Productivity Losses- United States, 2000-2004*. MMWR, 57 (45): 1226-8 accessed 2011 Mar 11.
23. Centers for Disease Control and Prevention. (2009). *State Specific Smoking - Attributable Mortality and Years of Potential Life Lost - United States 2000-2004*. MMWR 58 (2). Retrieved from MMWR: <http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5802a2.htm>
24. *Smoking-Attributable Mortality, Morbidity, and Economic Costs (SAAMMEC)*. Retrieved 3/9/2009, from: <http://apps.nead.cdc.gov/statesystem>
25. *California Tobacco Control Update 2009. 20 Years of Tobacco Control in California*. Retrieved 2009, from California Department of Public Health Tobacco Control Program: <http://www.cdph.ca.gov/programs/tobacco/Documents/Archived%20Files/CTCPUpdates2009.pdf>
26. *Health of Children*. Retrieved from: <http://www.healthofchildren.com/S/Smoking.html>
27. California Department of Education. (2008-2012). *California Healthy Kids Survey Main Report*. San Francisco: WestED Health and Human Development California Department of Education.
28. Centers for Disease Control and Prevention. *Centers for Disease Control and Prevention -alcohol fact sheet*. Retrieved from Centers for Disease Control Fact Sheet: <http://www.cdc.gov/alcohol/fact-sheets/alcohol-use.htm>
29. Nevada County Public Health Department. (2006-2013). *Vital Statistics Birth Death Data*.
30. California Department of Public Health Breastfeeding Program. *Breastfeeding Program Fact Sheet*. Retrieved from: <http://www.cdph.ca.gov/HealthInfo/healthyliving/childfamily/Pages/BreastfeedingProgramFactSheet.aspx>
31. Breastfeeding.com. *Breastfeeding rates*. Retrieved from Breastfeeding rates: [http://www.breastfeeding.com/all\\_about/all\\_about/bf\\_rates2.html](http://www.breastfeeding.com/all_about/all_about/bf_rates2.html)
32. California Department of Public Health - Statistics. *Breastfeeding Statistics*. Retrieved from: <http://www.cdph.ca.gov/data/statistics/Pages/BreastfeedingStatistics.aspx>
33. Nevada County Public Health Department-Communicable Disease. (2005-2013). AVSS, CALREDIE
34. California Department of Public Health-Office of AIDS. *California Department of Public Health - HIV/AIDS Surveillance in California*. Retrieved from: [http://www.cdph.ca.gov/programs/aids/Documents/Dec\\_2013\\_Semi\\_Annual%20Report.pdf](http://www.cdph.ca.gov/programs/aids/Documents/Dec_2013_Semi_Annual%20Report.pdf)

ATTACHMENT I.4.2

County Health Rankings and Roadmap

**County Health Rankings & Roadmaps**  
 Building a Culture of Health, County by County

**Nevada (NE)**

	Nevada County	Error Margin	Top U.S. Performers*	California	Rank (of 57)
<b>Health Outcomes</b>					11
<b>Length of Life</b>					25
Premature death	5,872	5,235-6,509	5,200	5,295	
Quality of Life					3
Poor or fair health	9%	6-15%	10%	18%	
Poor physical health days	3.0	1.9-4.0	2.5	3.7	
Poor mental health days	3.0	2.0-4.0	2.3	3.6	
Low birthweight	5.8%	5.2-6.4%	5.9%	6.8%	
<b>Health Factors</b>					8
<b>Health Behaviors</b>					11
Adult smoking	14%	10-20%	14%	13%	
Adult obesity	18%	15-22%	25%	23%	
Food environment index	7.6		8.4	7.5	
Physical inactivity	14%	11-18%	20%	17%	
Access to exercise opportunities	78%		92%	93%	
Excessive drinking	17%	13-22%	10%	17%	
Alcohol-impaired driving deaths	38%		14%	31%	
Sexually transmitted infections	179		138	441	
Teen births	17	15-19	20	34	
<b>Clinical Care</b>					8
Uninsured	17%	15-18%	11%	20%	
Primary care physicians	1,346:1		1,045:1	1,294:1	
Dentists	1,228:1		1,377:1	1,291:1	
Mental health providers	215:1		386:1	376:1	
Preventable hospital stays	36	33-39	41	45	
Diabetic monitoring	85%	79-91%	90%	81%	
Mammography screening	70.3%	65.6-75.0%	70.7%	59.3%	
<b>Social &amp; Economic Factors</b>					8
High school graduation	89%			83%	
Some college	71.2%	66.1-76.3%	71.0%	61.7%	
Unemployment	7.7%		4.0%	8.9%	
Children in poverty	18%	14-22%	13%	24%	
Income inequality	4.5	4.2-4.8	3.7	5.1	
Children in single-parent households	28%	23-33%	20%	32%	
Social associations	9.8		22.0	5.8	
Violent crime	276		59	425	
Injury deaths	74	66-81	50	46	
<b>Physical Environment</b>					34
Air pollution - particulate matter	9.6		9.5	9.3	
Drinking water violations	0%		0%	3%	
Severe housing problems	24%	22-27%	9%	29%	
Driving alone to work	76%	73-79%	71%	73%	
Long commute - driving alone	27%	24-29%	15%	37%	

\* 90th percentile, i.e., only 10% are better.  
 Note: Blank values reflect unreliable or missing data

2015

ATTACHMENT I.6

Benefit Cost Detail Chart

**20 Year Invest Summary Analysis**

Total Costs	\$1,130,085.00
Net Present Cost	\$1,086,620.19
Total Benefits	\$2,812,507.43
Net Present Benefit	\$1,862,666.05
Benefit-Cost Ratio	1.71

**20 Year Itemized Savings**

Mobility	\$1,072,609.58
Health	\$190,246.82
Recreational	\$1,507,390.60
Gas & Emissions	\$42,260.43
Safety	\$0.00

Funds Requested	\$904,069.00
Net Present Cost of Funds Requested	\$869,297.12
Benefit Cost Ratio	2.14

ATTACHMENT I-7

Resolution 2015-21 of the Truckee Town Council authorizing submittal of ATP application and committing 20% match.

TOWN OF TRUCKEE  
California

RESOLUTION 2015-21

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TRUCKEE APPROVING THE APPLICATIONS FOR GRANT FUNDS FOR THE ACTIVE TRANSPORTATION PROGRAM

**WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation; and

**WHEREAS**, the State of California, Department of Transportation published the Call for Projects for the Active transportation Program; and

**WHEREAS**, the Town has identified that several corridor improvement projects (along Donner Pass Road, Brockway Road, and Glenshire Drive) will meet the eligibility requirements of the funding, and

**WHEREAS**, if selected for funding, the Town of Truckee will enter into an agreement with the State of California to carry out the Active Transportation Program project.

\*\*\*\*\*

**NOW THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF TRUCKEE:**

1. Approves the filing of applications for the Active Transportation Program grant funding for the Donner Pass Road Corridor Pedestrian and Bicycle Improvement Project, Brockway Road Corridor Pedestrian and Bicycle Improvement Project, and/or the Glenshire Drive Pedestrian and Bicycle Improvement Project.
2. Commits matching funds in the amount of 20% of the project cost.
3. Authorizes the Town Manager, or his designee, to conduct all negotiations, execute and submit documents including applications, agreements and amendments of the aforementioned project, except those designated to the Town Engineer below.
4. Authorizes the Town Engineer, or his designee, to execute and submit all necessary reports and payment requests for the project.

The foregoing Resolution was introduced by Council Member Wallace Dee, seconded by Vice Mayor deRyk Jones, at a Regular Meeting of the Truckee Town Council, held on the 26th day of May, 2015 and adopted by the following vote:

**AYES:** Council Member Wallace Dee, Vice Mayor deRyk Jones, Council Member Goodwin, Council Member Flora, and Mayor Barr.

**NOES:** None.

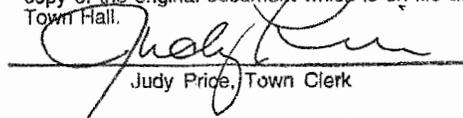
**ABSENT:** None.

  
Alicia Barr, Mayor

**ATTEST:**

  
Judy Price, MMC, Town Clerk

I hereby certify that this is a true and correct copy of the original document which is on file at Town Hall.

  
Judy Price, Town Clerk

ATTACHMENT I-8

Emails to both the California Conservation Corp (CCC) and Community Corp soliciting their participation in this project.

Email responses from both the CCC and Community Corp declining participation in this project.

## JoAnn Anders

---

**From:** Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>  
**Sent:** Friday, May 22, 2015 4:12 PM  
**To:** j.anders@att.net  
**Cc:** Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Thornhill, Rod@CCC; Monroe, Carie@CCC  
**Subject:** RE: Town of Truckee, ATP Application, Glenshire Drive Pedestrian and Bicycle Improvement Project

Hi JoAnn,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

**From:** JoAnn Anders [<mailto:j.anders@att.net>]  
**Sent:** Wednesday, May 20, 2015 2:34 PM  
**To:** ATP@CCC; [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)  
**Cc:** JoAnn Anders  
**Subject:** Town of Truckee, ATP Application, Glenshire Drive Pedestrian and Bicycle Improvement Project

The Town of Truckee is making an application for ATP funding for the above project. As required by the application process we are inquiring if your agency is interested in participating in this project and if so, which portions of the project. Please forward your response for inclusion in the application.

Thank you in advance for your assistance.

JoAnn Anders  
Grants Administrator

## JoAnn Anders

---

**From:** Active Transportation Program <inquiry@atpcommunitycorps.org>  
**Sent:** Tuesday, May 26, 2015 5:49 PM  
**To:** JoAnn Anders  
**Cc:** atp@ccc.ca.gov  
**Subject:** Re: Town of Truckee, ATP Application, Glenshire Drive Pedestrian and Bicycle Improvement Project

Hello,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Wed, May 20, 2015 at 2:34 PM, JoAnn Anders <j.anders@att.net> wrote:

The Town of Truckee is making an application for ATP funding for the above project. As required by the application process we are inquiring if your agency is interested in participating in this project and if so, which portions of the project. Please forward your response for inclusion in the application.

Thank you in advance for your assistance.

JoAnn Anders

Grants Administrator

--  
Monica Davalos | Legislative Policy Intern  
Active Transportation Program  
California Association of Local Conservation Corps  
1121 L Street, Suite 400



## APPROVED PLANS

1. The Truckee Trails & Bikeways Master Plan:

<http://www.townoftruckee.com/home/showdocument?id=676>

Following: List of Class II Bike Lanes

2. Nevada County Transportation Commission Regional Transportation Plan:

<http://www.nctc.ca.gov/documents/RTP/Final%20RTP%207-20-11%20with%20Corrections%20and%20Graphics.pdf>

Following: Non-auto facilities and map.

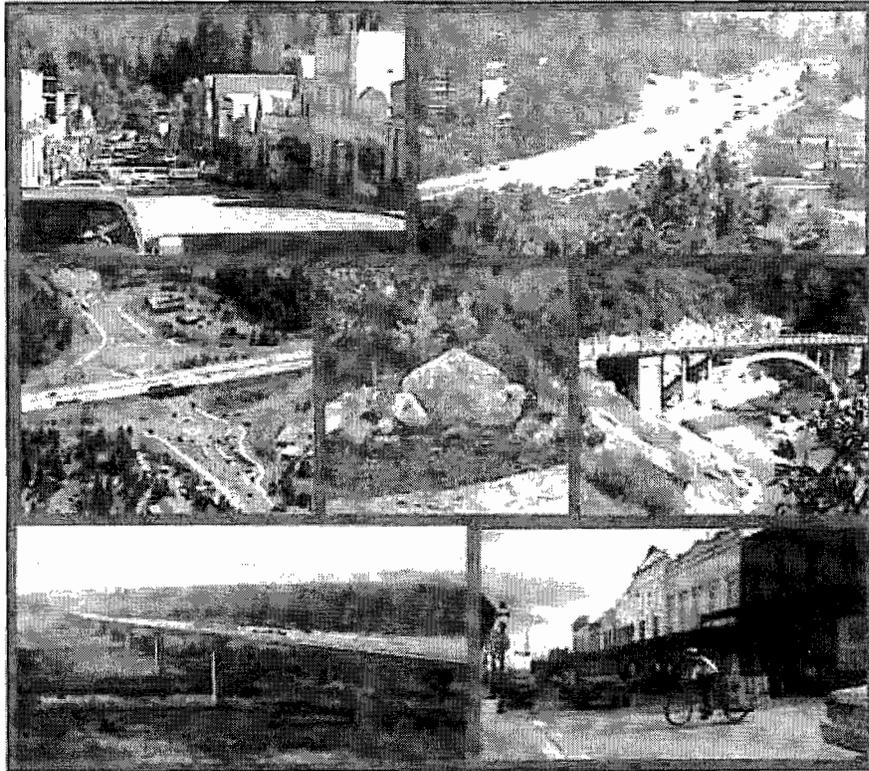
Class II Bike Lanes

Alder Creek Road (west)  
Alder Drive (portion)  
Brockway Road (State Highway 267)  
Bridge Street  
Donner Pass Road  
Dorchester Drive  
East River Street  
Glenshire Drive  
Martis Valley Road  
Northwoods Boulevard  
Ponderosa Drive  
Palisades Drive  
Prosser Dam Road  
State Highway 89 North  
State Highway 89 South  
State Highway 267 Bypass  
South Shore Drive (portion)  
Southwest River Street  
West River Street

Class III Bike Routes

Alder Drive (portion)  
Alder Creek Road (east)  
Basil Avenue  
Beacon Road  
Bull Pine Trail  
Deerfield Drive  
Donner Lake Road  
Donnington Lane  
Hansel Avenue  
Heather Road (portion)  
Highway Road  
Lausanne Way  
Martis Drive  
Meadow Way  
Old Highway Drive  
Olympic Boulevard  
Palisade Street  
Pine Forest Road  
Pine Street  
Poppy Lane  
Rainbow Drive  
Rocky Lane  
St. Albans Place  
St. Bernard Drive (portion)  
Schussing Drive  
Sierra Drive  
Somerset Drive  
South Shore Drive (partial)  
Tamarack Road (east)  
The Strand  
Thomas Drive  
Woodbridge Ln. (portion)

**FINAL**



**2010**

**NEVADA COUNTY**

**REGIONAL**

**TRANSPORTATION PLAN**

**July 20, 2011**

## NON-AUTO FACILITIES

### Non-Motorized Transportation

Walking and bicycling are the most prevalent forms of non-motorized transportation in Nevada County. In addition to helping reduce traffic congestion and automobile emissions, providing safe facilities that encourage walking and bicycling for shorter trips can enhance the quality of life for Nevada County residents. In the incorporated jurisdictions in Nevada County, pedestrian facilities most often consist of sidewalks and shared bicycle facilities, while in the unincorporated more rural areas, unpaved trails and shared bicycle/pedestrian paths are the most common facilities.

Bicycle ridership and pedestrian activity levels are not easily measured or projected for an entire county without extensive data collection efforts. The concept of “demand” for these facilities is difficult to measure. A common term used in describing demand is “mode split”. Mode split refers to the form of transportation a person chooses to take, be it walking, bicycling, using public transit, or driving. Mode split is often used in evaluating commuter alternatives such as bicycling, where the objective is to increase the “split” or percentage of people selecting an alternative means of transportation. The 2000 Census data for Nevada County identifies the journey-to-work mode split information for workers sixteen years old and over.

The 2000 Census data indicates less than one percent of home-based work trips for Nevada County residents are made by bicycle, and approximately three percent are pedestrian trips. However, the census data does not include trips from home-to-school in the data set. This is important because home-to-school trips occur during the same morning peak travel hours as typical commuter trips. Since many children walk or ride bicycles to school, the actual number of bicycle and pedestrian trips during the morning peak hour is slightly higher than shown. Additionally, the data does not account for utilitarian walking or bicycle trips.

Nevertheless, the limited amount of pedestrian and bicycle facilities in Nevada County may be discouraging residents from walking and bicycling. Several factors influence the decision to bicycle or walk, the most prevalent factor is the perception of a lack of safe facilities. In order for non-motorized transportation to be a viable transportation option, it must be safe, attractive, and easy to utilize. Generally this includes use of pathway design techniques that promote safety and eliminate barriers, and the placement of paths in sufficient locations and numbers to connect important activity centers such as schools, commercial centers, parks and residential areas.

### Pedestrian and Bicycle Planning

The Nevada County Transportation Commission (NCTC) contracted with Fehr & Peers Transportation Consultants to develop a comprehensive countywide Pedestrian Improvement Plan. This planning effort was funded through a \$65,000 Caltrans Community-Based Transportation Planning Grant and completed in March of 2011. The objective of this study was to develop a pedestrian plan that will identify pedestrian projects in the City of Grass Valley, Nevada City, the Town of Truckee, and the unincorporated areas of Nevada County that will improve the mobility and safety needs of pedestrians and persons with disabilities. Another purpose of the plan is assist the jurisdictions in implementing efficient transportation infrastructure investments that improve accessibility, reflect community values, foster livable communities, and promote walking as an alternative mode of transportation. Key elements of the *Nevada County Pedestrian Improvement Plan*, include pedestrian policies, pedestrian design guidelines, a prioritized list of capital projects by jurisdiction, and a set of recommended funding strategies.

In July 2007, the update of *Nevada County Bicycle Master Plan* was adopted by NCTC and its member jurisdictions. The Plan focused on developing a complete countywide network of bikeways, as well as, programs, and specific policies and enhancements. Specific recommendations for bicycle

facilities are identified for Nevada County, Grass Valley, and Nevada City. The Plan also includes references to the 2007 update of the *Town of Truckee Trails and Bikeways Plan*.

The Town of Truckee adopted an update of the *Town of Truckee Trails and Bikeways Plan* in the spring of 2007. This long-range planning document focused on both recreational trails and on-street bikeways to create a framework for the creation of a town-wide system. The Plan will be used as a tool to guide the incremental development of specific recreational trail segments and on-street bikeways as resources and opportunities arise.

In June 2010, the Nevada County Board of Supervisors adopted an update to the *Western Nevada County Recreational Trails Master Plan*. The Recreational Trails Master Plan is a long-range policy document providing a framework to guide the review of discretionary trail projects in Western Nevada County and provide a tool for the Planning Department and decision-makers to work with developers to dedicate recreational trails consistent with a regional system. The primary components of the Trails Plan include a map depicting existing trails and identifying potential non-motorized recreational trail routes to achieve a regional trails system; goals and policies developed through collaboration and public involvement; design guidelines for trail development; and programs to facilitate and enhance recreational trail opportunities.

### Multi-Modal Connections

Improving non-motorized access to transit services, having transit buses equipped with bicycle racks, and providing bicycle parking facilities at transit transfer facilities and key destinations provides the opportunity for people to utilize the transit services as a “bike-ride” mode of transportation. Linking bicycle trips with public transit can help to overcome barriers such as trip distance and provides an additional mobility option at both ends of the transit trip. All of the Gold Country Stage (GCS) vehicles are bike rack equipped with the ability to transport two bicycles and bicycle parking facilities are planned to be installed at the new GCS Transit Transfer Facility being constructed in the Spring of 2011. All of the Truckee Transit fixed route transit buses are also equipped with bike racks, as well as, the Tahoe Area Regional Transit buses operating between the Town of Truckee and Tahoe City.

### Existing and Planned Bicycle Facilities

Chapter 1000 of the *Caltrans Highway Design Manual* contains the design standards for bicycle facilities. All state, county, and city agencies responsible for bikeways or roads where bicycle travel is permitted must follow the minimum bicycle planning and design criteria contained in this manual if designating a bikeway. The three classifications of bicycle facilities are described below.

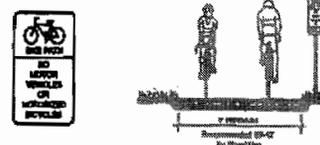
**Class I Bike Path:** Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. The minimum width is eight feet for two-way travel and five feet for one-way travel.

**Class II Bike Lane:** Provides a striped lane for one-way bicycle travel on a street or highway. The minimum width for a bike lane is four feet.

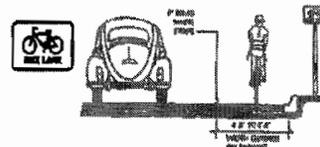
**Class III Bike Route:** Provides for shared use with pedestrian and motor vehicle traffic. Signage typically identifies the “Bike Route”, and there is no minimum width since the bicyclist shares the roadway with pedestrian and motor vehicle traffic.

The graphics on the following pages show the existing and planned bicycle facilities within Nevada County.

BIKE PATH

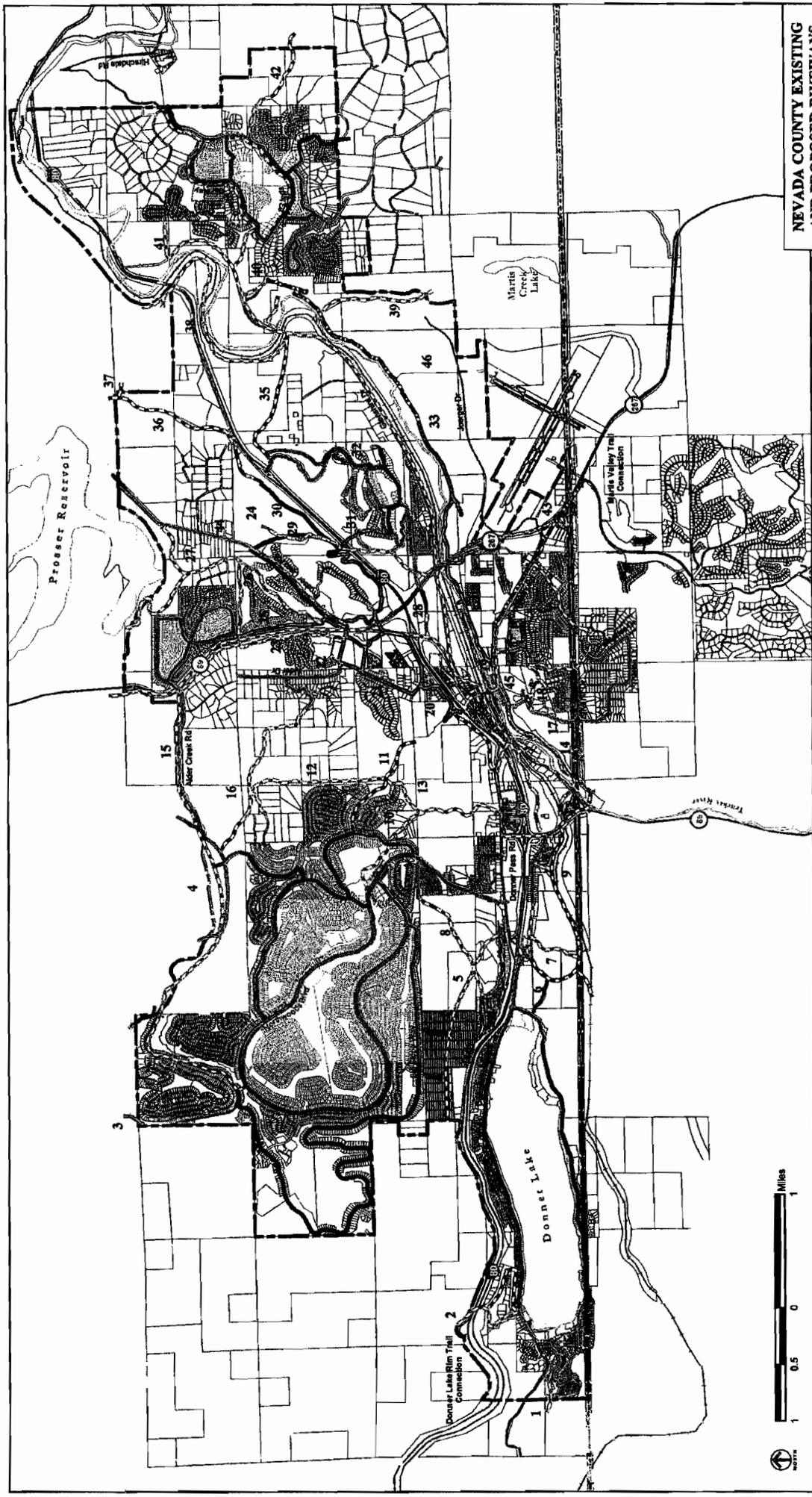


BIKE LANE



BIKE ROUTE





NEVADA COUNTY EXISTING AND PROPOSED TRAIL AND BIKEWAY NETWORK AS OF 10/20/2010

FIGURE 6-4

TOWN OF TRUCKEE  
2010 Trail Corridors

Truckee Town Limits

- | Existing Trail - Actual Route | Planned Alignment                | Proposed Corridor                |
|-------------------------------|----------------------------------|----------------------------------|
| Class I Bike Path             | Class I Bike Path                | Class I Bike Path                |
| Class II Bike Lane            | Class I With Unpaved Element     | Class I With Unpaved Element     |
| Class III Bike Route          | Class II Bike Lane               | Class II Bike Lane               |
| Recreational Trail - Earthen  | Class III Bike Route             | Class III Bike Route             |
|                               | Recreational Trail - Surface TBD | Recreational Trail - Surface TBD |