

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

Check One Grant Program:

- Strategic Partnerships
 Sustainable Communities

| | | | |
|---|--|--|--|
| PROJECT TITLE | Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development | | |
| PROJECT LOCATION (city and county) | Calaveras, San Joaquin, Alpine, and Tuolumne Counties | | |
| | APPLICANT | SUB-APPLICANT | SUB-APPLICANT |
| Organization | Calaveras Council of Governments | California Bicycle Coalition | |
| Mailing Address | | | |
| City | | | |
| Zip Code | | | |
| Executive Director/designee and title | Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Melissa Eads, Executive Director | Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dave Snyder, Executive Director | Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/> |
| E-mail Address | meads@calacog.org | dave@calbike.org | |
| Contact Person and title | Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Melissa Eads, Executive Director | Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Jenn Guitart, Development Director | Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/> |
| Contact E-mail Address | meads@calacog.org | jenn@calbike.org | |
| Phone Number | 209-754-2094 | 510-759-5090 | |

FUNDING INFORMATION
Use the Match Calculator to complete this section.
Match Calculator

| Grant Funds Requested | Local Match - Cash | Local Match - In-Kind | Total Project Cost |
|-----------------------|--------------------|-----------------------|--------------------|
| \$ 318,260 | \$ 79,565 | \$ 0 | \$ 397,825 |

Specific Source of Local Cash Match (i.e. local transportation funds, local sales tax, special bond measures, etc.)

\$20,000 - San Joaquin County COG
\$20,000 - Calaveras County COG
\$20,000 - Tuolumne COG
\$5,000 - Alpine LTC
\$14,565 - California Bicycle Coalition

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

| LEGISLATIVE INFORMATION | | | |
|--|----------|--------------------|----------|
| Information in this section must directly be tied to the applicant's address. | | | |
| All legislative members in the project area do not need to be listed. | | | |
| State Senator(s) | | Assembly Member(s) | |
| Name(s) | District | Name(s) | District |
| Tom Berryhill | 8 | Frank Bigelow | 5 |
| | | | |
| | | | |
| | | | |
| | | | |

*Use the following link to determine the legislators.
<http://findyourrep.legislature.ca.gov/> (search by address)

Grant applications must clearly demonstrate how the proposed transportation planning project promotes State and Federal Transportation Planning Goals. Select all that apply.

STATE TRANSPORTATION PLANNING GOALS

- Improve Multimodal Mobility and Accessibility for All People: Expand the system and enhance modal choices and connectivity to meet the state's future transportation demands.

Please explain how:

Improve bikeability and walkability in towns along the targeted corridors. Improve connectivity of state highways for bicyclists, by identifying alternate routes near state highways.

- Preserve the Multimodal Transportation System: Maintain, manage, and efficiently utilize California's existing transportation system.

Please explain how:

Identify improvements to make existing state highways in the four targeted counties safer and more efficient to travel upon for all modes, including biking and walking.

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- Support a Vibrant Economy: Maintain, manage, and enhance the movement of goods and people to spur the economic development and growth, job creation, and trade.

Please explain how:

Promote bicycle tourism in the four counties by identifying priority infrastructure improvements and by creating a bicycle tourism marketing plan.

- Improve Public Safety and Security: Ensure the safety and security of people, goods, services, and information in all modes of transportation.

Please explain how:

Improve safety for bicyclists, motorists, and pedestrians, through improved signage, shoulder widening, identification of alternate routes for bicyclists, and education/encouragement for road sharing.

- Foster Livable and Healthy Communities and Promote Social Equity: Find transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions.

Please explain how:

Identify improvements to town centers along priority routes to make them more bikeable, walkable, and livable, in response to extensive community outreach of residents in an underserved rural region.

- Practice Environmental Stewardship: Plan and provide transportation services while protecting our environment, wildlife, historical, and cultural assets.

Please explain how:

Strategies to market the area to bicycle tourists will highlight historical, cultural, and environmental assets of the area, providing an incentive for residents and visitors to protect those assets.

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

FEDERAL TRANSPORTATION PLANNING GOALS

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Please explain how:

- Increase the safety of the transportation system for motorized and non-motorized users.

Please explain how:

Identify safety improvements for people biking, walking, and driving, through infrastructure improvements, improved signage, and improved bicyclist/motorist relations.

- Increase the security of the transportation system for motorized and non-motorized users.

Please explain how:

- Increase accessibility and mobility of people and freight.

Please explain how:

Improved safety along the roads makes them more accessible to people biking and walking. Identifying alternate routes for bicyclists will improve the mobility of motorized traffic, including freight.

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Please explain how:

Improved bicycle safety will lead to more people bicycling, which will reduce greenhouse gases, conserve energy, and improve people's health (physical and mental) and quality of life.

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- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Please explain how:

Improve connectivity of state highways for bicyclists, by identifying alternate routes near state highways.

- Promote efficient system management and operation.

Please explain how:

Collaboration on mobility issues across four counties will promote efficiency in each county's work.

- Emphasize the preservation of the existing transportation system.

Please explain how:

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

1. Project Description (100 words maximum) (25 points): Briefly summarize project.

A good project description is one that can summarize the project in a clear and concise manner, including any connections to state or regional planning efforts.

Calaveras COG in collaboration with the California Bicycle Coalition, will facilitate collaboration among Calaveras COG, San Joaquin COG, Tuolumne COG, and Alpine LTC to examine key corridors, analyzing how state routes and local roads nearby may be improved to promote safe bicycle travel, promote bicycle tourism, and enhance travel for all modes. The project team will synthesize community input and expert advice to identify priority improvements. They will develop a consistent set of expectations and marketing practices to promote bicycle tourism in the region, and will collaborate to address challenges to multimodal travel, including bicycle-motorist conflict.

Fiscal Year 2017-18 SUSTAINABLE TRANSPORTATION PLANNING GRANT APPLICATION

2. Project Justification (Do not exceed the space provided.) (25 points): Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project.

In 2009, the Legislature passed the "California Bicycle Routes of National, State, or Regional Significance Act, authorizing Caltrans to develop a process to designate specific bicycle routes to promote bicycle tourism. The Legislature's intent was to leverage "California's mild weather and diversity of topography and landscape... [to] attract a large share of this tourism industry." It stated the goal of "creating and sustaining jobs and generating tax revenues to support state and local economies."

This Strategic Partnership grant will help to implement this intent of the Legislature by enhancing bicycle tourism throughout these four counties, and, through this project, developing a process for establishing routes of regional significance in a way that emphasizes the economic benefit to California's disadvantaged communities, and that considers the multimodal mobility needs of local residents.

The four counties collaborating on this Strategic Partnerships grant have unique transportation challenges, but also unique opportunities. Residents of our counties see these challenges every day as they struggle to get where they need to go. Neither our state highways nor local routes are built to modern design standards to accommodate the needs of all users. Many of our main roads are narrow, winding, unengineered roads with narrow or non-existent shoulders. Some are wagon trails with no engineering plans in existence. Roads narrow down to 8 feet wide at places. We spend our meager road maintenance budget on overlay, rather than making the more complex repairs that are necessary to improve the roads' underlying condition. It's difficult for cars and bicycles to coexist safely, and the condition of our roads fuels tension between motorists and bicyclists.

Many of the routes we will be analyzing are the main commuter routes for local residents, while also being desirable recreational and tourism routes. On top of that, they are truck routes for logging, goods movement, and construction. Additionally, many of these roads serve as the main streets in many towns they pass through. They not only lack good infrastructure for bicycling or driving longer distances, but many of them lack basic infrastructure such as sidewalks or bike lanes in town, so that local residents cannot safely walk or bicycle even to destinations very close by.

The COGs collaborating in this partnership all share similar obstacles to quality multimodal infrastructure, and have similar goals vis-à-vis identifying opportunities to make everyday travel for local residents safer and more convenient, while also promoting our region's economic development by making it more accessible to bicycle tourists, and safer for everyone.

Our communities rely heavily on the tourist industry, as we have some of the state's most remarkable recreational opportunities and historic sites, as well as great hotels, food, and wine. According to a study out of the University of Oregon, "Like repurposing historic buildings for new uses, historic roadways put to use as bicycle tourism routes can encourage economic development in communities along old routes while providing attractive riding and restorative environments for cyclists through cultural landscapes." This grant provides an opportunity to market our counties' destinations to bicycle tourists outside the region, but also to market the idea locally that bicycle tourists can be a valuable addition to the economies of our communities.

However, we recognize that there will be challenges with introducing the idea of promoting bike tourism to some community stakeholders, who may see cyclists as a nuisance when they are trying to drive where they need to go, and who may perceive investments in bicycle infrastructure as pulling resources away from creating better roads for driving. We have worked to shape this project around identifying improvements for bicycle tourism while also serving all road users, especially local residents who need to get from place to place in their communities. Our goal is to improve the area for bicycle tourism, but never at the expense of making the roads better for local users, whether they are walking, bicycling, or driving.

Luckily, this is not a zero-sum game. For example, in conversations with local bicycle clubs in our region, we have learned that most bicyclists actually prefer to ride routes that run parallel to the state highways. These routes are often more scenic, and there are fewer motor vehicles, making them safer and more fun. Improvements in signage, strategic connections from destinations to these alternate routes, and publicizing routes through maps and other resources could help make these alternate routes more popular, and cut traffic along the busy state highways.

The recommendations for infrastructure changes that come out of this project will improve objective conditions, making it easier for bicyclists and motorists to share the road. But we also need to change the culture of hostility between motorists and bicyclists, and educate area residents about the value of bicyclists, especially bicycle tourists, to our local economy. We need to educate both bicyclists and motorists around how to safely share the road. That's why this proposal also includes a road sharing pilot project to facilitate dialogue and ease conflict between bicyclists and motorists.

Through a careful public participation and planning process, we will create viable plans to make our roads safer for multimodal mobility, as well as freight.

The implications of not funding this project are that we will continue to suffer the ramifications of enduring 19th century infrastructure in a multimodal 21st century. Our residents are tired of the substandard infrastructure that entails such daily struggle in mobility; this project will allow us to work together to identify necessary improvements that will make it safer for everyone in their daily travel, and will help our region thrive economically.

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

3. Project Management (50 points)

- A. Scope of Work in required Microsoft Word format (25 points)
- B. Project Timeline in required Microsoft Excel format (25 points)

See Scope of Work and Project Timeline samples and checklists for requirements.

**Fiscal Year 2017-18
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Signature of Authorized Official (Applicant)

Print Name

Title

Date

Signature of Authorized Official (Sub-Applciant)

Print Name

Title

Date