

# CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY

**FINAL**  
**June 2004**



SAN FRANCISCO BAY AREA TO LAKE TAHOE

# CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY:

## BAY AREA TO LAKE TAHOE

JUNE 2004

### *“The Golden Pedal Route”*

TO BE ADOPTED BY INDIVIDUAL AGENCIES

#### PARTICIPATING AGENCIES

- Association of Bay Area Governments (ABAG) - San Francisco Bay Trail Project
- Caltrans District 3
- City of Folsom
- City of Sacramento
- El Dorado County Transportation Commission (EDCTC)
- Napa County Transportation Planning Agency (NCTPA)
- Nevada County Transportation Commission (NCTC)
- Placer County Transportation Planning Agency (PCTPA)
- Sacramento Area Council of Governments (SACOG)
- Sacramento County Department of Transportation
- Solano Transportation Authority
- Tahoe Regional Planning Agency (TRPA)
- Yolo/Solano Air District

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Lake Tahoe Bike Trail - Tahoe City

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Study Participants meet at Caltrans

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## INTRODUCTION

The Cross State Bicycle Route Study concept was developed by Caltrans District 3 as an effort to coordinate local and regional planning efforts. In 2002, District 3 began collecting all bicycle planning documents within the jurisdiction for the purpose of developing a comprehensive Geographic Information Systems (GIS) database. Through this effort, Caltrans recognized that planning for bicycle facilities is often conducted on a local and regional level, which results in various gaps between and within regions. The Cross State Bicycle Route Study was a timely effort for mapping purposes, and an excellent exercise in improving connectivity and regional partnerships. Ultimately, the California Cross State Bicycle Route could become the first "Interstate" Bike Route in California.

The Cross State Bike Route Study was developed through multiple meetings with key individuals involved in bicycle planning from each of the jurisdictions in the study area. A 'core' group of individuals guided the study from the earliest stages. The core group included individuals

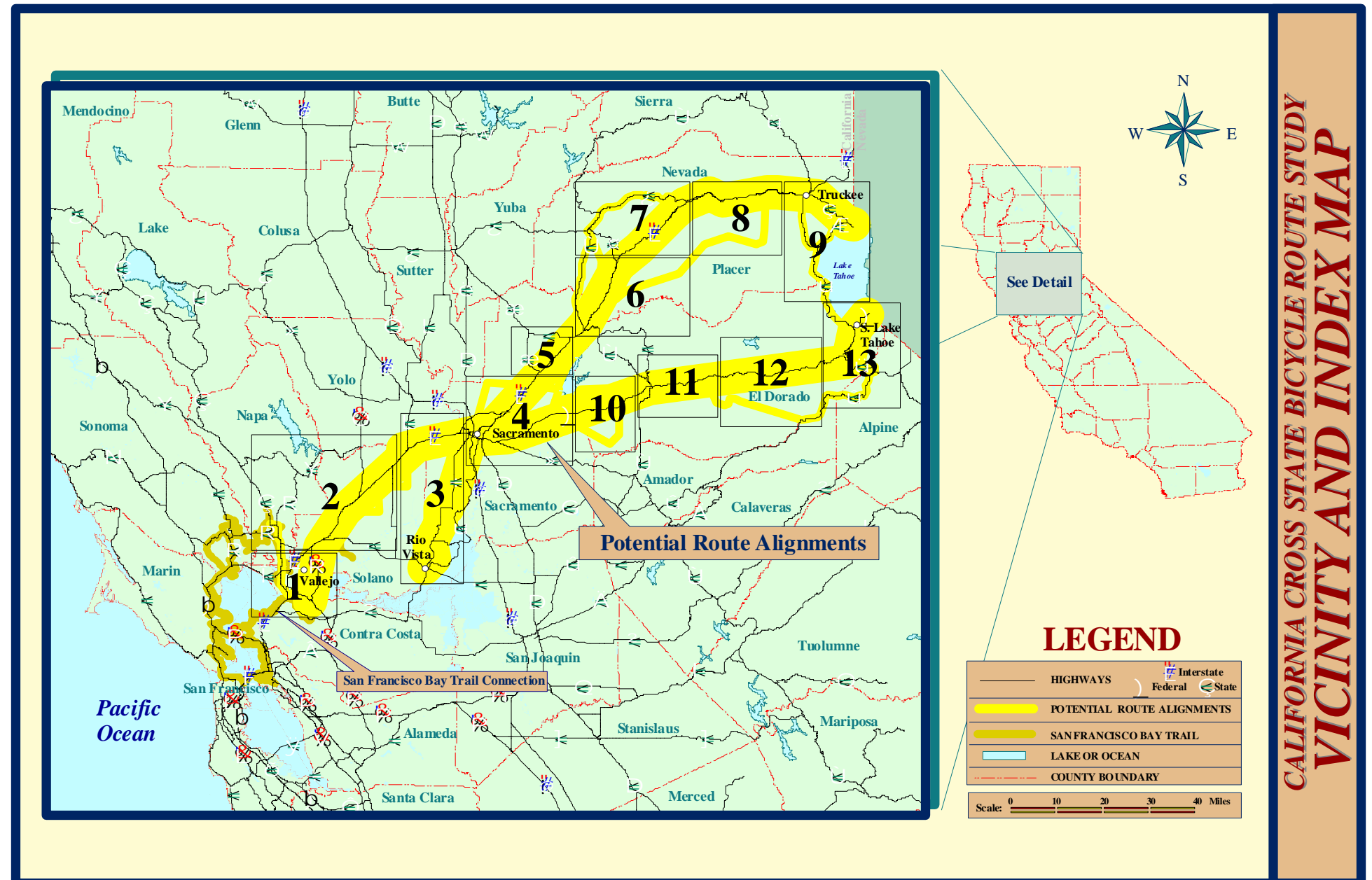
from Sacramento Area Council of Governments (SACOG), Yolo/Solano Air District, Caltrans District 3, City and County of Sacramento, El Dorado County Transportation Commission (EDCTC) and Placer County Transportation Planning Agency (PCTPA).

The concept of an "X" Route across the state with Sacramento as the hub came up in early discussions with the core group of individuals. The "legs" of the X to the East extend up Interstate 80 and State Route 50, and to the West along Interstate 80 and along the Sacramento River near Highway 84. As the route began to take shape, moving from "concept" to "detail," meetings were held with individuals outside the core group who were also involved in bicycle planning along the route area. The conceptual route was then taken to each jurisdiction's Bicycle Advisory Committee (BAC) for review and input.

Extensive communication and coordination took place between the project manager and many planners in the regions along the route.

The actual development and implementation of the Cross State Bicycle Route will be left up to the individual jurisdictions. The Cross State Bicycle Route Study is intended to provide key information that will assist local jurisdictions in decision-making toward development of the route.

**To achieve maximum benefit from the Cross State Bicycle Route, jurisdictions should consider limiting the number of options to a single route.**

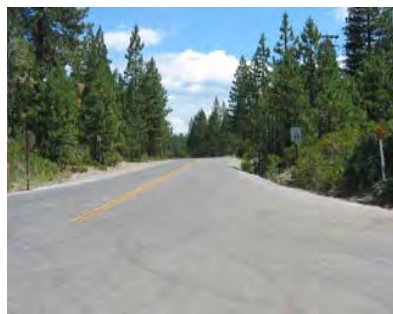




Second Street - Benicia



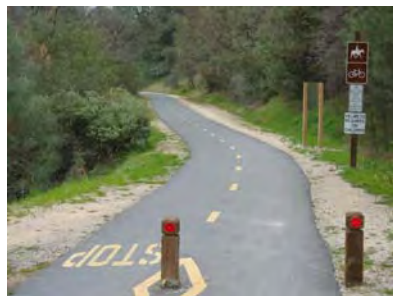
Lagoon Valley Trail - Solano County



Emigrant Gap Road - Placer County



Lake Valley Road - Placer County



El Dorado Trail - El Dorado County

## RELATIONSHIP TO OTHER DOCUMENTS

The Cross State Bike Route Study was developed in conjunction with the planners who wrote and implemented any plan with the purpose of developing bicycle facilities. The routes in this document may overlap with routes proposed in a County or City Bikeway Master Plan throughout the study area.



**It is recognized that in some areas Class I and II will not be feasible, especially through the mountain areas where some routes are multi-use off street trails.**

### Related Planning Documents:

- San Francisco Bay Trail Plan
- Solano Countywide Bicycle Plan
- City of Sacramento Bike Master Plan
- Sacramento County Bicycle Plan
- Placer County Regional Bikeway Plan
- City of Folsom Bikeway Master Plan
- El Dorado County Bicycle Transportation Plan
- Lake Tahoe Regional Bicycle and Pedestrian Master Plan

## PURPOSE

The purpose of the study is to lay the groundwork for development of a seamless interregional bicycle facility that extends across California, from the San Francisco Bay Area to Lake Tahoe. The route will serve localities in the service areas of three Metropolitan Planning Organizations, two Regional Transportation Planning Agencies, and two Caltrans Districts.

**While it is now possible to travel from the Bay Area to Lake Tahoe, riders must travel a circuitous and at times perilous route.**

## GOALS

While it is now possible to travel from the Bay Area to Lake Tahoe, riders must travel a circuitous and at times perilous route. The quality of routes varies tremendously and the routes are not marked with bicyclist-oriented signage.

- The overall goal of the study is to identify existing conditions, gaps and barriers to the development of a seamless route of Class I and II bicycle facilities from the Bay Area to Lake Tahoe. It is recognized that in some areas Class I and II bicycle facilities will not be feasible – especially through the mountain areas where some routes are multi-use off street trails
- To assist jurisdictions along the route area in implementing a Cross State Bicycle Route
- The developed route could serve as the first-ever interstate bike route across California from the Bay Area to Lake Tahoe

The Cross State Bicycle Route Study will allow for access to funds for implementation of the route under the reauthorization of TEA-21 and the 2004 STIP.

## ROUTE IMPLEMENTATION

The development and implementation of the Cross State Bicycle Route will be left up to individual jurisdictions. The Cross State Bicycle Route Study is intended to provide key information that will assist local jurisdictions in decision-making toward development of the route.

Many of the routes proposed in this study came directly from those in existing bikeway master plans from the route area. In many cases, development of the route will not be an issue. In areas where the route exists, or primarily exists, the route will merely need to be *established*. To establish the route the jurisdiction will need to coordinate with Caltrans to install signage along the route. In the mountain areas of Nevada, Placer and El Dorado Counties, right of way may need to be purchased or 'reclaimed' as the Cross State Route is implemented.

Included as part of this study is a Powerpoint presentation for use at the local level. Jurisdictions can give the presentation to local officials to garner support for development of projects. The presentation will demonstrate the statewide impact to public officials and help them visualize the route.

**Recommendations within the Cross State Bike Route Study can be adopted as a part of a local or regional bikeway master plan.**



Culberson Road - Placer County

## OFF STREET OR UNIMPROVED ROADS OR TRAILS

The mountain areas of the Counties of El Dorado, Nevada and Placer pose a significant challenge to the Cross State Bike Route effort. In some cases the only road in these areas is the Highway or Interstate. For those areas without a frontage road or alternate route, the individuals involved in this study effort physically went out and searched for viable alternate routes, some of which are currently unpaved. Some of the alignments discovered may never see pavement, and others are recreational trails used frequently by equestrians, hikers and mountain bikers. Several alignments in the mountain counties of this study are identified in the map legend as “off street, unimproved.” If an alignment is identified as “off street, unimproved,” there is an existing, unpaved road or trail present. Any other ‘potential’ off street alignments without a road present are identified as “gaps/barriers.” The text descriptions on the page adjacent to each map provide further details of the condition of the unimproved road or gap area.



Forest Service Road/Fire Road, El Dorado County

**2. Multi-Use Trail:** A multi-use trail is built for shared recreational uses among different user groups including bicyclists, equestrians, walkers or joggers, and in some cases off highway vehicles. A multi-use trail is generally wide enough for safe passing among the different user groups (approximately 4 feet).

**3. Single-track** – A trail that is usually no wider than 18-24 inches and does not allow for easy passing by different user groups along the trail. Most often single-track trails do not permit motorized usage.

## EXISTING CONDITIONS

The study captures the existing conditions of all of the recommended routes in a spreadsheet on the page adjacent each map. The detail should be suitable for a jurisdiction to forecast necessary improvements for each segment. The “ideal” conditions are those that are either Class I or II, so if a route is already designated a Class III, the study recommends the road be upgraded to a Class II.



Class II Bike Lane in Solano County

Three types of unimproved trails or roads are presented and discussed in this document:

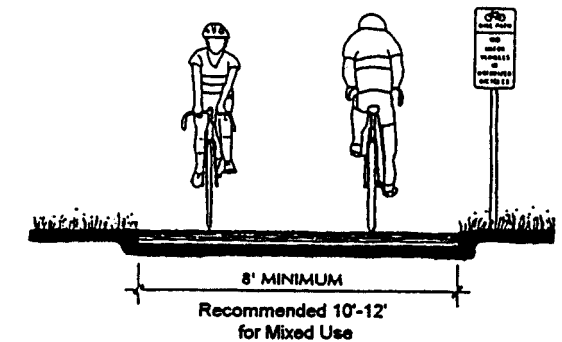
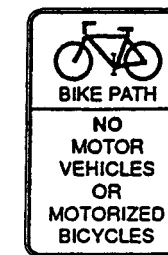
**1. Fire Road:** A well used but unpaved hard-packed dirt surface wide enough for a motor vehicle. In some cases a fire road may exist where motor vehicles are not permitted.

**The “ideal” conditions are those that are either Class I or II, so if a route is already designated a Class III, the study recommends the road be upgraded to a Class II.**

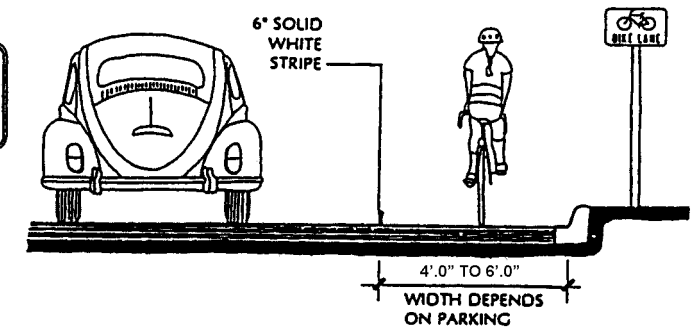
## DEFINITION OF BICYCLE FACILITIES

**MULTI-USE TRAIL** – A Multi-Use Trail is an off street dirt trail with permitted uses by bicyclists, equestrians, hikers, and in some locations, off highway vehicles. Multi-use trails can vary in width from a narrow (2 ft.) single-track trail to a fire road wide enough for a vehicle.

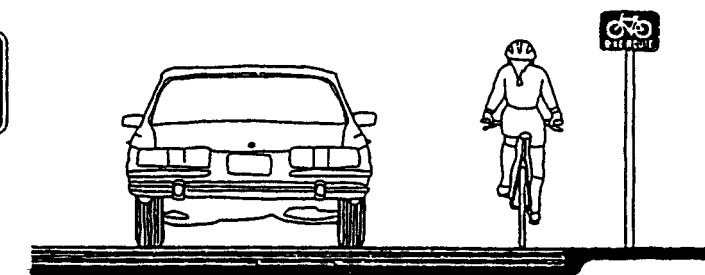
### CLASS I BIKE PATH



### CLASS II BIKE LANE



### CLASS III BIKE ROUTE



**MULTIPLE USE TRAIL GUIDELINES**

**TRAIL COURTESY**

**YIELD TO**

**BICYCLISTS**  
Ride on open trails only. Leave no trace. Control your bicycle. Always yield trail. Never scare animals. Plan ahead.

**EQUESTRIANS**  
Control your horse. Avoid cross-country riding.

**HIKERS**  
Yield trail to equestrians. Allow equestrians and bicyclists to pass. Don't cut switchbacks.

**ALL USERS**

For Your Safety Please:  
Observe Rules And Regulations  
Stay On Designated Trails  
Be Alert And Courteous  
Avoid Motorized Areas



Pony Express Trail single-track, El Dorado County

## UTILITARIAN USAGE

The length of the facility prevents accurate assumptions on bicycle commuter projections. Local jurisdictions may be able to calculate assumptions for commute usage projections as the route travels through their area. If a segment or facility in a particular area existed prior to the development of this study, accurate bicycle commuter projections may be available in a local bicycle plan.

Once the route is established, it will serve as a "Bicycle Interstate" where a continuous thread of facilities connects major cities, small towns and rural areas alike. The mapped, and signed continuous facilities will become a dependable resource for people to utilize for either a commute trip or recreational ride. Locally, those taking short trips will use the route in segments; regionally, those taking longer trips will have a comfortable route available. The route will draw touring cyclists to enjoy the beautiful scenery Northern California has to offer. The ultimate benefit will be realized once the route is established – once riders know it's there, they will use it for short or long trips.

## CONNECTIONS TO TRANSIT

An important component of bicycle transportation is one's ability to utilize transit if necessary. An analysis of every connection to transit along the Cross State Bike Route study is beyond the scope of this study; however, many key transit hubs are called out along the route.

## CAMPING

Existing campgrounds along the route have been identified in the mountain areas of the Cross State Bicycle Route Study maps. Campgrounds will play an important role for those on a recreational long distance journey.

***The ultimate benefit will be realized once the route is established – once riders know it's there, they will use it for short or long trips.***

## RECOMMENDED ROUTE

The "recommended route" includes all of the routes highlighted in the map sets. The core group of planners from each jurisdiction spanning from the Bay Area to Lake Tahoe agreed on the recommended alignments. The recommended routes include many currently existing routes, planned routes, as well as some visionary long-term segments.

## COORDINATION WITH CALTRANS

Any effort to develop a project that crosses multiple jurisdictions and spans across the state should be presented to Caltrans. Caltrans will be responsible for the development of signs and the possible legislation associated with putting signs along the route.

## ROUTE MAINTENANCE

At the present time, there is no funding source available for maintaining a cross state bike route. Maintenance for the route will be the responsibility of the jurisdiction through which it travels. Once the route is fully operational, jurisdictions should look into the possibility of establishing the route as a type of "Interstate" and the option of utilizing State Highway Operation & Protection Program (SHOPP) funds to maintain the route in areas that are on the State Highway system or in Caltrans right of way.

## RECREATIONAL USE

The route will provide for those adventurous cyclists who would like to make the arduous journey from the Bay Area to Lake Tahoe by bicycle. Several organizations promote bicycle tours across the State of California on many of the recommended routes in this study. Segments of the route will also serve local recreational riders as the route travels through the communities between and near their homes.

## Implementation Strategy:

- **Powerpoint presentation and study document**
- **Garner support from local officials**
- **Choose the preferred route alignment through your area**
- **Adopt as a part of local and regional plans**
- **Establish the route**
- **Implement projects**
- **Sign the route**

## ADVENTURE CYCLING ASSOCIATION

Adventure Cycling Association is a national nonprofit organization whose mission is to inspire people of all ages to travel by bicycle. They have more than 40,000 members and help cyclists explore the landscapes and history of America for fitness, fun, and self-discovery. Their campaigns are: *Creating Bike Routes for the Nation*, *Getting America Bicycling*, and *Supporting Bicycling Communities*. Their National Bicycle Route Network has over 32,300 miles of route maps.

More than 1,000 cyclists participate in their tours and instructional programs each year. They offer a variety of supported and self-supported tours, and they also offer instructional courses and leadership training.

People come from all walks of life - from all over America and the world - to participate in their tours. Participants' ages range from 13 to 82. They ride



Photo courtesy of Adventure Cycling Association

every type of bike you can imagine, and skill levels vary. Most people come to see new things, meet new people, and challenge themselves.

Maintaining and preserving enjoyable riding opportunities is a primary focus of Adventure Cycling. The long-term goal of the organization is to create an expanding network of routes criss-crossing the nation that can

incorporate state and regional route networks created by local and state agencies. The network system will be designed for accessibility by urban cyclists through spur and connector routes. Adventure Cycling hopes to create awareness of the National Bicycle Route Network by signing the network of routes.

[www.adventurecycling.org](http://www.adventurecycling.org)  
(800) 755-2453 Toll-Free



Photo courtesy of Adventure Cycling Association

## BAY TRAIL OF SAN FRANCISCO

When complete, the Bay Trail will be a continuous 400-mile recreational corridor that will encircle the entire Bay Area, connecting communities to each other and to the Bay. It will link the shorelines of all nine counties in the Bay Area and 47 of its cities. To date, 240 miles of the Bay Trail, or more than half its ultimate length, have been developed.

The Bay Trail provides easily accessible recreational opportunities for outdoor enthusiasts, including hikers, joggers, bicyclists and skaters. It also offers a setting for wildlife viewing and environmental education, and it increases public respect and appreciation for the Bay.



The Bay Trail also has important transportation benefits: it provides a commute alternative for cyclists, and it connects to numerous public transportation facilities, including ferry terminals, light-rail lines, bus stops and Caltrain, Amtrak, and BART stations. Also, the Bay Trail will eventually cross all the major toll bridges in the Bay Area.

The Bay Trail provides access to commercial, industrial and residential neighborhoods; points of historic, natural and cultural interest; recreational areas like beaches, marinas and fishing piers; and over 130 parks totaling 57,000 acres of open space. It passes through highly urbanized areas like downtown San Francisco as well as remote natural areas like the San Francisco Bay National Wildlife Refuge. Depending on the location of its segments, the Bay Trail consists of paved multi-use paths, dirt trails, bike lanes, sidewalks or signed bike routes.

Senate Bill 100, authored by Senator Bill Lockyer and passed into law in 1987 with the endorsement of the entire Bay Area legislative delegation, advanced the concept of a "Ring around the Bay." SB 100 directed the Association of Bay Area Governments (ABAG) to develop an alignment for the Bay Trail as well as funding and implementation plans.

Implementation of the Bay Trail is being coordinated by the Bay Trail Project, a nonprofit

organization housed at ABAG. To carry out its mission, the Project raises funds for trail construction and maintenance, ensures consistency with the adopted Bay Trail Plan, provides technical assistance, enlists public participation in trail-related activities, and publicizes the Bay Trail and its benefits to the region.



[www.baytrail.org](http://www.baytrail.org)



Crissy Field Promenade, San Francisco

## FUNDING

Many funding sources exist for bicycle projects, including:

- State Transportation Improvement Program (STIP)
- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Development Act, Article 3 Funds
- Bicycle Transportation Account (BTA)
- Recreational Trails Fund

One of the Caltrans requirements for bicycle planning documents is that the plan include a discussion of funding sources for bicycle projects. For this reason, the Cross State Bicycle Route Study will not go into great detail about potential funding sources. Caltrans Local Assistance is an excellent place to find information about transportation funding programs and grant opportunities.

[www.dot.ca.gov/hq/LocalPrograms/](http://www.dot.ca.gov/hq/LocalPrograms/)

## NATIONAL PARK SERVICE ASSISTANCE FOR COMMUNITY CONSERVATION

The Rivers, Trails and Conservation Assistance Program, also known as Rivers & Trails or RTCA, works with community groups and local and State governments to conserve rivers, preserve open space, and develop trails and greenways.

Rivers & Trails works in urban, rural, and suburban communities with the goal of helping communities achieve on-the-ground conservation successes for their projects. Their focus is on helping communities help themselves by providing expertise and experience from around the nation. From urban promenades to trails along abandoned railroad rights-of-way to wildlife corridors, their assistance in greenway efforts is wide ranging. Similarly, their assistance in river conservation spans downtown riverfronts to regional water trails to stream restoration.

Rivers & Trails has conservation professionals in communities nationwide.

Rivers & Trails provides assistance to non-profit organizations, community groups, tribes or tribal governments, and local or State government agencies. This assistance includes:

- Building partnerships to achieve community-set goals
- Assessing resources
- Developing concept plans
- Engaging public participation
- Identifying potential sources of funding
- Creating public outreach
- Organizational development
- Providing conservation and recreation information

National Park Service staff for the Rivers & Trails program are based in 35 field locations to make them more readily accessible to nonprofit organizations and local and State governments in all 50 States. In 2003, they were assisting 315 community projects which include:

- trails and greenway planning
- open space protection
- river conservation

- watershed planning
- rail-trail conversions
- urban greening

Each year, their partners protect over 1000 miles of rivers, create 700 miles of trails, and conserve over 30,000 acres of open space. By working side-by-side with grassroots groups and local governments in communities throughout the country, the National Park Service is building a nationwide system of parks, open spaces, rivers, and trails.

[www.nps.gov/rtca/](http://www.nps.gov/rtca/)

## NATIONAL MILLENNIUM TRAILS

*Visionary trails which reflect defining aspects of America's history and culture.*

On June 26, 1999, first Lady Hillary Rodham Clinton and U.S. Transportation Secretary Rodney Slater announced the names of the Sixteen National Millennium Trails.

The 16 National Millennium Trails are visionary trails that reflect defining aspects of America's history and culture. The selected trails are a celebration of America's rich history, as well as its bright future in the next millennium. Each of the sixteen National Millennium Trails are a symbol of the great diversity, complexity and grandeur of our entire nation's trails in the 21st century.

The American Discovery Millennium Trail stretches 6,350 miles through 15 states from Point Reyes National Seashore in California to Cape Henlopen State Park in Delaware. A segment of this Millennium Trail includes the El Dorado Trail in El Dorado County, and is a potential route alignment in the Cross State Bicycle Route Study. The American Discovery Trail is being created from a continuous line of existing trails, rail-trails, canal towpaths, forest lanes and country roads.

[www.millenniumtrails.org/](http://www.millenniumtrails.org/)

## STATE ROUTE 29 CONNECTION INTO NAPA

The adopted Bay Trail alignment follows State Route 29 from State Route 37 (Marine World Parkway) to Highway 121 where it extends into the City of Napa. The State Route 29 corridor is heavily traveled by high-speed vehicles and intersects with many commercial driveways. It is used by experienced cyclists only and is not considered a complete segment of the Bay Trail system.

Three planning efforts are currently underway to address the issue of the Highway 29 corridor:

1. In 2002 the City of American Canyon completed the *Wetlands Edge Bay Trail Study* identifying alternative alignments along the western edge of the city limits close to the Napa River. The city adopted the plan and is moving forward to design and implement the project.

2. The Solano Transportation Authority completed the *Bay Trail Focus Element* in 2004 identifying a combined Class I/II route in Vallejo west of Highway 29 connecting to the southern terminus of the American Canyon alignment proposal.

3. The Napa County Public Works Department is studying options for an alternative north-south route west of State Route 29 between the northern border of American Canyon and Napa's Kennedy Park. This route would pass close to the Napa County Airport and would most likely be a combination of Class I and Class II along existing roadways. The conceptual route for this alternative would be along the railroad corridor in Napa County on the west side of Highway 29.

## BAYLINK FERRY

The Vallejo Ferry Terminal is located at 495 Mare Island Way in Vallejo California. The City of Vallejo provides free parking directly across from the ferry docking area and most Vallejo local and regional bus routes serve the Ferry Terminal. Bicycles are allowed on board the ferry vessel, unless conditions or passenger loads preclude the safe transport of bicycles on the ferry.

The San Francisco Ferry Building is located on the Embarcadero at the end of Market

Street. The Baylink bus picks up in front of the Pier One Deli (at the corner of Embarcadero & Washington St.)

The Pier 41 Terminal is near Pier 39. Pier 39 is located on the northernmost point of the San Francisco peninsula, providing sightseers, photography enthusiasts, and diners with postcard views of Alcatraz, the Golden Gate and Bay Bridges, the San Francisco Bay and the City skyline. [www.baylinkferry.com](http://www.baylinkferry.com)



Vallejo Ferry Terminal

## SOLANO BIKEWAY EXTENSION FEASIBILITY STUDY

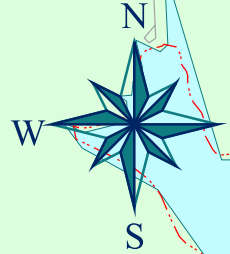
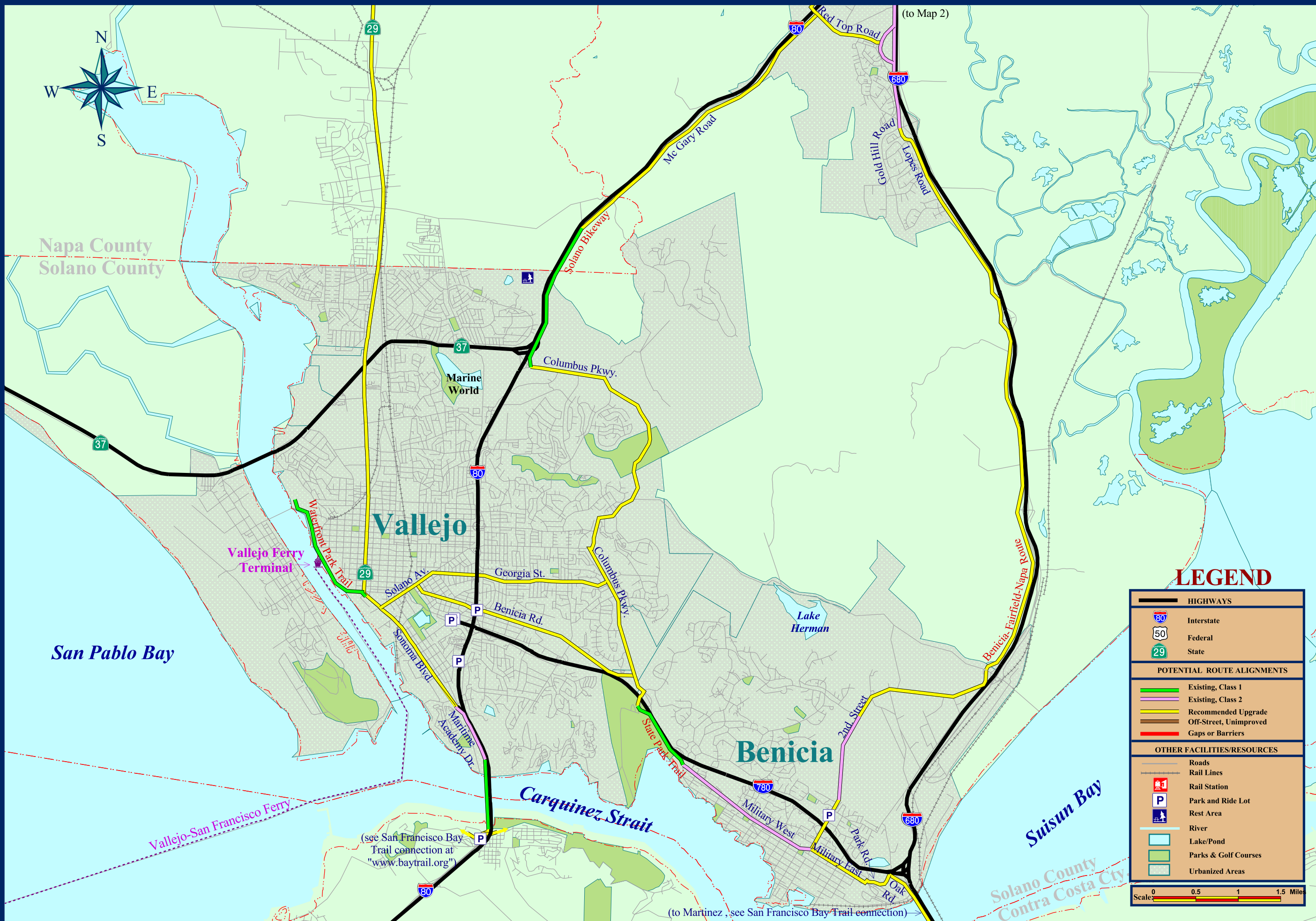
The Feasibility Study examines options for developing bicycle facilities between the existing Solano Bikeway and Solano Community College. The study is an effort to provide a continuous bikeway between two major existing off street bike paths in Solano County: the Solano Bikeway and the Fairfield Linear Park Bike Path. The project study area extends from the terminus of the existing Solano Bikeway (McGary Road west of American Canyon Road) northeast to Solano Community College (on Suisun Valley Road, Map #2), and includes areas to both the north and south sides of

I-80. Both on and off street bikeway options are evaluated in the study. The study area includes the closed segment of McGary Road, a major gap in the bikeway system for cyclists traveling between Vallejo and Fairfield.

POTENTIAL ROUTE ALIGNMENTS				
MAP 1: VALLEJO - BENICIA				
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
Benicia	2nd Street	Class III Bike Route, shoulder width 2-4 feet	Class II Bike Lanes	Solano Countywide Bicycle Plan
Solano	Lopes Road	Highway 680 frontage low traffic volumes, high car speeds. Shoulder width varies from 0-2 feet to no shoulder.	Class II Bike Lanes	Solano Countywide Bicycle Plan
Benicia	Military East	Two lane road with 1-3 foot shoulders, moderate traffic volumes	Class II Bike Lanes	Solano Countywide Bicycle Plan
Benicia	Park Road	Two lane road with 1-3 foot shoulders, moderate traffic volumes	Class II Bike Lanes	Solano Countywide Bicycle Plan
Benicia	Oak Road	Two lane road with 1-3 foot shoulders, moderate traffic volumes	Class II Bike Lanes, or Bike Path	Solano Countywide Bicycle Plan
Vallejo	Colombus Parkway	Class II in some areas, other areas need maintenance or rehabilitation.	Class II Bike Lanes	Solano Countywide Bicycle Plan
Vallejo	Benicia Road (Solano Ave. to Columbus Pkwy)	Variable/narrow shoulders with moderate to high traffic	Class II Bike Lanes	Solano Countywide Bicycle Plan
Vallejo	Georgia St (Solano Ave to Columbus Pkwy)	Two & 4 lane road with varying shoulders, low to moderate traffic volumes	Class II Bike Lanes	Solano Countywide Bicycle Plan
Vallejo	Solano Avenue (Sonoma Blvd to Georgia Rd)	Four and 2 lane segments with little shoulder, high traffic volumes	Class II Bike Lanes	Solano Countywide Bicycle Plan
Vallejo	Sonoma Blvd (Highway 29 to Maritime Academy Dr)	Four lane road with 2 to 3 foot shoulders, high traffic volumes	Class II Bike Lanes	Solano Countywide Bicycle Plan
Solano/Napa/Caltrans	Highway 29	4 lanes with very limited shoulders and high traffic volumes	Class II Bike Lanes	Solano Countywide Bicycle Plan
Solano	McGary Road	2 lane road with no shoulders, roadway is currently closed	Class II Bike Lanes	Solano Countywide Bicycle Plan
EXISTING CLASS I ROUTES				
Benicia	Benicia State Park Trail	Class I	None	
Benicia	Vallejo Waterfront Park Trail	Class I	None	
Vallejo/Solano County	Solano Bikeway	Class I	None	
Caltrans/Bay Trail of San Francisco	Carquinez Strait Bridge	Class I	None	
EXISTING CLASS II ROUTES				
Benicia	Military West	Class II Bike Lanes	None	
Vallejo	Maritime Academy Dr	Class II Bike Lanes	None	
Cordelia	Lopes Road	Turns into Class II near Cordelia at Gold Hill Road	None	
Benicia	2nd Street	Class II Bike Lanes	None	
			<b>LEGEND</b>	
			Recommended Upgrade	
			Existing Class I	
			Existing Class II	



**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 1: VALLEJO-BENICIA**



Napa County  
 Solano County

San Pablo Bay

Vallejo

Benicia

Carquinez Strait

Suisun Bay

Solano County  
 Contra Costa Cty.

**LEGEND**

HIGHWAYS	
	Interstate
	Federal
	State
POTENTIAL ROUTE ALIGNMENTS	
	Existing, Class 1
	Existing, Class 2
	Recommended Upgrade
	Off-Street, Unimproved
	Gaps or Barriers
OTHER FACILITIES/RESOURCES	
	Roads
	Rail Lines
	Rail Station
	Park and Ride Lot
	Rest Area
	River
	Lake/Pond
	Parks & Golf Courses
	Urbanized Areas
Scale: 0 0.5 1 1.5 Miles	

Vallejo Ferry Terminal

(see San Francisco Bay Trail connection at "www.baytrail.org")

(to Martinez, see San Francisco Bay Trail connection)

(to Map 2)

## STATE ROUTE 12 INTO NAPA

The Jameson Canyon path will provide a direct, off-street connection from State Route 29 into Solano County. The path will either follow an existing water easement or the Union Pacific Railroad right-of-way along the south side of State Route 12 from State Route 29 to the Solano County line.

The Jameson Canyon path is considered to be an important element of the regional bicycle transportation network for the Solano and Napa area for the following reasons:

- Provides a direct linkage to facilities planned by Solano County.
- Provides a connection to the proposed Bay Trail at State Route 29.
- Uses existing easement or rail right-of-way.
- Will have high visibility, parallel to the roadway.
- Is set back a substantial distance from the roadway.
- Has minimal cross-traffic and other traffic conflicts.

## FAIRFIELD - LINEAR PARK TRAIL

The Fairfield - Linear Park Trail connects Cordelia and Fairfield along an off-street Bike Path that parallels Interstate 80. The path terminus near the Solano Community College serves both the college and a nearby business park in Cordelia.

The Trail currently terminates in Fairfield on N. Texas Street and there is a planned easterly extension to Vanden Road. At Vanden Road, Fairfield - Linear Park Trail will connect with a path along the Jepson Parkway.



Fairfield - Linear Park Trailhead at Solano Community College



Lagoon Valley Trailhead, Rivera Road

## NELSON ROAD - RIVERA ROAD CONNECTION

Nelson and Rivera Roads are frontage roads to Interstate 80 and provide a connection for bicyclists between Fairfield and Vacaville. An off-street path near Paradise Valley Road provides a bicycle and pedestrian connection from Paradise Valley to Nelson Road.



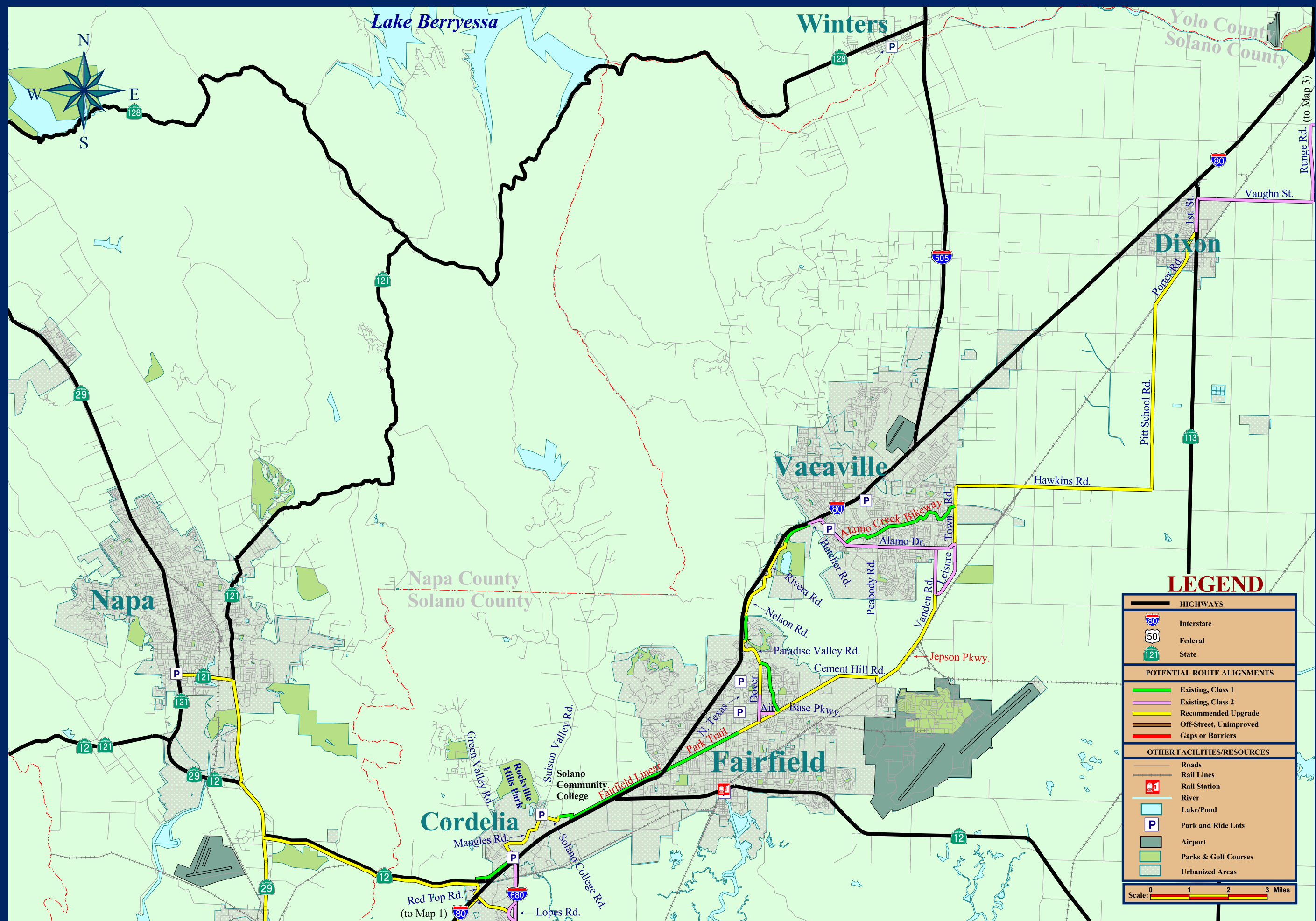
Nelson Road Bike Path

## JEPSON PARKWAY

The Jepson Parkway Concept plan was approved by the Solano Transportation Authority in 2000. The project would provide a 10-foot wide bike path along most of the 12-mile length of the planned Jepson Parkway. A short segment will possibly be Class II Bike Lanes due to sensitive vegetation limiting available space. In addition to the off street path, the parkway will have eight-foot shoulders. From Vacaville heading south, the path is on the west side of the parkway and links to the planned Ulatis Creek Bikeway. It continues along Leisure Town Road to Vanden Road. Through Fairfield, the path continues along Cement Hill Road from Peabody to Walters Road. It will connect to the proposed Fairfield - Linear Park extension.

## POTENTIAL ROUTE ALIGNMENTS

MAP 2: NAPA - DIXON				
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
Solano/Napa/Caltrans/Bay Trail	State Route 12	Two lane road with variable shoulder width, high traffic volumes and car speeds	Class I Bike Path	Solano Countywide Bicycle Plan, Napa Countywide Bicycle Plan
Napa/Caltrans	State Route 121	Two lane road with variable shoulder width, moderate traffic	Class II Bike Lanes	Napa Countywide Bicycle Plan
Cordelia	Red Top Road	Two lane road with limited shoulders. Moderate to heavy traffic volumes	Class I Bike Path	Solano Countywide Bicycle Plan
Solano	Mangles Road	Four lane road with moderate shoulder width and traffic	Class II Bike Lanes	Solano Countywide Bicycle Plan
Solano	Suisun Valley Road	Rural road with little to no shoulder and fairly low traffic volumes. "Share the Road" signs exist.	Class II Bike Lanes	Solano Countywide Bicycle Plan
Solano	Solano College Rd	College access road, high traffic volumes during peak times, little to no shoulder	Class II Bike Lanes	Solano Countywide Bicycle Plan
Fairfield	Fairfield Linear Park Trail	Class I from Solano Community College to N. Texas Street	Class I Bike Path to Cement Hill Rd	Solano Countywide Bicycle Plan
Fairfield	Dover Road	A portion of Dover is a Class III Bike Route with sufficient shoulder.	Class II Bike Lanes	Solano Countywide Bicycle Plan
Fairfield	Paradise Valley Road	Wide collector into Paradise Valley Development.	Class II Bike lanes	Solano Countywide Bicycle Plan
Solano	Rivera Road	Frontage road to I-80 with little or no shoulder.	Class II Bike Lanes	Solano Countywide Bicycle Plan
Fairfield	Cement Hill Road	Two lane road with very limited shoulder, moderate to high traffic.	Class I Bike Path	Solano Countywide Bicycle Plan
Solano	Jepson Parkway	Planned	Class I Bike Path, Class II Bike Lanes	Solano Countywide Bicycle Plan
Vacaville	Leisure Town Road	Two lane road with very little shoulder.	Class I Bike Path	Solano Countywide Bicycle Plan
Solano	Hawkins Road	A straight, two lane rural road. There is very little shoulder, low traffic volumes and high car speeds.	Class II Bike Lanes	Solano Countywide Bicycle Plan
Solano	Pitt School Road	A straight, two lane rural road. There is very little shoulder, low traffic volumes and high car speeds.	Class II Bike Lanes	Solano Countywide Bicycle Plan
Solano	Porter Road	Two lane road with very little shoulder.	Class II Bike Lanes	Solano Countywide Bicycle Plan
EXISTING CLASS I ROUTES				
Cordelia/Fairfield	Fairfield Linear Park Trail	Class I - Solano Community College to N. Texas Street	Class I Bike Path to Cement Hill Rd	
Fairfield	Nelson Road/Paradise Valley Connector	An existing, signed connection to the Class I bikeway along I-80 leads bicyclists onto the frontage path. The path ends at the terminus of Nelson Road, which also parallels I-80.	None	
Vacaville	Alamo Creek Bikeway	Class I	None	
Cordelia	Green Valley Rd - Highway 12 connector	Class I	Needs improved directional signage - crossing problem at Highway 12	
Fairfield	Airbase Parkway - Dover Street	Class I connector	None	
EXISTING CLASS II ROUTES				
Cordelia	Lopes Road	Class II Bike Lanes	None	
Fairfield	Air Base Parkway	Class II Bike Lanes	None	
Fairfield	Dover Rd	Class II Bike Lanes for a portion of the road	None	
Vacaville	Butcher Road	Class II Bike Lanes	None	
Solano	Leisure Town Road	Class II Bike Lanes	Class I Bike Path	
Solano	Vaughn Street	Class II Bike Lanes	None	
Solano	Runge Road	Class II Bike Lanes	None	
Vacaville	Alamo Drive	Class II Bike Lanes	None	
Solano	1st Street	Class II Bike Lanes	None	
			LEGEND	
			Recommended Upgrade	
			Existing Class I	
			Existing Class II	



**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 2: NAPA-DIXON**

## DAVIS - DIXON BIKEWAY

The Davis - Dixon Bikeway is the first segment of a long distance route envisioned to traverse across Solano County from Davis to Vallejo. The Davis - Dixon Bikeway is 6.9 miles long. The roads are 24 feet wide with four foot shoulders on each side. The \$4.7 million route was developed through numerous funding sources including; Federal Congestion Mitigation and Air Quality (CMAQ) funds, Federal Highway Bridge Replacement and Rehabilitation (HBRR) funds, Solano County Road Fund, State Transportation Improvement Program (STIP) funds, Yolo-Solano Air Quality Management District, Transportation Development Act (TDA) Article 3 funds, State Bicycle Lane Account, State and Local Transportation Partnership Program (SLTPP), and U.C. Davis Fines and Forfeitures.



Putah Creek Bicycle Undercrossing

## YOLO CAUSEWAY

The elevated freeway segment of Interstate 80 between Sacramento and Davis is known as the Yolo Causeway. The freeway travels above wetlands that flood several months throughout the year. The current bike path runs parallel to the freeway and was built in the mid-1980s when the Causeway was widened from 4 lanes. Prior to that, one could ride down in the flood plain on a paved path during the dry months, and Caltrans operated a shuttle/trailer during the wet months.

## YOLO SHORTLINE

In November 2003, the City of West Sacramento purchased the Right of Way of the Yolo Shortline Railroad from the Sierra Railroad Company. The \$5.5 Million purchase is slated to result in a continuous, almost 10-mile long recreation trail. For the X-State Bike Route, this alignment could serve the southwest leg of the X-route by providing an off street alignment toward Rio Vista.

## STATE ROUTE 84 CONNECTION

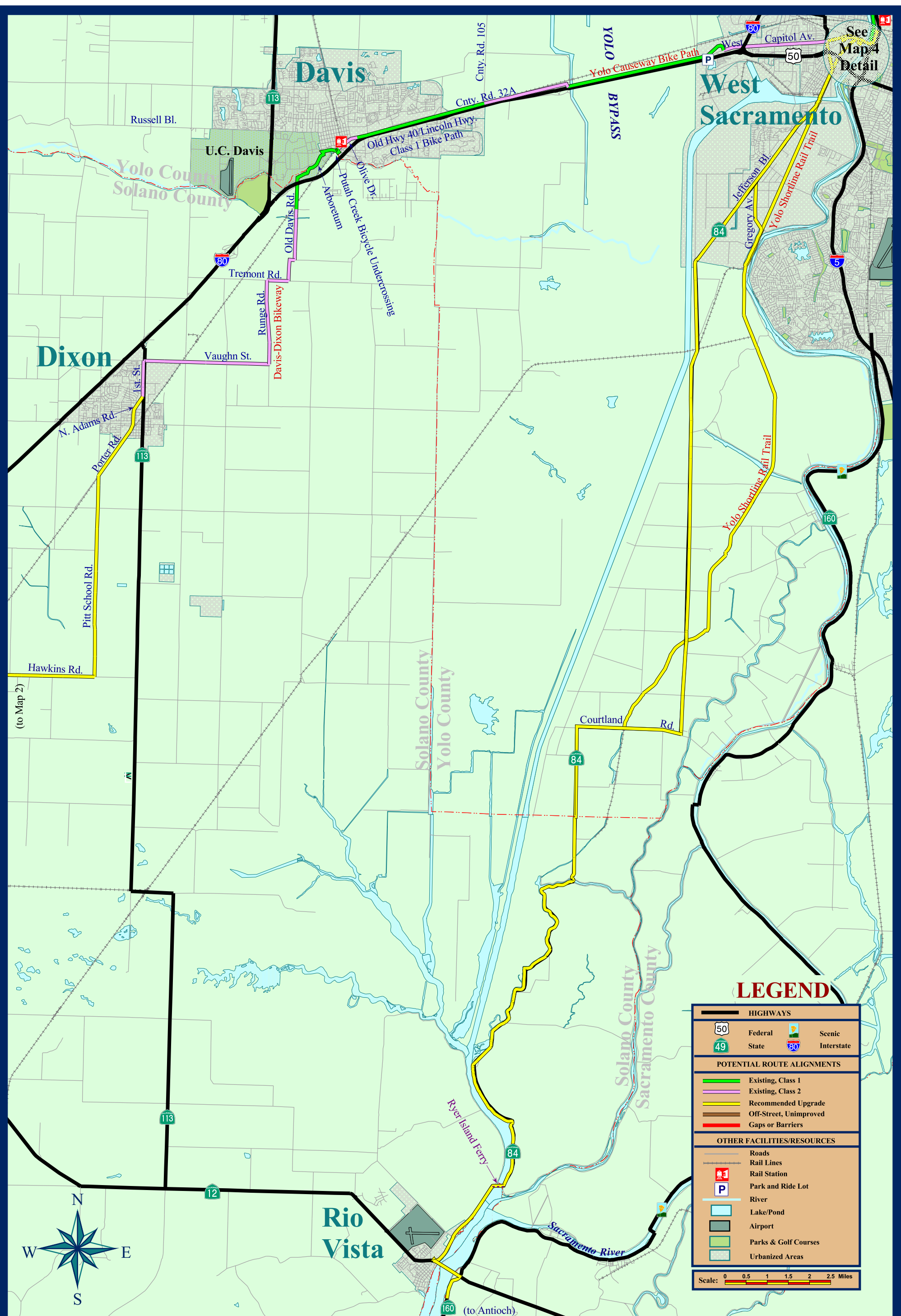
The Yolo Shortline Rail-Trail is in the very early stages of development. In the meantime State Route 84 could serve as the southwest leg of the X-route toward Rio Vista. Another alternative to be explored is a trail alignment along the deep water ship channel, which travels almost parallel to State Route 84. The Ryer Island Ferry along Highway 84 runs every 30 minutes, and bicycles are allowed on the ferry.

## THE CITY OF DAVIS

Davis, California, is sometimes referred to as "The Bicycle Capital of the U.S." because of the city's high rate of bicycle use and its long history providing its thousands of pedalers with a "cyclist-friendly" environment. Wide streets, an extensive bikeway network, gentle terrain, mild climate, supportive official policies, and an attitude of mutual respect between cyclists and motorists have resulted in a community with perhaps the most bikes per capita of any city in the U.S. Davis' pioneering efforts in establishing special bicycle facilities was unprecedented in this country, and many communities look to Davis as a model for their own attempts to promote cycling locally.

-Excerpt from "Evolution of a Cyclist Friendly Community - The Davis Model," by David Takemoto Weerts

POTENTIAL ROUTE ALIGNMENTS				
MAP 3:	DAVIS - W. SACRAMENTO-RIO VISTA			
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
Solano	Hawkins Road	A straight, two lane rural road. There is very little shoulder, low traffic volumes and high car speeds.	Class II Bike Lanes	Solano Countywide Bicycle Plan
Solano	Pitt School Road	A straight, two lane rural road. There is very little shoulder, low traffic volumes and high car speeds.	Class II Bike Lanes	Solano Countywide Bicycle Plan
Solano	Porter Road	Two lane road with very little shoulder.	Class II Bike Lanes	Solano Countywide Bicycle Plan
Dixon	North Adams Street	North Adams is a two lane road with good shoulders and low to moderate traffic.	Class II Bike Lanes	Solano Countywide Bicycle Plan
West Sacramento	West Capitol Ave	Four lane road with Class II Bike Lanes (Class III section between Westacre Road and Jefferson Blvd) High traffic volumes	Class II Bike Lanes	State Route 275 Project
City of West Sacramento/City of Sacramento/Caltrans	Tower Bridge	Four lanes. Class III Route with narrow separated bike/ped paths. The Cities of Sacramento and West Sacramento are proposing to widen the sidewalks to accommodate increased pedestrian and bicycle use. Completion is scheduled for 2007.	Class II Bike Lanes/Class I Bike/Ped Path	City of Sacramento Bikeway Master Plan/Riverfront Master Plan
West Sacramento	Jefferson Blvd	Two lane road with variable shoulders and high traffic volumes. Construction of four lanes with Class II Bike Lanes between Stone and Park Boulevards scheduled for completion in the fall of 2004	Class II Bike Lanes	Jefferson Blvd. Widening Project- City of West Sacramento
Yolo County	County Road 32A between Mace Blvd. and Road 105	Two Lane Road Class III Route. Moderate to high traffic volumes with high vehicle speeds	Class II Bike Lanes	Yolo County Bicycle Transportation Plan/City of Davis Bicycle Transportation Plan
Yolo County/West Sacramento	Yolo Shortline Rail Trail	In the early planning stages. Right of way has been purchased	Class I Bike Path	None
Yolo County	Gregory Ave	Two lane road with low to moderate traffic, moderate to high vehicle speeds	Class II Bike Lanes	Yolo County Bicycle Transportation Plan
Caltrans	State Route 84	Two lane road with low to moderate traffic, moderate to high vehicle speeds	Class II Bike lanes	Yolo County Bicycle Transportation Plan
Yolo County	Courtland Road	Rural two lane road, moderate/low traffic	Class II Bike lanes	Yolo County Bicycle Transportation Plan
UC Davis	Arboretum Drive	Two lane road Class III Route with low to moderate traffic volumes, low to moderate vehicle speeds	None	UC Davis Development Plan
<b>EXISTING CLASS I ROUTES</b>				
Davis	Old Highway 40/Lincoln Highway Bike Path	Class I Bike Path	None	
Davis	Yolo Causeway Bike Path	Class I Bike Path	None	
Davis	Putah Creek Undercrossing and Bike Path	Class I Bike Path	None	
<b>EXISTING CLASS II ROUTES</b>				
Dixon	1st Street	Class II Bike Lanes	None	
Solano	Vaughn Street	Class II Bike Lanes	None	
Solano	Runge Road	Class II Bike Lanes	None	
Solano	Tremont Road	Class II Bike Lanes	None	
Solano	Old Davis Road	Class II Bike Lanes	None	
Davis	Olive Drive	Class II Bike Lanes	None	
Yolo	County Road 32A between Road 105 and Yolo Causeway	Class II Bike Lanes	None	
West Sacramento	West Capitol Ave.	Class II Bike Lanes	None	
			<b>LEGEND</b>	
			Recommended Upgrade	
			Existing Class I	
			Existing Class II	



**LEGEND**

HIGHWAYS	
	Federal Interstate
	State
	Scenic Interstate
POTENTIAL ROUTE ALIGNMENTS	
	Existing, Class 1
	Existing, Class 2
	Recommended Upgrade
	Off-Street, Unimproved
	Gaps or Barriers
OTHER FACILITIES/RESOURCES	
	Roads
	Rail Lines
	Rail Station
	Park and Ride Lot
	River
	Lake/Pond
	Airport
	Parks & Golf Courses
	Urbanized Areas
Scale: 0 0.5 1 1.5 2 2.5 Miles	

**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 3: DAVIS-W. SACRAMENTO-RIO VISTA**

## SACRAMENTO NORTHERN RAIL-TRAIL

The Sacramento Northern Bike Trail is a Class 1 bicycle trail built on the alignment of the former Sacramento Northern Railway, which was part of an electric freight and passenger line that stretched from San Francisco to Chico in the early part of the Twentieth Century. This 7.5 mile trail connects the American River Bike Trail and downtown Sacramento with the town of Rio Linda to the north. The paved asphalt trail is 12 feet wide and runs down the center of a 100 foot wide landscaped corridor. The trail is in reasonably good condition, and the portion between the American River and Interstate 80 is lighted.

## AMERICAN RIVER PARKWAY

The American River Parkway is a unique wildlife and recreation area that is often referred to as the "Jewel of Sacramento." The 32-mile Parkway runs from Beal's Point in the City of Folsom past the Nimbus Fish Hatchery, west to the confluence of the American and Sacramento Rivers at Discovery Park. The parkway includes a 10-foot wide Class I bike path, and separate Equestrian and Hiking Trails. The parkway hosts outdoor enthusiasts with a full range of outdoor recreation activities along the banks of the American River. In addition to recreational opportunities, the American River Parkway provides non-motorized access to residential neighborhoods, schools, colleges, commercial activity centers, transit centers and the downtown Sacramento area.

[www.sacparks.net/Parks/arp.htm](http://www.sacparks.net/Parks/arp.htm)

## FOLSOM - PLACERVILLE RAIL TRAIL

The Folsom - Placerville Rail Trail is Folsom's segment of the planned 30 mile long trail from Folsom to the City of Placerville in El Dorado County. The trail segment in Folsom extends approximately 4 miles from the Humbug-Willow Creek trail at Oak Avenue Parkway and East Bidwell Street to the Folsom City limits at Highway 50. Approximately 1.5 miles of the trail have been completed. The trail is 10-feet wide, paved asphalt with a couple of small bridges. The trail is adjacent to the existing tracks that run alongside East Bidwell Street.

## ALDER CREEK TRAIL

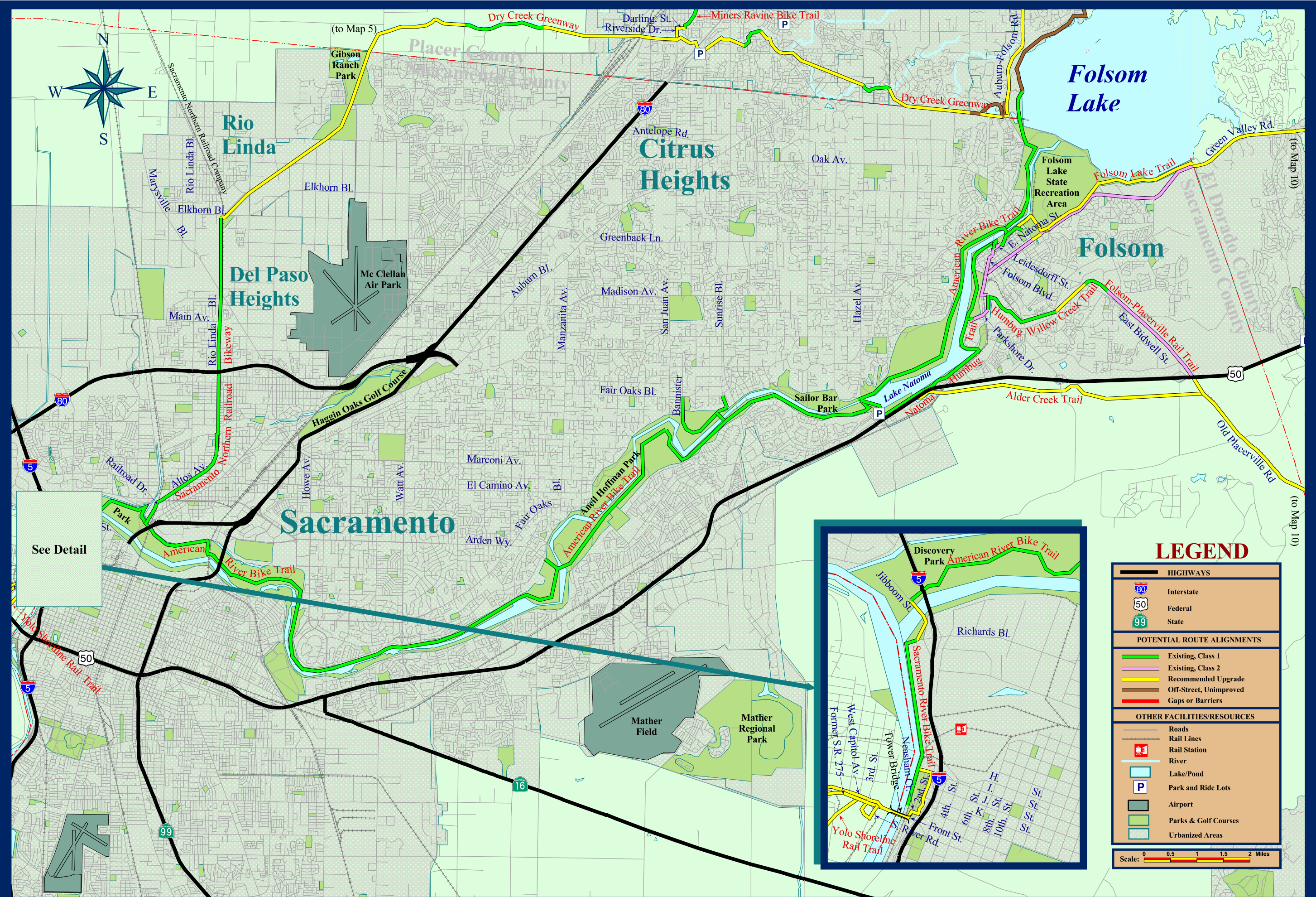
The Alder Creek Trail has been identified on a regional bike map that was prepared by the Highway 50 Corridor Bicycle Advisory Committee. It has not been formally adopted in any planning document, but will be submitted as a project for the Regional Bike, Pedestrian and Trails Master Plan being prepared by the Sacramento Area Council of Governments (SACOG).

The conceptual trail alignment of the Alder Creek Corridor would run approximately 6 miles along Alder Creek, along the south side of Highway 50 from Old Placerville Road to Folsom Blvd. The ability to provide a Class I bike trail along Alder Creek would provide a much needed bike facility that links with two other planned regional trails at both ends, the Folsom - Placerville Rail Trail to the east and the Folsom Rail Trail to the west. The preservation of the entire corridor along Alder Creek is critical to ensuring it provides maximum benefit to wildlife and future trail users.

POTENTIAL ROUTE ALIGNMENTS				
MAP 4:		SACRAMENTO		
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
City of West Sacramento/City of Sacramento/Caltrans	Tower Bridge	Four lanes. Class III Route with narrow separated bike/ped paths. The Cities of Sacramento and West Sacramento are proposing to widen the sidewalks to accommodate increased pedestrian and bicycle use. Completion is scheduled for 2007.	Class II Bike Lanes/Class I Bike/Ped Path	City of Sacramento Bikeway Master Plan/Riverfront Master Plan
City of Sacramento	2nd Street	Class III Bike Route	None	City of Sacramento Bikeway Master Plan
City of Sacramento	I Street	Historical sandy pavement surface	Potentially upgrade to hard surface	City of Sacramento Bikeway Master Plan
City of Sacramento	Jiboom Street	Two lane park access road, low traffic volumes, low car speeds	None	City of Sacramento Bikeway Master Plan
Sacramento County	Dry Creek Greenway Bike Path	Planned	Class I Bike Path	Dry Creek Greenway Plan
Placer County	Dry Creek Greenway Bike Path	Planned	Class I Bike Path	Placer County Regional Bike Plan
Placer County	Auburn-Folsom Road	2-4 foot shoulder	Class II Bike Lanes	Placer County Regional Bike Plan
City of Folsom/Sacramento County	Alder Creek Trail	Conceptual Trail Plan	Class I Bike Path	None
City of Folsom	Folsom Lake Trail	Planned	Class I Bike Path	State Parks General Plan, Folsom Bikeway Master Plan
City of Folsom	East Bidwell Street	Class II Bike Lanes	Class I Bike Path, Folsom-Placerville Rail Trail	City of Folsom Bikeway Master Plan
City of Folsom	East Natoma Street	2-4 foot shoulder	Class II Bike Lanes	City of Folsom Bikeway Master Plan
City of Folsom	Humbug Willow Creek Trail	Planned	Connect existing trail to Folsom-Placerville Rail Trail	City of Folsom Bikeway Master Plan
Sacramento County	Old Placerville Road	Little to no shoulder	Class I Bike Path on Folsom-Placerville Rail Trail	City of Folsom Bikeway Master Plan
EXISTING CLASS I ROUTES				
City of Sacramento	Sacramento River Bike Trail	Class I	None	
Sacramento County/City of Folsom	American River Bike Trail	Class I	None	
Sacramento County	Sacramento Northern Bikeway	Class I	None	
City of Roseville	Dry Creek Greenway Bike Path	Class I	Complete other segments of trail	Dry Creek Greenway Plan
City of Folsom	Humbug Willow Creek Trail	Class I	None	Placer County Regional Bike Plan
City of Folsom	Natoma Humbug Trail	Class I	Complete Trail to East Bidwell	City of Folsom Bikeway Master Plan
EXISTING CLASS II ROUTES				
City of Folsom	Parkshore Drive	Class II Bike Lanes	None	
City of Folsom	Folsom Blvd	Class II Bike Lanes	None	
City of Folsom	Leidesdorff Street	Class II Bike Lanes	None	
City of Folsom	East Natoma Street	Class II Bike Lanes	None	
City of Folsom	East Bidwell Street	Class II Bike Lanes	Class I Bike Path (see above)	City of Folsom Bikeway Master Plan
OFF STREET OR UNIMPROVED ROUTES				
Placer County	Beals Point Bike Path extension	Partially complete Class I Bike Path	Class I Bike Path to Twin Rocks Road	Placer County Regional Bike Plan
Placer County	Dry Creek Greenway near Baldwin Reservoir	Multi-use connection	Class I Bike Path to Auburn Folsom Road	Placer County Regional Bike Plan/Dry Creek Greenway Plan
			LEGEND	
			Recommended Upgrade	
			Existing Class I	
			Existing Class II	
			Off Street/Unimproved Routes	

Tower Bridge in Sacramento, present day

Tower Bridge, artist rendering of future improvement



See Detail

### LEGEND

HIGHWAYS	
	Interstate
	Federal
	State
POTENTIAL ROUTE ALIGNMENTS	
	Existing, Class 1
	Existing, Class 2
	Recommended Upgrade
	Off-Street, Unimproved
	Gaps or Barriers
OTHER FACILITIES/RESOURCES	
	Roads
	Rail Lines
	Rail Station
	River
	Lake/Pond
	Park and Ride Lots
	Airport
	Parks & Golf Courses
	Urbanized Areas
Scale: 0 0.5 1 1.5 2 Miles	

**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 4: SACRAMENTO**

## DRY CREEK GREENWAY

The Dry Creek Greenway is proposed as a multi-jurisdictional open space and park system for enjoyment and recreational use by local communities in southeastern Placer County and the surrounding region.

The Dry Creek Greenway will provide a critical link in the continuous 60-mile open space and (Class I) trail system that includes Folsom Lake State Park, the American River Parkway, the Ueda Parkway and the Dry Creek Parkway. The impetus to create the Greenway arises from the recognition that Dry Creek and its tributaries provide important natural habitat, flood control capacity, cultural resources, water quality benefits and unique recreation opportunities.

A master plan has been developed by Placer County to preserve the Dry Creek Greenway. The master plan provides a uniform and consistent planning tool for the various entities that have jurisdiction in the Greenway. The Greenway is located in portions of Placer County, the City of Roseville, the City of Rocklin, and the Town of Loomis, each of which has its own General Plan and zoning ordinance. In addition, there are a number of special districts and regulatory agencies that have oversight for particular resources and services within the Greenway.

Placer County Planning Department  
[www.placer.ca.gov/planning/planning.htm](http://www.placer.ca.gov/planning/planning.htm)



Dry Creek

## AUBURN-FOLSOM ROAD

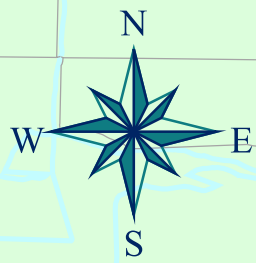
Auburn - Folsom Road is frequently used by both commute and recreational cyclists from all over the Sacramento region. On weekends, large groups of recreational cyclists can be seen traveling along this gradual yet challenging climb into Auburn from the Sacramento Valley. The road connects with the American River Parkway near Folsom, and is a prime candidate for a cross state route.

## TAYLOR ROAD AND PACIFIC STREET

On the north side of I-80, Pacific Street and Taylor Road make the gradual climb into Auburn. Class II Bike Lanes exist on the majority of Taylor Road, but still need to be added to Pacific Street in Rocklin. Pacific Street is an important connector between the communities of Rocklin and Roseville.

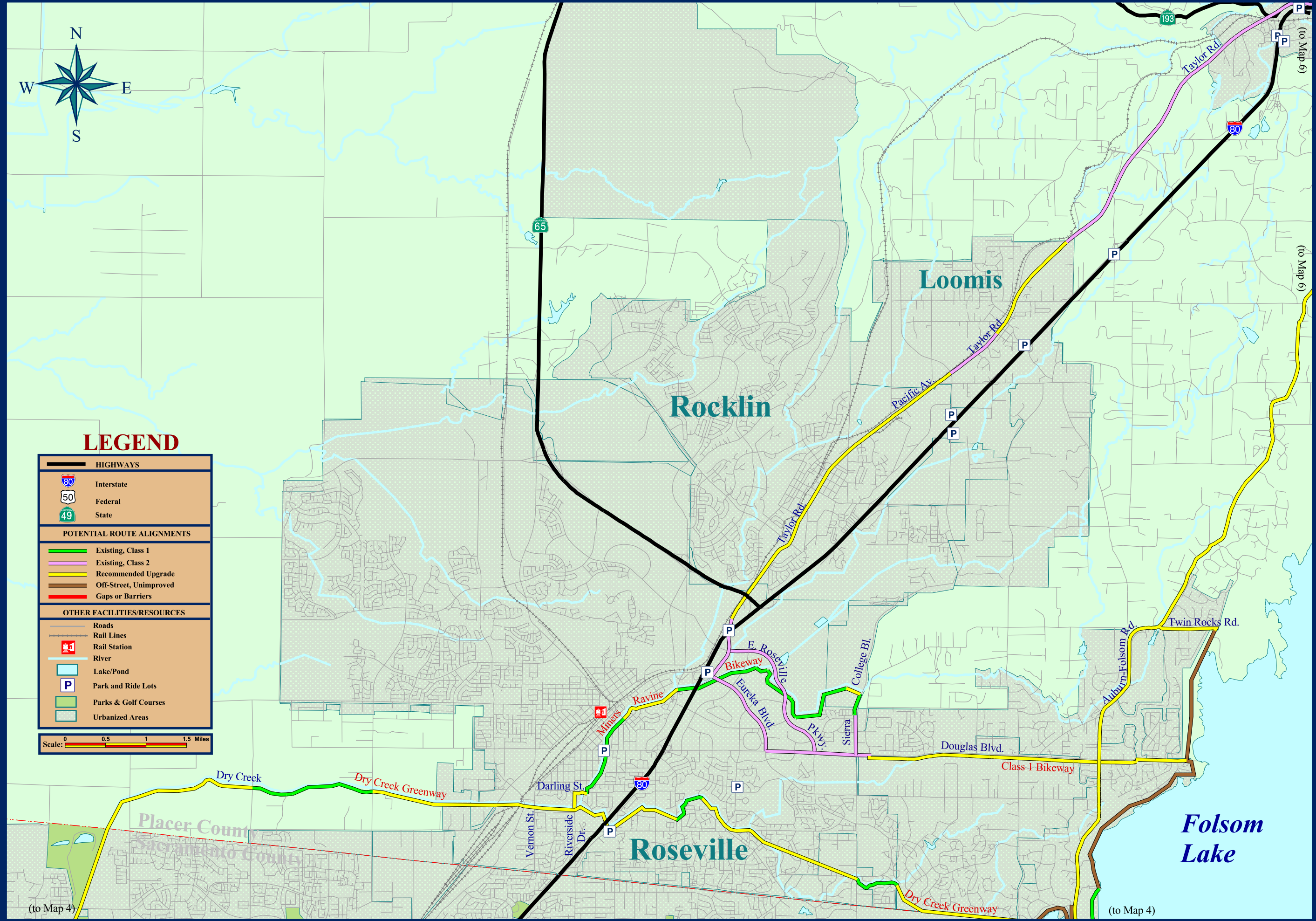
POTENTIAL ROUTE ALIGNMENTS				
MAP 5:	WEST PLACER			
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
Placer County	Dry Creek Greenway Bike Path	Planned	Class I Bike Path	Placer County Regional Bikeway Plan
City of Roseville	Dry Creek Greenway Bike Path	Planned	Class I Bike Path	City of Roseville Bikeway Master Plan
City of Roseville	Miners Ravine Bike Path	Planned	Connect from Royer Park to Harding Way	City of Roseville Bikeway Master Plan
City of Rocklin	Taylor Road	2-4 Foot Shoulder	Class II Bike Lanes	Placer County Regional Bikeway Plan
City of Rocklin	Pacific Ave	2-4 Foot Shoulder	Class II Bike Lanes	Placer County Regional Bikeway Plan
Placer County	Auburn Folsom Road	2-4 Foot Shoulder	Class II Bike Lanes	Placer County Regional Bikeway Plan
Town of Loomis	Taylor Road	2-4 Foot shoulder through town, less than 2 foot shoulder outside of town	Continue Class II Bike lanes to City limit	Town of Loomis Bikeway Master Plan
Placer County	Twin Rocks Road	Rural two lane road, no shoulder	Class III Bike Route	None
Placer County	Douglas Blvd.	Four foot or more shoulder from Auburn Folsom Rd. to Cavitt Stallman South	Class II Bike Lanes	Placer County Regional Bikeway Plan
Placer County	Beals Point Bike Path extension	unpaved connection	Continue American River Bike Path from Beals Point to Douglas Blvd.	Placer County Parks and Recreation Dept.
EXISTING CLASS I ROUTES				
City of Roseville	Miners Ravine Bike Path	Douglas Blvd to Royer Park, existing Class I Bike Path	None	Placer County Regional Bikeway Plan, City of Roseville Bikeway Master Plan
City of Roseville	Miners Ravine Bike Path	Harding Blvd to near Sierra College Blvd.	Complete to Sierra College Blvd	Placer County Regional Bikeway Plan, City of Roseville Bikeway Master Plan
City of Roseville	Bike Path along Sierra College Blvd	Class I Bike Path	None	Placer County Regional Bikeway Plan, City of Roseville Bikeway Master Plan
City of Roseville	Dry Creek Greenway Bike Path (Sierra College Blvd to Roseville City Limits)	Class I Bike Path	Complete other segments	Placer County Regional Bikeway Plan, City of Roseville Bikeway Master Plan
City of Roseville	Dry Creek Greenway Bike Path (Gabielli Dr. to Sierra Gardens Dr.)	Class I Bike Path	Complete other segments	Placer County Regional Bikeway Plan, City of Roseville Bikeway Master Plan
Placer County	Dry Creek Greenway Bike Path (Cook Riolo Rd. to Wallerga Rd)	Class I Bike Path	Complete other segments	Placer County Regional Bikeway Plan/Dry Creek Greenway Plan
Placer County		Class I Bike Path	Complete other segments	Placer County Regional Bikeway Plan/Dry Creek Greenway Plan
EXISTING CLASS II ROUTES				
Town of Loomis	Taylor Road	Class II Bike Lanes	None	
Placer County	Taylor Road	Class II Bike Lanes	None	
City of Roseville	Eureka Road	Class II Bike Lanes	None	
City of Roseville	E. Roseville Parkway	Class II Bike Lanes	None	
City of Roseville	Douglas Blvd.	Class II Bike Lanes from Cavitt Stallman South to Eureka Blvd.	Continue Class II to Folsom Lake Class I	Placer County Regional Bike Plan
City of Roseville	Taylor Road	Class II Bike Lanes	None	
OFF STREET OR UNIMPROVED ROUTES				
Placer County	Beals Point Bike Path extension	Partially complete Class I Bike Path	Class I Bike Path to Twin Rocks Road	Placer County Regional Bike Plan
			LEGEND	
			Recommended Upgrade	
			Existing Class I	
			Existing Class II	
			Off Street/Unimproved Routes	





### LEGEND

HIGHWAYS	
	Interstate
	Federal
	State
POTENTIAL ROUTE ALIGNMENTS	
	Existing, Class 1
	Existing, Class 2
	Recommended Upgrade
	Off-Street, Unimproved
	Gaps or Barriers
OTHER FACILITIES/RESOURCES	
	Roads
	Rail Lines
	Rail Station
	River
	Lake/Pond
	Park and Ride Lots
	Parks & Golf Courses
	Urbanized Areas



**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 5: WEST PLACER**

(to Map 4)

(to Map 4)

(to Map 6)

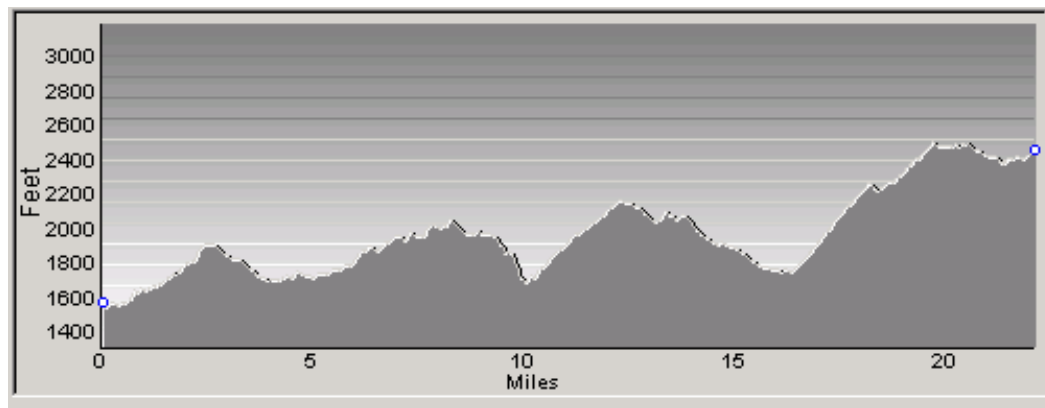
(to Map 6)

## OPHIR ROAD

Ophir Road connects the Communities of Newcastle and Auburn. Class II Bike lanes exist on Ophir Road all the way from Newcastle to I-80 near Auburn. The roadway is frequently used by commute bicyclists traveling from Auburn to Rocklin or Roseville. Recreational bicyclists frequently use the roadway as a primary connector to access some of the rural roads on the north side of I-80 near Auburn.

## THE I-80 CONNECTION NEAR AUBURN

Due to the lack of a frontage road between Ophir Road and Nevada Street/Lincoln Way in Auburn, bicyclists must travel on the shoulder of Interstate 80 for approximately 1/10 of a mile (528'). A yellow standard bicycle warning sign alerts motorists of the possibility a bicycle might be present.



Placer Hills Road to Dog Bar Road to La Barr Meadows Road to McKnight Way

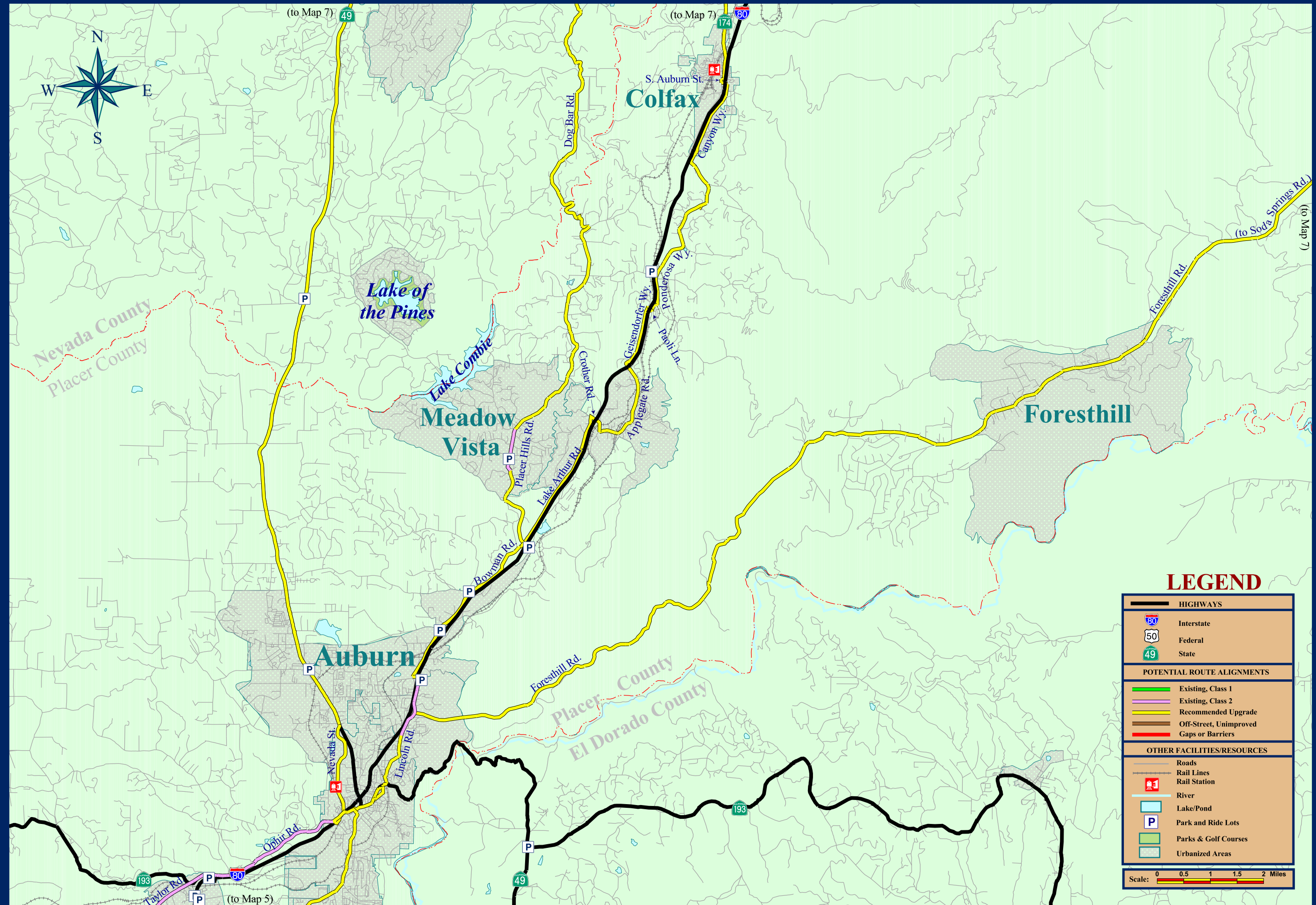
## FORESTHILL ROAD

Foresthill Road is the only existing road that connects the community of Foresthill with Auburn. The road is frequently used by recreational bicyclists for access to the nearby mountain bike trails, and for an on-road challenge into the mountains of the Foresthill area.

## STATE ROUTE 49

State Route 49 is the primary connector between Grass Valley, Nevada City, Auburn and I-80. State Route 49 near Auburn is highly developed, has many intersections and commercial and retail driveways, and is less than ideal for a bicyclist. North of Auburn the highway has wide shoulders, but continues to be a major thoroughfare for high speed automobile traffic.

POTENTIAL ROUTE ALIGNMENTS				
MAP 6:		AUBURN-COLFAX-FORESTHILL		
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
Placer County	Foresthill Road	2-4 foot shoulder	Class II Bike Lanes	Placer County Regional Bikeway Plan
Placer County	Bowman Road	2-4 foot shoulder	Class II Bike Lanes	Placer County Regional Bikeway Plan
Placer County	Placer Hills Road	0-2 foot shoulder from I-80 to Meadow Vista. Class II Bike Lanes in Meadow Vista	Class III Bike Route to Nevada County line from Meadow Vista	Placer County Regional Bikeway Plan
Nevada County	Dog Bar Road	Little or no shoulder	Install "Share the Road" Signs/Develop a multi-use trail	Nevada County Bicycle Master Plan
Caltrans	State Route 49	4 foot shoulder	Class II Bike Lanes	Placer County Regional Bikeway Plan
Caltrans/Placer County/City of Auburn	Interstate 80	8 Foot shoulder with Caltrans Bicycle Sign	Class II Bike Lanes	Placer County Regional Bikeway Plan
City of Auburn	Nevada Street	2-4 foot shoulder	Class II Bike Lanes	Placer County Regional Bikeway Plan
City of Auburn	Lincoln Way	Little or no shoulder from Highway 49 to Russell Road	Class II Bike Lanes	Placer County Regional Bikeway Plan
Placer County	Lake Arthur Road	Little or no shoulder	Class III Bike Route	Placer County Regional Bikeway Plan
Placer County	Applegate Road	Little or no shoulder	Class III Bike Route	Placer County Regional Bikeway Plan
Placer County	Geisendorfer Road	Little or no shoulder	Class III Bike Route	Placer County Regional Bikeway Plan
Placer County	Paoli Lane	Little or no shoulder	Class III Bike Route	Placer County Regional Bikeway Plan
Placer County	Ponderosa Way	Little or no shoulder	Class III Bike Route	Placer County Regional Bikeway Plan
Placer County	Canyon Way	Little or no shoulder	Class III Bike Route	Placer County Regional Bikeway Plan
Caltrans	State Route 174	Little or no shoulder	Install "Share the Road" Signs	Placer County Regional Bikeway Plan
EXISTING CLASS I ROUTES				
City of Roseville	Miners Ravine Bike Path	Class I Bike Path	None	
City of Roseville	Miners Ravine Bike Path	Class I Bike Path	None	
EXISTING CLASS II ROUTES				
Placer County	Taylor Road	Class II Bike Lanes	None	
Placer County	Ophir Road	Class II Bike Lanes	None	
City of Auburn	Lincoln Way	Class II Bike Lanes	None	
Placer County	Placer Hills Road	Class II Bike Lanes, through Meadow Vista	Continue Class II to I-80 from Meadow Vista	Placer County Regional Bikeway Plan
			LEGEND	
			Recommended Upgrade	
			Existing Class I	
			Existing Class II	



**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 6: AUBURN-COLFAX-FORESTHILL**

**LEGEND**

HIGHWAYS	
	Interstate
	Federal
	State
POTENTIAL ROUTE ALIGNMENTS	
	Existing, Class 1
	Existing, Class 2
	Recommended Upgrade
	Off-Street, Unimproved
	Gaps or Barriers
OTHER FACILITIES/RESOURCES	
	Roads
	Rail Lines
	Rail Station
	River
	Lake/Pond
	Park and Ride Lots
	Parks & Golf Courses
	Urbanized Areas
Scale: 0 0.5 1 1.5 2 Miles	

## PIONEER TRAIL

The Pioneer Trail is suitable for use by equestrians, hikers, joggers, mountain bicyclists, and cross-country skiers. The Gold Country Trails Council constructed the existing section of the Pioneer Trail under supervision of the Forest Service. They plan to continue construction of the trail to intersect with the Pacific Crest Trail near Jackson Meadow. The trail parallels scenic Highway 20 from Lone Grave to the Bear Valley.

## BARRIER 1

The Nyack Road area is a popular stop for vehicular traffic on Interstate 80. The road travels past a commercial area that includes a gas station, fast food restaurant and a rest area. The barrier exists where the railroad right of way separates Nyack and Laing Roads. Two sets of tracks exist in this location, and pose difficult situation for safe crossing.



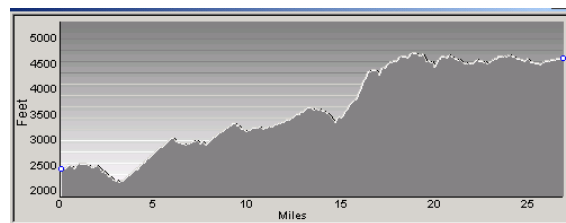
Two tracks between Nyack Road and Laing Road

## BARRIER 2

Bear Valley Road is essentially an access road to the railroad tracks from both Highway 20 and Laing Road. The road crosses the tracks on the hilltop near I-80.



Bear Valley Road access point to the Railroad tracks from Laing Road.



(Colfax) SR 174 to Rollins Lake Rd. to Magra Rd. to Gold Run Wy. to Lincoln Rd. to Ridge Rd. to Drum Powerhouse Rd. to Culberson Rd. to Boardman Canal Rd. to Zeibrigh Rd. to SR 20

## BARRIER 3

Laing Road dead ends in Yuba Gap. In this location, there is a fire road that could provide a potential connection to Lake Valley Road.



Fire road near end of Laing Road, looking east toward Lake Valley Road

## LOWELL HILL ROAD

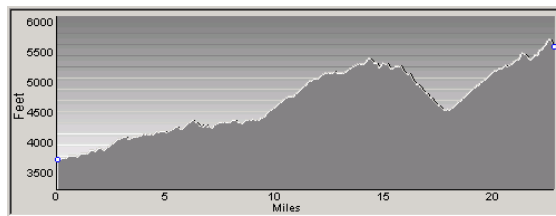
Lowell Hill Road is a moderately maintained dirt road. Lowell Hill is an excellent off road connection to State Route (SR) 20 from the Placer County area of Alta. The route alignment forces a short ride along SR 20, and again presents another problem at the intersection of SR 20 and I-80 (see barrier discussion on page 21 adjacent to Map 8).

## STATE ROUTE 49 - NEVADA COUNTY

The first phase of the State Route 49 widening project from just south of the Bear River Bridge to the Wolf Road/Combie Road intersection is currently under way. The project will widen State Route 49 to four lanes with a continuous left turn lane and will provide eight-foot shoulders. The first phase of this project should be completed by summer of 2004.



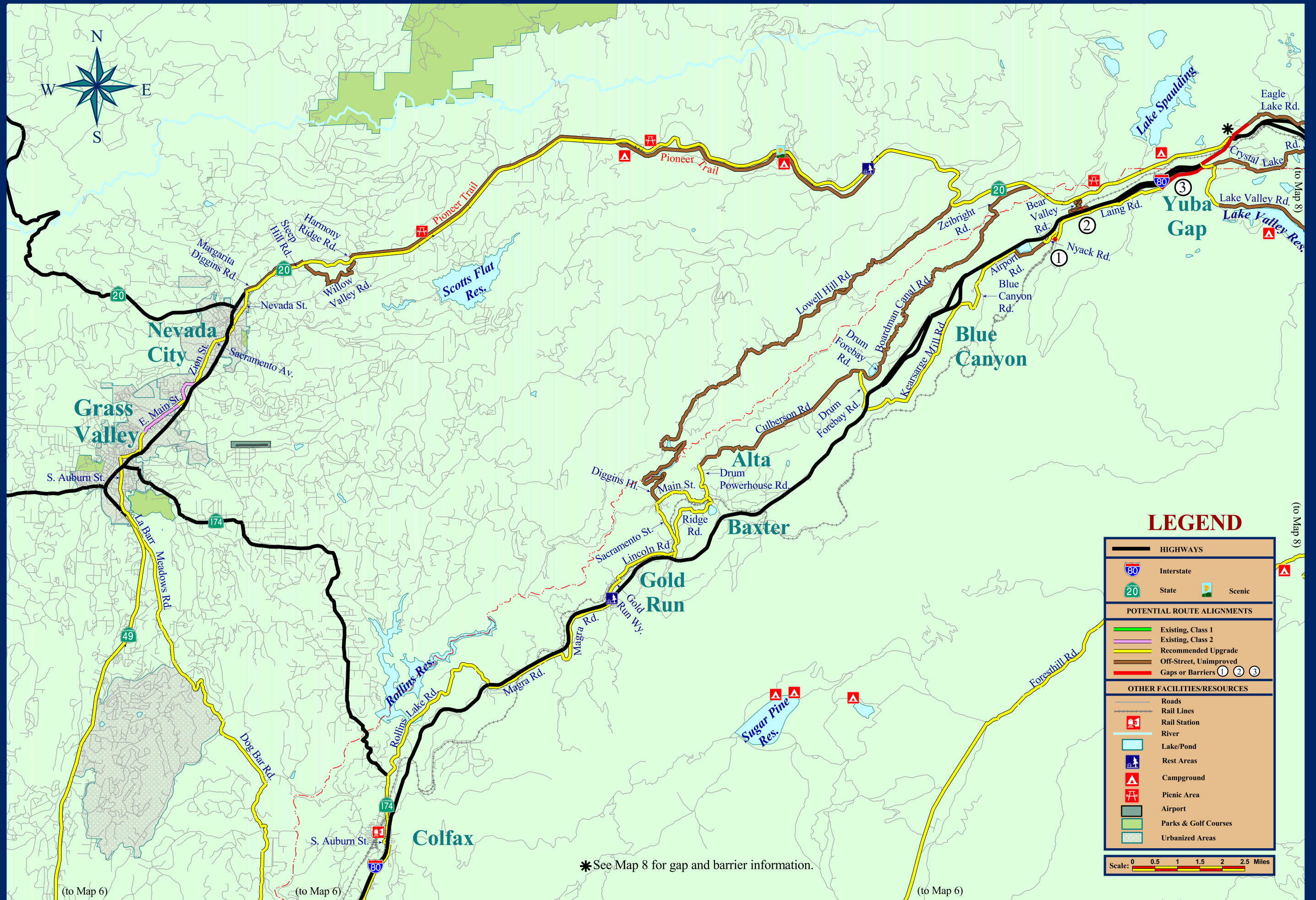
Drum Forebay Rd. to Kearsage Mill Rd. to Blue Canyon Rd.



SR 20 five miles east of Nevada City to I-80

## POTENTIAL ROUTE ALIGNMENTS

MAP 7: GRASS VALLEY-YUBA GAP				
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
Colfax	S. Auburn Street	Little or no shoulder	Class II Bike Lanes	City of Colfax Bikeway Master Plan
Placer County	Rollins Lake Road	Little or no shoulder	Class III Bike Route	Placer County Regional Bikeway Plan
Placer County	Magra Road	Little or no shoulder	Class III Bike Route	None
Placer County	Gold Run Way	Little or no shoulder	Class III Bike Route	None
Placer County	Lincoln Road	Little or no shoulder	Class III Bike Route	None
Placer County	Sacramento Street	Little or no shoulder	Class III Bike Route	None
Placer County	Main Street	Little or no shoulder	Class III Bike Route	None
Placer County	Ridge Road	Little or no shoulder	Class III Bike Route	None
Placer County	Drum Powerhouse Road	Little or no shoulder	Class III Bike Route	None
Placer County	Drum Forebay Road	Little or no shoulder	Class III Bike Route	None
Placer County	Kearsage Mill Road	Paved road with no striping	Class III Bike Route	None
Placer County	Blue Canyon Road	Little or no shoulder	Class III Bike Route	None
Placer County	Nyack Road	Paved road, no shoulder	Class III Bike Route	None
Placer County	Laing Road	Paved road, no shoulder	Class III Bike Route	None
Nevada County	Dog Bar Road	Little or no shoulder	Install "Share the Road" signs/develop a multi-use path	None
Nevada County	La Barr Meadows Road	2-4 foot shoulder	Class II Bike Lane from McKnight Way to Alta Sierra Dr.	Nevada County Bicycle Master Plan
Nevada County	S. Auburn Street	2-4 foot shoulder	Class III Bike Route	Nevada County Bicycle Master Plan
Caltrans	State Route 174 to Rollins Lake Rd.	Little or no shoulder	Install "Share the Road" signs	Placer County Regional Bikeway Plan
Caltrans	State Route 20	Little or no shoulder	Install "Share the Road" signs	Nevada County Bicycle Master Plan
EXISTING CLASS II ROUTES				
Nevada County	Zion Street	2-4 foot shoulder	Class II Bike Lane	Nevada County Bicycle Master Plan
Nevada County	East Main Street	2-4 foot shoulder	Class II Bike Lanes from Nevada City Highway to Idaho Maryland	Nevada County Bicycle Master Plan
OFF STREET OR UNIMPROVED ROUTES				
Placer County	Culberson Road	Road is maintained but not paved	Install directional signage	None
Placer County	Diggins Hill	Road is maintained but not paved	Install directional signage	None
Nevada County	Lowell Hill Road	Road is maintained but not paved	Install directional signage	None
Placer County	Boardman Canal Road	Road is maintained but not paved	Install directional signage	None
Placer County	Airport Road	Road is maintained but not paved	Install directional signage	None
Nevada County	Zeibrigh Road	Road is maintained but not paved	Install directional signage	None
Placer County	Lake Valley Road	Forest service maintained road, not paved	Install directional signage	None
Placer County	Crystal Lake Road	Forest service maintained road, not paved	Install directional signage	None
Nevada County	Willow Valley Road	Road is maintained but not paved	Install directional signage	None
Nevada County	Pioneer Trail	Forest Service Multi-use trail	Install directional signage	None
Placer County	Bear Valley Road	Road is maintained but not paved	Install directional signage	None
BARRIERS				
Placer County # 1	Railroad crossing between Nyack Road and Laing Road	Unregulated crossing of two tracks	Grade separated crossing	None
Placer County # 2	Bear Valley Road	Unregulated crossing of railroad tracks	Railroad crossing	None
Placer County # 3	Laing Road to Lake Valley Road (Yuba Gap)	No frontage road exists.	Multi-Use Trail	None
			LEGEND	
			Recommended Upgrade	
			Off Street/Unimproved Routes	
			Barriers	



**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 7: GRASS VALLEY-YUBA GAP**

## LAKE VALLEY ROAD

Lake Valley Road is a Forest Service maintained road that provides access to the reservoir and other nearby recreation areas. Lake Valley Road intersects with a trail connection to the Lochleven Trail system, which connects with Hampshires Rock Road. The Lochleven Trail is mostly a hiking trail although it is open to mountain bikes. The trail is extremely difficult to ride, and not recommended for beginners. The Lochleven trail connection would need significant improvement for bicyclist use if this alignment were chosen for the Cross State Route.

## BARRIER 1

To make the southerly alignment feasible for those traveling from State Route 20 in Nevada County, a connection must be made between SR 20 and Yuba Gap along I-80. A parallel trail on the north side of I-80 could serve this purpose, but the route alignment may encounter a railroad crossing. The best alternative may be to pursue development of both a northern and southern route alignment and having the two routes meet in Cisco Grove.

## BARRIERS 2 & 3 - EAGLE LAKE ROAD CONNECTIONS

If Eagle Lake Road connected to both State Route 20 and Hampshires Rock Road in Cisco Grove, cyclists traveling from SR 20 would not have to back track along I-80 to reach Crystal Lake Road or Lake Valley Road.

## BARRIER 4

Crystal Lake Road crosses the railroad tracks near Interstate 80. The crossing would need to be investigated further to determine its safety for being a part of a Cross State Bike Route.

## BARRIERS 5 & 6

The alignment shown on map eight includes a connection to Hampshires Rock Road and a connection to Cisco Road. Both connections encounter an active railroad crossing. In the same area, a hiking trail (open to bicycles) called Loch Leven Trail exists. The trail provides some extremely challenging terrain for bicyclists, and is not ride able in many sections.



Loch-Leven Trail, advanced riders only

## DONNER PASS ROAD

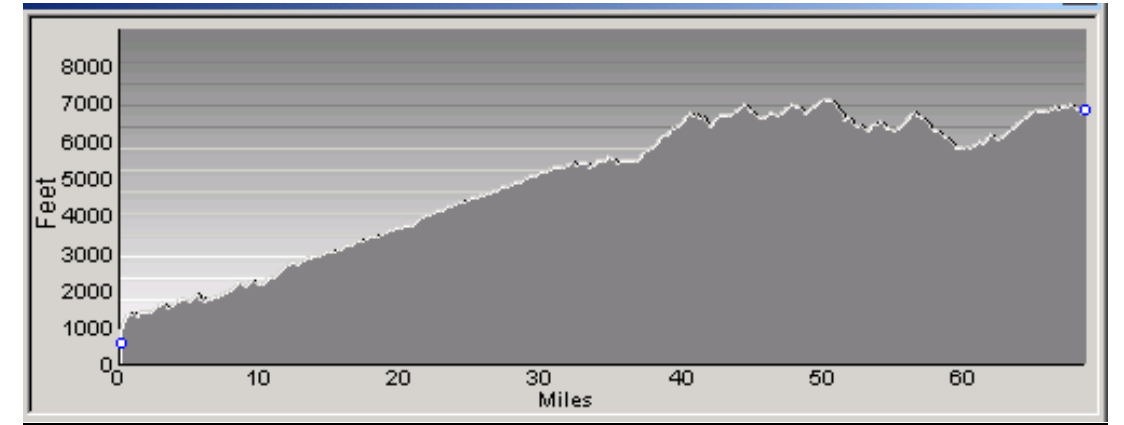
Donner Pass Road is frequently used by recreational cyclists in the Soda Springs and Truckee areas. Cyclists will often ride from Donner Lake to Soda Springs and back.

## SODA SPRINGS ROAD

Just outside the Community of Foresthill, the town's namesake road turns into a scarcely maintained dirt road. Soda Springs Road is primarily traveled by individuals seeking recreation in the area campgrounds and trails. Like its name the road travels to the mountain community of Soda Springs. The road could be traveled by a bicyclist, but a mountain bike is definitely recommended.

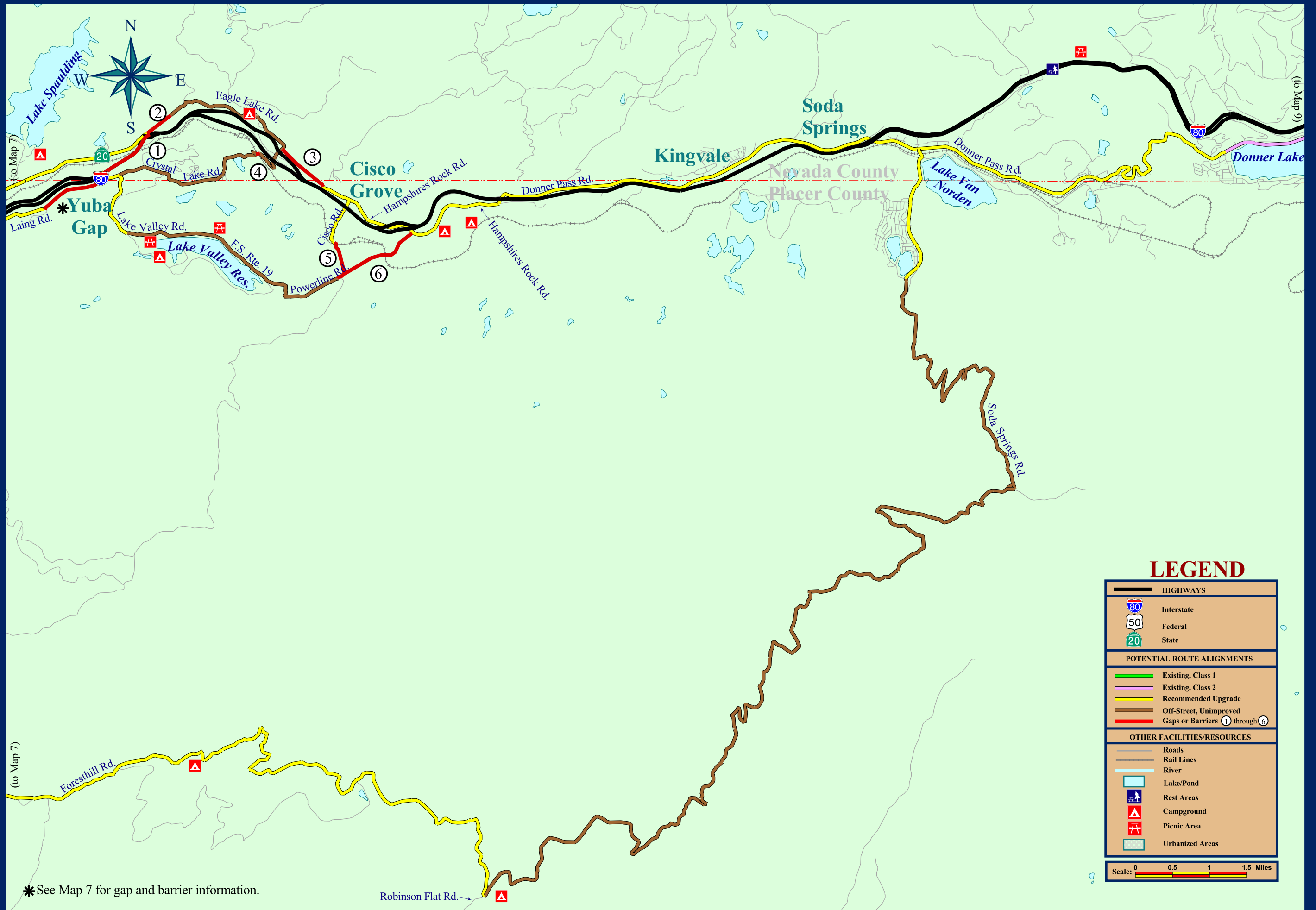


Lake Valley Reservoir



Foresthill Road to Soda Springs Road to Donner Pass Road

POTENTIAL ROUTE ALIGNMENTS				
MAP 8:		YUBA GAP - DONNER LAKE		
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
Caltrans	State Route 20	Little to no shoulder	Class II Bike Lanes	Nevada County Bicycle Master Plan
Placer County	Lake Valley Road	Access Road to Eagle Mountain Recreation Area	Install directional signage	None
Placer County	Cisco Road	Little to no shoulder	Install directional signage	None
Placer County	Hampshires Rock Road	Little to no shoulder	Install directional signage	None
Placer County	Donner Pass Road	Little to no shoulder in most areas, 2 foot shoulder in other areas	Directional signage - Bike Lanes where possible, Bike Route in other areas	Nevada County Bicycle Master Plan/None in Placer County
EXISTING CLASS II ROUTES				
Nevada County	Donner Pass Road	Class II Bike Lanes near Donner Lake	None	Nevada County Bike Plan
OFF STREET OR UNIMPROVED ROUTES				
Nevada County	Eagle Lake Road	Forest service road, maintained but not paved	Install directional signage	None
Placer County	Forest Service Route 19	Forest service road, maintained but not paved	Install directional signage	None
Placer County	Lake Valley Road	Forest service road, maintained but not paved	Install directional signage	None
Placer County	Powerline Road	Forest service road, maintained but not paved	Install directional signage	None
Placer County	Soda Springs Road	Forest service road, maintained but not paved	Install directional signage	None
BARRIERS				
Nevada County #1	State Route 20 to Yuba Gap along I-80	No existing road or trail	Construct multi use trail	None
Nevada County #2	State Route 20 to Eagle Lake Road	No existing road or trail	Construct multi-use trail	None
Nevada County/Placer County #3	Eagle Lake Road to Cisco Grove	No existing road or trail	Construct multi-use trail	None
Placer County #4	Crystal Lake Road, railroad overcrossing	Unregulated railroad crossing	Improve railroad crossing	None
Placer County #5	Powerline Road to Cisco Road	No existing road or trail - and railroad crossing	Construct multi-use trail and railroad overcrossing	None
Placer County #6	Powerline Road to Hampshires Rock Road	No existing road or trail - and railroad crossing	Construct multi-use trail and railroad overcrossing	None
			LEGEND	
			Recommended Upgrade	
			Class II Bike Lanes	
			Off Street/Unimproved Routes	
			Barriers	



\*See Map 7 for gap and barrier information.

### LEGEND

HIGHWAYS	
	Interstate
	Federal
	State
POTENTIAL ROUTE ALIGNMENTS	
	Existing, Class 1
	Existing, Class 2
	Recommended Upgrade
	Off-Street, Unimproved
	Gaps or Barriers ① through ⑥
OTHER FACILITIES/RESOURCES	
	Roads
	Rail Lines
	River
	Lake/Pond
	Rest Areas
	Campground
	Picnic Area
	Urbanized Areas
Scale: 0 0.5 1 1.5 Miles	

**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 8: YUBA GAP-DONNER LAKE**

## STATE ROUTE 89

State Route 89 from Truckee to Squaw Valley Road is a Class III Bike Route with wide shoulders. The shoulders are greater than 4 feet in most areas, and the road is frequently used by both recreational and commuter cyclists between Tahoe City and Truckee. Some community members from the Tahoe City and Truckee area have expressed interest in the off street bike path continuing from Squaw Valley Road into Truckee.

## STATE ROUTE 267

State Route (SR) 267 is a popular connection from Truckee to Kings Beach. State Route 267 is a part of "The Loop" as some recreational riders call it, where they begin in Truckee riding on SR 267 into the Tahoe Basin over Brockway Summit, traversing west on State Route 28 to Tahoe City, and then north into Truckee via State Route 89. The shoulders on SR 267 vary in width, but in most areas there is a four foot shoulder. A Class II facility is identified in the Lake Tahoe Environmental Improvement Program (EIP) and is also a planned facility in the Tahoe Metropolitan Planning Organization's (TMPO) Lake Tahoe Regional Bicycle and Pedestrian Master Plan.

## PLANNED CLASS I, TAHOE CITY TO TAHOE VISTA

There has been much discussion in the past regarding an off street bike path on the north-east side of State Route 28 between Tahoe City and Tahoe Vista. The concept is identified in the Lake Tahoe Environmental Improvement Program and is a planned facility in the Placer County Regional Bike Plan, as well as the TMPO's Lake Tahoe Regional Bicycle and Pedestrian Master Plan. However, many environmental issues have been identified with the preferred route so consideration of alternative routes maybe necessary. One alternative is the Caltrans Water Quality Improvements project, which includes the addition of Class II Bike Lanes along the section of SR 28. The Caltrans Class II facility would begin where the existing Class I bike path ends at Dollar Hill and continue to Tahoe Vista along Highway 28.



Class I Bike Path near Tahoe City. The existing bike path along Highway 89 in the Tahoe City area is extremely popular for recreational use. Many bicycle rental facilities exist in Tahoe City catering to numerous tourists each summer season.

## STATE ROUTE 28 TO STATELINE

Highway 28 in the Kings Beach area has been studied in recent years for bicycle and pedestrian friendliness. At the present time, bike lanes do not exist. Dan Burden, from Walkable Communities Inc., a National expert on bike and pedestrian friendly cities, visited Kings Beach and made some suggestions for the area. He suggested that the four lane road be narrowed to two lanes, with a center median for turning movements, bike lanes and parallel on-street parking. The proposed Kings Beach Commercial Core project is expected to begin in the near future and will provide an opportunity to incorporate numerous bicycle and pedestrian improvements, including Class II facilities to connect to the Class II/Bike Lanes in Crystal Bay, Nevada to the east.

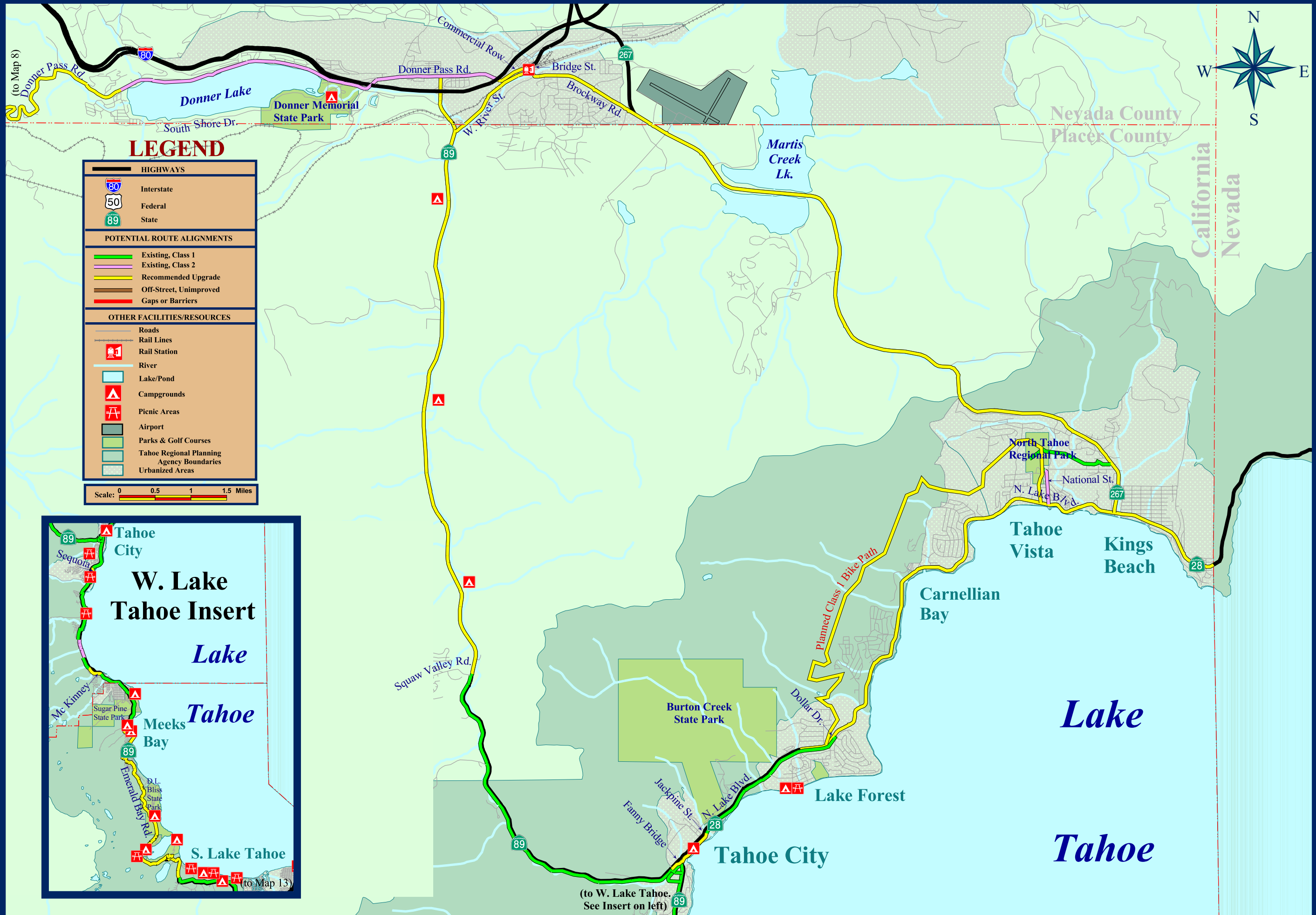
## POTENTIAL ROUTE ALIGNMENTS

MAP 9:		DONNER LAKE - NEVADA		
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
Nevada County	Donner Pass Road	0-2 foot shoulder in some areas	Class III Bike Route, Class II Bike Lanes where feasible	Truckee Trails and Bikeways Master Plan
Nevada County	West River Street	0-2 foot shoulder in some areas	Class II Lane/Class III Bike Route	Truckee Trails and Bikeways Master Plan
Nevada County	Commercial Row	0-2 foot shoulder in some areas	Class III Bike Route	Truckee Trails and Bikeways Master Plan
Nevada County	Bridge Street	2-8 foot shoulder in some areas	Class II Bike Lanes	Truckee Trails and Bikeways Master Plan
Caltrans/Placer County	State Route 89 Donner Pass Road to Squaw Valley Road	Class III Bike Route with wide shoulders	Stripe shoulders with Class II Bike Lanes	Placer County Regional Bikeway Plan
Caltrans/Placer County	State Route 28 from Dollar Drive to Stateline	0-2 foot shoulder	Class II Bike Lanes	Placer County Regional Bikeway Plan
Placer County/TRPA	Tahoe City - Riverfront Bike Path from Fanny Bridge to Jackpine Street	Class II Bike Lanes through Tahoe City	Continue Class I from Fanny Bridge to Jackpine Street	Placer County Regional Bikeway Plan/Lake Tahoe Regional Bicycle and Pedestrian Master Plan
Placer County/TRPA	Tahoe City to Tahoe Vista Bike Path	Planned	Class I Bike Path	Placer County Regional Bikeway Plan/Lake Tahoe Regional Bicycle and Pedestrian Master Plan
Placer County/TRPA	McKinney Road	Wide roadway, no striping, Class III Bike Route	None	Placer County Regional Bikeway Plan/Lake Tahoe Regional Bicycle and Pedestrian Master Plan
Caltrans/Placer County	State Route 267/Brockway Road - Truckee to Kings Beach	0-4 foot shoulder	Class II Bike Lanes	Placer County Regional Bikeway Plan
West Lake Tahoe	Emerald Bay Road	0-2 foot shoulder	Implement solutions from SR-89 Cascade to Rubicon Bikeway Study	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
EXISTING CLASS I ROUTES				
Placer County/TRPA	Squaw Valley to Tahoe City	Class I Bike Path	None	
Placer County/TRPA	Tahoe City - Jackpine Street to Dollar Drive	Class I Bike Path	None	
Placer County/TRPA/EI Dorado County	West Lake Tahoe Bike Path	Class I Bike Path	None	
Placer County/TRPA	North Tahoe Regional Park Bike Path	Class I Bike Path	None	
EXISTING CLASS II ROUTES				
Nevada County	Donner Pass Road	Class II Bike Lanes, along Donner Lake	None	
Placer County	National Street	Class II Bike Lanes	None	
			LEGEND	
			Recommended Upgrade	
			Existing Class I	
			Existing Class II	



Bike Path along the west shore of Lake Tahoe





**LEGEND**

HIGHWAYS	
	Interstate
	Federal
	State
POTENTIAL ROUTE ALIGNMENTS	
	Existing, Class 1
	Existing, Class 2
	Recommended Upgrade
	Off-Street, Unimproved
	Gaps or Barriers
OTHER FACILITIES/RESOURCES	
	Roads
	Rail Lines
	Rail Station
	River
	Lake/Pond
	Campgrounds
	Picnic Areas
	Airport
	Parks & Golf Courses
	Tahoe Regional Planning Agency Boundaries
	Urbanized Areas



**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 9: DONNER LAKE-NEVADA**

## EL DORADO TRAIL

In July 1991, the Sacramento - Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) was formed to purchase the Sacramento-Placerville railroad corridor from Southern Pacific Railway Corporation. The preserved corridor will be used as an alternative transportation corridor, encompassing multiple uses along several sections. El Dorado County has prepared a Sacramento - Placerville Transportation Corridor Master Plan which identifies multiple uses, including excursion trains, bicycle, pedestrian and equestrian trails, and utility easements.

The 28-mile segment in El Dorado County extends from the eastern end of the County near the Latrobe area to the western portion of the City of Placerville. Within the City of Placerville, a segment of the trail from Clay Street to Mosquito Road is planned for construction in the spring of 2004. A portion of the trail to the east currently exists from Mosquito Road to Parkway Drive, including the remarkable over crossing of Highway 50.

## BARRIER 1 - SARATOGA WAY

An extension of Saratoga Way from El Dorado Hills to Sacramento County is planned in the El Dorado County Department of Transportation's 20-year Capitol Improvement Program. At the present time there is no funding available to construct such a project, and it is unknown when the extension will occur.

## BARRIER 2 - TONG ROAD BIKE PATH CONCEPT

The idea of a bike path connecting Tong Road with El Dorado Hills Boulevard is a concept being investigated by the El Dorado Hills Bicycle Advisory Committee (BAC). The route would provide a relatively flat and direct connection to Tong Road, Old Bass Lake Road and the Community of Cameron Park. The El Dorado Hills BAC discovered that the least strenuous and most direct route into Cameron Park from El Dorado Hills is via Tong Road and Old Bass Lake Road.

## BARRIER 3 - OLD BASS LAKE ROAD

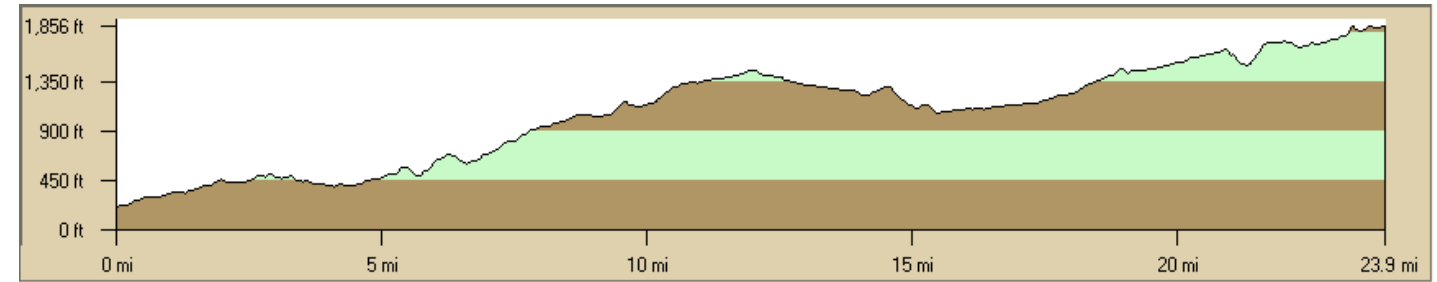
At the present time, Old Bass Lake Road has at each end blocking use by motorists and bicyclists. The El Dorado Hills Bicycle Advisory Committee is investigating the origin of the gates and the ability to open the road for bicycle and pedestrian use.

## OFF STREET CONNECTION - PALMER DRIVE

At the present time, the area between Wild Chaparral Drive and Cameron Park Drive is undeveloped. Informal trails exist and are used regularly by joggers, bicyclists and drivers of off road vehicles. The El Dorado County D.O.T. has considered a through road in the area, but have encountered some environmental issues. With or without a road, a bike route of some kind in the Palmer Drive area would be useful to connect Shingle Springs and Cameron Park with the El Dorado Trail.

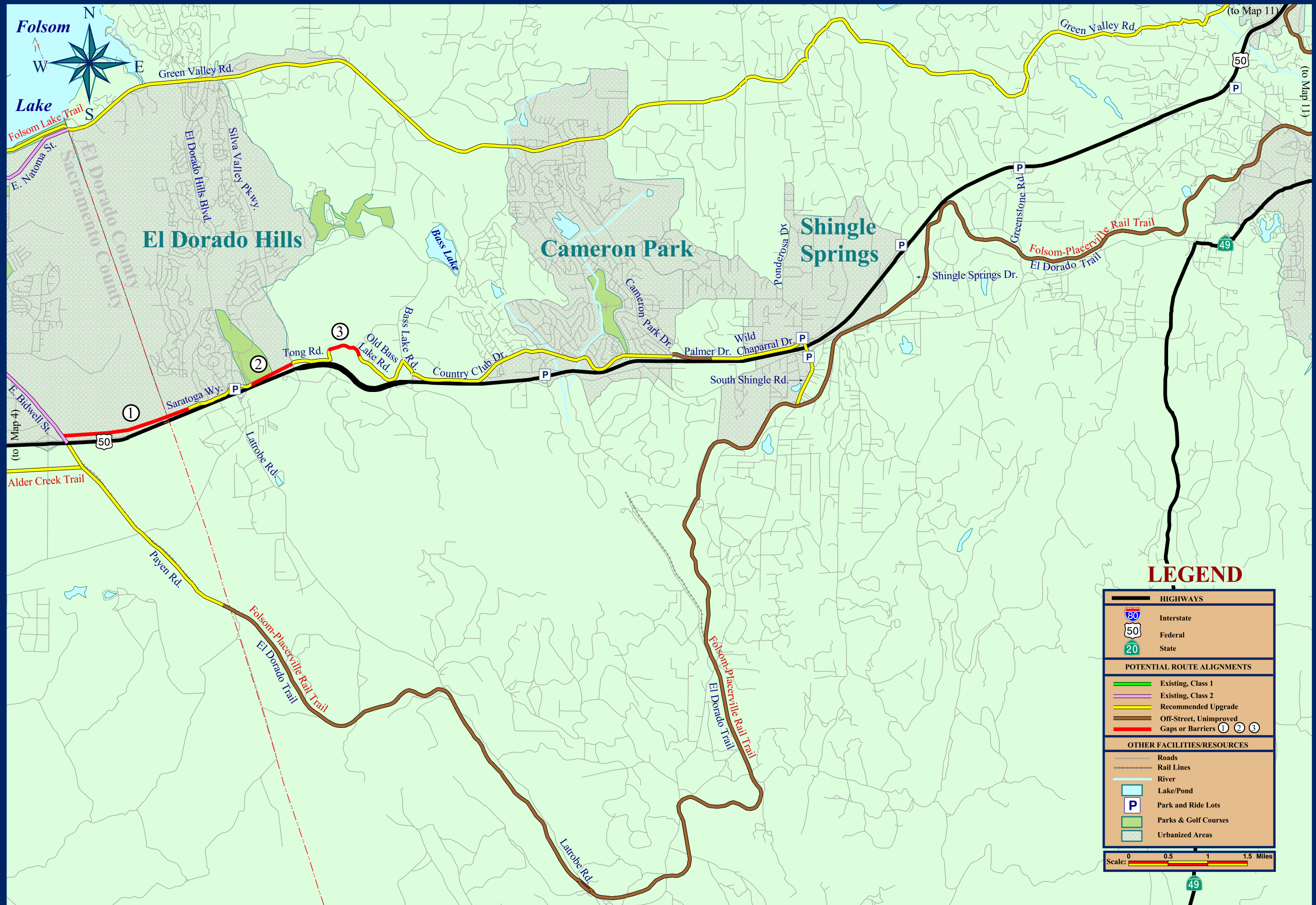
## GREEN VALLEY ROAD

At the present time, Green Valley Road is the primary regional connection between Sacramento County and El Dorado County. The road has wide shoulders from the El Dorado Hills area to Cameron Park, but has yet to be striped and signed with Class II Bike Lanes.



Green Valley Road - Folsom to Placerville

POTENTIAL ROUTE ALIGNMENTS				
MAP 10:	WEST EL DORADO			
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
Sacramento County/City of Folsom	Alder Creek Trail	Conceptual Plan	Class I Bike Path	None
Sacramento County/City of Folsom	Old Placerville-Payen Road	No shoulder	Class II Bike Lanes	City of Folsom Bikeway Master Plan
Sacramento County/City of Folsom	Sac-Placerville Transportation Corridor Rail Trail	Planned	Class I Bike Path	Sacramento-Placerville Transportation Corridor Master Plan
El Dorado County	El Dorado Trail/Sac-Placerville Trans Corridor Rail Trail (SPTC)	Planned	Class I Bike Path	Sacramento-Placerville Transportation Corridor Master Plan
El Dorado County	Green Valley Road	2-4 foot shoulder	Class II Bike Lanes	El Dorado County Bicycle Transportation Plan
El Dorado County	Saratoga Way	0-2 foot shoulder	Class II Bike Lanes	El Dorado County Bicycle Transportation Plan
El Dorado County	Tong Road	0-2 foot shoulder	Class II Bike Lanes	El Dorado County Bicycle Transportation Plan
El Dorado County	Old Bass Lake Road	Not open to traffic	Class I Bike Path	El Dorado County Bicycle Transportation Plan
El Dorado County	Bass Lake Road	No shoulder	Class II Bike Lanes	El Dorado County Bicycle Transportation Plan
El Dorado County	Country Club Drive	0-2 foot shoulder	Class II Bike Lanes	El Dorado County Bicycle Transportation Plan
El Dorado County	Wild Chaparral Drive	0-2 foot shoulder	Class II Bike Lanes	El Dorado County Bicycle Transportation Plan
El Dorado County	South Shingle Road	0-2 foot shoulder	Class II Bike Lanes	El Dorado County Bicycle Transportation Plan
OFF STREET OR UNIMPROVED ROUTES				
El Dorado County	El Dorado Trail/Sac-Placerville Trans Corridor Rail Trail (SPTC)	Planned in SPTC Master Plan	Unimproved Trail in rural areas, Class I Bike Path in urbanized areas	Sacramento-Placerville Transportation Corridor Master Plan
El Dorado County	Palmer Drive	Unimproved, informal trail exists	Improved Trail, Class I Bike Path or Class II Bike lanes in the event of road construction	None
BARRIERS				
El Dorado County/Sacramento County - City of Folsom #1	Saratoga Way - connection to Folsom	No existing road	Class II Bike Lanes	None
El Dorado County #2	Between Tong Road and El Dorado Hills Blvd/Saratoga Way	No existing trail/path	Class I Bike Path	None
El Dorado County #3	Old Bass Lake Road	Gates prevent cyclists passing	Open road to bicycle and pedestrian traffic	None
			LEGEND	
			Recommended Upgrade	
			Off Street or Unimproved Routes	
			Barrier	



**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 10: WEST EL DORADO**

## EL DORADO TRAIL NEAR PLACERVILLE

A segment of the El Dorado trail near Placerville has been developed as a Class I Bike Path. The existing segment begins near downtown Placerville at Mosquito Road, extends into the County and includes a remarkable over crossing of Highway 50. At Parkway Drive, the trail is an open and improved off street trail. The off street segment currently ends near Camino. The American River Conservancy is looking into a purchase of land in the area where the off street trail ends, for an extension to Snows Road. This vital connection would make a transportation link between the community of Camino and the Apple Hill area, and Placerville.

## CARSON ROAD/PONY EXPRESS TRAIL ROAD

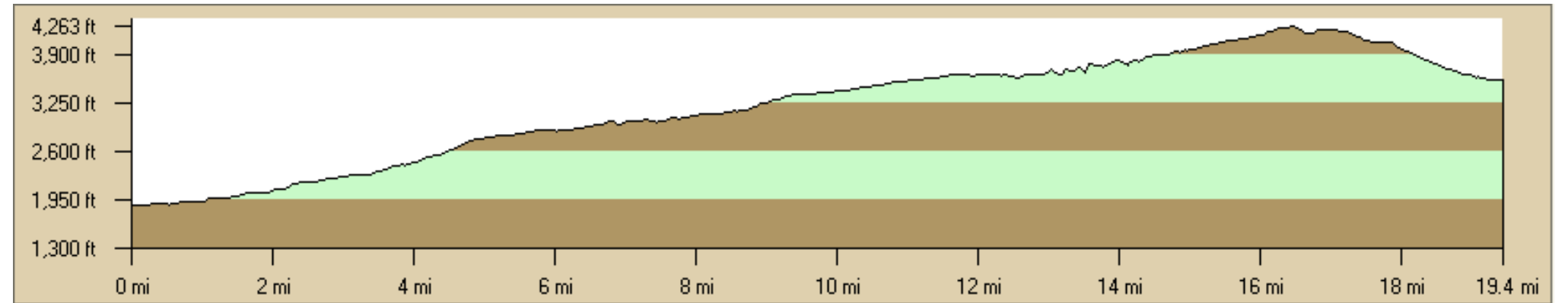
Carson Road travels through the heart of Apple Hill. Each fall the area's orchards are visited by thousands of people. Carson road near Apple Hill is an excellent candidate for Class II bike lanes given the annual visitors and current recreational bicycle use. The Pony Express Trail Road is the frontage route to Highway 50 for bicyclists. Bicyclists traveling between Pollock Pines and Camino/Placerville have no alternative to Pony Express Trail.

## SLY PARK ROAD

Sly Park Road is the access road to the Jenkinson Lake Reservoir and Recreation area. This narrow road poses a difficulty to the addition of wide shoulders, but serves as a primary access road to the popular recreation area.

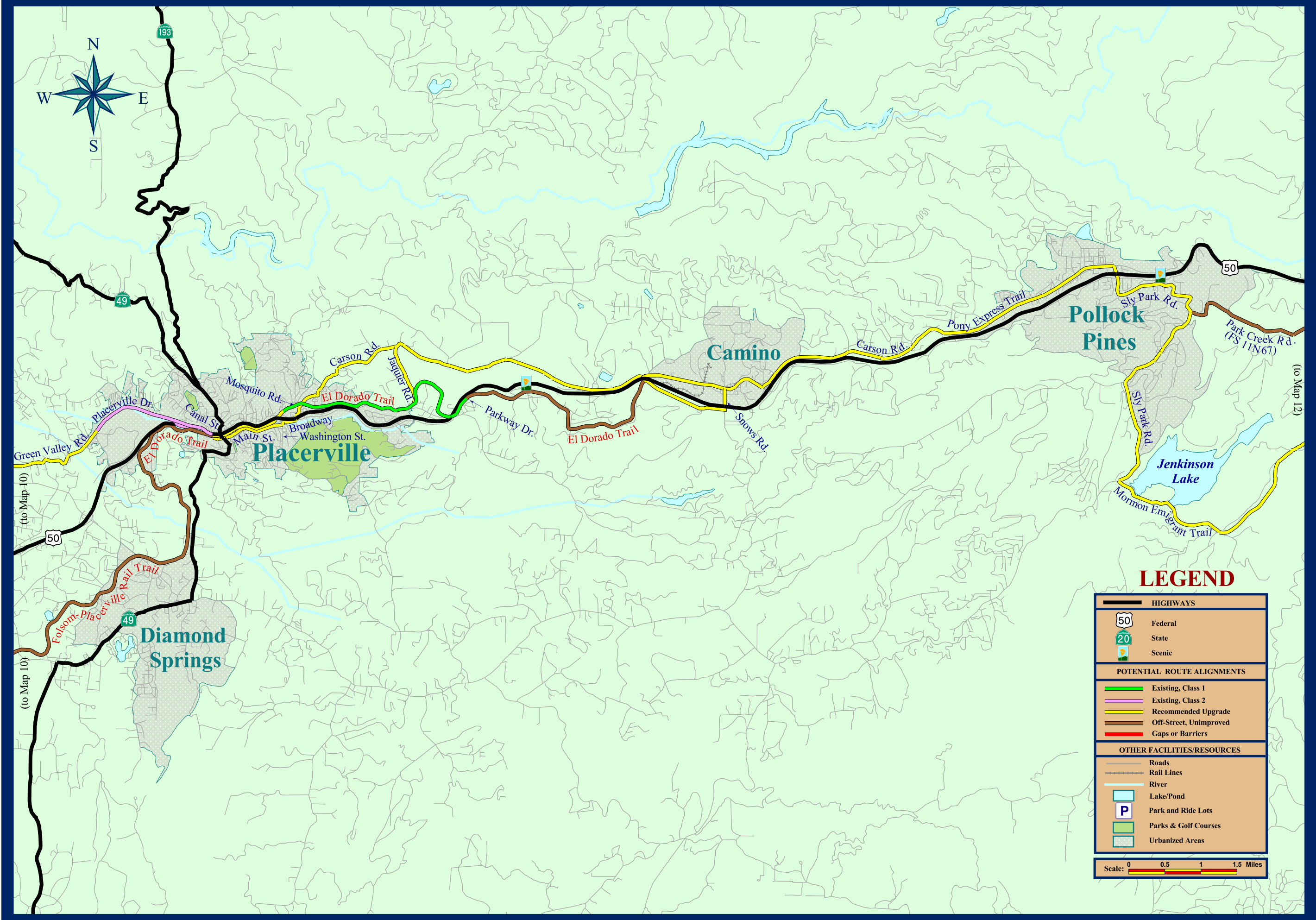
## PARK CREEK ROAD

Park Creek Road is an off street Forest Service maintained road. The relatively flat road connects with Hazel Valley Road and then drops in elevation and connects with the paved Forest Service Road 10N40.1.



Placerville to Sly Park, El Dorado Trail, Carson Road, Pony Express Trail

POTENTIAL ROUTE ALIGNMENTS				
MAP 11:	PLACERVILLE-POLLOCK PINES			
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
El Dorado	Green Valley Road	No shoulder	Class III Bike Route	El Dorado County Bicycle Transportation Plan
El Dorado	Sac-Placerville Trans. Corridor Rail Trail (SPTC)	Conceptual Trail Plan - Parkway Drive to Snows Road	Class I Bike Path	Sac-Placerville Transportation Corridor Master Plan
El Dorado	Carson Road	2-4 foot shoulder	Class II Bike Lanes	El Dorado County Bicycle Transportation Plan
El Dorado	Pony Express Trail Road	2-4 foot shoulder	Class II Bike Lanes	El Dorado County Bicycle Transportation Plan
Placerville	Main Street	No shoulder	Shared use roadway	City of Placerville Non-Motorized Transportation Plan
El Dorado	Sly Park Road	No shoulder	Class II Bike Lanes	El Dorado County Bicycle Transportation Plan
El Dorado	Mormon Emigrant Trail	2-4 foot shoulder, forest service maintained road, open during summer	None	None
EXISTING CLASS I ROUTES				
Placerville	El Dorado Trail - Mosquito Road to Jaquier	Class I Bike Path	None	
El Dorado County	El Dorado Trail Jaquier Road to Parkway Drive	Class I Bike Path	None	
EXISTING CLASS II ROUTES				
Placerville	Placerville Drive	Class II Bike Lanes from Highway 50 to Ray Lawyer Drive	None	
OFF STREET OR UNIMPROVED ROUTES				
El Dorado County	SPTC - Western County line to Placerville	Planned	Class I Bike Path	Sac-Placerville Transportation Corridor Master Plan
El Dorado County	Parkway Drive to State Route 50 at Camino	Open and maintained dirt trail	Class I Bike Path	None
El Dorado County	Park Creek Road	Open and maintained dirt road	None	None
El Dorado County	Mill Run Road	Open and maintained dirt road	None	None
			LEGEND	
			Recommended Upgrade	
			Off Street/Unimproved Routes	
			Existing Class I	
			Existing Class II	



### LEGEND

HIGHWAYS	
	Federal
	State
	Scenic
POTENTIAL ROUTE ALIGNMENTS	
	Existing, Class 1
	Existing, Class 2
	Recommended Upgrade
	Off-Street, Unimproved
	Gaps or Barriers
OTHER FACILITIES/RESOURCES	
	Roads
	Rail Lines
	River
	Lake/Pond
	Park and Ride Lots
	Parks & Golf Courses
	Urbanized Areas

Scale: 0 0.5 1 1.5 Miles

**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 11: PLACERVILLE-POLLOCK PINES**

## THE PONY EXPRESS TRAIL

In 1992 Congress designated the Pony Express Trail a part of the National Historic Trails System. Much of the Pony Express Trail is offered as a potential alignment for the Cross State Bike Route. The segments of the Pony Express Trail could serve as an off-street option for mountain bicyclists seeking a long distance adventure.



The river at Brockliss: crossing the river is a challenge, even in late summer

## BARRIER 1 - HIGHWAY 50 CROSSING

Forest Service Road 10N40.1 connects with Highway 50 at Pacific House on the south side of the Highway. The barrier is the crossing of four lanes of Highway 50 at Pacific House. Sight lines are fairly good in the area, but some type of improved crossing for pedestrians would need to be sought if the Park Creek Road/Hazel Valley Road/10N40.1 connection were pursued as a Cross State alignment. Through the development of this study, there was discussion of pursuing a grade separated under crossing via an existing culvert under Highway 50 in the Mill Run Road area.

## BARRIER 2 - BROCKLISS BRIDGE PROJECT

For years, the Pony Express Association has been working to raise money for a bridge project in the Brockliss area. The Federal Management and Use Plan by the National Park Service determined the Brockliss site on the Pony Express Trail to be a "high potential site." A bridge in the



The missing Brockliss Bridge

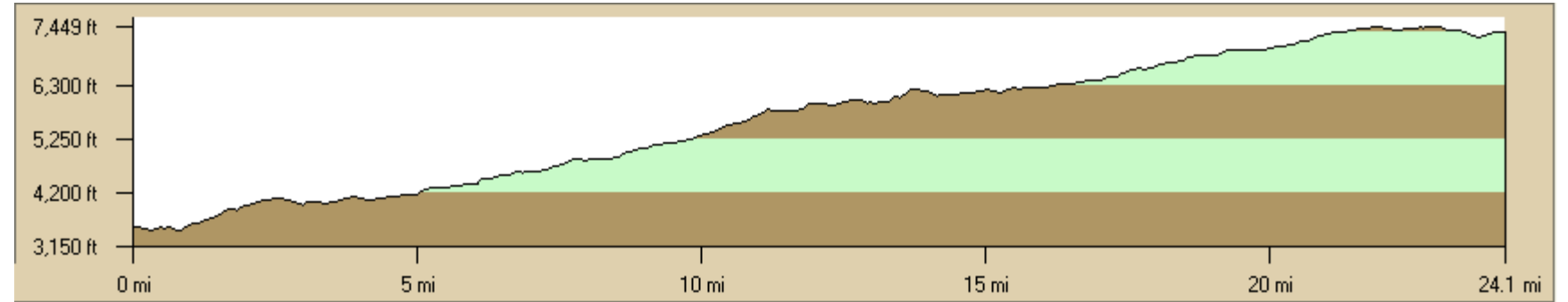
in the Brockliss area would provide a critical link to creating a usable continuous segment of the Pony Express Trail.

## BARRIER 3 - HIGHWAY 50 CROSSING AT STRAWBERRY

The established segment of Pony Express Trail travels all the way to the mountain community of Strawberry on the north side of Highway 50. The Forest Service is in the process of developing a trail project (FS11N09A) from Strawberry to Echo Summit. The trail project will be suitable for mountain bike use, and provides a nice link to the segment of Pony Express Trail ending in Strawberry.

## MORMON EMIGRANT TRAIL

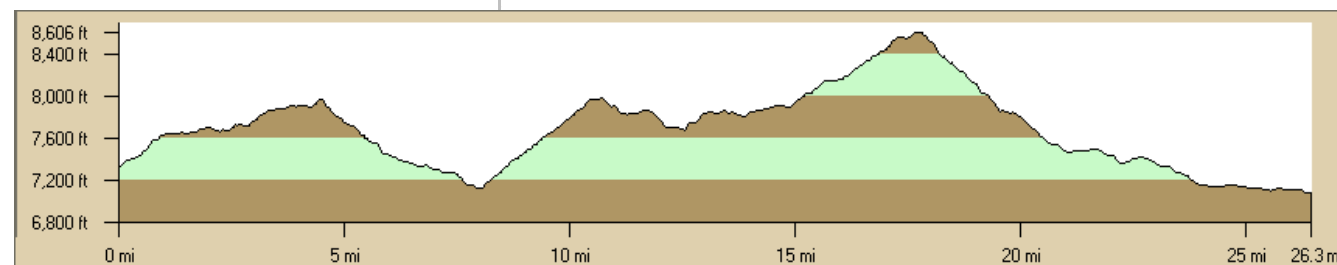
The Mormon Emigrant Trail is a paved Forest Service maintained road, which is open only during the summer months. The road is known by some as "Iron Mountain Road." This fairly straight, gradual grade has wide shoulders and little traffic.



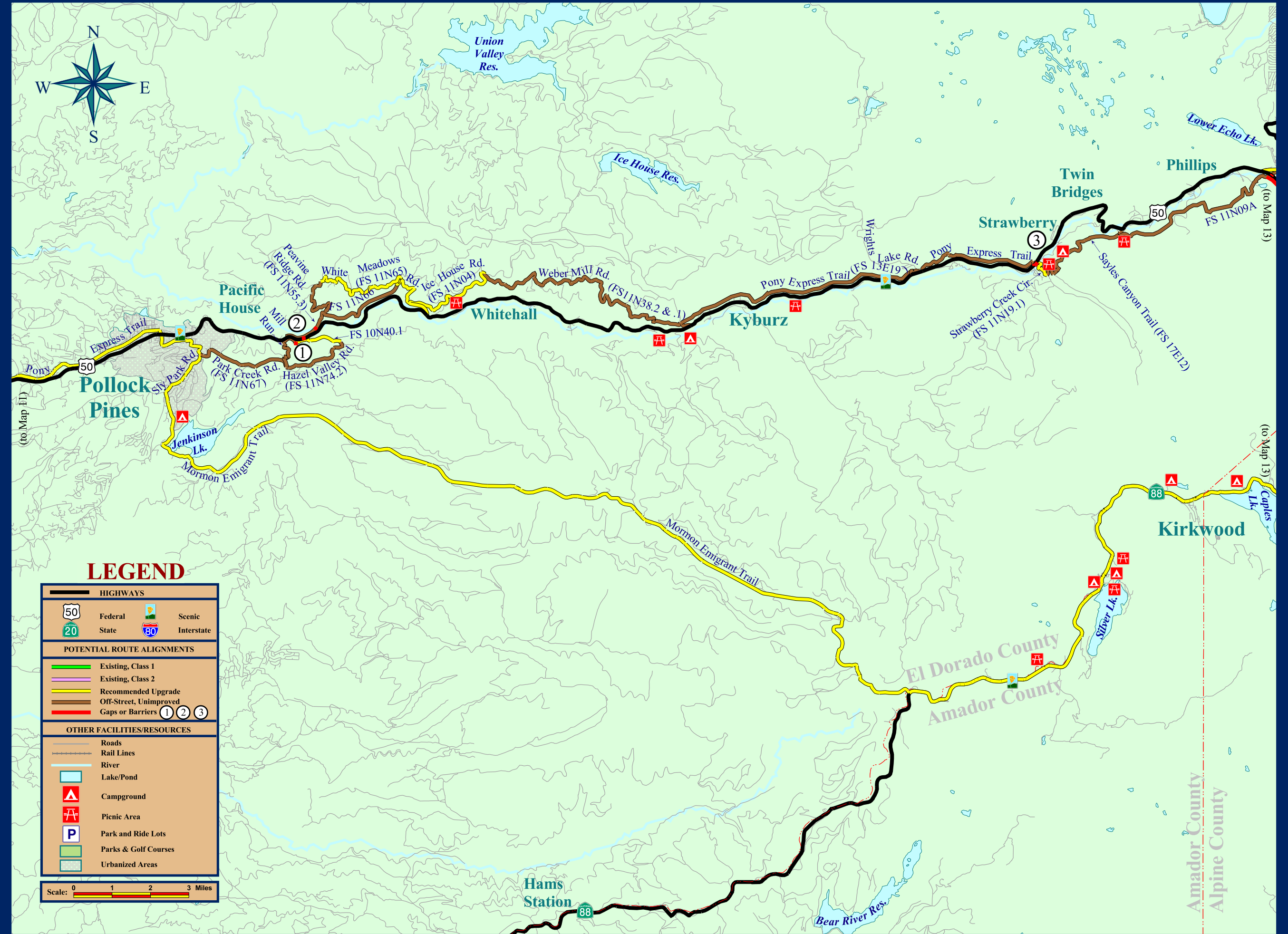
Sly Park to Highway 88 via Sly Park Road, Mormon Emigrant Trail

## POTENTIAL ROUTE ALIGNMENTS

MAP 12:		POLLOCK PINES - KIRKWOOD		
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
El Dorado	Pony Express Trail Road	0-4 foot shoulder	Class II Bike Lanes	EL Dorado County Bicycle Transportation Plan
El Dorado	Sly Park Road	No shoulder	Class II Bike Lanes	EL Dorado County Bicycle Transportation Plan
El Dorado	Mormon Emigrant Trail	2-4 foot shoulder, forest service maintained road, open during summer	Class II Bike Lanes	None
Caltrans	State Route 88	0-2 foot shoulder	Class II Bike Lanes	None
El Dorado	White Meadows Road	Forest Service maintained road, no shoulder, low traffic volumes	None	None
El Dorado	Ice House Road	Forest Service maintained road, no shoulder, low traffic volumes	None	None
OFF STREET OR UNIMPROVED ROUTES				
El Dorado County	Old Carson Road	Open and maintained dirt road	None	None
El Dorado County	Park Creek Road	Open and maintained dirt road	None	None
El Dorado County	Mill Run Road	Open and maintained dirt road	None	None
El Dorado County	Peavine Ridge Road	Open and maintained dirt road	Brockliss Bridge needed on this road	None
El Dorado County	Hazel Valley Road	Open and maintained dirt road	None	None
El Dorado County	Pony Express Trail	Open and maintained dirt road/trail	None	None
El Dorado County	Weber Mill Road	Open and maintained dirt road	None	None
BARRIERS				
El Dorado County #1	State Route 50 Crossings - Near Pacific House	At grade crossing of Highway 50	Improve at grade crossing or investigate grade separated undercrossing	None
El Dorado County #2	Pony Express Trail - Brockliss Bridge Project needed	The canyon/river crossing is impassable during times of high water flow	Construct Bridge	None
El Dorado County #3	State Route 50 Crossing at Strawberry	At grade crossing of Highway 50	Improve at grade crossing	None
LEGEND				
			Recommended Upgrade	
			Off Street, Unimproved Routes	
			Barriers	



Highway 88 from Mormon Emigrant Trail to Highway 89



**CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY**  
**MAP 12: POLLOCK PINES-KIRKWOOD**

## BIKEWAY 2000

One of the planning goals in the Lake Tahoe Basin is to reduce dependency on the private automobile. One means of achieving this goal is to make the basin more bicycle and pedestrian friendly. This planning emphasis and the beauty of Lake Tahoe's natural setting spawned the concept of Bikeway 2000. Bikeway 2000 was conceived as a project that incorporates several planned bike trail sections at various locations around the Lake, that when linked will create a bicycle facility that circles Lake Tahoe. Currently, there are many bike trail projects underway that will help close the gaps in the current system.

Caltrans and Tahoe Regional Planning Agency (TRPA) have been working to find a solution to the difficult section of State Route 89 near Emerald Bay. The important segment spans a large gap between the west and south shore trail networks and currently poses a difficulty to bicycle travel due to narrow shoulder widths and road lanes. Solutions are being sought with the help of Caltrans who just completed the "SR-89 Cascade to Rubicon Bikeway Study." Within this study, alternatives have been identified ranging from bringing the segment into compliance with the requirements of a Class III facility to incorporating a bike ferry on the lake to enable cyclists to bypass this segment of hazardous roadway.

While the year 2000 has passed, the philosophy and goal of bringing bicycle planning to the forefront of transportation planning in the Tahoe Basin is in focus. The Tahoe Regional Planning Agency and the Tahoe Metropolitan Planning Organization have completed the "Lake Tahoe Regional Bicycle and Pedestrian Master Plan." This plan is a comprehensive document that expands the Bikeway 2000 goal into a federal plan that aims at making the Lake Tahoe Basin a more bicycle and pedestrian friendly environment. The plan lays out projects, timelines, and funding sources for the implementation of projects. The plan can be viewed at [www.trpa.org](http://www.trpa.org).



## BARRIER 1 - NATIONAL SCENIC TRAIL

"Zigzagging its way from Mexico to Canada through California, Oregon and Washington the Pacific Crest Trail (PCT) boasts the greatest elevation changes of any of America's National Scenic Trails, allowing it to pass through six out of seven of North America's ecozones including high and low desert, old-growth forest and arctic-alpine country. Indeed, the PCT is a trail of diversity and extremes. From scorching desert valleys in Southern California to rain forests in the Pacific Northwest, the PCT offers hikers and equestrians a unique, varied experience." - Pacific Crest Trail Association Website; [www.pcta.org](http://www.pcta.org).

The small segment of Pacific Crest Trail (PCT) between FS11N06Y and FS11N13 would provide one of two needed linkages to make a connection to the Hawley Grade National Recreation Trail. Bicycles are not permitted on the PCT, a special use permit would be necessary for the Cross State Bicycle Route to travel along this conceptual alignment.

## BARRIER 2 - LINK TO HAWLEY GRADE

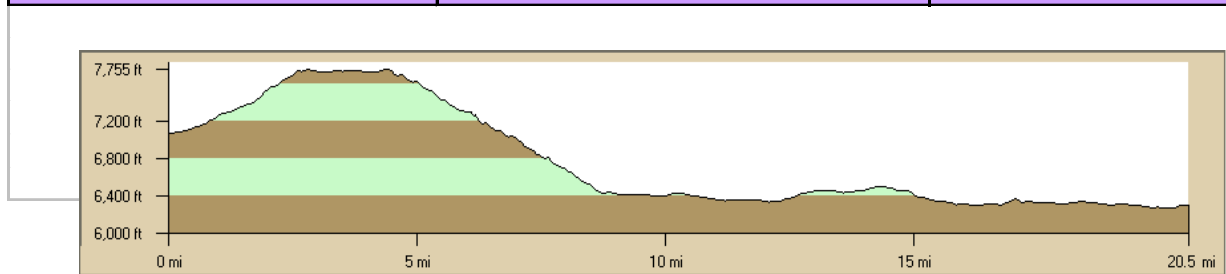
There is no existing trail connection between the segment of Pacific Crest Trail and the Hawley Grade Recreational Trail. A trail would need to be developed to make this connection. The advantage of maintaining an alignment south of State Route 50 is to avoid having to address any crossing improvements.

## BARRIERS 3 & 4

Both barriers 3 and 4 are crossings of State Route (SR) 50. Both areas of SR 50 have significant amounts of traffic, and upon further study would likely prove to need grade separated crossings.

## POTENTIAL ROUTE ALIGNMENTS

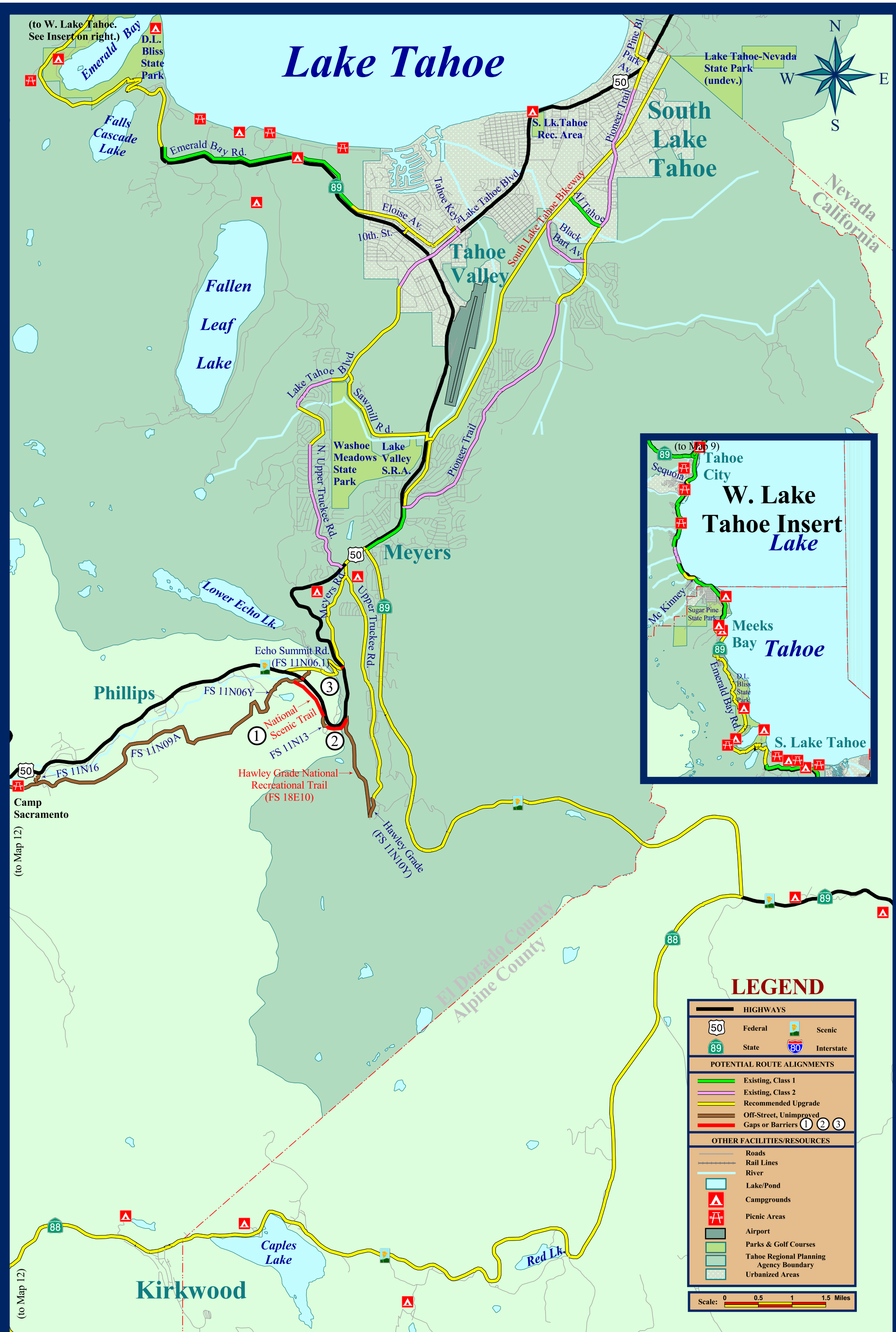
MAP 13:		KIRKWOOD-NEVADA		
PROPOSED ROUTE				
County or City	Roadway, Path or Route	Current Condition	Recommended Upgrade	Related Planning Document
El Dorado	Echo Summit Road	No shoulder	Class III Bike Route	None
Caltrans	State Route 88	0-2 Foot shoulder	Class II Bike Lanes	None
Caltrans	State Route 89 from Highway 88 to Myers	0-2 Foot shoulder	Class II Bike Lanes	None
El Dorado/Tahoe Regional Planning Agency	State Route 89 in Myers	2-4 Foot shoulder	Class I Bike Path	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
El Dorado/Tahoe Regional Planning Agency	South Lake Tahoe Bikeway	Planned	Class I Bike Path	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
El Dorado/Tahoe Regional Planning Agency	Upper Truckee Road	No lane striping, no dedicated shoulder	Class III Bike Route	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
El Dorado/Tahoe Regional Planning Agency	Meyers Road	No lane striping, no dedicated shoulder	Class III Bike Route	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
El Dorado/Tahoe Regional Planning Agency	Lake Tahoe Blvd - N. Upper Truckee to Tahoe Keys	0-2 Foot shoulder	Class II Bike Lanes	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
Caltrans	Highway 50 from Upper Truckee Road to Highway 89	No Bikeway	Class II Bike Lanes	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
City of South Lake Tahoe	Park Ave	0-2 Foot shoulder	Class I Bike Path	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
El Dorado County	Pioneer Trail	Complete segment of needed Class II Bike Lanes	Class II Bike Lanes	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
City of South Lake Tahoe	Pine Blvd	0-2 Foot shoulder	Class II Bike Lanes	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
West Lake Tahoe	Emerald Bay Road/State Route 89	0-2 Foot shoulder	Implement solutions from SR-89 Cascade to Rubicon Bikeway Study	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
El Dorado/Tahoe Regional Planning Agency	Sawmill Road	0-2 Foot shoulder	Class II Bike Lanes	Lake Tahoe Regional Bicycle and Pedestrian Master Plan
OFF STREET OR UNIMPROVED ROUTES				
El Dorado County	FS11N16 - Forest Service Trail	Open and maintained dirt road	None	
El Dorado County	FS11N09A - Forest Service Trail	Open and maintained dirt road	None	
El Dorado County / TRPA	Hawley Grade National Recreational Trail	Open and maintained dirt road	None	Tahoe Regional Bike Plan
BARRIERS				
El Dorado #1	Pacific Coast National Scenic Trail	BIKES NOT PERMITTED	Need a special permit for bicycle use on this segment	None
El Dorado #2	Connection from Pacific Coast Trail to Hawley Grade	No Existing Trail	Develop multi-use trail	None
El Dorado #3	Crossings of Highway 50	Unregulated crossings	Improve crossings	None
EXISTING CLASS I ROUTES				
El Dorado/Tahoe Regional Planning Agency	Bike path from Pioneer Trail to planned South Lake Tahoe Bikeway	Class I Bike Path	None	
El Dorado/Tahoe Regional Planning Agency	State Route 89 near Emerald Bay Road	Class I Bike Path	None	
Placer County/TRPA/El Dorado County	West Lake Tahoe Bike Path	Class I Bike Path	None	
El Dorado	State Route 89 to Pioneer Trail Bikeway	Class I Bike Path	None	
EXISTING CLASS II ROUTES				
El Dorado/Tahoe Regional Planning Agency	Pioneer Trail	Class II Bike Lanes	None	
El Dorado/Tahoe Regional Planning Agency	N. Upper Truckee Road	Class II Bike Lanes	Complete to Lake Tahoe Blvd	
El Dorado/Tahoe Regional Planning Agency	Lake Tahoe Blvd	Class II Bike Lanes	None	
El Dorado/Tahoe Regional Planning Agency	Black Bart Ave	Class II Bike Lanes	None	



Highway 89 (Hope Valley) to Nevada State Line via Pioneer Trail

LEGEND	
Recommended Upgrade	
Existing Class I	
Existing Class II	
Off Street/Unimproved	
Barriers	





### LEGEND

HIGHWAYS	
	Federal
	State
	Interstate
	Scenic
POTENTIAL ROUTE ALIGNMENTS	
	Existing, Class 1
	Existing, Class 2
	Recommended Upgrade
	Off-Street, Unimproved
	Gaps or Barriers ① ② ③
OTHER FACILITIES/RESOURCES	
	Roads
	Rail Lines
	River
	Lake/Pond
	Campgrounds
	Picnic Areas
	Airport
	Parks & Golf Courses
	Tahoe Regional Planning Agency Boundary
	Urbanized Areas

Scale: 0 0.5 1 1.5 Miles

# CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY

## MAP 13: KIRKWOOD-NEVADA