

CITY OF NEEDLES

Active Transportation Plan

September 2026 Draft



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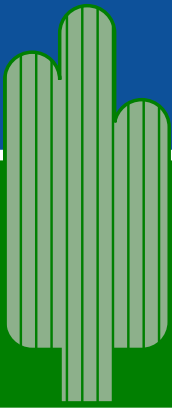


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CHAPTER 1

Introduction

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1. INTRODUCTION

The City of Needles, CA is located in the Mojave Desert, across the Colorado River from the State of Arizona and close to the bordering State of Nevada. Needles has approximately 4,931 residents within its 30.6 square miles¹. Development in the city is primarily concentrated near Interstate 40, U.S. Route 95, and Broadway Street, which creates opportunities to develop bicycle and pedestrian networks that connect a large number of its residents to key destinations throughout the city. The city aims to improve its mobility choices through a robust, accessible, and equitable Active Transportation Plan.

What is an Active Transportation Plan?

An Active Transportation Plan (ATP) is a document that provides a comprehensive set of projects, programs, and policies aimed at increasing the proportion of trips made by active modes of transportation—primarily bicycles and pedestrians. An ATP focuses on enhancing mobility and safety by expanding and improving infrastructure, while also advancing statewide goals related to public health, equity, and environmental protection.

Recommendations within an ATP are developed based on a careful analysis of current biking and walking conditions, evaluation of planned pedestrian and bikeway projects and programs, and input from community members. This analysis includes evaluating user demographics and safety data, and conducting community engagement activities such as walk audits to identify challenges associated with walking and biking. The projects recommended within an ATP can be incorporated into a City's Capital Improvement Program (CIP) and implemented using discretionary funds, developer requirements, or grant funding applications.

Active transportation – non-motorized transportation modes of transportation powered by human energy, ranging from walking and biking, to scootering, skating, using a wheelchair, and other means of transportation

¹ U.S. Census Bureau, 2020 Decennial Census, https://data.census.gov/profile/Needles_city,_California?g=160XX00US0650734



Background and Legislative Context

The State of California has various pieces of legislation that have created policies and programs to support active transportation throughout the State. The goals and recommendations of the Needles ATP were shaped by and align with these legislative efforts.

Active Transportation Program

California’s Active Transportation Program was established through Senate Bill (SB) 99 and 101, which were signed into law in 2013. This legislation recognized the importance of promoting and increasing walking, biking, and other forms of active transportation in California. It mandated the creation of the ATP to provide dedicated funding for projects that improve safety, accessibility, and connectivity for non-motorized transport, funded through a combination of federal and state sources, including the Federal Transportation Alternatives Program.

This Active Transportation Plan aligns with the 2013 legislation, consolidating existing federal and state transportation programs into a single plan that promotes active transportation. It aims to increase biking and walking trips, enhance safety and mobility for non-motorized users, and address the mobility needs of disadvantaged communities. The plan provides a range of infrastructure projects, such as capital improvements and non-infrastructure projects, such educational programs and policies, to improve mobility in the City of Needles.

California Complete Streets Act

The Needles ATP aligns with the California Complete Streets Act of 2008, enacted via Assembly Bill 1358 (AB 1358), which requires transportation agencies to consider the needs of all road users, including pedestrians, bicyclist, public transportation riders, and motorists, when planning and designing transportation projects. The act mandates the adoption of a Complete Streets policy that establishes clear objectives and standards for incorporating the needs of all users into transportation planning and design, tailored to the rural, suburban, or urban context of the general plan.

The proposed projects in the ATP incorporate complete streets policies into circulation roadways to accommodate all users and improve the state of walking and biking in Needles. This ensures that transportation projects funded by state and federal sources, including those administered by the California Department of Transportation (Caltrans), comply with the Complete Streets policy.

Compatibility with Local and Regional Plans

To ensure the Needles ATP aligns with local and regional efforts the following documents were reviewed:

- San Bernardino County Non-Motorized Transportation Plan (2018)
- City of Needles Land Use and Transportation Element (2023)
- SBCTA Regional Safe Routes to School Plan (2017)
- Caltrans District 8 Active Transportation Plan (2022)
- San Bernardino County Local Road Safety Plan (2022)
- San Bernardino Countywide Transportation Plan (CTP) (2021)
- Caltrans Vulnerable Road Users Assessment (2023)
- City of Needles Land Use and Transportation Element (2023)
- SCAG Connect SoCal Technical Report (2023)
- San Bernardino County Long Range Multimodal Transportation Plan (2025)

Planned projects were identified from these plans and used as a starting point for developing the proposed pedestrian and bike networks for this ATP. A copy of the detailed literature review is available in **Appendix A**.

Vision, Goals, and Objectives

The ATP was developed with the following vision, goals, and objectives in mind. These goals and objectives, together with the over arching aim to encourage active transportation, enhance public health, and expand accessible mobility options for everyone in the city, provide a comprehensive framework for advancing safe, connected, and equitable transportation. This approach supports residents who depend on walking and biking for daily needs, improves overall quality of life, and helps foster a vibrant local economy.



VISION

The City of Needles seeks to become a safe, connected, and comfortable city where walking, biking, and other active modes are practical for everyday trips and recreation—linking residents to key destinations. By prioritizing accessible facilities, safer crossings and corridors, desert heat comfort, and visitor-friendly routes, the city will improve public health, expand mobility for people of all ages and abilities, and strengthen local businesses and tourism.

GOALS

The following goals and objectives provide the framework for identifying, prioritizing, and implementing active transportation projects and programs in Needles. They are intended to guide decision-making, support grant competitiveness, and ensure consistency with applicable state, regional, and local plans.



Connectivity

1. **Close the gaps in everyday walking routes.** Create a continuous, easy-to-follow active transportation network that connects neighborhoods to daily needs (downtown/Route 66, civic destinations, schools, healthcare, and jobs).
2. **Strengthen downtown and Route 66 connections.** Improve walk/bike access to the historic Route 66 core, City Hall, and the Amtrak station area as a “spine” for local mobility and visitors.
3. **Improve access to transit and regional services.** Make it safer and more comfortable to walk/bike to transit stops and regional connections, which is especially important for residents without reliable vehicle access.
4. **Improve access to schools, parks, and recreation with safe routes.** Develop comfortable, direct active transportation connections to schools, parks, Colorado River recreation areas, and community facilities to support local quality of life and visitor access.



Safety

5. **Promote safe bicycling and e-bike use through education and awareness.** Increase understanding of safe behaviors and shared roadway expectations to reduce conflicts.
6. **Minimize conflicts that lead to severe crash results for people walking and biking.** Prioritize projects that lower speed exposure, improve crossings, reduce nighttime risk, and address high-stress corridors/intersections for vulnerable road users.
7. **Build safer crossings and more predictable intersections.** Improve crosswalk visibility, signals/timing, ADA ramps, and intersection geometry so walking/biking feels safe for all ages and abilities.
8. **Deliver safe routes where people already walk (and where they want to walk).** Use engagement and observed walking patterns to focus near-term improvements on routes residents already rely on—then expand.



Health & Recreation

9. **Support healthy daily activity for residents of all ages.** Make walking and biking realistic for daily trips and recreation, supporting physical activity and community well-being, which is especially important for Needles' older aged residents.
10. **Design for desert comfort: shade, cooling, and rest.** Integrate heat-mitigation features (shade trees/structures, water access, rest areas) along key walking/biking routes to reduce heat exposure barriers.
11. **Create welcoming recreational loops and family-friendly routes.** Develop low-stress walking/biking loops that link parks, downtown, and river amenities to encourage everyday use, youth recreation, and social connection.



Economic Development

12. **Use walkability and bikeability to support downtown business vitality.** Improve the comfort and visibility of walking/biking in the downtown area to increase foot traffic and support existing small businesses and invite new businesses.
13. **Strengthen tourism mobility and “park once” experiences.** Support Route 66 and Colorado River visitation by making it easy to walk/bike between destinations (downtown, depot areas, murals/attractions, parks), reducing short car trips and enhancing visitor experience.



Mobility Choices

14. **Prioritize mobility for residents with limited transportation options.** Focus investments where walking/biking is a necessity (not just a choice), reflecting lower incomes and higher poverty—so people can reach services, jobs, and civic destinations affordably.
15. **Make the network accessible for older adults and people with disabilities.** Advance ADA-compliant sidewalks, crossings, and signals, and reduce barriers (missing sidewalks, uneven surfaces, long crossings) to match Needles' older median age and accessibility needs.



Plan Development Process

The development process for this report included a comprehensive review of local and regional planning documents, an in-depth analysis of the City of Needles' existing transportation conditions, and robust community engagement. Building on these findings, the report identifies recommended strategies to enhance active transportation, presents a prioritized list of projects aligned with community needs, city goals, and grant objectives, and outlines potential funding sources to support successful implementation of the ATP.



Literature Review and Existing Conditions

At the start of the ATP process, local and regional planning documents were reviewed to identify relevant transportation projects and policies. Additionally, an existing conditions analysis of the city was conducted. The existing conditions analysis will be covered in **Chapter 2**.



Community Engagement

As part of the ATP process, the City of Needles hosted public workshops, walk audits, a transit ride-along, and a bike rodeo. Additionally, a project website was available for community members to find information about the project, upcoming and past events, and provide input through an interactive map and survey. More details on these engagement activities are provided in **Chapter 3**.



Active Transportation Recommendations

As part of the ATP network development process, existing bicycle and pedestrian networks were reviewed to identify and propose an active transportation network with key components to enhance connectivity and accessibility for all residents. The network development process is covered in **Chapter 4**.



Project Prioritization

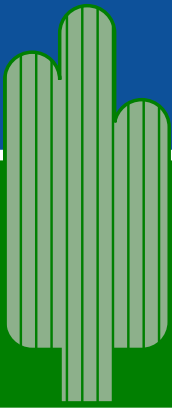
Recommendations for projects, programs, and policies were developed, evaluated, and prioritized based on their alignment with the city's goals and their potential active transportation benefits for people of all ages, backgrounds, and abilities. Criteria were established and weighted to measure each project's capacity to achieve the goals set for this ATP. Recommendations were strategically grouped and prioritized to enhance the likelihood of securing future grant funding. The project prioritization process is covered in **Chapter 5**.



Funding and Implementation

Funding sources, project costs, and tiered evaluations, as well as VMT and GHG analyses, were conducted to identify projects that were most grant ready. This information is covered in **Chapter 6**.





CHAPTER 2

Existing Conditions

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2 EXISTING CONDITIONS

As part of the ATP process, current conditions of the city were assessed, focusing specifically on pedestrian and bicycle infrastructure. The sections below outline the findings of this assessment.

2.1. Community Profile

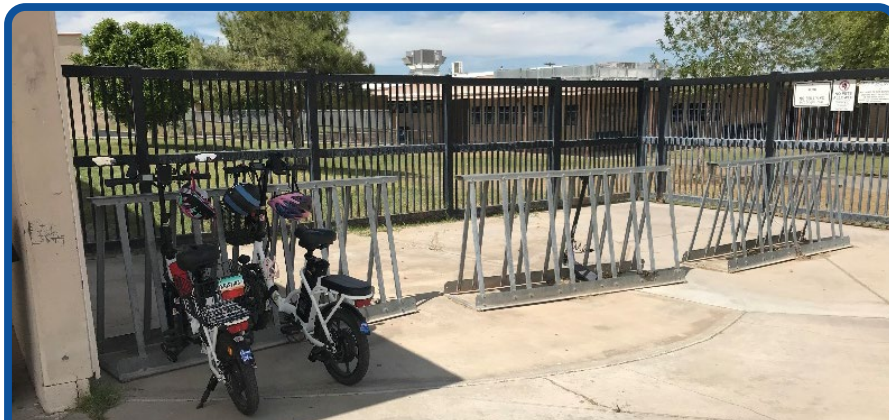
According to the 2020 Decennial Census, the City of Needles is home to 4,931 residents. Of this population, 67% identify as White, 2% as Black or African American, 9% as American Indian or Alaska Native, 1% as Asian, and 19% as another race or two or more races.² The median household income in the city is \$38,243, and the distribution of income is shown in Figure 2.1.³

The City of Needles encompasses approximately 30.6 square miles and has a population density of 161 people per square mile. Housing is concentrated within the downtown area, with some single-family homes in the southwest outskirts of the downtown area. Outside of the downtown area, the city includes large open spaces and manufacturing zones on the west side. On the east side, areas near the Arizona border consist of commercial, residential, and resort land uses. **Figure 2.2** details the key destinations within the City of Needles and **Figure 2.3** details the existing land use and zoning within the City of Needles.

Figure 2.4 illustrates population density variations throughout the city. The majority of residents (62%) are 40 years of age or older, with 37% of the population aged 60 or older, highlighting the city's aging population.⁴ Employment within the city is heavily concentrated in the downtown area, as well as the recreation/schools area on the west side, as shown in **Figure 2.5**.

The City of Needles, located within San Bernardino County, falls under the Metropolitan Planning Organization of the Southern California Association of Governments (SCAG). SCAG defines environmental justice areas as those with higher concentrations of minority populations or households living in poverty (**Figure 2.6**). According to the 2023 American Community Survey, approximately 29.1% of residents live in poverty, 17.3 percentage points higher than the statewide rate in California (11.8%) and 16.6 percentage points higher than San Bernardino County (12.5%).⁵ Additionally, 11% of households within the City of Needles have no vehicles available.⁶

2.2 Biking in Needles



Bicycle Rack in Needles Middle School

As seen in **Figure 2.7** the highest concentrations of bike activity within the City of Needles occur along North K Street, J Street, Bailey Avenue, and East Broadway Street. However, there are no on-street biking facilities within the City of Needles. **Figure 2.8** shows the available bike parking facilities within Needles. Only one public bike parking facility was identified located at the Needles Recreation Center. Vista Colorado Elementary School and Needles Middle School share a bike and scooter rack and Needles High school also has its own bike rack. **Chapter 4** of this report identifies a network of proposed biking facilities throughout the city intended to serve these high demand corridors.

2.3 Walking in Needles

Sidewalk data were obtained from the SBCTA Comprehensive Pedestrian Sidewalk Inventory Plan and spatially joined to the California Functional Classification roadway network to create a combined sidewalk-functional classification dataset. Sidewalk mileage was then calculated by functional classification using GIS. There are approximately 40.7 miles of existing sidewalk in the City of Needles, including 28.3 miles along local streets, 8.5 miles along local collectors, and 3.9 miles along minor arterials.⁷ **Figure 2.9** details the existing pedestrian facilities within Needles. The downtown area is the only part of the city that has both one-sided and double-sided sidewalks. Outside of the downtown area, there are sidewalk gaps and private/unimproved areas. Notably, there are streets with high walking demand but no sidewalk on either side, including River Road, E Broadway Street, and San Clemente Street.

² U.S. Census Bureau, 2020 Decennial Census, Table P1: Race, City of Needles, California.

³ U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates, Table S1901: Income in the Past 12 Months (in Inflation-Adjusted Dollars), City of Needles, California.

⁴ U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates, Table S0101: Age and Sex, City of Needles, California.

⁵ U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates, Table S1701: Poverty Status in the Past 12 Months, City of Needles, California.

⁶ U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates, Table B08201: Household Size by Vehicles Available, City of Needles, California.

⁷ San Bernardino County Transportation Authority, Comprehensive Pedestrian Sidewalk Inventory Plan, 2023. San Bernardino County, California.



2.4. Transit in Needles

Needles Transit Services provide the City of Needles residents with public transportation through [dial-a-ride](#), deviated fixed-route and regional shuttle services.

- The dial-a-ride service for seniors and persons with disabilities, with a fare of \$1.25 per boarding.
- Needles Transit Services operate a fixed-route service with the option to request route deviations.
 - » Regular fares are \$1.35, or \$2.00 when a deviation is requested. Students and children under the age of five ride free of charge, with a limit of two children per paying adult.
- Needles Transit Services also offer regional shuttle service to Fort Mohave and Bullhead City. One-way fares are \$9.00 for trips to Fort Mohave and \$12.00 for trips to Bullhead City.

Transit plays an important role in providing mobility options for various populations and may serve as a connecting method from one destination to another.

2.5. Safety Trends

Collision data for the City of Needles over the most recent available 10 years was obtained from the TIMS database (which uses SWITRS data) and analyzed. As seen in **Figure 2.10** and **Figure 2.11**, from 2014 to 2023, there were a total of 136 crashes⁷, of which 15 were pedestrian-involved, and two were bicycle-involved. Two pedestrian-involved crashes resulted in a fatality. Both fatal crashes occurred along Interstate 40. The majority of crashes within Needles, about 39%, occurred along Interstate 40, while 12% of the crashes took place on U.S. Route 95.

Table 2.1 below breaks down the crashes by year. Between 2015 and 2023, the total number of crashes in the city remains consistent, with a notable decrease of 50% from 2019 to 2020 and an increase of 60% from 2020 to 2021. This could potentially be explained by the pandemic in 2020, when residents were asked to stay home, resulting in fewer vehicle trips and consequently fewer crashes.

Table 2.1: SWITRS Crash Data Summary by Year (2014-2023)

Year	Number of Crashes
2014	6
2015	11
2016	16
2017	20
2018	9
2019	20
2020	10
2021	16
2022	15
2023	13
Total Crashes	136
Source: TIMS (2014-2023)	

⁷ TIMS data includes only fatal and serious injury crashes; totals presented reflect these crashes only and do not represent all crashes during the study period.



Table 2.2 details the primary cause of crashes. 37% of crashes occurred due to unsafe speed and 24% of crashes occurred due to improper turning. Only 7% of the total crashes were caused by pedestrian violation. However, out of the 15 pedestrians-involved crashes 60% were due to a pedestrian violation while 13% were due to unsafe speed. This data suggests a need for targeted safety measures addressing both unsafe driving behaviors and the need for pedestrian infrastructure or crossing enhancements

Table 2.2: Primary Cause of Crashes in Needles (2014-2023)

Primary Cause of Crash	Number of Crashes	Percentage
All Crashes (n=136)		
Unknown	2	1%
Driving or Bicycling Under the Influence of Alcohol or Drug	10	7%
Unsafe Speed	50	37%
Following Too Closely	4	3%
Wrong Side of Road	2	1%
Unsafe Lane Change	9	7%
Improper Turning	33	24%
Automobile Right of Way	7	5%
Pedestrian Right of Way	2	1%
Pedestrian Violation	9	7%
Traffic Signals and Signs	5	4%
Other Than Driver (or Pedestrian)	2	1%
Unsafe Starting or Backing	1	1%
Pedestrian-Involved Crashes (n=15)		
Unknown	1	7%
Driving or Bicycling Under the Influence of Alcohol or Drug	1	7%
Unsafe Speed	2	13%
Pedestrian Right of Way	2	13%
Pedestrian Violation	9	60%
Bicycle-Involved Crashes (n=2)		
Wrong Side of Road	1	50%
Traffic Signals and Signs	1	50%
Source: TIMS (2014-2023)		



Figure 2.1: Median Household Income

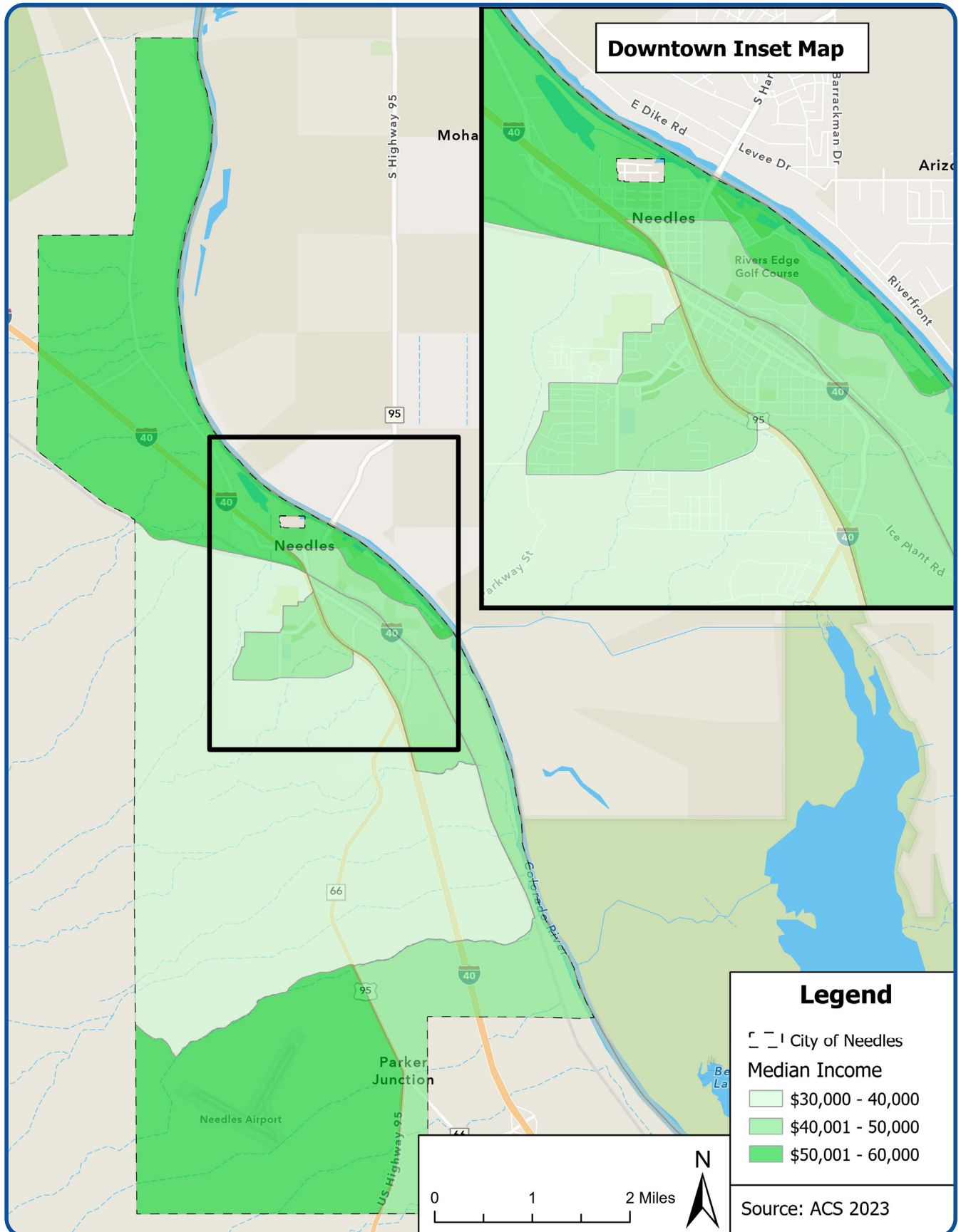


Figure 2.2: Key Destinations

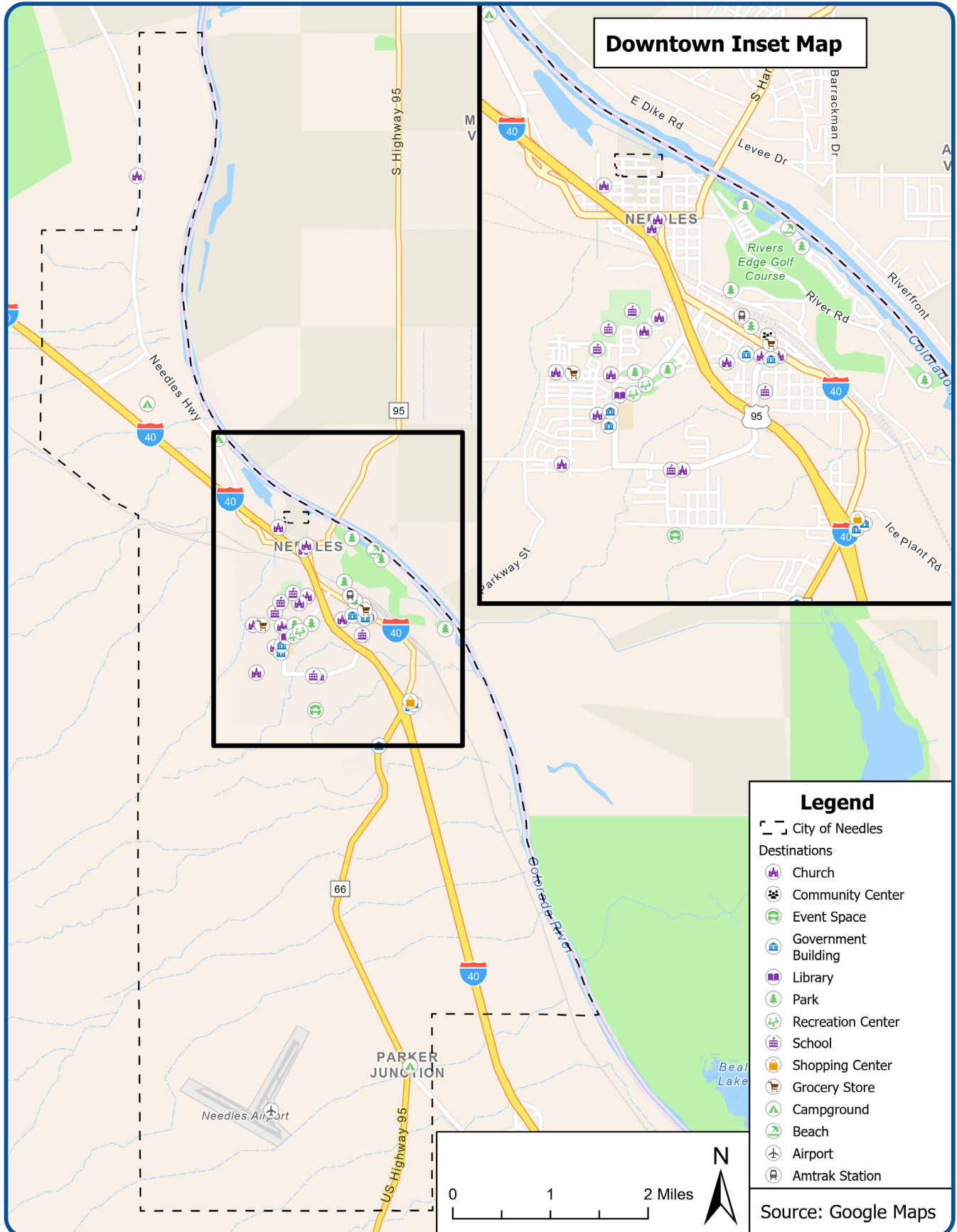


Figure 2.3: City of Needles Existing Land Use and Zoning

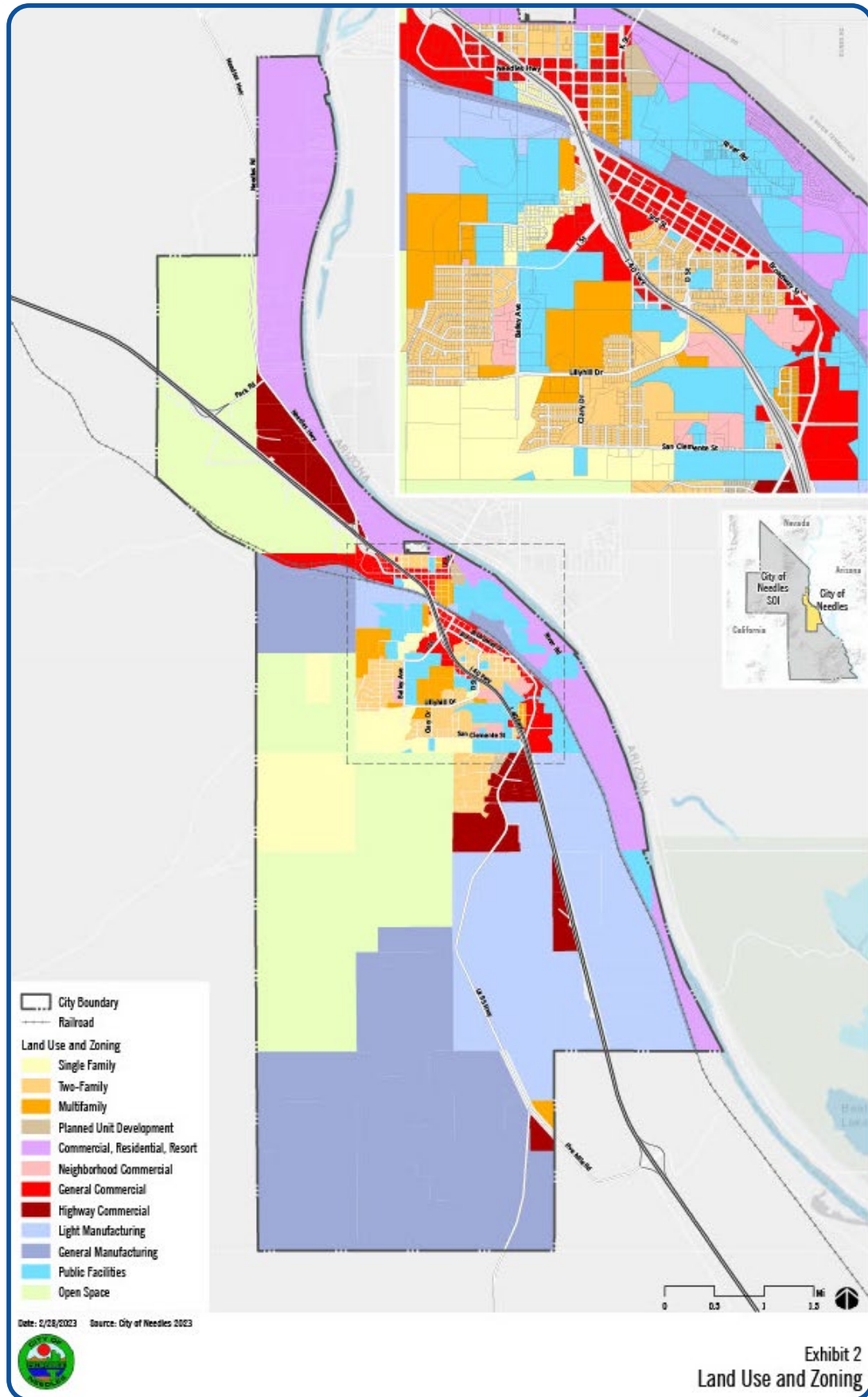


Figure 2.4: Population Density

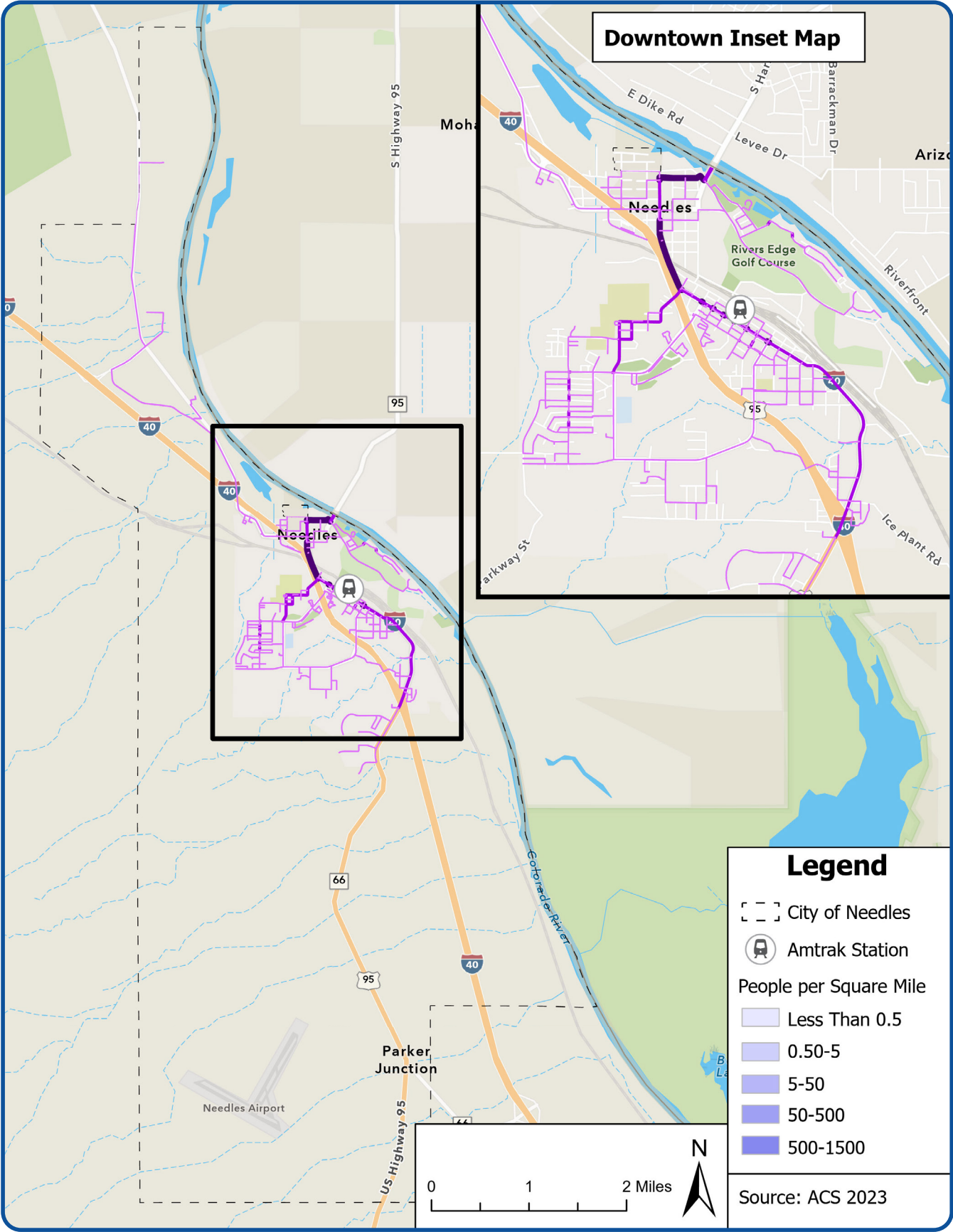


Figure 2.5: Employment Density

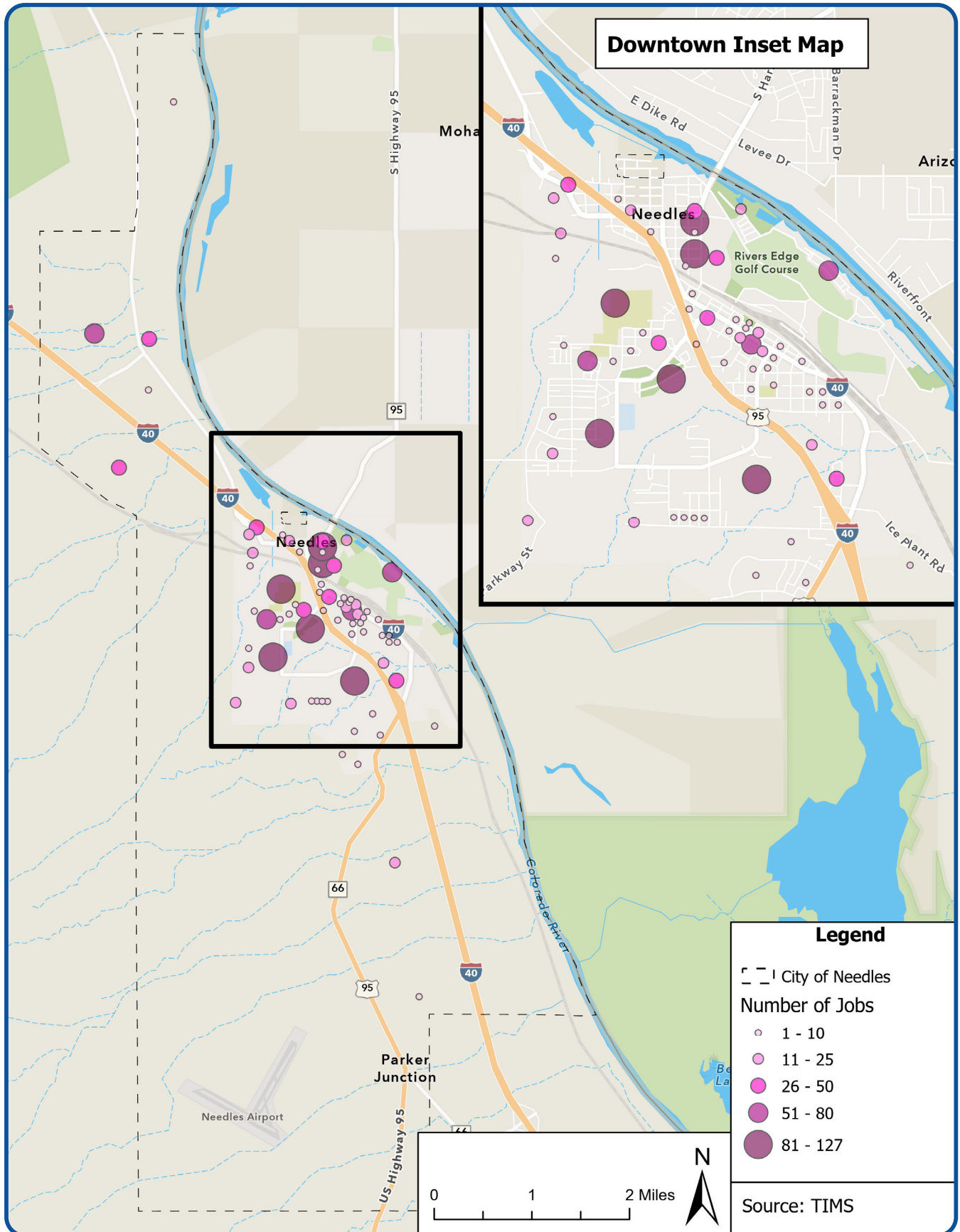


Figure 2.6: SCAG Environmental Justice Area

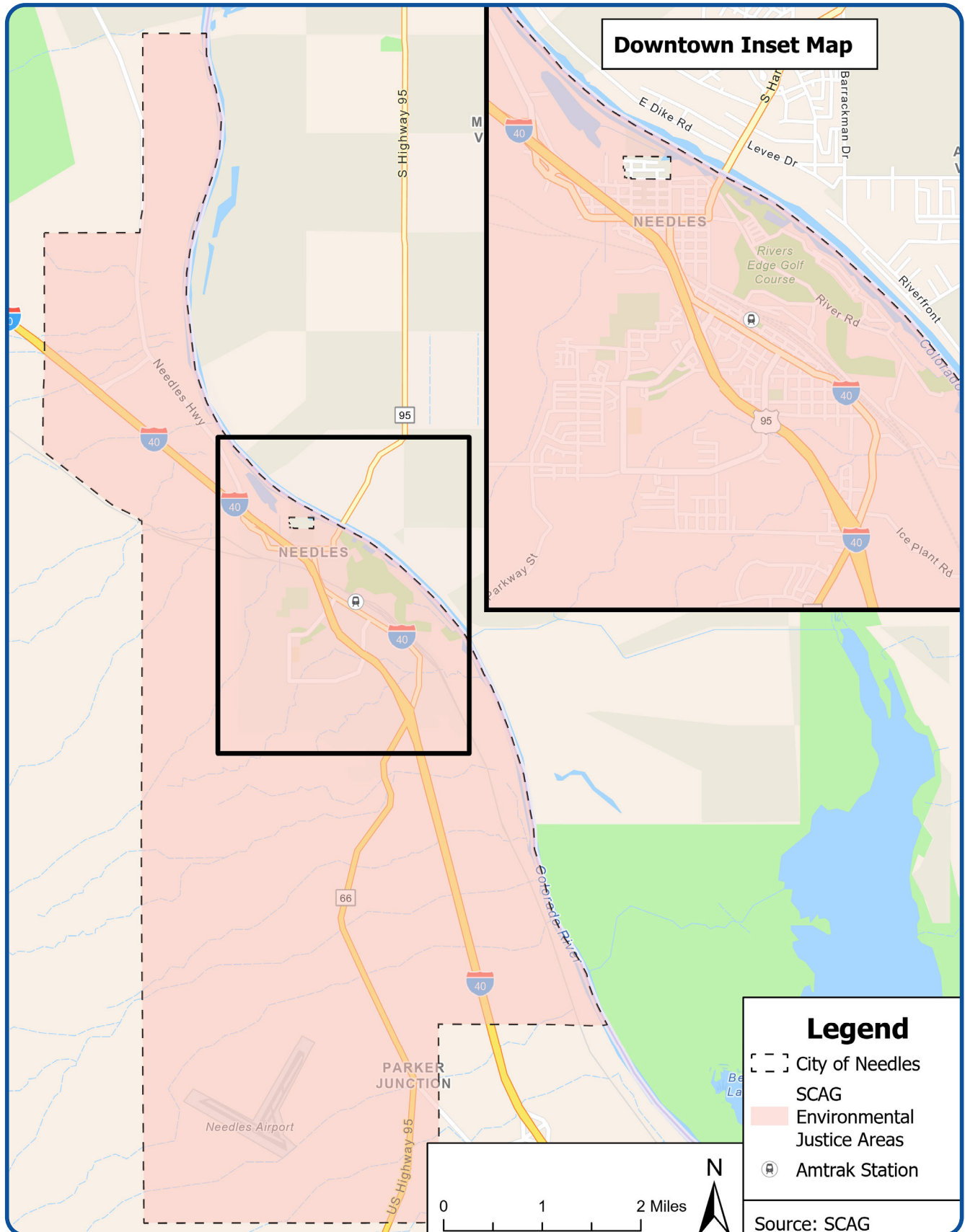


Figure 2.7: Bicycle Activity

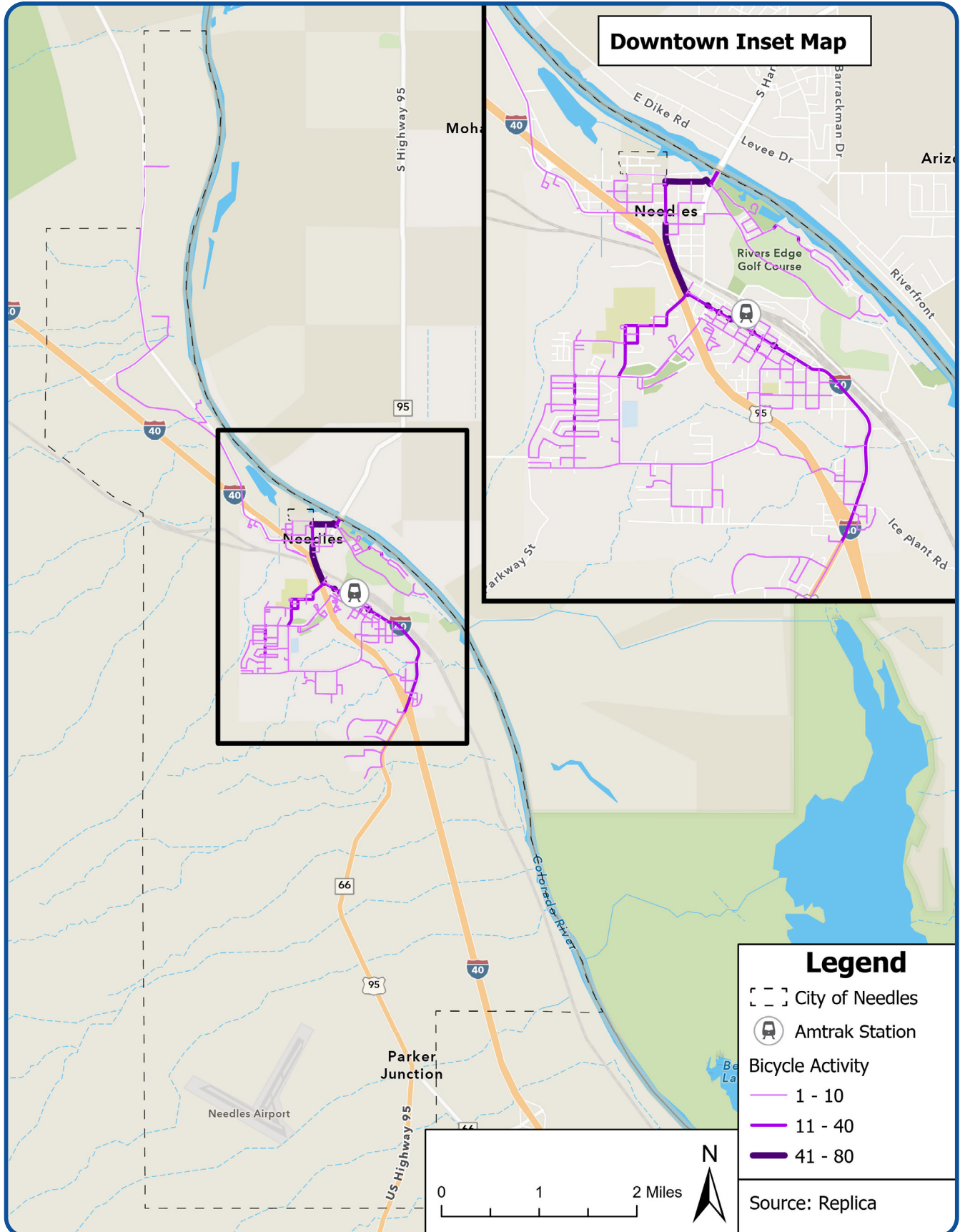


Figure 2.8: Existing Bike Parking Facilities

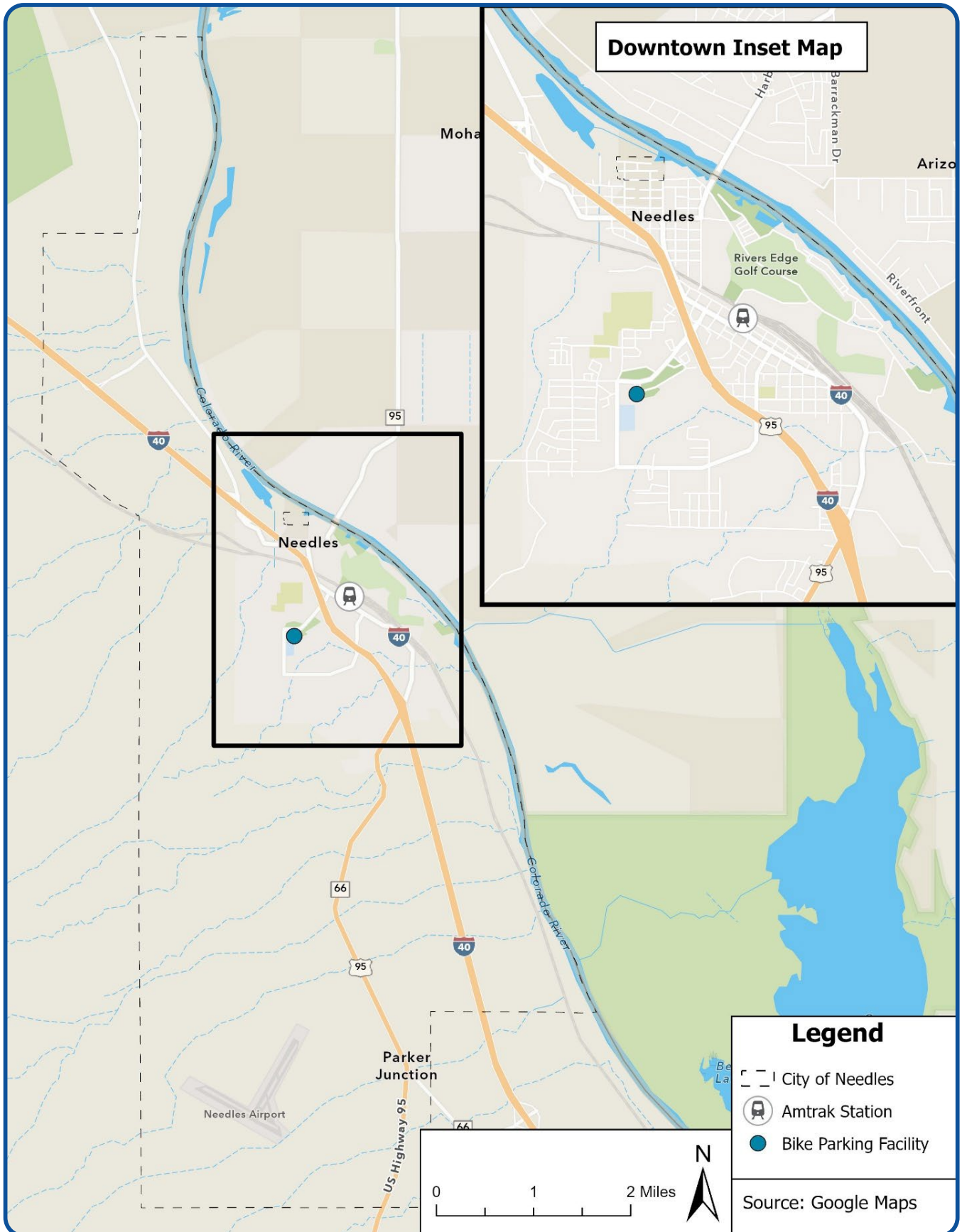


Figure 2.9: Pedestrian Facilities

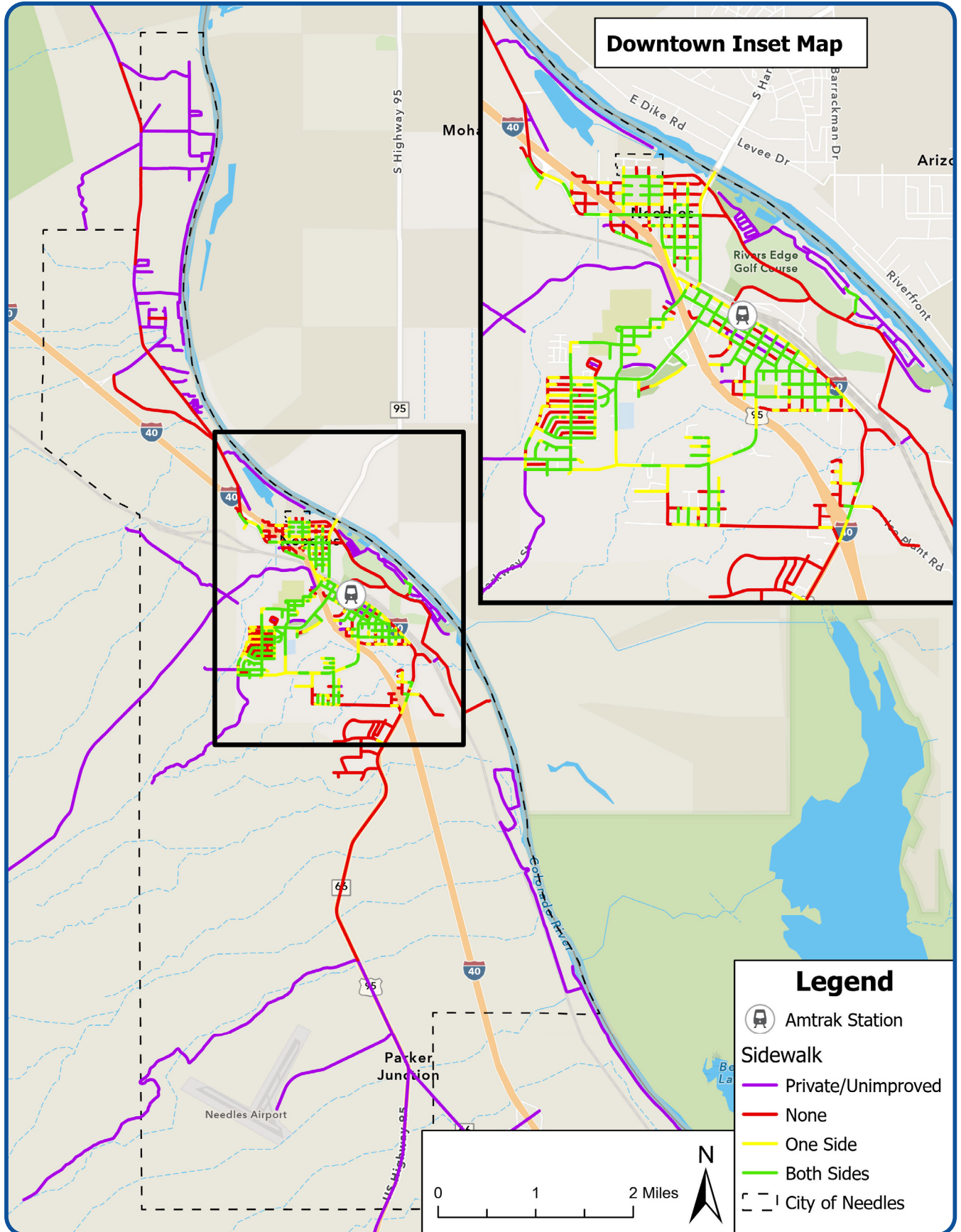


Figure 2.10: Crash Collision Severity

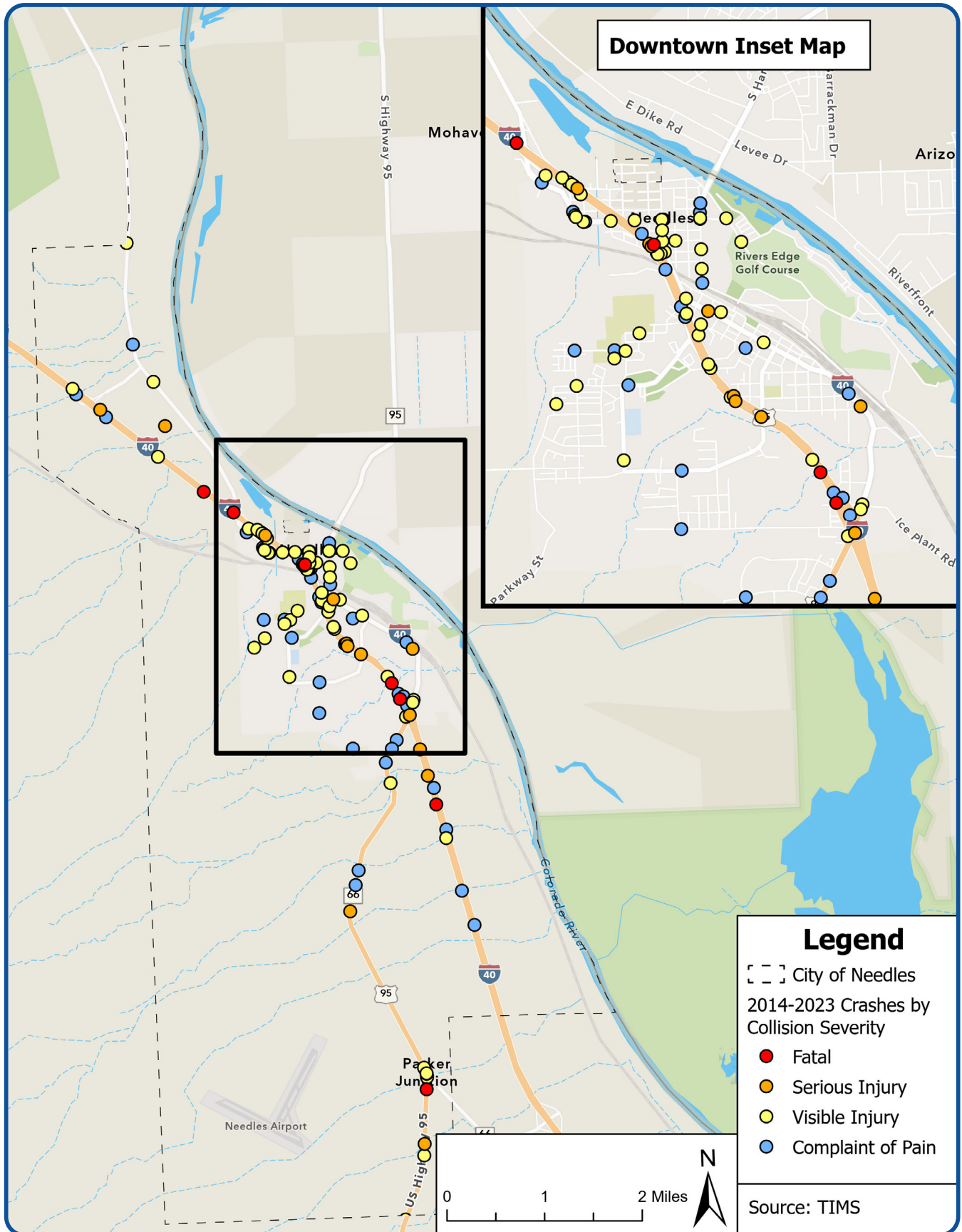
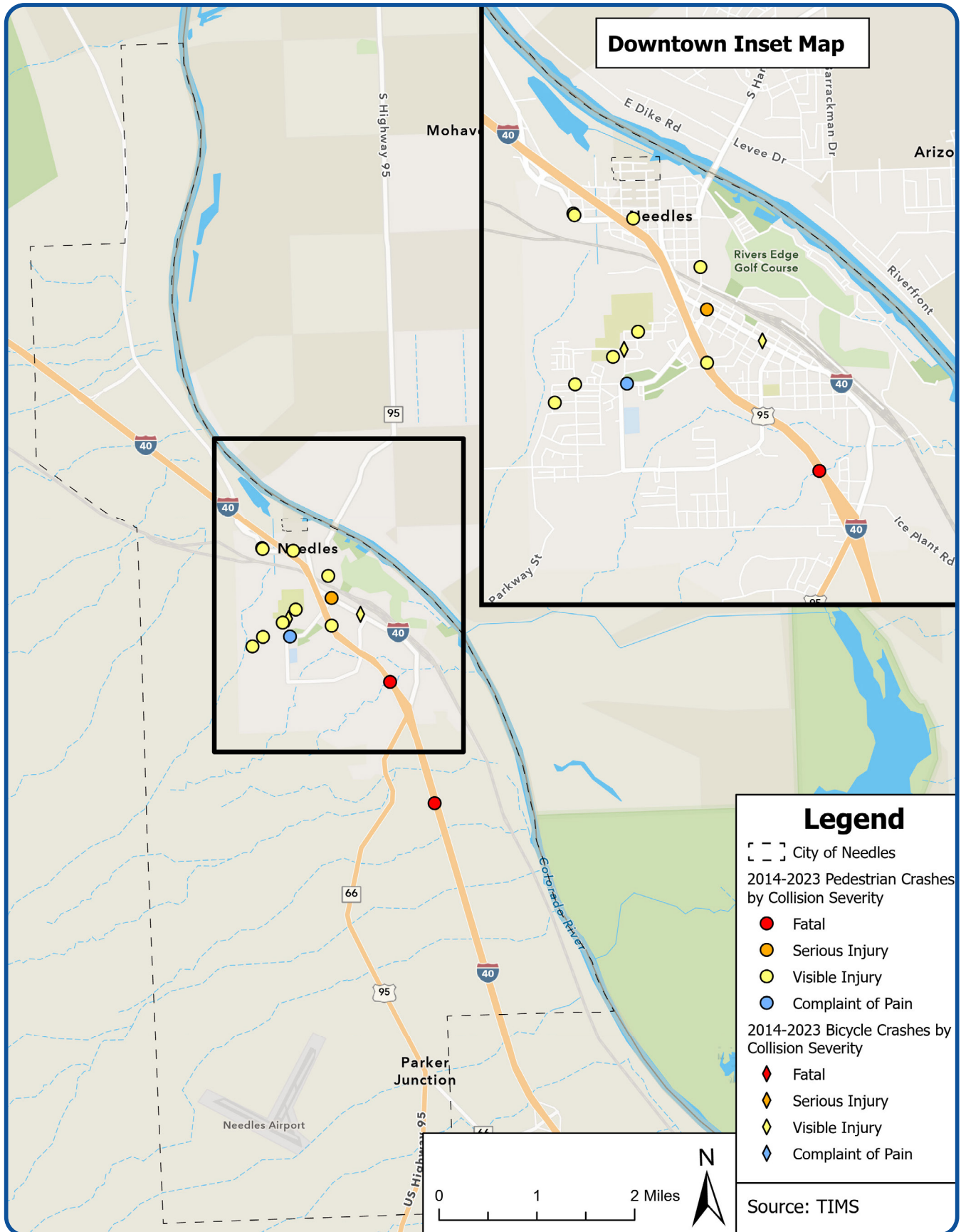
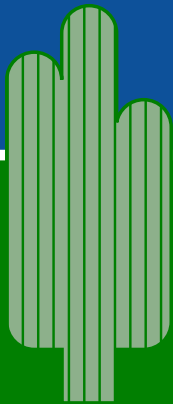


Figure 2.11: 2014 – 2023 Pedestrian and Bicycle-Involved Crashes by Severity





CHAPTER 3

Community Outreach

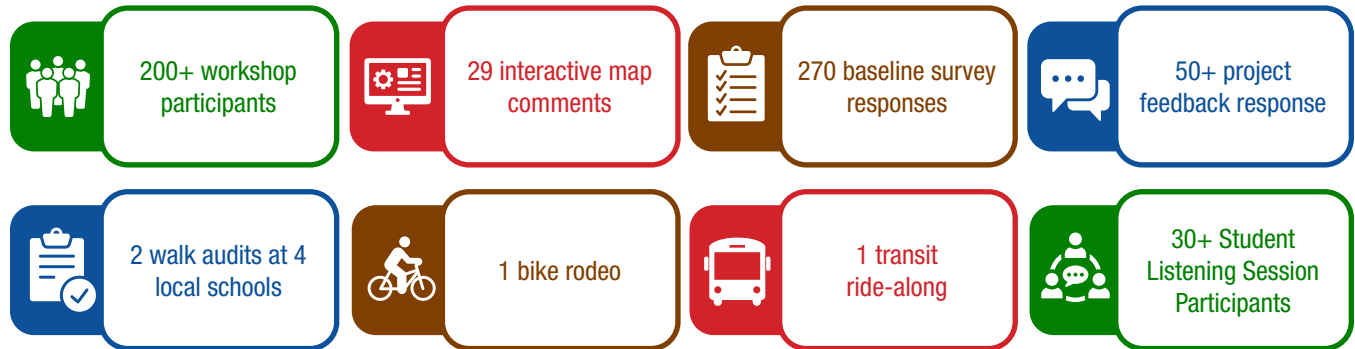
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3. COMMUNITY OUTREACH

The City of Needles engaged community members and stakeholders throughout the development of the ATP to better understand local needs and experiences. From fall 2025 through summer 2026, the city provided multiple opportunities for public input at various stages of the process, including citywide field audits, public workshops, surveys, presentations, interactive bike rodeos, and review of the draft ATP. This chapter summarizes the outreach events and the feedback received that was incorporated into the development of the Plan.

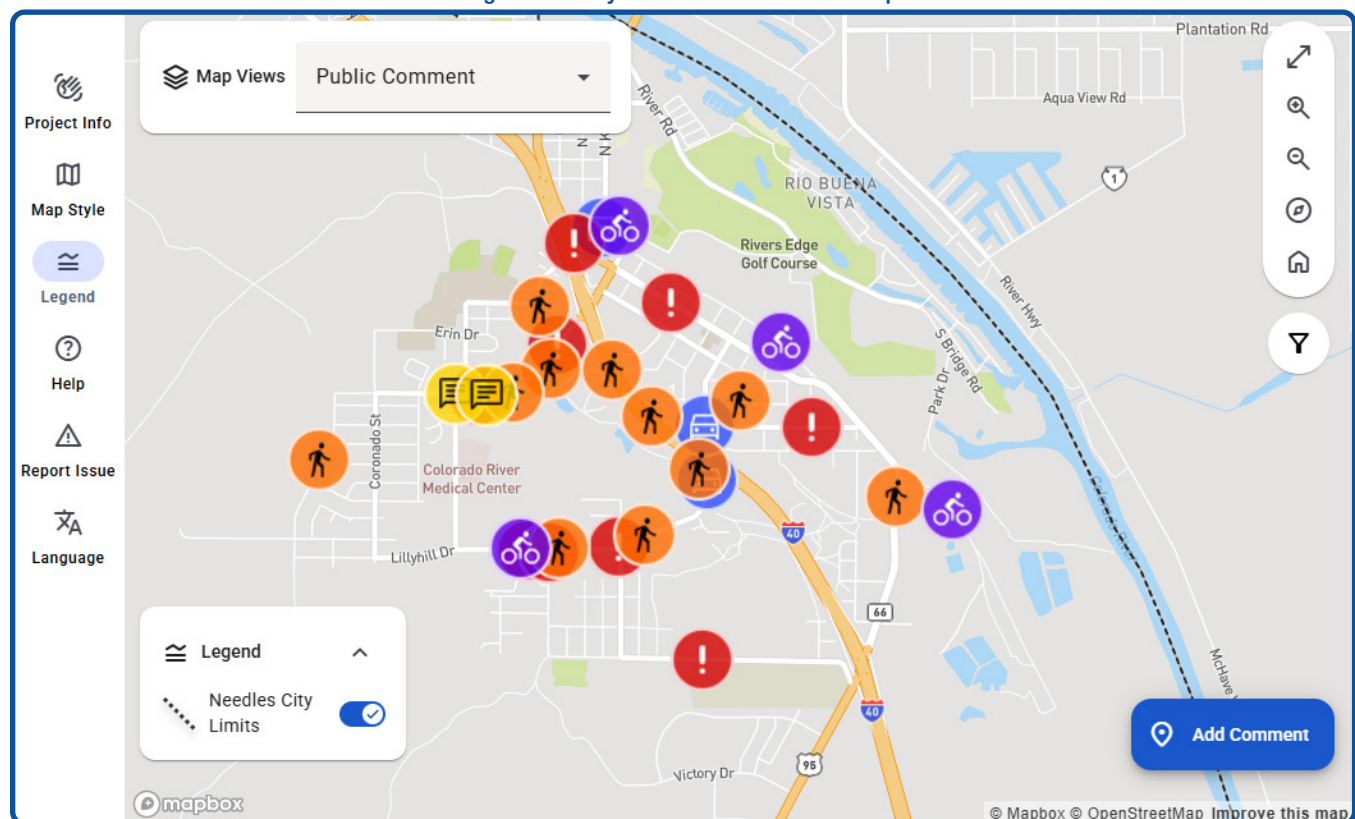


3.1 Project Website

The City of Needles developed a project website (<https://www.needlesatp.com/>) that served as the central hub for project information and updates, and allowed residents to engage with the project if they were unable to attend in-person events. The website shared project progress, upcoming meetings, and ongoing opportunities for public input through a calendar of events, a forum for submitting feedback, and links to publicly available documents and presentations.

An interactive map embedded on the website allowed community members to provide location-specific suggestions and comments related to walking, biking, ADA accessibility, and other active transportation needs, serving as a key tool for collecting ongoing community feedback. Website visitors were able to place different color pins based on the type of comment they would like to make, and provide written descriptions of their needs, as shown in **Figure 3.1**.

Figure 3.1: City of Needles Interactive Map



3.2 Public Workshops

The city held two community workshops – one in winter 2025 and one in spring 2026 – to connect with residents, gain insight into active transportation needs, and to promote involvement in developing recommended improvements throughout the city.

Workshop #1

The 1st public workshop held on December 3, 2025, attracted more than 60 community members, providing them with an opportunity to learn about the ATP, understand different types of bicycle infrastructure, and share priorities/concerns for walking and biking in the city. The meeting was also attended by members of the San Bernardino County Sheriff's Department who helped distribute free bikes and helmets from the bicycle raffle donated by the California Air Resources Board grant and the Sheriff's Department.

The following trends emerged from discussion with workshop participants and analysis of survey responses:

- Other key destinations for walking and biking include downtown Route 66 and recreational areas (Needles Recreation Center and Duke Watkins Park).
- Children's safety and connectivity to schools and parks are critically important.
- There is strong support for new bicycle infrastructure.
- E-bikes have grown in popularity in the community, and there is an increasing concern for speeds of both e-bikes and vehicles.

Figure 3.2 summarizes the results of community feedback when asked to rank the importance of a series of prioritization factors for the project team to use when prioritizing projects. **Figure 3.3** summarizes the results of community feedback when asked to indicate what they like most about the City of Needles.

Figure 3.2: Community Responses to: What should the City of Needles prioritize when developing pedestrian and bike projects?

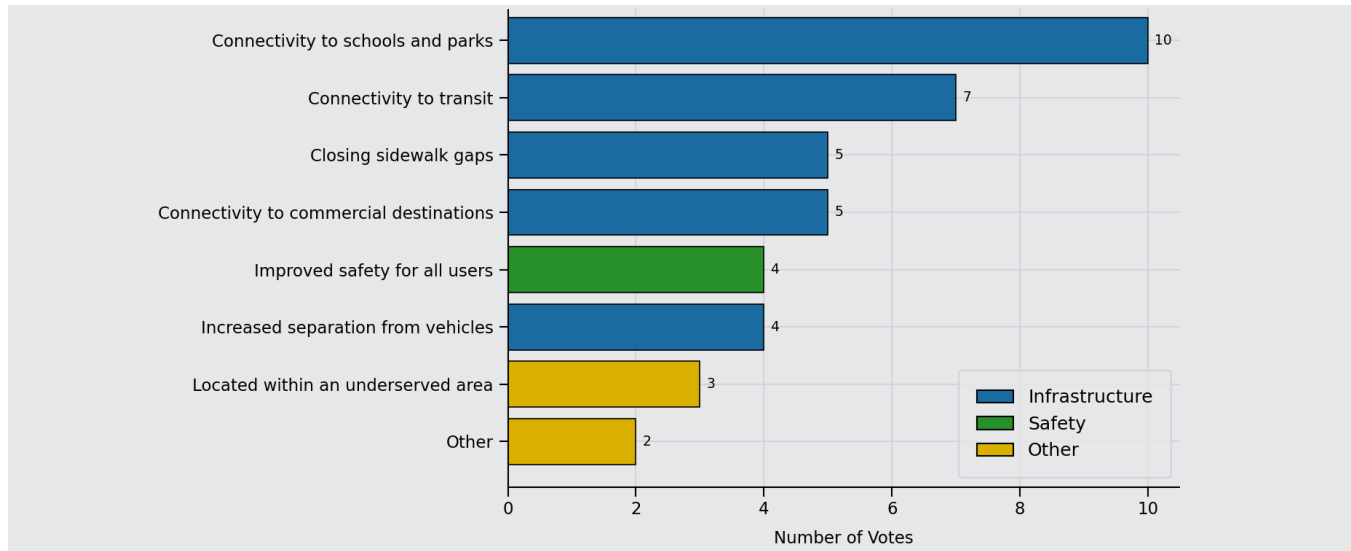
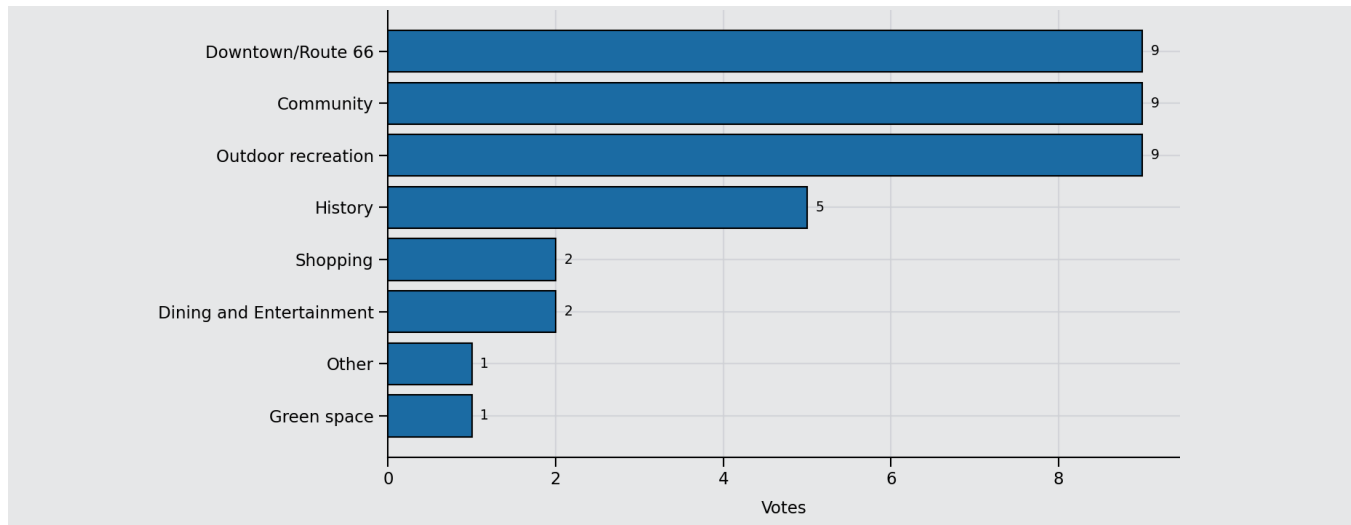


Figure 3.3: Community Responses to: What do you like the most about the City of Needles?





Workshop #2

A 2nd informational public workshop for the City of Needles ATP was held on March 18, 2026, through participation in the Needles Resource and Job Fair at the historic El Garces Train Depot. The Job Fair attracted an estimated 300 to 400 residents of all ages including the Mayor and City Manager of Needles, City of Needles and county staff, project team members, and local vendors and agencies, and the ATP project team engaged more than 150 community members. The workshop reintroduced the purpose and goals of the ATP and presented proposed projects such as the draft bicycle network map, walking loop concepts, and potential traffic calming strategies. Attendees reviewed bike lane classifications, comfort levels, and facility examples, discussed how the improvements could impact the community, and shared feedback through conversations and an on-site survey.

The following trends were identified through conversations during the workshop and the summarized survey results:

- Many residents voiced excitement and support for the proposed ATP projects and the benefits they could bring to the City of Needles.
- Community feedback indicated strong interest in implementing the multimodal “loop” project, with additional support for complete streets improvements on Broadway and expanded walking loop projects (results shown in **Figure 3.6**).
- When asked where residents would like to travel using multimodal transportation, responses were closely distributed, with parks and recreation, grocery stores, and schools receiving the highest levels of support (see **Figure 3.7**). It was noted many times that the community does not currently have a grocery store that is walking or biking distance for residents, but they would like to see one in their community that could be accessed by walking and biking.
- Attendees emphasized the importance of safe, comfortable routes that connect everyday destinations and improve overall walking and biking comfort throughout the city with more lines being voted for with 28% margin as seen in **Figure 3.8**.



3.3 Survey

Two project surveys were distributed to the members of the public over the course of the ATP development. The initial survey, conducted during the educational phase of the project, gathered broad input regarding gaps, barriers, walking and bicycling behaviors and challenges. The second survey was distributed after the draft networks were developed, and focused on feedback from the community on priority projects.



**A total of
270
surveys
were submitted.**

Survey #1

The first survey, consisting of 10 multiple-choice questions, was distributed via the online project website and physical copies were available for community residents to complete at various outreach events including the first public workshop, the bike rodeo, and the transit ride along. The following key takeaways can be made based on the results.

- A significant portion of survey respondents walk or bike daily (44%) as seen in **Figure 3.4**.
- Walking and biking trips are made primarily for leisure, errands, or medical visits (67%).
- As seen in **Figure 3.5**, major concerns or barriers that prevent people from walking and biking include:
 - » Inadequate sidewalks (narrow, damaged, or missing) (51%),
 - » Unsafe intersections / crossings (26%).
 - » Traffic speeds and volumes (27%), and
- Over half of community members see improved health and fitness as the biggest benefit to walking and biking.

Figure 3.4: Survey Responses to Frequency of Walking or Biking of Needles Residents

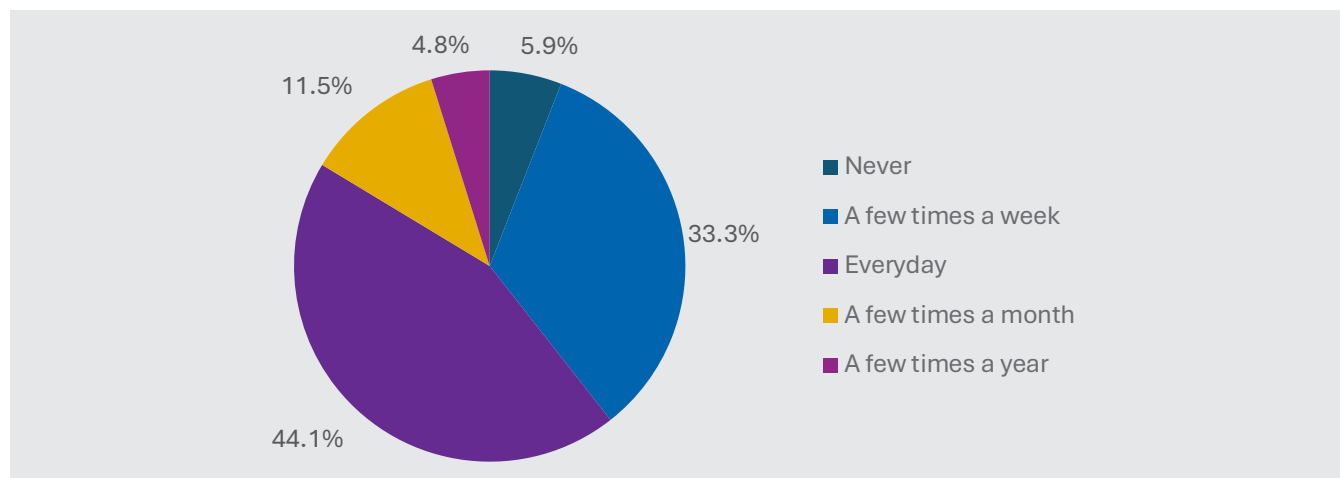
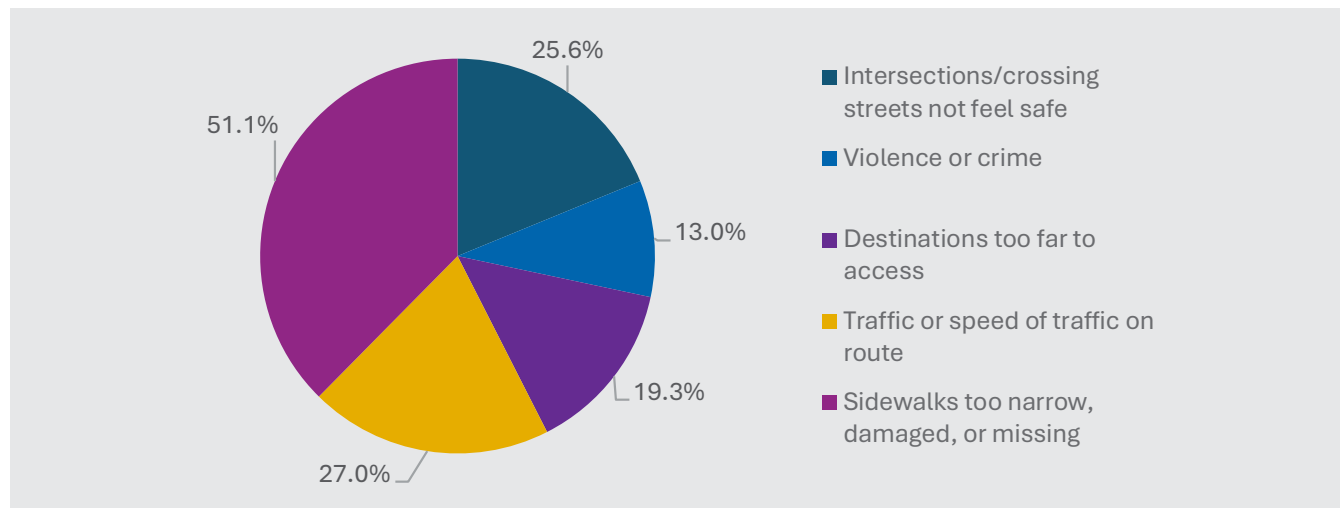


Figure 3.5: Survey Response Outlining Residents' Concerns Relating to Walking or Biking



Overall, the survey results indicate a strong need for safer and more comfortable walking and biking conditions throughout the City of Needles. This data reinforces the need for active transportation infrastructure improvements in Needles, and the need to prioritize safety and comfort in the process. A full list of responses from the outreach survey can be found in **Appendix B**.

Survey #2

A total of 59 surveys were completed, and participants were entered into a bicycle raffle. The survey encompassed 3 questions with results captured in **Figures 3.6, 3.7, and 3.8**. Overall, attendees expressed strong enthusiasm for the proposed walking, biking, and multimodal improvements, and the feedback collected will be used to refine the ATP to reflect community priorities and needs.

Figure 3.6: Community feedback on what projects they would like to see implemented based on poster boards

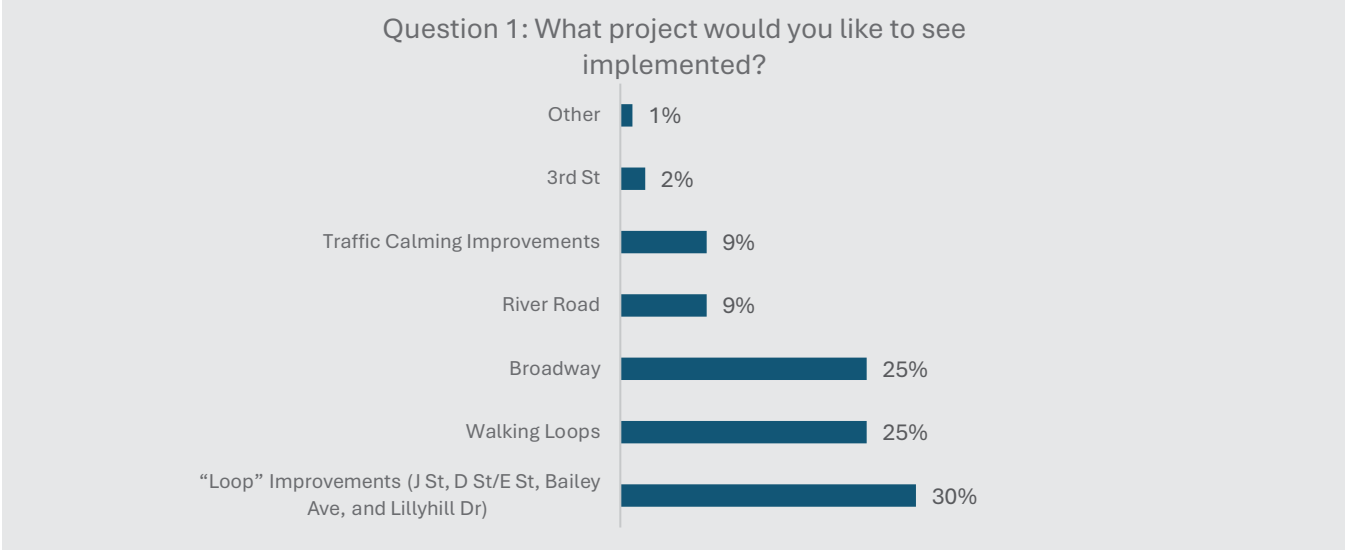


Figure 3.7: Community feedback collected on the types of destinations the community wants to reach

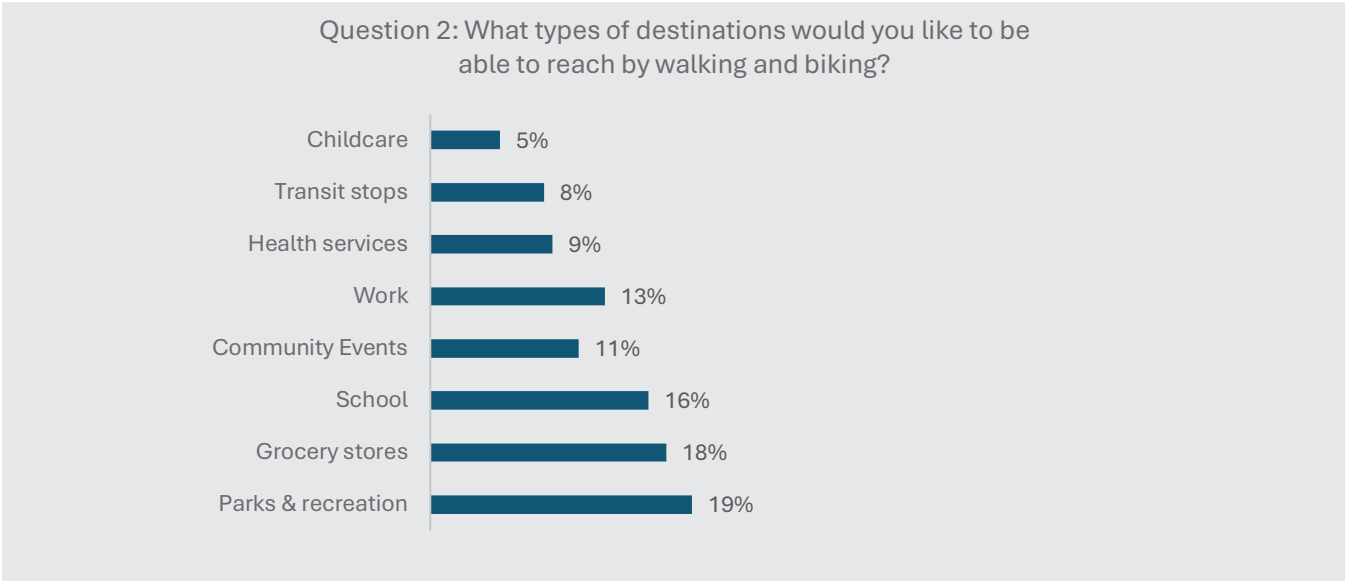
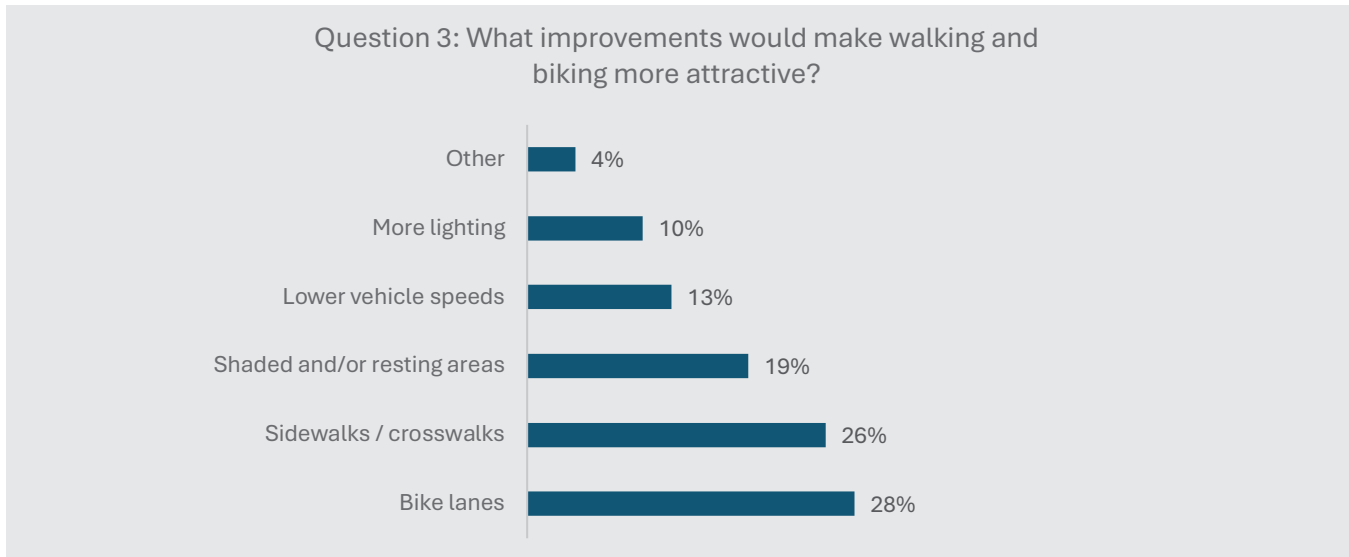


Figure 3.8: Community feedback on what would make walking and biking more attractive



3.4 Walk Audits

Citywide walk audits were conducted in neighborhoods surrounding Katie Hohstadt Elementary School, Needles High School, and Needles Middle School/Vista Colorado Elementary School to assess student walking and bicycling conditions. The audits identified common safety concerns, including missing or discontinuous sidewalks, no bike lanes, limited marked crossings, wide roadways with speeding traffic, and a lack of traffic calming near school access points.

A full set of supporting materials, including field notes, school maps with annotations, and documented community concerns, can be found in the **Appendix C**. Proposed recommendations to address these concerns are discussed in **Section 4.3** of this report.



School-age children walking to school on Bailey Avenue.

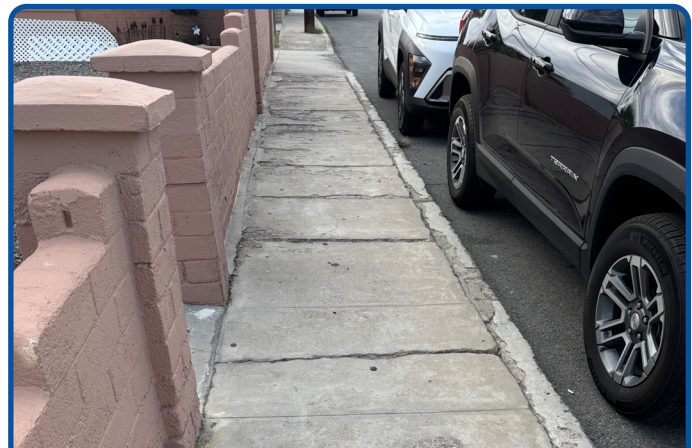
Vista Colorado Elementary, Needles Middle, and Needles High Schools

■ Key challenges observed (school-area conditions):

- » Missing or discontinuous sidewalks
- » Limited marked crossings
- » Wide roadways that increase crossing distances
- » Poor pavement conditions in several locations
- » Speeding vehicles and e-bikes
- » Informal drop-off/pick-up behaviors
- » Limited traffic calming near school entrances

■ Recommended improvements documented:

- » Improved crosswalks and curb ramps
- » Potential curb extensions
- » Lane striping improvements to organize school traffic versus general traffic
- » More traffic calming (e.g., speed bumps) along key school approach routes (speed bumps have been requested on Washington Street)
- » Additional red curb and advance yield lines



Poor sidewalk conditions on Bailey Avenue along key walking route to school.



Katie Hohstadt Elementary School

■ Key challenges observed near the school:

- » No sidewalks / sidewalk gaps
- » Missing or outdated school signage
- » Speeding on e-bikes observed
- » Mid-block crossing activity not at the striped mid-block crossing
- » Parents using an empty lot for parking

■ Recommended improvements documented:

- » Prioritize completing sidewalk gaps
- » Strengthen speed management (signing/enforcement/traffic calming where feasible)
- » Formalize/optimize crossings near primary school access points (including considering relocation of the midblock crossing to align with the school entrance)
- » Replace / upgrade school signage
- » Provide stairs access on B Street



Existing sidewalk with debris and non-ADA compliant curb ramp on Cibola Street.

3.5 Bike Rodeo and Transit Ride-Along

During the week of the first public workshop, additional outreach events were held to help spread the word about the development of the ATP and gain momentum towards soliciting public input. The following events were hosted during the first week of December:

- **Transit Ride-Along:** Tuesday, December 2, 2025 (discussed below)
- **Community Workshop:** Wednesday, December 3, 2025 (discussed in **Section 3.2.1**)
- **School Walk Audits:** Thursday, December 4, 2025 (discussed in **Section 3.4**)
- **Bike Rodeo:** Saturday, December 6, 2025 (discussed below)

The City of Needles partnered with the San Bernardino County Sheriff's Department to host a bike rodeo at the Holiday Fun Fair on Saturday, December 6, 2025. The city closed down a portion of Broadway in front of Palo Verde Community College for the fair, and set up various interactive skill-building stations for kids to bring their bikes and learn how to navigate. Approximately 1,000 people attended the fair, and it is estimated that approximately 300 community members made a stop at the ATP table to learn about the project, participate in the activities, and/or fill out a survey.

The City of Needles partnered with St. Vincent de Paul to perform a transit ride-along day on Tuesday, December 2, 2025. St. Vincent de Paul is a non-profit organization that helps its community members with the challenges of limited employment opportunities and social problems that exist in the local area. Members of the organization biked around the city, boarding the transit vehicles at various stops and spoke to the community members about their mobility challenges and handed out surveys. Approximately 70 surveys were collected during this event from transit riders.

Approximately 270 surveys were collected across the four events, and the combined results are discussed in **Section 3.3.1** of this report.

You're Invited! – The City wants to hear from You!

Active Transportation Plan

- 1 Wednesday, Dec 3, 2025**
COMMUNITY WORKSHOP
 4 PM – 6 PM
 Needles Recreation Center
 1705 J St. Needles, CA 92363
 The City is hosting a community workshop to share important information about the Active Transportation Plan and answer questions from members of the community. An e-bike demonstration will also be hosted at the event.
- 2 Thursday, Dec 4, 2025**
SCHOOL WALK AUDITS
 • Needles MS and Vista Colorado ES: 7 AM
 • Needles HS: 8 AM
 • Katie Hohstadt ES: 12 PM
 The project team will be conducting school walk audits across the City to observe existing conditions. Please walk with us and provide input on barriers to walking and biking to school!
- 3 Saturday, Dec 6, 2025**
BIKE RODEO (at the Holiday Fun Fair)
 10 AM – 2 PM
 725 W Broadway St
 Needles, CA 92363
 Children of all ages welcome to join us for a Bike Rodeo to practice bicycling skills with our team!

* 13 bikes of all sizes will be raffled at each of these events

What is an active Transportation plan?

An Active Transportation Plan (ATP) is a living document that provides a comprehensive set of projects, programs, and policies to improve walking and biking conditions in the City. The recommendations are developed based on input from community members and key stakeholders to address existing deficiencies in the pedestrian and bicycle network. ATPs aim to enhance accessibility, safety, and connectivity across neighborhoods.

Get Involved

- Share an idea on the interactive map at www.NeedlesATP.com
- Sign up for alerts by scanning the QR code
- Call 760-326-2113 or email info@NeedlesATP.com



3.7 Student Listening Sessions

The City of Needles conducted student listening sessions with Advancement Via Individual Determination (AVID) classes at Needles High School on May 5, 2026, and Needles Middle School on May 11, 2026. These sessions introduced students to the Needles ATP, including bicycle and pedestrian infrastructure types, as well as the draft network and school-area recommendations. Students participated in guided discussions and provided feedback on proposed improvements, helping ensure that the ATP reflects the needs and perspectives of young people who regularly walk and bike throughout the city.

Needles High School

Students shared strong concerns about traffic safety throughout the city, particularly related to speeding vehicles. Many noted that traffic calming treatments would improve conditions near Franz Flowers Park and along Washington Street adjacent to the school campus.

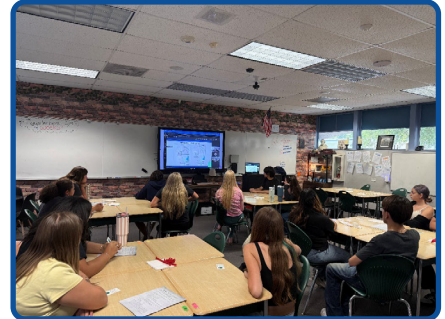
Students responded positively to the proposed walking loop concepts, indicating support for recreational opportunities that would encourage walking beyond essential trips. Currently, students noted that most walking activity in Needles occurs out of necessity rather than choice.

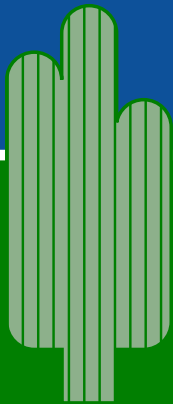
Students also expressed concerns about the existing one-way travel lanes near the school, noting that they may contribute to longer wait times and congestion during drop-off and pick-up periods.

Needles Middle School

Students reviewed the proposed bicycle facility classifications and provided feedback on design elements they found most beneficial, including features that improve comfort and separation from traffic.

Students also discussed pedestrian recommendations and identified additional amenities that could enhance the walking experience, particularly along the proposed walking loops. Suggestions focused on improving comfort, accessibility, and usability for a wider range of users.





CHAPTER 4

Active Transportation Recommendations

4

September 2026 Draft

4 ACTIVE TRANSPORTATION RECOMMENDATIONS

This chapter presents the recommended bicycle and pedestrian networks, including on-street and off-street facilities, along with Safe Routes to Schools strategies and traffic calming recommendations designed to improve comfort and safety for all users. In addition, it outlines supportive programs and policies aimed at encouraging walking and bicycling, as well as an assessment of anticipated future demand.

4.1. Bike Network Recommendations

The recommended bicycle network is designed to improve safety, connectivity, and comfort for people biking in the City of Needles. The network focuses on creating a connected system of facilities that supports everyday trips and recreational activity, while responding to local conditions such as roadway context, traffic volumes and speeds, land use patterns, and user comfort levels. Together, the proposed facilities aim to reduce barriers to biking and provide clear, intuitive routes that connect neighborhoods with key destinations including the downtown area and Route 66, schools, parks, civic facilities, transit stops, and regional connections.

Figure 4.1 shows the four primary California bike facility classifications that vary in their level of separation from motor vehicles and the relative comfort they provide for people bicycling, as discussed below.

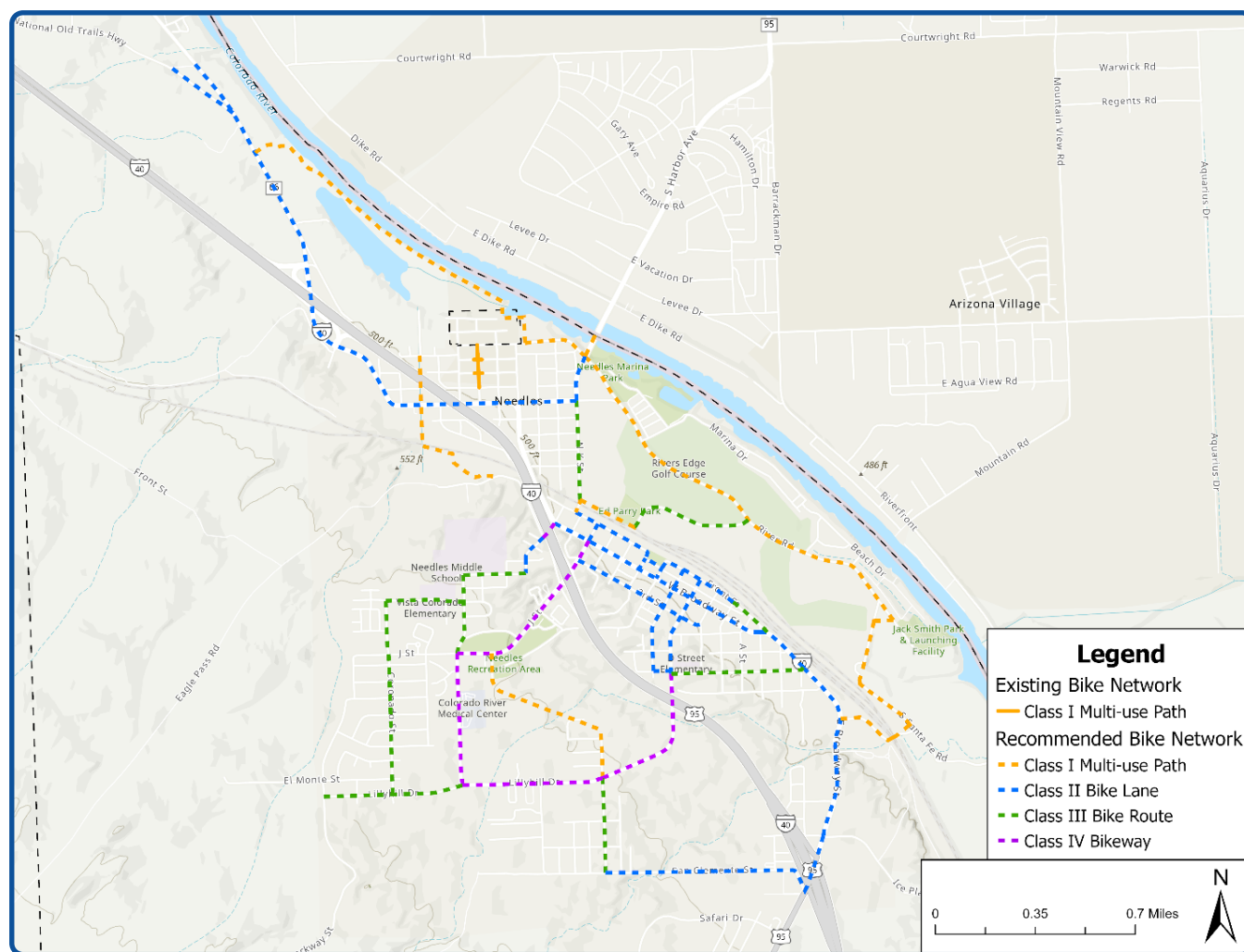
- **Class I Multi Use Paths:** paved right-of-way for exclusive use by bicyclists, pedestrians, and/or those using non-motorized modes of travel. Class I paths are located outside of the roadway's curb-to-curb width. Recreational users and more inexperienced riders tend to prefer Class I paths for their level of protection and separation from moving vehicles.
- **Class II Bike Lanes (Buffered):** defined by pavement markings and signage used to allocate a portion of the curb-to-curb roadway for exclusive bicycle travel. Wherever feasible, bike lanes should include additional pavement markings or buffer space to separate the bike lane from the adjacent travel or parking lane. Class II bike lanes are most appropriate for lower speed, lower volume roadways.
- **Class III Bike Routes (Boulevards):** shared roadway between bicycles and motor vehicle traffic within the same travel lane and are typically designated with signs or shared lane markings. A bike route with enhanced traffic calming or volume reduction elements can also be considered a bicycle boulevard. Class III routes are the least comfortable facility type for bicyclists, and most appropriate for low-speed, low-volume local roadways, or on short, constrained segments of higher quality facilities.
- **Class IV Bikeways (Separated):** similar to Class II buffered bike lanes, however, Class IV bikeways include vertical protection to create a physical barrier between bicyclists and vehicles. Class IV bikeways can be one-way, serving only one direction of travel, or two-way, with both directions of travel on the same side of the roadway. Class IV bikeways are the most comfortable dedicated bike facilities and can be implemented on higher speed, higher volume roadways.

Figure 4.1: California Bicycle Facility Classifications



The recommended bicycle network, shown in **Figure 4.2**, is intended to serve a wide range of users, from confident riders to those who are interested in bicycling but are currently deterred by traffic stress or lack of facilities. Facility types were selected to balance safety, feasibility, and context.

Figure 4.2: Recommended Bike Network



4.2. Pedestrian Network Recommendations

The pedestrian network recommendations focus on improving safety, connectivity, comfort, and accessibility for people walking in the City of Needles. Sidewalks and crossings play a critical role in supporting daily travel, recreational activity, and access to schools and services, particularly for residents who rely on walking as a primary mode of transportation. The recommended network prioritizes closing sidewalk gaps, improving route continuity, and creating inviting walking environments that support everyday trips and leisure walking.

Infill Sidewalks and Network Caps

The pedestrian network emphasizes the importance of sidewalk infills to address missing and discontinuous sidewalks throughout the city. As documented in **Figure 2.8** in **Section 2.5**, gaps in the sidewalk network create barriers to safe and comfortable walking, particularly for older adults, people with disabilities, and children traveling to school.

Priority sidewalk infill areas include:

- Routes within and connecting walking loops.
- Streets providing access to schools, parks, downtown, and civic destinations.
- Corridors with observed walking activity but incomplete facilities.
- Locations where sidewalk gaps force pedestrians into the roadway.

Filling these gaps will improve route continuity, reduce conflicts with vehicles, and strengthen access to the broader pedestrian and bicycle networks.

Walking Loops

To encourage walking for recreation, health, and short daily trips, the ATP recommends a series of five walking loops located throughout the city. Walking loops are designed to provide comfortable, intuitive routes that form continuous circuits, making them easy to use for residents of all ages and abilities. These loops emphasize low-stress streets, existing sidewalks and paths where available, and connections to schools, the downtown area, parks, and other community destinations.

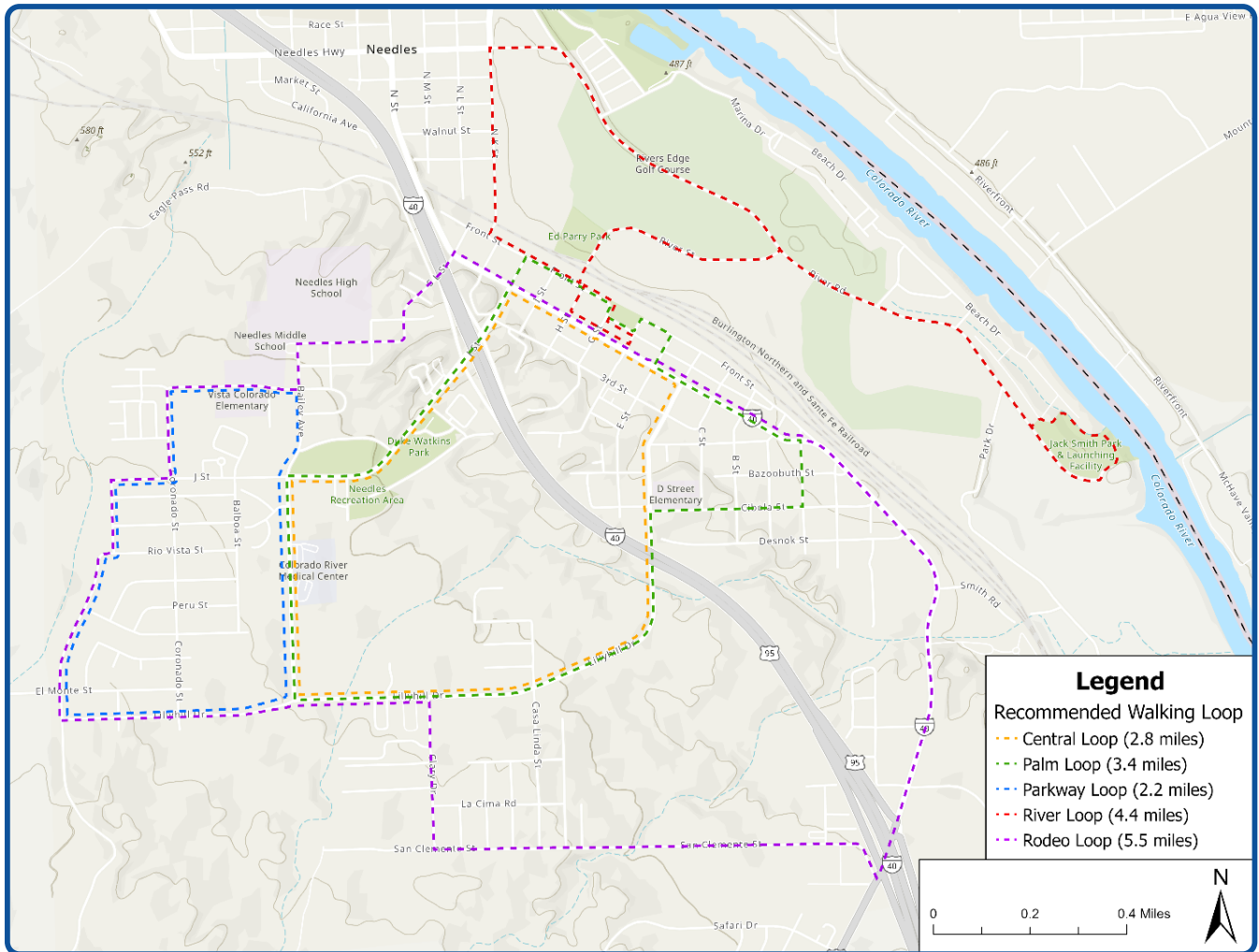
The walking loops are intended to:

- Support regular physical activity and healthy aging.
- Provide family-friendly and beginner-friendly walking routes.
- Encourage social interaction and community presence.
- Highlight connections to key destinations and amenities through branded wayfinding.

The five recommended walking loops are illustrated in **Figure 4.3** and represent a range of distances and settings, including downtown-oriented routes, neighborhood loops, school-area loops, and park- and river-adjacent connections. Loop alignments may be refined over time as infrastructure is improved and new connections are implemented.



Figure 4.3: Recommended Walking Loops



Mile Markers and Wayfinding

To make walking loops more accessible and user-friendly, the city should consider incorporating distance markers and simple wayfinding elements along loop routes. Mile or half-mile markers can help walkers track distance and progress, support fitness goals, and make loops easier to navigate, particularly for older adults and first-time users. Wayfinding signage may also include loop names, approximate distances, and directional cues, reinforcing the identity of each loop and encouraging repeat use.

Desert Climate Amenities

Given the desert climate of the City of Needles, walking loops should be supported by amenities such as resting opportunities and shade features at regular intervals where feasible. Recommended elements include shaded seating, shade trees or structures, and small rest areas. These features can reduce heat exposure, support longer or more frequent walking trips, and improve comfort for older adults, children, and people with limited mobility.

The city should consider opportunities for drinking water access in higher-use areas or along longer loops such as bottle-filling stations or seasonal water features. Providing access to drinking water is particularly important for supporting safe walking activity during warmer months and reducing barriers to use in a desert environment.

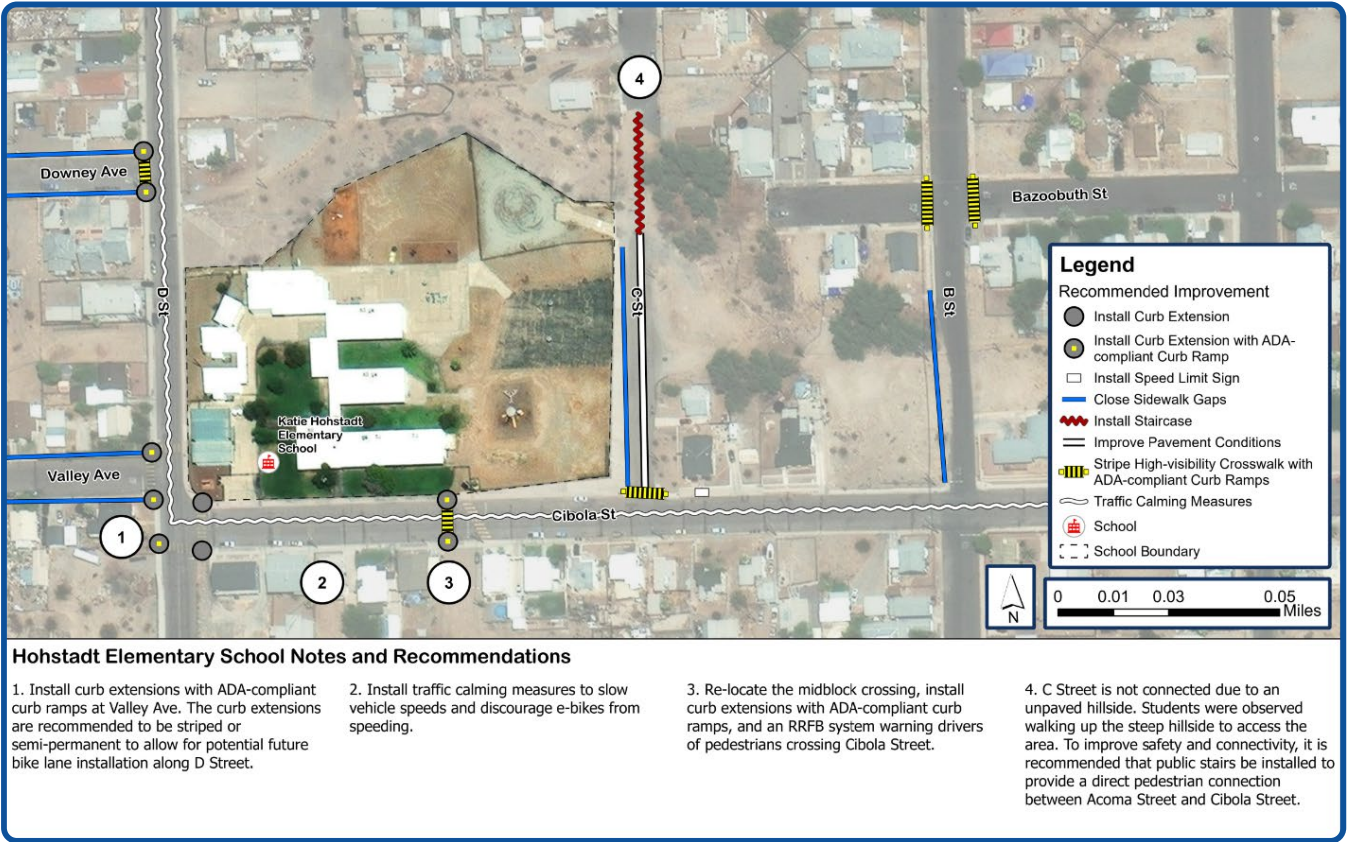


4.3. Safe Routes to Schools Recommendations

As described in **Section 3.4**, walk audits were conducted at each of the four schools in the city to document existing conditions and inform the development of Safe Routes to School recommendations. These improvements are intended to enhance student safety and comfort by addressing vehicle speeds, crossing visibility, pedestrian connectivity, and conflicts between vehicles and people walking or biking.

Recommendations for the area surrounding Katie Hohstadt Elementary School is shown in **Figure 4.4**. These recommendations include curb ramp improvements, curb extensions, traffic calming measures, sidewalk improvements, and a new pedestrian connection.

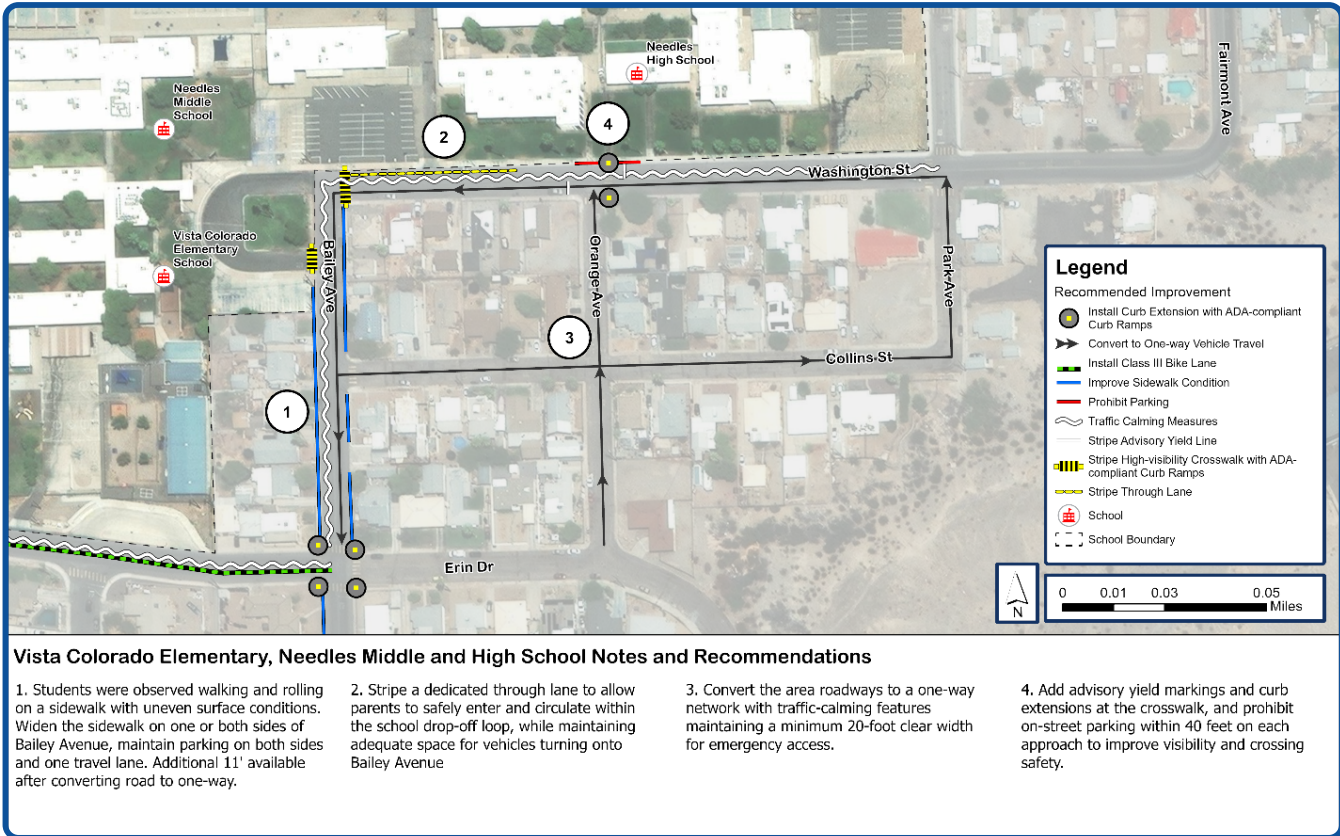
Figure 4.4: SRTS Recommendations for Katie Hohstadt Elementary School



Recommendations for the area surrounding Vista Colorado Elementary School, Needles Middle School, and Needles High School are shown in **Figure 4.5**. These recommendations include new one-way streets to provide wider sidewalks, curb ramp improvements, curb extensions, traffic calming measures, and mid-block crossing enhancements.



Figure 4.5: SRTS Recommendations for Vista Colorado Elementary, Needles Middle, and Needles High School



Collectively, the SRTS improvements provide a coordinated set of near-term and long-term enhancements within proximity to school campuses. Implementing these recommendations will support safer, more comfortable travel for students, families, and school staff, while advancing the City of Needles' broader active transportation and community goals. Many of the recommended improvements incorporate traffic calming elements, including curb extensions, high-visibility crossings, and speed management strategies, to increase driver awareness and reduce speeds in school zones. These concepts are discussed further in **Section 4.4**, which outlines traffic calming strategies applicable citywide.



4.4. Traffic Calming Recommendations

Safe speeds are important to help protect the most vulnerable users of the road: pedestrians and bicyclists. Speed management can be achieved through educational, enforcement, and engineering strategies that encourage motorists to drive at lower speeds. The City of Needles uses traffic calming strategies to improve safety for all roadway users while reducing crash frequency and severity and lowering noise levels for adjacent land uses. **Figure 4.6** illustrates traffic calming strategies proposed in this ATP.

Traffic calming strategies applicable in Needles include the following:

- **Neighborhood traffic circles** improve traffic flow and intersection safety while enhancing pedestrian and bicyclist accessibility. These treatments encourage drivers to slow down by reducing turning radii, narrowing travel lanes, and introducing horizontal deflection, which lowers the risk of high-speed collisions.
- **Chicanes** use alternating curb extensions or edge islands to create an S-shaped travel path. By shifting roadway alignment horizontally, chicanes require drivers to remain attentive and discourage speeding.
- **Speed feedback signs** display real time vehicle speeds to drivers and encourage voluntary speed reduction, particularly near schools and in residential areas.
- **Speed humps** physically reinforce lower travel speeds along corridors with a history of speeding, improving safety for people walking and bicycling.
- **Curb extensions** shorten pedestrian crossing distances, improve visibility between drivers and pedestrians, and help calm traffic by visually narrowing the roadway.
- **Road diets** reallocate roadway space from motor vehicles to other travel modes by narrowing or reducing travel lanes. These changes slow vehicle speeds, shorten pedestrian crossing distances, and improve visibility for people walking and biking.

Figure 4.6: Traffic Calming Strategies



In addition to physical design treatments, the city can improve safety by setting context-appropriate speed limits, particularly when combined with targeted enforcement. California Assembly Bills 43 and 1938 allow local jurisdictions to adjust speed limits based on roadway context and safety considerations. Resources such as the California Safe Speeds Toolkit developed by the University of California, Berkeley Safe Transportation Research and Education Center (SafeTREC) and the Federal Highway Administration (FHWA) Proven Safety Countermeasures provide guidance to support these efforts.



4.5 Programs and Policies

The following programs and policies complement the engineering recommendations presented earlier in this chapter and focus on improving safety, access, and comfort for people walking and bicycling in the City of Needles. These recommendations can be categorized into engineering, education, encouragement, enforcement, and evaluation strategies that support implementation of bicycle and pedestrian infrastructure.

Engineering

Currently, the city's engineering efforts related to active transportation focus on maintaining existing infrastructure, responding to citizen requests, and delivering grant-funded projects. This Active Transportation Plan identifies opportunities to build on these practices by formalizing policies, expanding proactive safety analysis, and integrating active transportation considerations into routine engineering activities. Engineering offers the greatest near-term safety and accessibility benefits by embedding active transportation into routine city practices and capital projects. Key priorities include:

- **Active Transportation Coordinator** – formalizing the role of an active transportation coordinator within existing Engineering and Public Works roles to ensure consistency in how pedestrian and bicycle needs are evaluated and implemented.
- **Low-Cost Treatments** – prioritizing use of low-cost safety treatments such as high-visibility crosswalks, curb extensions in school zones and downtown areas.
- **Traffic Calming Program** – applying traffic calming strategies on corridors with documented speeding or safety concerns, using context-sensitive measures appropriate for Needles' street widths, land uses, and emergency access needs. These measures may be implemented on a project-by-project basis as part of roadway improvements or safety-driven requests reviewed by Engineering or Public Works staff.
- **Localized Warrants** – developing a set of context-sensitive warrant considerations when evaluating pedestrian and bicycle improvements, rather than relying solely on traditional vehicular thresholds.
- **Access Management** – integrating access management strategies during roadway improvement projects to reduce conflicts between vehicles, pedestrians, and bicyclists, particularly along key corridors and near activity centers. This may include driveway consolidation, improved crossing design, and clearer delineation of travel movements.
- **Design Guidance** – applying relevant state and national guidance, including Caltrans and MUTCD standards, while allowing flexibility to implement context-appropriate bicycle and pedestrian treatments suitable for a small, rural community to ensure projects are both compliant and responsive to local conditions.
- **Transit Stop Evaluation** – coordinating with transit and community services staff to evaluate pedestrian access to transit stops, including sidewalks, curb ramps, shelters and crossings near stops to support safer and more accessible first- and last-mile connections.
- **Wayfinding** – developing a wayfinding program that help residents and visitors navigate the bicycle and pedestrian network and easily reach key destinations.

Education

Education efforts are most effective when targeted and paired with infrastructure investments. Priority actions include:

- **Safety Education** - supporting grant funded, community based pedestrian and bicycle safety education by partnering with schools to deliver family-friendly programming focused on school, recreational, and downtown locations.
- **Needles Connect** - continuing to promote existing tools, such as the Needles Connect app, for reporting sidewalk and safety concerns and establishing a centralized archive of comments and responses to help the city track recurring issues and increase transparency with the community.
- **E-bike Education** – implementing practical e-bike education efforts focused on safe operation, appropriate speeds, and interaction with pedestrians and vehicles, particularly for youth and recreational riders, delivered through community events, school-adjacent outreach, or coordination with bike safety programs.
- **Community Rides** – school or community rides with an instructor to practice and learn about safely navigating local neighborhoods.



Encouragement

Encouragement strategies should focus on pilot programs and low-cost initiatives that reinforce infrastructure improvements. Priority actions include:

- **Safe Routes Programs** - implementing pilot Safe Routes to School and Safe Routes for Seniors programs near schools and senior centers where needs are greatest.
- **Awareness Campaigns** - using simple awareness campaigns (e.g., “Share the Road”) to support new striping, crossings, or traffic changes.

Enforcement

Strategic, location-specific enforcement can reinforce safety improvements without requiring new programs. Priority actions include:

- **Targeted Enforcement** – coordinating targeted enforcement in school zones and other high pedestrian activity areas during peak travel periods.
- **Officer Training** – supporting officer training related to pedestrian, bicycle, and e-bike safety, consistent with state law.
- **E-bike Policy** – developing and applying e-bike regulations consistent with State law, focusing enforcement efforts on unsafe behaviors such as excessive speed, improper e-bike use on sidewalks or shared facilities, and noncompliance in school and activity areas.

Evaluation

Evaluation strategies support long-term accountability and improve competitiveness for future grant funding. Priority actions include:

- **Before-and-After Evaluation** – using before-and-after data for select projects to document changes in safety conditions, user behavior, or operational performance following implementation.
- **Bicycle and Pedestrian Inventory** – maintaining an inventory of pedestrian and bicycle facilities to identify gaps and maintenance needs.
- **Pedestrian and Bicycle Collisions** – conducting periodic review of pedestrian- and bicycle-involved collision patterns, including location type and severity, to help identify priority corridors and recurring safety issues.
- **Pedestrian and Bicycle Counts** - strengthening data-driven decision-making through regular review of pedestrian and bicycle counts.

4.6. Anticipated Future Demand

Methodology

The number of new bicyclists was estimated using the National Cooperative Highway Research Program (NCHRP) 552 methodology. The NCHRP 552 report provides national level research that suggests commute mode share can be used to extrapolate a more general mode share for bicyclists using a best fit formula. In subsequent validation, the report suggests that the results of this analysis are typically within the 95% confidence interval, and when they are not, they provide a conservative estimate.

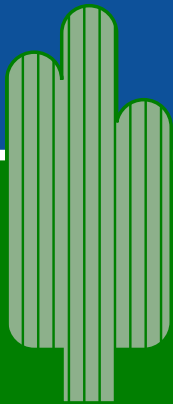
Analysis

The NCHRP 552 analysis generates three demand response estimates: low, moderate, and high. In this case, the medium estimate was chosen for the following reasons:

- The assessment does not capture the full extent of active transportation investments or policies that could encourage the use of active transportation.
- Many of the active transportation improvements include new Class I and Class II facilities which typically encourage active transportation use.

Future bicyclist demand projections are based on the mode share and population statistics from the 2020 U.S. Census. The decennial Census was used to extract demographic statistics at the smallest unit of geography (block level) available, in order to develop more precise demand projections.





CHAPTER 5

Project Prioritization

5

5. PROJECT PRIORITIZATION

The approach used to identify and prioritize walking and bicycling improvements throughout the City of Needles establishes a clear connection between the ATP's performance measures and goals, and the resulting prioritization outcomes, providing a transparent and defensible framework for directing future investments.

Building on this framework, the chapter presents a prioritized set of individual projects drawn from the recommended pedestrian and bicycle networks presented in **Chapter 4**. Projects were evaluated based on how well they advance the ATP goals, respond to identified needs, and improve overall network performance. The resulting prioritized project list is intended to guide decision making as funding opportunities arise, support grant applications, and provide a phased roadmap for implementation over time.

By combining performance based analysis with the recommended networks developed throughout the ATP process, this chapter helps ensure that future investments are strategic, equitable, and responsive to community needs, while remaining flexible to evolving conditions and opportunities.

5.1. Performance Measures

The prioritization process begins with a set of performance measures that reflect the City's goals related to connectivity, safety, health and recreation, economic development, and mobility choices. These measures use a combination of data driven indicators and contextual factors to identify areas where active transportation improvements may have the greatest potential benefit. Together, they form a prioritization framework that is used to systematically evaluate and compare locations across the city, helping to highlight areas with higher needs for pedestrian and bicycle investment.

Public outreach conducted throughout development of the Active Transportation Plan directly informed the project prioritization approach by clarifying the community's highest needs and expectations for walking and bicycling improvements. The framework incorporates both community-identified priorities and objective data to help identify where investments can have the greatest benefit, particularly in areas that already experience walking and bicycling activity or where gaps create barriers to access. Performance measures were selected to reflect proximity to key destinations, exposure to traffic and safety risk, opportunities to support daily activity and recreational use, and the ability to enhance access to employment and commercial areas. **Table 5.1** and **Table 5.2** summarize the project prioritization framework, including goals, evaluation metrics, and scoring structure used to support this process. Note that there are differences between the pedestrian and bicyclist project prioritizations. Metric data sources are provided.



Table 5.1: Bicyclist Project Prioritization Framework

Goals	Objectives	Metric	Max Points	Scoring
CONNECTIVITY	Improve the walking and bicycling network by closing gaps in everyday routes and strengthening connections between downtown, Route 66, transit services, schools, parks, and recreational destinations through safe, direct, and accessible pathways.	Population Density Population in ½ mile radius of project, 2020 US Census	20	Score assigned proportionally based on a normalized distribution of population in Needles. Project score then determined by maximum score within ½ mile of that project. Locations with higher population concentrations receive higher scores.
		Community Barriers Crosses a Freeway or Rail Line, Caltrans CRS & FRA	10	Projects which cross an interstate, controlled access highway, or rail line receive full points. Projects that do not cross these facilities receive zero points.
		Access to Transit Within ¼ mile of transit facilities, Needles Area Transit	10	Projects within ¼ mile of a Needles Area Transit bus stop receive the maximum score. Projects beyond this distance receive zero points.
		Access to Schools Within ¼ mile of public school, California Dept. of Education	5	Projects within ¼ mile of a public school receive the maximum score. Projects beyond this distance receive zero points.
		Access to Community Destinations OpenStreetMap & City of Needles	10	Score assigned based on proximity to key destinations such as parks, healthcare facilities, and grocery stores. Locations with better access (less distance) to a greater number of destinations receive higher scores.
SAFETY	Improve walking and bicycling safety by reducing conflicts, enhancing crossings and intersections, promoting safe bicycling and e bike use through education, and prioritizing safe routes along corridors where people already walk and choose to walk	Crash Frequency Bicyclist-involved Crashes, TIMS 2014-2023	5	Frequency of bike-involved crashes in past 5 years (of finalized crash data). Crashes are weighted by severity (fatal crashes receive highest weighting). Projects located within ¼ mile of bicyclist involved crashes (and more severe bicyclist-involved crashes) receive higher scores.
		Roadway Type Roadway Functional Classification within ¼ mile, Caltrans CRS	20	Score assigned based on roadway functional classification within ¼ mile of project. Higher speed and higher order roadways (such as arterials) receive higher scores.
HEALTH & RECREATION	Align project development with current trends of bicyclist activity.	Bicycle Activity Bicycle Miles Traveled, Replica (2023)	10	Score assigned proportionally based on a normalized distribution of pedestrian or bicycle miles traveled. Locations with higher bicycle activity receive higher scores.
		Projected Bicycle Activity NCHRP 552 Demand Model, 2020 US Census	10	Score assigned proportionally based on a normalized distribution of projected bicyclist demand. Locations with higher projected bicyclist activity receive higher scores.
ECONOMIC DEVELOPMENT	Enhance walkability and bikeability to support downtown business vitality and tourism by enabling convenient “park once” experiences and comfortable access between destinations.	Job Density Jobs per ½ mile of project, LEHD LODES (2023)	10	Score assigned proportionally based on a normalized distribution of employment density within a ½ mile of the project. Projects with higher job density receive higher scores.



Table 5.2: Pedestrian Project Prioritization Framework

Goals	Objectives	Metric	Max Points	Scoring
CONNECTIVITY	Improve the network by closing gaps in everyday routes and strengthening connections between downtown, Route 66, transit services, schools, parks, and recreational destinations through safe, direct, and accessible pathways.	Population Density Population in ½ mile radius of project, 2020 US Census	20	Score assigned proportionally based on a normalized distribution of population in Needles. Project score then determined by maximum score within ½ mile of that project. Locations with higher population concentrations receive higher scores.
		Access to Transit Within ¼ mile of transit facilities, Needles Area Transit	10	Projects within ¼ mile of a Needles Area Transit bus stop receive the maximum score. Projects beyond this distance receive zero points.
		Access to Schools Within ¼ mile of public school, California Dept. of Education	5	Projects within ¼ mile of a public school receive the maximum score. Projects beyond this distance receive zero points.
		Access to Community Destinations OpenStreetMap & City of Needles	10	Score assigned based on proximity to key destinations such as parks, healthcare facilities, and grocery stores. Locations with better access (less distance) to a greater number of destinations receive higher scores.
SAFETY	Improve walking safety by reducing conflicts, enhancing crossings and intersections, and prioritizing safe routes along corridors where people already walk and choose to walk.	Crash Frequency Pedestrian-involved Crashes, TIMS 2014-2023	5	Frequency of pedestrian-involved crashes in past 5 years (of finalized crash data). Crashes are weighted by severity (fatal crashes receive highest weighting). Projects located within ¼ mile of pedestrian involved crashes (and more severe pedestrian-involved crashes) receive higher scores.
		Roadway Type Roadway Functional Classification within ¼ mile, Caltrans CRS	20	Score assigned based on roadway functional classification within ¼ mile of project. Higher speed and higher order roadways (such as arterials) receive higher scores.
HEALTH & RECREATION	Align project development with current trends of pedestrian activity.	Pedestrian Activity Pedestrian Miles Traveled, Replica (2023)	10	Score assigned proportionally based on a normalized distribution of pedestrian miles traveled. Locations with higher observed pedestrian activity receive higher scores.
ECONOMIC DEVELOPMENT	Enhance walkability to support downtown business vitality and tourism by enabling convenient “park once” experiences and comfortable access between destinations, attractions, and commercial areas.	Job Density Jobs per ½ mile of project, LEHD LODS (2023)	20	Score assigned proportionally based on a normalized distribution of employment density within a ½ mile of the project. Projects with higher job density receive higher scores.



5.2. Prioritized Projects

Using the project prioritization framework described above, proposed active transportation improvements from **Chapter 4** were evaluated and organized into prioritized project lists for implementation consideration. The resulting prioritization reflects community input, plan goals, and performance measures. **Table 5.3** presents the prioritized bicycle projects, while **Table 5.4** presents the high priority pedestrian projects. High priority pedestrian projects were determined as pedestrian projects scoring above the 80th percentile.

Figure 5.1 provides a map of the bicyclist project prioritization. Bicycle projects are ranked by the score generated by the prioritization criteria outlined in the previous section and presented in descending order (highest to lowest prioritization score). Cost estimates for high priority bicycle projects are provided in **Chapter 6**. High priority bicycle projects were determined as bicycle projects scoring above the 50th percentile (top 50 percent of projects).

Figure 5.2 provides a map of the pedestrian project prioritization. Pedestrian projects are grouped into priority tiers based on the percentile of the prioritization scores, per the scoring criteria outlined in **Section 5.0**. Only high priority pedestrian projects are included in this section of report. See **Appendix D** for full list of prioritized pedestrian projects, including individual project scores.



Table 5.3: Prioritized Bicycle Projects

Score Rank	Project Corridor	Corridor Start	Corridor End	Recommended Facility
1	J St	Front St	Bailey Ave	Class IV Bikeway & Class II Bikeway
2	S L St	W Broadway St	Highland Ave	Class II Bike Lane
3	W Broadway St	S L St	Palm Way	Class II Bike Lane
4	3rd St	J St	C St	Class II Bike Lane
5	E St/Valley Ave	Front St	D St	Class II Bike Lane
6	Front St	S L St	W Broadway St	Class II Bike Lane
7	F St	Quinn Ct	W Broadway St	Class II Bike Lane
8	D St	Front St	Valley Ave	Class II Bike Lane
9	Ed Parry Park Driveway/River St	N K St	River Rd	Class I Multi-use Path & Class III Bike Route
10	G St	Front St	W Broadway St	Class II Bike Lane
11	Fairmont Ave/Washington St	Bailey Ave	Highland Ave	Class II Bike Lane & Class III Bike Route
12	N K St	Ed Parry Park Driveway	Front St	Class I Multi-use Path
13	Needles Highway	Pashard St	River Rd	Class I Multi-use Path
14	Bailey Ave	Washington St	J St	Class III Bike Route
15	Bailey Ave	J St	Lillyhill Dr	Class IV Bikeway
16	Erin Dr	Coronado St	Bailey Ave	Class III Bike Route
17	Casa Linda St	Redwood Ave	Lillyhill Dr	Class I Multi-use Path
18	Eagle Pass Rd	Eagle Pass Rd	California Ave	Class I Multi-use Path
19	N K St	State Line	Needles Hwy	Class I Multi-use Path & Class II Bike Lane
20	Smokestack Ave	N St	N K St	Class I Multi-use Path
21	Undeveloped	Ross Pkwy	Needles Hwy	Class I Multi-use Path
22	N K St	Needles Highway	Ed Parry Park Driveway	Class III Bike Route
23	Coronado St	Erin St	Lillyhill Dr	Class III Bike Route
24	Lillyhill Dr	Bailey Ave	D St	Class IV Bikeway
25	San Clemente St/E Broadway St	Casa Linda St	San Carlos St	Class II Bike Lane
26	E Broadway St/W Broadway St	Palm Way	Ice Plant Rd	Class II Bike Lane
27	Cibola St	D St	E Broadway St	Class III Bike Route
28	Needles Highway	Weyand Pl	Pashard St	Class I Multi-use Path
29	Lillyhill Dr	Parkway St	Bailey Ave	Class III Bike Route
30	River Rd	N K St	Dam St	Class I Multi-use Path
31	Smith Rd/Park Dr	E Broadway St	River Rd	Class I Multi-use Path
32	Casa Linda St	Lillyhill Dr	San Clemente St	Class III Bike Route
33	Dam St	Park Dr	River Rd	Class I Multi-use Path



Table 5.4: Prioritized Pedestrian Projects (High Priority)

Project Corridor	Corridor Start	Corridor End	Sidewalk Availability
3rd St	I St	G St	One Side
Crestview Dr	End	3rd St	No Sidewalk
3rd St	End	J St	No Sidewalk
Crestview Dr	End	3rd St	One Side
Crestview Dr	End	3rd St	No Sidewalk
Quinn Ct	F St	E St	No Sidewalk
E St	4th St	Downey Ave	No Sidewalk
Front St	J St	G St	One Side
Erin Dr	Orange Ave	Bailey Ave	One Side
5th St	End	End	No Sidewalk
Cortez St	Coronado St	Balboa St	No Sidewalk
Rio Vista	Coronado St	Balboa St	One Side
Cortez St	Coronado St	Balboa St	One Side
Highland Ave	S L St	End	One Side
Front St	F St	E St	One Side
Front St	E St	Palm Way	One Side
Flora Vis	Coronado St	Balboa St	No Sidewalk
Balboa St	J St	Rio Vista	One Side
Balboa St	Rio Vista	Desoto St	One Side
Balboa St	Mesquite Ave	J St	No Sidewalk
Ocotillo Ave	Santa Fe Ave	Balboa Ave	No Sidewalk
Park Ave	Washington St	Collins St	One Side
Luna Vis	Coronado St	Balboa St	One Side
J St	Coronado St	Balboa St	One Side
Mesquite Ave	Santa Fe Ave	Balboa St	No Sidewalk
Fairmont Ave	Highland Ave	Washington St	One Side
Washington St	Park Ave	Fairmont Ave	One Side
Washington St	Park Ave	Fairmont Ave	One Side
Cortez St	Desoto St	Coronado St	One Side
Rio Vista	Parkway Dr	Balboa St	One Side



Figure 5.1: Prioritized Bicycle Project Map

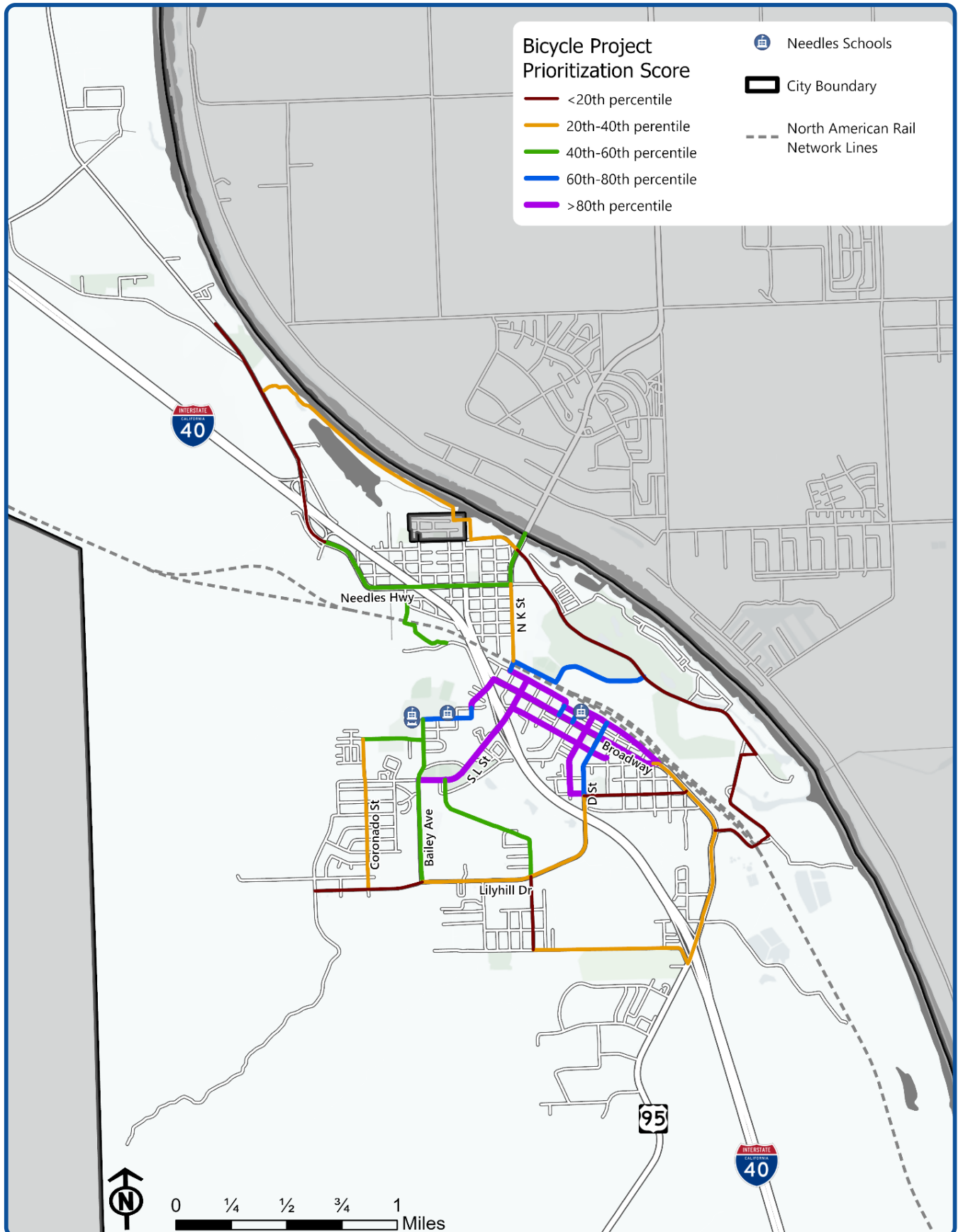


Figure 5.2: Prioritized Pedestrian Project Map

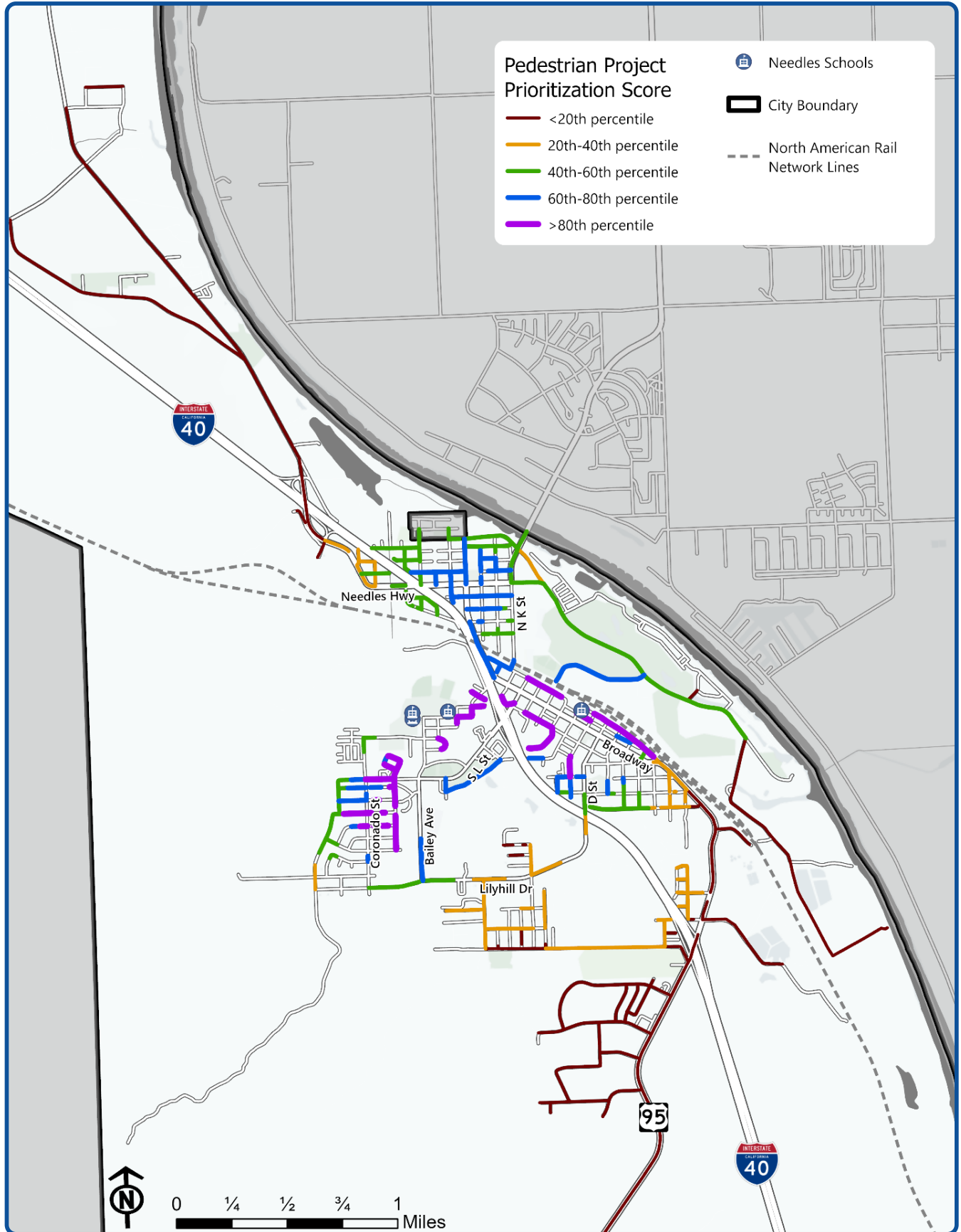
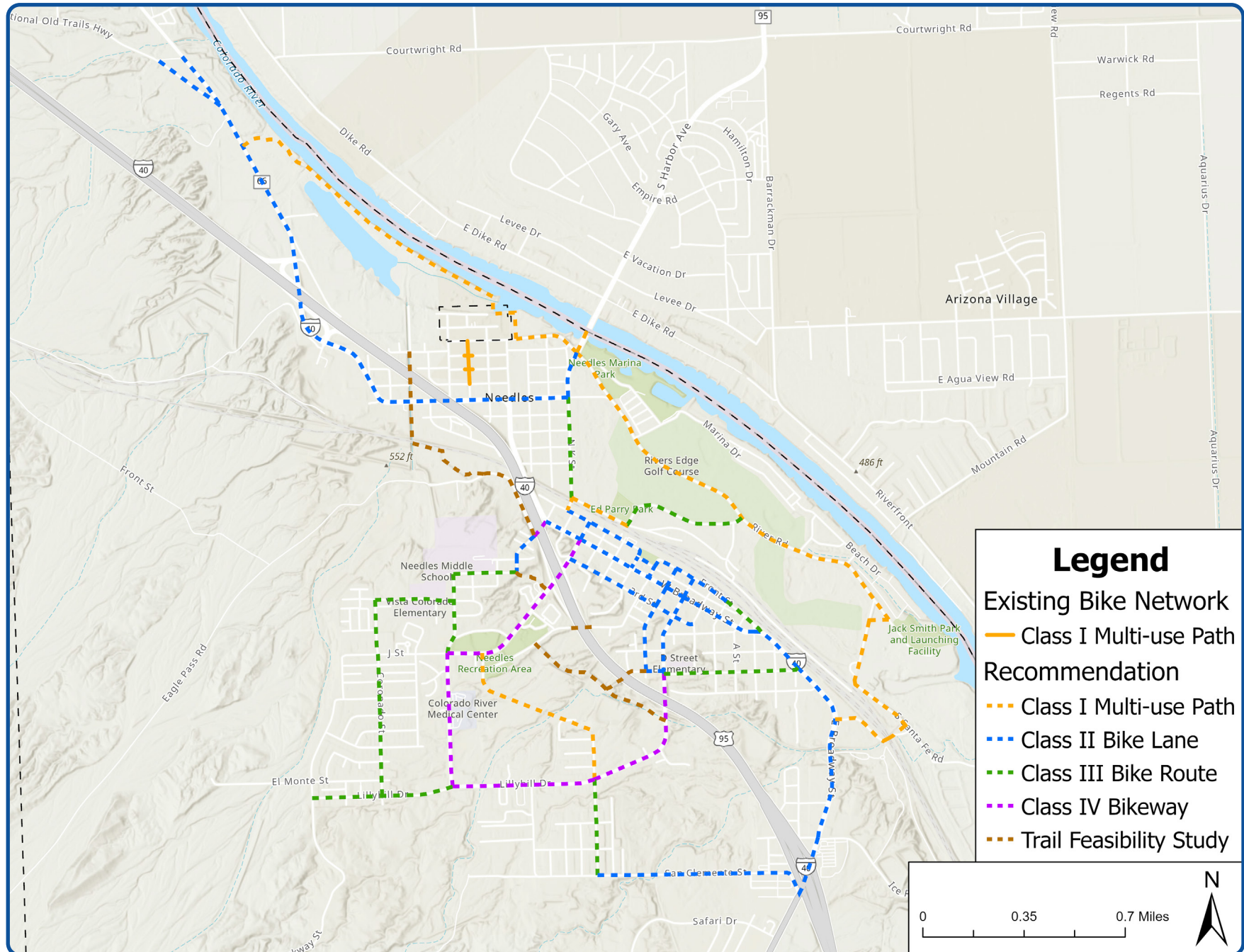
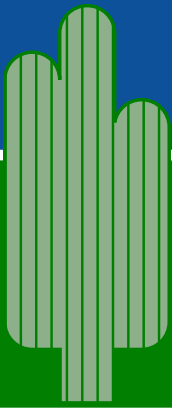


Figure 5.3: Proposed Bikeway Projects





CHAPTER 6

Funding and Implementation

6



6. FUNDING AND IMPLEMENTATION

Implementation of the Active Transportation Plan (ATP) for the City of Needles will require a coordinated and sustained approach to funding, phasing, and long-term maintenance. This chapter summarizes anticipated project costs, identifies potential funding sources, and outlines recommended implementation strategies to advance walking and bicycling projects over time. The strategies described in this chapter are intended to support incremental improvements that align with community priorities, available funding opportunities, and the city's broader transportation and infrastructure programs.

6.1. Project Costs

Planning-level cost estimates were developed to assist the city in understanding the relative scale of investment needed to implement the recommended active transportation improvements. These estimates are based on currently available information for recently constructed projects of a similar scope and are intended for high-level planning and funding strategy purposes only. It is anticipated that construction costs will vary from these planning-level cost opinions based on the ultimate project scope, final site conditions / constraints, schedule, and economic conditions at the time of design and construction.

Cost opinions were developed on a "per-mile basis" for linear improvements and "intersection / each" for localized improvements. The cost opinions per mile include design, construction, and contingency in 2026 dollars. Projects that require significant right-of-way acquisitions, easements, utility relocations, permitting, or landscape restoration will be higher than the costs provided below. Construction costs are increasing exponentially; therefore, these unit costs need to be escalated to account for inflation at the time the project is seeking funding or the time of construction.

Table 6.1 summarizes present-day planning-level unit costs by improvement type, consistent with the latest construction costs for similar project types in the region. These unit costs were applied to recommended projects to develop planning-level cost estimates by project.

Table 6.2 provides a list of priority bike projects with associated planning-level costs applied. These cost estimates are intended to help inform grant applications, capital planning discussions, and sequencing of implementation.

Table 6.1: Planning-Level Unit Cost Estimates by Improvement Type

Improvement Type	Unit	Planning Level Cost per Unit	Assumptions
New Sidewalk	Mile	\$2,200,000	Assumes 6' sidewalk with curb and gutter; new curb ramps every 1,000', minor grading
Class I Multi-Use Path	Mile	\$3,800,000	Assumes 12' path
Class IV Bikeway (soft infrastructure)	Mile	\$1,000,000	Assumes flexible delineators, zebra bumps, or other similar device
Class IV Bikeway (hard infrastructure)	Mile	\$3,400,000	Assumes vertical protection such as planters, concrete median, or other similar hardscape.
Class II Bike Lanes	Mile	\$560,000	Assumes no slurry seal or traffic signal modifications
Class III Bike Route	Mile	\$60,000	Assumes approximately 22 thermoplastic sharrow pavement markings per mile and 8 signs per mile
Bike Signal	Intersection	\$60,000	Assumes signals for two approaches of an existing signalized intersection. Includes detection, signing/stripping, conduit, and equipment. Does not include signal modifications or other upgrades.
Neighborhood Traffic Circle	Intersection	\$1,200,000	
Mid-Block Crossing (with RRFB)	Each	\$70,000	Assumes crosswalk, curb ramps, RRFB system, and median refuge island.
Mid-Block Crossing (with PHB)	Each	\$200,000	Assumes crosswalk, curb ramps, overhead pedestrian signal or beacon system, and median refuge island.
Speed Cushion	Each	\$48,000	Assumes asphalt speed cushion on 48' roadway width.
Curb Extension	Each	\$300,000	
Bike Rack	Each	\$4,000	
Raised Crosswalk	Each	\$440,000	



Table 6.2: Planning-Level Project Cost Estimates for Bike Projects

Project Rank	Project Corridor	From	To	Recommended Facility Type	Length (mi)	Est. Cost
1	J St	Front St	W Broadway St	Class II Bike Lane	0.07	\$ 12,530
		W Broadway St	Bailey Ave	Class IV Bikeway (One-Way)	0.65	\$ 3,255,858
2	S L St	Highland Ave	I-40 SB Off-Ramp	Class IV Bikeway (One-Way)	0.07	\$ 349,020
		I-40 SB Off-Ramp	W Broadway St	Class II Bike Lane	0.10	\$ 17,900
3	W Broadway St	S L St	Palm Way	Class II Bike Lane	0.82	\$ 146,671
4	3rd St	J St	C St	Class II Bike Lane	0.48	\$ 86,572
5	E St/Valley Ave	Front St	D St	Class II Bike Lane	0.44	\$ 79,601
6	Front St	S L St	W Broadway St	Class II Bike Lane	0.84	\$ 150,098
7	F St	Quinn Ct	W Broadway St	Class II Bike Lane	0.04	\$ 7,547
8	D St	Front St	Valley Ave	Class II Bike Lane	0.36	\$ 63,761
9	Ed Parry Park Driveway/River St	N K St	End of River St	Class I Multi-use Path	0.22	\$ 1,215,500
		End of River St	River Rd	Class III Bike Route	0.45	\$ 151,200
10	G St	Front St	W Broadway St	Class II Bike Lane	0.05	\$ 8,068
11	Fairmont Ave/Washington St	Bailey Ave	Fairmont Ave	Class II Bike Lane	0.22	\$ 39,380
		Washington St	Highland Ave	Class III Bike Route	0.04	\$ 13,440
12	N K St	Ed Parry Park Driveway	Front St	Class I Multi-use Path	0.05	\$ 260,460
13	Needles Highway	Pashard St	River Rd	Class I Multi-use Path	0.94	\$ 5,207,727
14	Bailey Ave	Washington St	J St	Class III Bike Route	0.28	\$ 94,083
15	Bailey Ave	J St	Lillyhill Dr	Class IV Bikeway (Two-Way)	0.46	\$ 1,482,969
16	Erin Dr	Coronado St	Bailey Ave	Class III Bike Route	0.27	\$ 91,712
17	Casa Linda St	Redwood Ave	Lillyhill Dr	Class I Multi-use Path	0.69	\$ 3,803,443
18	Eagle Pass Rd	Eagle Pass Rd	California Ave	Class I Multi-use Path	0.33	\$ 1,813,609
19	N K St	State Line	Smokestack Ave	Class I Multi-use Path	0.08	\$ 442,000
		Smokestack Ave	Needles Hwy	Class II Bike Lane	0.02	\$ 4,296
20	Smokestack Ave	N St	N K St	Class I Multi-use Path	0.23	\$ 1,278,192
21	Undeveloped	Ross Pkwy	Needles Hwy	Class I Multi-use Path	1.29	\$ 7,103,880
22	N K St	Needles Highway	Ed Parry Park Driveway	Class III Bike Route	0.35	\$ 116,883
23	Coronado St	Erin St	Lillyhill Dr	Class III Bike Route	0.68	\$ 228,218



Project Rank	Project Corridor	From	To	Recommended Facility Type	Length (mi)	Est. Cost
24	Lillyhill Dr	Bailey Ave	D St	Class IV Bikeway (Two-Way)	1.01	\$ 3,235,873
25	San Clemente St/E Broadway St	Casa Linda St	San Carlos St	Class II Bike Lane	0.94	\$ 169,151
26	E Broadway St/W Broadway St	Palm Way	Ice Plant Rd	Class II Bike Lane	0.85	\$ 151,593
27	Cibola St	D St	E Broadway St	Class III Bike Route	0.47	\$ 156,847
28	Needles Highway	Weyand Pl	Pashard St	Class I Multi-use Path	1.13	\$ 6,267,063
29	Lillyhill Dr	Parkway St	Bailey Ave	Class III Bike Route	0.49	\$ 164,822
30	River Rd	N K St	Dam St	Class I Multi-use Path	1.48	\$ 8,161,475
31	Smith Rd/Park Dr	E Broadway St	River Rd	Class I Multi-use Path	0.75	\$ 4,119,213
32	Casa Linda St	Lillyhill Dr	San Clemente St	Class III Bike Route	0.33	\$ 111,411
33	Dam St	Park Dr	River Rd	Class I Multi-use Path	0.07	\$ 374,260



6.2. Funding

Implementation of the Needles ATP will occur incrementally through a combination of local, regional, state, federal, and private funding sources. Key funding sources that may be applicable to ATP projects in Needles include:

- State and Regional Active Transportation Program (ATP), which supports bicycle and pedestrian infrastructure and non-infrastructure projects that improve safety, increase active transportation use, and benefit disadvantaged communities.
- Safe Streets and Roads for All (SS4A) Grant Program, which provides funding for safety planning and capital implementation focused on reducing traffic fatalities and serious injuries.
- Highway Safety Improvement Program (HSIP), which supports infrastructure improvements addressing documented safety concerns.
- Community Development Block Grant (CDBG) Program, which may support projects that benefit low- and moderate-income residents with public facilities and infrastructure.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program, which funds regionally significant transportation projects.
- Reconnecting Communities Pilot (RCP) Grant Program (if continued), where applicable for projects that improve connectivity or address historic barriers.
- Transformative Climate Communities (TCC) Program, which provides funding for integrated, place-based projects that reduce greenhouse gas emissions, improve climate resilience, and deliver health, economic, and transportation benefits in disadvantaged communities.
- Sustainable Communities Program (SCP), which supports planning and capital projects that promote active transportation, reduce vehicle miles traveled, improve multimodal access, and advance equitable, climate friendly community development.

A comprehensive list of funding opportunities, including eligibility criteria and anticipated funding cycles, is provided in **Appendix E: Funding Matrix**.

6.3. Maintenance Program

Ongoing maintenance is critical to ensuring that pedestrian and bicycle facilities in the City of Needles remain safe, functional, and comfortable over time. In a desert environment, extreme heat, wind blown sand, and accelerated pavement wear can quickly degrade active transportation infrastructure if routine upkeep is not addressed. Public input from comparable communities consistently shows that debris in bike lanes, cracked sidewalks, faded striping, and overgrown vegetation are among the primary factors that discourage walking and bicycling. Protecting capital investments through regular maintenance is therefore essential to the long term success of the ATP.

Active transportation maintenance should be closely integrated into existing Public Works and street operations rather than treated as a stand alone program. Activities such as debris removal from bike lanes and sidewalks, minor pavement repairs, vegetation management, and repainting of worn crosswalks and striping should be incorporated into routine street sweeping, sidewalk repair, and resurfacing efforts. Coordinating maintenance needs with scheduled pavement projects and restriping provides a cost effective way to address deficiencies while minimizing disruption and staff burden.

To support efficient implementation, the city should prioritize maintenance on high use routes, particularly those serving schools, parks, downtown areas, and key community destinations. Planning level cost assumptions typically estimate annual maintenance needs at up to 5–10 percent of capital costs for infrastructure projects, recognizing that actual costs will vary by facility type and condition. Establishing clear responsibility, integrating maintenance into existing programs, and periodically reviewing priority corridors will help keep walking and bicycling facilities in Needles resilient and usable under local desert conditions.



6.4. Implementation Plan

Successful implementation of the ATP will require a coordinated strategy that combines capital project delivery, grant funding, policy development, and ongoing community engagement. The following strategies represent a long term, aspirational framework that could guide implementation as funding, staffing capacity, and partnership opportunities allow.

Develop a Grant Funding Strategy

This chapter, as well as **Appendix E**, outlines various grant funding opportunities for the City to explore; however, it will be essential for the City to actively monitor grant application cycles, assess the eligibility of each funding source against prioritized projects, and strategically select projects and programs to pursue for grant funding. To ensure the success of grant applications, careful consideration should be given to staff capacity, local matching funds, and community outreach resources. With construction costs escalating rapidly, accurate cost estimating will play a key role in securing sufficient funding for the effective implementation of grant-supported projects. Additionally, pairing infrastructure project grant applications with complementary non-infrastructure programs will be vital to achieving the full implementation of the Active Transportation Plan. For example, the following projects could align well with upcoming grant funding programs and cycles:

- Caltrans Active Transportation Program Grant Cycle 8 – Bike Loop Project (J Street, Bailey Avenue, Lillyhill Drive)
- Urban Greening Grant Cycle 1 – Desert Climate Amenities
- ATP Cycle 9 – Walking Loops Project

Monitor and Assess ATP Progress

A plan may be developed to monitor and evaluate the success of the ATP. This could include periodically reviewing performance indicators such as transportation modes, safety outcomes, and community feedback, while using the findings to guide updates and improvements to the Plan.

Engagement and Communication

The City may consider developing an engagement and communication plan to outline strategies for working with outreach professionals to keep the community updated on the ATP and its implementation progress. This plan could utilize established communication platforms, such as public meetings, social media, and newsletters, to actively engage residents and highlight the benefits of active transportation and the progress being made.

Non-Infrastructure Improvements

The ATP goals may be achieved through a variety of approaches, including both infrastructure and non infrastructure improvements. While engineering solutions are a critical component, addressing human behavior is equally important and can be accomplished through the other “E’s”: Education, Encouragement, Enforcement, and Evaluation. **Chapter 4** details potential programs and policies within each E that support achievement of the ATP goals. These programs include Safe Routes programs, e-bike policy development, and a bicycle and pedestrian inventory. As part of the ATP implementation plan, these non infrastructure strategies can serve as a cost effective complement to engineering improvements by helping bridge the gap between infrastructure investments and user behavior.

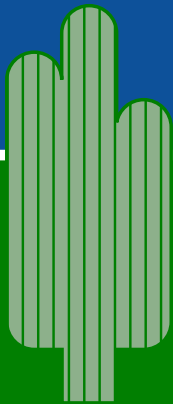
Resurfacing Program and ATP

When feasible, coordinate the city’s resurfacing program with the ATP’s recommended projects to improve efficiency and support timely implementation.

Sidewalk Infill

Focus on implementing sidewalk infill projects in areas with the greatest potential for impact, such as locations with high pedestrian or bicycle collision rates, high pedestrian demand areas, disadvantaged communities, areas with dense populations or job centers, or places near key destinations and activity hubs. **Chapter 5** provides a map of where sidewalk infill projects are likely to have the most return on investment based on the set of criteria used for the prioritization process.





APPENDIX A

Needles ATP Literature Review

A



September 2026 Draft

San Bernardino Countywide Transportation Plan (CTP) (2021)

Summary of Plan/Policy

- Lays out a long-term, multimodal investment strategy for managing San Bernardino County's transportation assets, with an emphasis on sustainability, safety, equity, and system integration.
- Promotes a shift from auto-centric development to a balanced transportation network incorporating transit, shared rides, active transportation, and zero-emission technologies.
- Supports state, regional, and local environmental goals, including greenhouse gases (GHG) and vehicle miles traveled (VMT) reduction, climate resilience, and equitable mobility access.
- Highlights major infrastructure projects.
- Encourages first/last mile improvements and funding for bicycle/pedestrian access to transit stations and schools through ATP and local investment.

Applicability to Needles ATP

The Needles ATP is expected to align with the Countywide Transportation Plan (CTP) in terms of regional priorities and multimodal strategies. Although Needles is a small, rural community, the CTP recognizes the need for local, context-sensitive solutions across San Bernardino's diverse geographies. The CTP's emphasis on sustainability, VMT reduction, and access to transit through first/last mile improvements validates the inclusion of safe walking and biking routes, especially near schools and other important community destinations like parks and shopping areas.. It also supports Needles' efforts under the California Air Resources Board (CARB) grant to deliver equity-focused, climate-conscious infrastructure that connects disadvantaged populations with more affordable travel options.

Relevant Sections

- Page 6: mode shares for county
- Pages 14-16: County's existing challenges that the plan hopes to address
- Page 23: table of long-term goals

Caltrans District 8 Active Transportation Plan (2022)

Summary of Plan/Policy

- Identifies and prioritizes pedestrian and bicycle infrastructure needs on and across the State Highway System (SHS) in Riverside and San Bernardino Counties.
- Supports statewide active transportation goals under *Toward an Active California*, including mobility, safety, equity, and system preservation.
- Focuses on identifying “location-based needs,” such as sidewalk gaps, stressful crossings, and missing bike lanes, and prioritizes them based on crash history, equity, and short-trip potential.
- Emphasizes engagement with equity priority communities and offers recommendations tailored to rural contexts like those near Needles.

Applicability to Needles ATP

The Caltrans District 8 Active Transportation Plan (Plan) provides a relevant framework for identifying and addressing walking and biking needs in rural and remote settings like Needles. For instance, the Plan’s interactive GIS map identifies the stretch of Interstate 40 that runs through Needles as “medium” in terms of pedestrian and bike crash density. The Plan’s prioritization of underserved areas, including those with limited access to cars, aligns closely with the equity-driven objectives of the Needles ATP and its CARB funding. The detailed typology of roadway contexts (main street, rural, urban) and recognition of the SHS as a barrier or connector is particularly applicable in Needles, where Interstate 40 cuts through the city but also serves as a primary transportation route. Furthermore, Caltrans’ emphasis on community engagement and data-informed prioritization offers an applicable methodology for identifying gaps and aligning future projects with Complete Streets policies.

Relevant Sections

- Page 5: Plan’s Purpose
- Page 6: Alignment with Statewide Goals
- Page 16: Equity Priority Communities
- Pages 17-19: Types of needs (sidewalk gaps, stressful crossings, etc.) and prioritization criteria.

Caltrans Vulnerable Road Users (VRU) Assessment (2023)

Summary of Plan/Policy

- Required by the IIJA, this assessment identifies statewide safety issues and high-risk locations for vulnerable road users (VRUs) —pedestrians, bicyclists, and others— using a Safe System Approach.
- Prioritizes strategies to reduce fatalities and serious injuries through countermeasures focused on speed management, user separation, and equity-driven investment.
- Emphasizes the use of data from the Statewide Integrated Traffic Records System (SWITRS), CalEnviroScreen, and Replica to identify trends, crash locations, and disproportionately impacted communities.
- Highlights equity through analysis of SB 535 and Justice40-designated communities, many of which include small and rural jurisdictions.
- Offers a VRU Safety Countermeasures Selection Matrix and project funding framework that supports Complete Streets and Safe Routes to School programs.

Applicability to Needles ATP

The Caltrans Vulnerable Road Users Assessment (the assessment) includes a focus on rural and equity priority communities, aligning it well with Needle's rural location and equity-driven focus under CARB grant funding. Many statewide strategies—such as addressing mid-block crossing safety, speed management, and improving infrastructure in underserved areas—could apply to Needles. The assessment includes an analysis of Senate Bill (SB) 535-designated communities, which are identified as disadvantaged due to high exposure to pollution and socioeconomic vulnerability, making them eligible for targeted state investments. The SB 535 website indicates one of these disadvantaged neighborhoods is located in the northern part of Needles. The plan also uses Justice40 as a neighborhood identifying metric, but the Federal Justice40 website is no longer active. The plan's emphasis on using geospatial data and demographic vulnerability scores to prioritize infrastructure funding provides a strong model for identifying key improvements within Needles' active transportation network.

Relevant Sections

- Page 6: Policy recommendations and Complete Streets requirements critical to achieving VRU safety.
- Pages 27-34: Equity and demographic analysis using SB 535, Justice40, and SVI data.

- Pages 44-59: Safety Countermeasures Selection Matrix and funding programs (e.g., ATP, HSIP, SS4A)

San Bernardino County Non-Motorized Transportation Plan (2018)

Summary of Plan/Policy

- Identifies pedestrian, bicycle, and equestrian infrastructure needs across unincorporated San Bernardino County, focusing on connectivity, safety, and mobility options beyond motor vehicles.
- Emphasizes support for active transportation in rural and remote areas of the county, including smaller communities such as Needles.
- Prioritizes improvements around schools, parks, and civic facilities, including recommendations for sidewalk infill, crossing enhancements, and multi-use paths.
- Supports regional coordination and funding alignment with Caltrans, SCAG, and federal programs such as Safe Routes to School, TEA, and ATP.
- Includes goals related to Complete Streets, multimodal corridors, and reduction of vehicle dependency through active modes.

Applicability to Needles ATP

The San Bernardino County Non-Motorized Transportation Plan (the Plan) specifically describes the needs and opportunities for the Colorado River Basin area of the County, including the City of Needles. Walking and biking commute mode share for Needles is included. The emphasis on connectivity and access to schools, parks, and civic spaces directly aligns with the goals of the ATP, especially as it pertains to Safe Routes to School and ADA compliance. This Plan's call for Complete Streets, sidewalk gap closure, and rural-focused implementation strategies offers both precedent and justification for targeting state and regional funding toward active transportation improvements in Needles. Figure 5.28 and Table 5.77 of the plan identify proposed active transportation facilities in Needles including future Class I and Class II bike facilities. The Class I paths run along the river and railroad right of way. Table 5.78 lists potential Safe Routes to Schools projects in the City, and Table 5.79 lists proposed projects from the County's Points of Interest Pedestrian Plan. Finally, Table 5.81 lists collision rates for cyclists in the City. The plan provides a historical baseline of infrastructure gaps and connectivity that can be updated and refined for current conditions.

Relevant Sections

- Pages 2-1–2-2: Goals for multimodal access, Complete Streets, and reducing VMT.

- Pages 5-112 - 5-118: Needles-specific section of the Plan including City maps and tables.

San Bernardino County Local Road Safety Plan (2022)

Summary of Plan/Policy

- Provides a data-driven framework for reducing fatal and serious injury crashes on the County's local road network, particularly in unincorporated communities.
- Uses a Safe System Approach (SSA) emphasizing proactive, systemic improvements over reactive, and site-specific treatments.
- Identifies crash trends and contributing factors including roadway departure, speed, impaired driving, and VRU (vulnerable road user) collisions.
- Recommends a suite of proven countermeasures, many of which apply directly to rural walking and biking environments: high-visibility crosswalks, pedestrian refuge islands, edge line striping, and lighting improvements.
- Supports coordination with funding programs like HSIP, ATP, and SS4A to implement safety strategies.

Applicability to Needles ATP

The San Bernardino County Local Road Safety Plan (LRSP) provides an important safety planning foundation for the Needles ATP, particularly given the City's rural road context and its focus on VRU's. However, it is important to note that the LRSP is meant to guide roadway designs in unincorporated areas, not within city limits. Even so, the plan identifies top crash types and locations within the unincorporated county, including near small towns, which could help understand systemic risks common to rural and small-town areas. According to the LRSP, these include speeding and roadway departure. The LRSP notes that Needles Highway between Soto Ranch Road and Aha Macav Parkway is a key roadway segment for a high number of collisions. The countermeasures and safety strategies—especially those enhancing pedestrian visibility and separation—offer implementation-ready concepts that can be mirrored in the Needles ATP. The LRSP also strengthens the City's future funding applications by aligning local priorities with the evidence-based criteria used in HSIP and other competitive programs.

Relevant Sections

- Pages 29-32: collision analysis
- Page 58: pedestrian and bicycle improvements that can be implemented.
- Page 78: only mention of Needles in the document. Lists Needles Highway as a key location for head-on collisions.

SBCTA Regional Safe Routes to School (SRTS) Plan (2017)

Summary of Plan/Policy

- Provides a countywide strategy to enhance bicycle and pedestrian safety and access near school sites using a consistent, data-driven framework informed by walk audits, travel surveys, and crash analysis.
- Targets schools in disadvantaged communities for prioritization, including Needles High School, Needles Middle School, and Vista Colorado Elementary School.
- Offers school-specific infrastructure recommendations and long-term strategies for community engagement, education, and data collection (e.g., tallies, surveys, GIS-based audits).
- Promotes regional consistency SRTS programming through standardized toolkits, coordinated funding strategies, and centralized data management.

Applicability to Needles ATP

Needles schools were among the 55 studied in Phase II of the SRTS plan, including walk audits and data analysis. Needles schools performed relatively well in terms of safety compared to other schools in the county. However, the framework and recommendations in the SRTS Plan are also generally applicable to the ATP. The engineering tools, community engagement strategies, and prioritization methodology all support Needles' pursuit of SRTS and ATP funding. Moreover, the inclusion of equity and public health goals aligns with CARB's climate and community-focused criteria.

Relevant Sections

- Page 25: Pedestrian and Bicyclist Collision Analysis, including Needles schools.
- Pages 35-44: Presents data strategies, engineering tools, and "Six E's" framework.

City of Needles Land Use and Transportation Element (2023)

Summary of Plan/Policy

- Serves as the City's long-range plan for land use and transportation, promoting walkability, mixed-use development, and a balanced multimodal network.
- Commits to a multimodal transportation network that serves pedestrians, bicyclists, transit riders, motorists, and freight, with a focus on equity and safety for users of all ages and abilities.
- Prioritizes Safe Routes to School, railroad crossing improvements, and a redesigned, pedestrian-friendly Broadway corridor.
- Identifies dedicated bicycle and pedestrian networks (Exhibit 5) and includes implementation actions to enhance connectivity and reduce VMT.

Applicability to Needles ATP

This document provides the policy context and political commitment to prioritize active transportation. Its goals explicitly support nonmotorized travel, multimodal connectivity, and Complete Streets principles. Key infrastructure initiatives such as Safe Routes to School corridors, the Multimodal Loop, and the Broadway redesign already align with ATP objectives and can be directly advanced through the ATP planning process. Additionally, the City's emphasis on fiscal sustainability and equitable mobility resonates with the CARB grant's funding priorities and provides a strong platform for implementation.

Relevant Sections

- Pages 5-6: List of transportation goals, including multimodal network development, VMT reduction, and rail crossing safety.
- Page 13: Bicycle and Pedestrian Network Map
- Page 17: proposed road cross sections including multimodal loop and trail.

San Bernardino County Long Range Multimodal Transportation Plan (LRMTP) (2025)

Summary of Plan/Policy

- Provides a comprehensive vision for future transportation investments across six county subregions, including the Colorado River Subarea where Needles is located.
- Emphasizes strategic priorities in mobility, equity, goods movement, climate resiliency, and funding, tailored to local subarea needs.
- For the Needles area, priorities include bridge rehabilitation, active transportation connectivity, rural transit expansion, and implementation of non-motorized projects identified in other SBCTA plans.
- Promotes the development of first/last mile infrastructure and integration of TDM strategies to improve access in low-density areas.

Applicability to Needles ATP

The San Bernardino County Long Range Multimodal Transportation Plan (LRMTP), particularly the Colorado River Subarea Plan, supports the objectives of the Needles ATP by identifying strategic priorities tailored to the city's rural context and infrastructure needs. The LRMTP notes that growth in jobs and households are likely to be concentrated in Needles, and that the city has limited transportation options. Active transportation connectivity, transit upgrades, and safe bridge access across the Colorado River for commuters to Arizona are among the highlighted challenges and investment opportunities. The LRMTP notes that Segment 1C of the Needles Highway is marked for improvements by 2034. This plan strengthens the case for funding improvements in Needles by aligning them with countywide performance metrics, subarea-specific action plans, and statewide climate and equity objectives. The emphasis on first/last mile improvements and disadvantaged community investments reinforces the ATP's equity and mobility goals under the CARB grant.

Relevant Sections

- Page 2: Needles Area Transit Routes Map
- Page 5: Local Highway Program Projects Through FY 2033/34 table
- Page 6: Mobility Action Plan Table
- Page 10: Emphasizes prioritization of multimodal improvements for disadvantaged communities.

SCAG Connect SoCal Technical Report (2023)

Summary of Plan/Policy

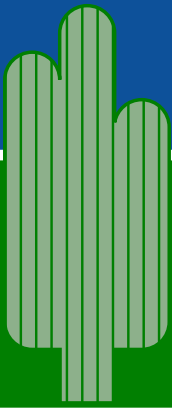
- Serves as the Southern California region's long-range transportation and land use vision through 2050, integrating climate, equity, and mobility goals in compliance with SB 375 and federal RTP requirements.
- Promotes a shift toward multimodal transportation with Complete Streets, first/last mile connections, active transportation, and a land use pattern that reduces GHG emissions.
- Commits \$751 billion in transportation investments, including 4,000 new miles of bike lanes and infrastructure for 181,200 miles of transit service, prioritizing low-income and underserved areas.
- Recognizes rural and remote areas like Needles in the context of climate resilience, equity, and clean energy transitions, and promotes regional consistency in local ATP planning efforts.

Applicability to Needles ATP

Connect SoCal 2024 (the Plan) provides a regional mandate and supportive framework for jurisdictions like Needles to develop and fund active transportation networks. The Plan's emphasis on Complete Streets, walkable communities, first/last mile infrastructure, and reduction of vehicle dependence supports Needles' CARB-funded equity and VMT-reduction goals. As a rural, disadvantaged community with transit and connectivity needs, Needles is within the scope of the regional equity, resilience, and environmental justice priorities articulated in this plan. The Plan's project list includes multiple road grading and repaving projects in Needles. The most relevant projects to the ATP include Needles Paratransit vehicle replacement and bus system operating assistance.

Relevant Sections

- Page 12-13: Highlights multimodal, compact growth and Complete Streets as key strategies. It also mentions the goal of building 4,000 new miles of bike lanes.
- Page 145: Project List, Paratransit, and bus projects listed.



APPENDIX B

Public Comments and Outreach Feedback

B



Needles ATP Website Public Comments

Comment #	Project	MapView	Comment Category	Latitude	Longitude	Message	SentimentType
1	Needles Active Transportation Plan	Public Comment	Bicycle Opportunity	34.83806085	-114.6011577	need sidewalk	Neutral
2	Needles Active Transportation Plan	Public Comment	Safety Concern	34.82897971	-114.6133668	need crossing or signal. Too much traffice during morning and afternoon school hours	Negative
3	Needles Active Transportation Plan	Public Comment	Bicycle Opportunity	34.82915405	-114.6148834	need sidewalk along Lillyhill for safer walking/bicyling	Positive
4	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.83298574	-114.6254976	Sidewalks clearing of roadside easement of overgrown brush	Neutral
5	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.82916778	-114.6128638	Need a side walk to connect the whole street. There is a missing part opposite of the booster station.	Negative
6	Needles Active Transportation Plan	Public Comment	Safety Concern	34.83439503	-114.5995447	Bikes run stop sign kids play in street	Neutral
7	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.83687765	-114.6100652	There is currently a culvert for water connection both halves of Army Road. Is there any way we could turn this into a pedestrian walkway to reconnect the Needles cor	Neutral
8	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.83588943	-114.6152797	Connect JoJo Garcia Sports Complex and Duke Watkins Park with a crosswalk across J Street and sidewalk/ramp to Basketball court area. This is the more direct rout	Neutral
9	Needles Active Transportation Plan	Public Comment	Safety Concern	34.83576499	-114.6170767	Add planters, curb cuts, or other physical barriers to decrease the distance for pedestrians crossing the road.	Positive
						No center road pedestrian marker - large vehicles sometimes transit up J street after exiting the freeway, a center-lane pedestrian yield sign would impede them. However, no parking is allowed so a physical divider allowing pedestrians to enter the roadway to see if there is oncoming traffic, protect them and decrease the crossing distance would be a welcome and cheap change.	
10	Needles Active Transportation Plan	Public Comment	Other Ideas and Suggestions	34.8357657	-114.6166644	Evaluate whether this is the best location for a cross-walk. Most pedestrian traffic here is to access the west or east parking lots at the County Offices or the fence entry ways in Jo Jo Garcia Sports Complex. Better alignment would protect pedestrians by giving them easy access to safe crossing locations.	Positive
						Especially if the crossing alignment matched the actual gates to pass through the fence.	
11	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.836905	-114.6132922	This is already a path. Why not just put in a sidewalk, ramp or stairs so it is safer, easier and more convenient for park goes attempting to access Dollar General?	Positive
12	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.83137955	-114.5951121	No sidewalk along Broadway from Palm Way to Harris Motors makes it difficult to walk	Negative
13	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.83258119	-114.6054783	People already walk from here to Duke Watkins park. Can we make it nicer?	Neutral
14	Needles Active Transportation Plan	Public Comment	Safety Concern	34.82433659	-114.6053018	no sidewalk on San Clemente St, dangerous at night.	Negative
15	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.83485455	-114.607982	People already use this underpass. Would it be possible to make it accessible to pedestrians?	Neutral
16	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.83962044	-114.6138619	The trails indicate what folks already do. Walk from here to J Street. A safe path would be a welcome improvement, connecting the neighborhood to J St.	Positive
17	Needles Active Transportation Plan	Public Comment	Safety Concern	34.82921691	-114.6097165	Extending the curb into the road here or adding some curb cuts would make this crosswalk way safer. This road is highway-sized and some folk speed on it.	Positive
18	Needles Active Transportation Plan	Public Comment	Bicycle Opportunity	34.84309714	-114.6096478	Bike path to get to Ed Parry park would really help.	Positive
19	Needles Active Transportation Plan	Public Comment	Safety Concern	34.83978042	-114.6069635	Folks constantly run this stop sign. Especially early morning when the sun is rising. Drivers heading SE on Broadway don't see any of the stop indicators and regularly r	Negative
20	Needles Active Transportation Plan	Public Comment	Bicycle Opportunity	34.83082762	-114.5921232	Bike path going through railroad underpass here and connecting Jack Smith park to Broadway would be a welcome improvement. Especially with underpass lighting a	Positive
21	Needles Active Transportation Plan	Public Comment	Safety Concern	34.82905522	-114.6145262	Giant road, lots of apartments and bus stop on north side of road. Providing a more protected cross-walk would be good.	Positive
22	Needles Active Transportation Plan	Public Comment	Vehicle Concern	34.84301566	-114.6105897	While the underpass provides endless hours of entertainment it would be nice to improve this intersection for vehicles. Better signage, better lighting, overheight warn	Positive
23	Needles Active Transportation Plan	Public Comment	Safety Concern	34.83794957	-114.612949	People crossing from Motel 6 to Dollar General have a hard time with no nearby marked crosswalk and a giant road.	Negative
24	Needles Active Transportation Plan	Public Comment	Vehicle Concern	34.83446403	-114.60519	Seen people traveling along D St run this stop sign. Not clear why.	Negative
						Blind spot on Valley Ave makes it hard to see vehicles on Cibola St.	
25	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.82972604	-114.6083349	Sidewalk along the north side of Lillyhill would be a welcome improvement.	Positive
26	Needles Active Transportation Plan	Public Comment	Safety Concern	34.8423405	-114.6120608	This is a dangerous intersection. Merging from 2 to 1 lane going onto the bridge, downhill from the bridge encouraging people to speed up, southbound 1-lane on bridg	Negative
27	Needles Active Transportation Plan	Public Comment	Pedestrian Opportunity	34.83554339	-114.6032981	Stairs. People already go up and down here.	Neutral
28	Needles Active Transportation Plan	Public Comment	Other Ideas and Suggestions	34.83582102	-114.6183165	Roundabout	Neutral
29	Needles Active Transportation Plan	Public Comment	Vehicle Concern	34.83212125	-114.6050568	No guardrail just clear path to pit. But why?	Neutral

NEEDLES ATP SURVEY SUMMARY

SUMMARY

As part of the Needles ATP a survey was developed to obtain community input. The project survey, consisting of 10 multiple-choice questions, was distributed via the online project website and physical copies were available for community residents to complete at various outreach events. A total of 270 surveys were submitted.

The following key takeaways can be made based on the results.

- A significant portion of survey respondents walk or bike daily (44%).
- Walking and biking trips are made primarily for leisure, errands, or medical visits (67%).
- Major concerns or barriers that prevent people from walking and biking include:
 - Inadequate sidewalks (narrow, damaged, or missing) (51%),
 - Traffic speeds and volumes (27%), and
 - Unsafe intersections / crossings (26%).
- Over half of community members see improved health and fitness as the biggest benefit to walking and biking.

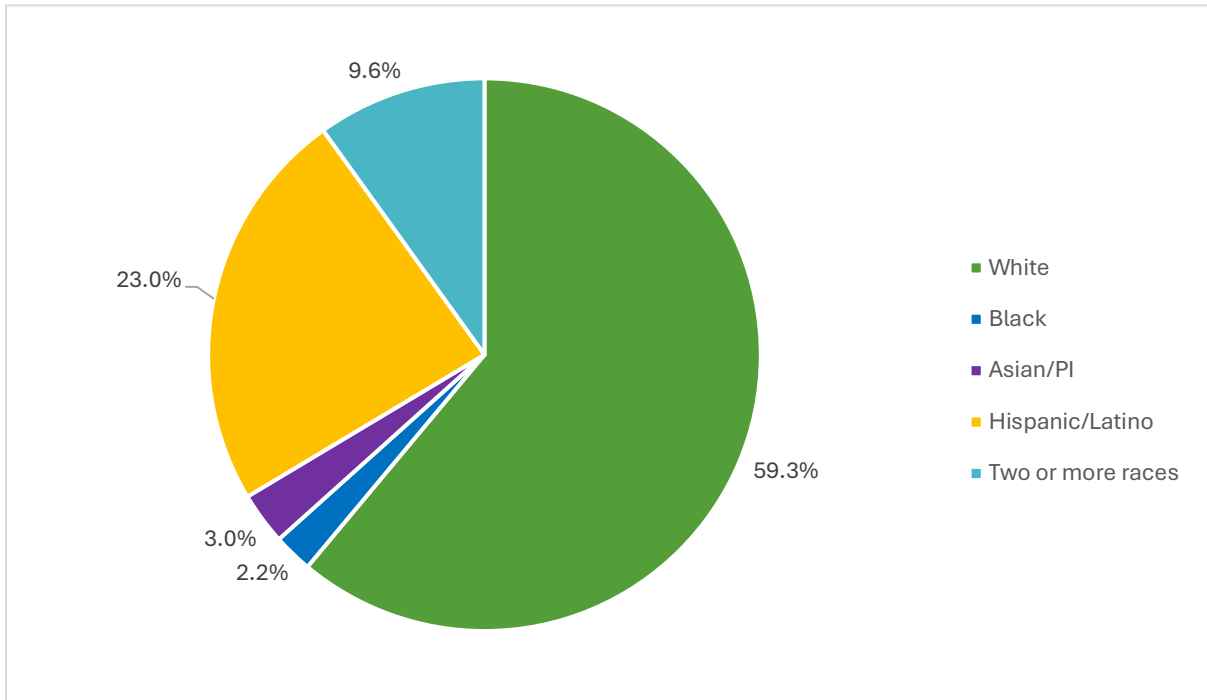
This data reinforces the need for active transportation infrastructure improvements in Needles, and the need to prioritize safety and comfort in the process.

SURVEY QUESTIONS

The survey included 10 multiple-choice questions. Responses are detailed by question below.

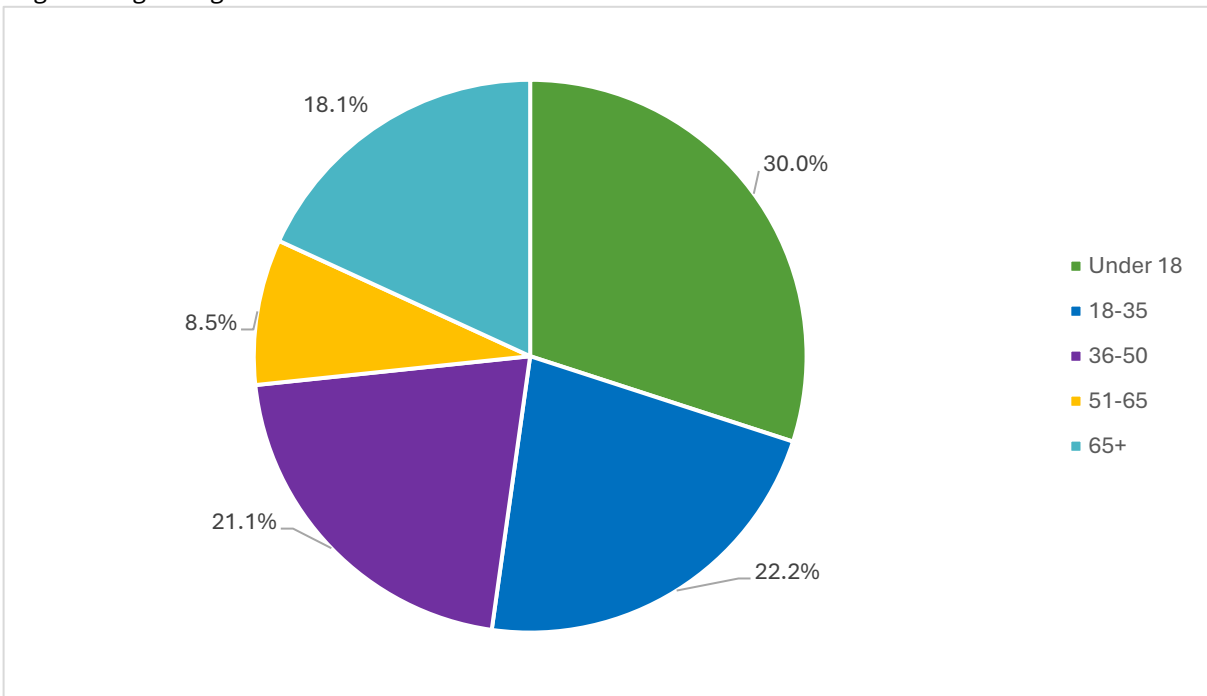
1. WHAT IS YOUR RACE/ETHNICITY?

Figure 1: Race/Ethnicity



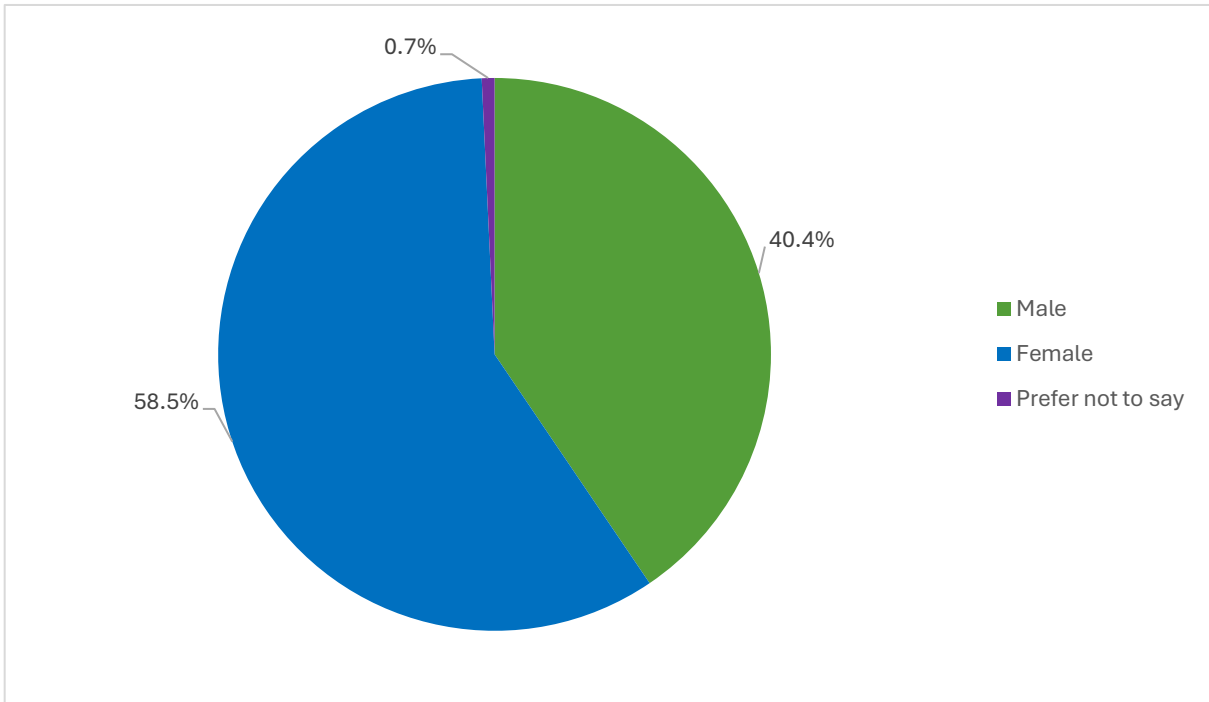
2. WHAT AGE RANGE ARE YOU IN?

Figure 2: Age Range



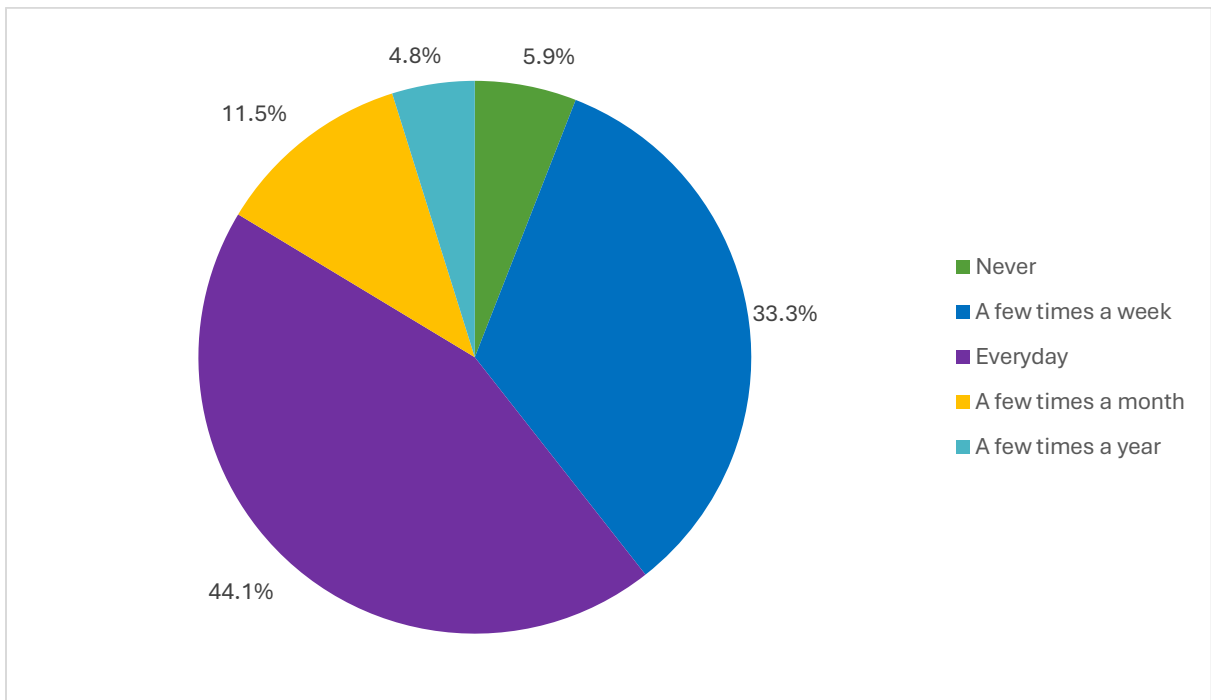
3. WHAT IS YOUR GENDER?

Figure 3: Gender



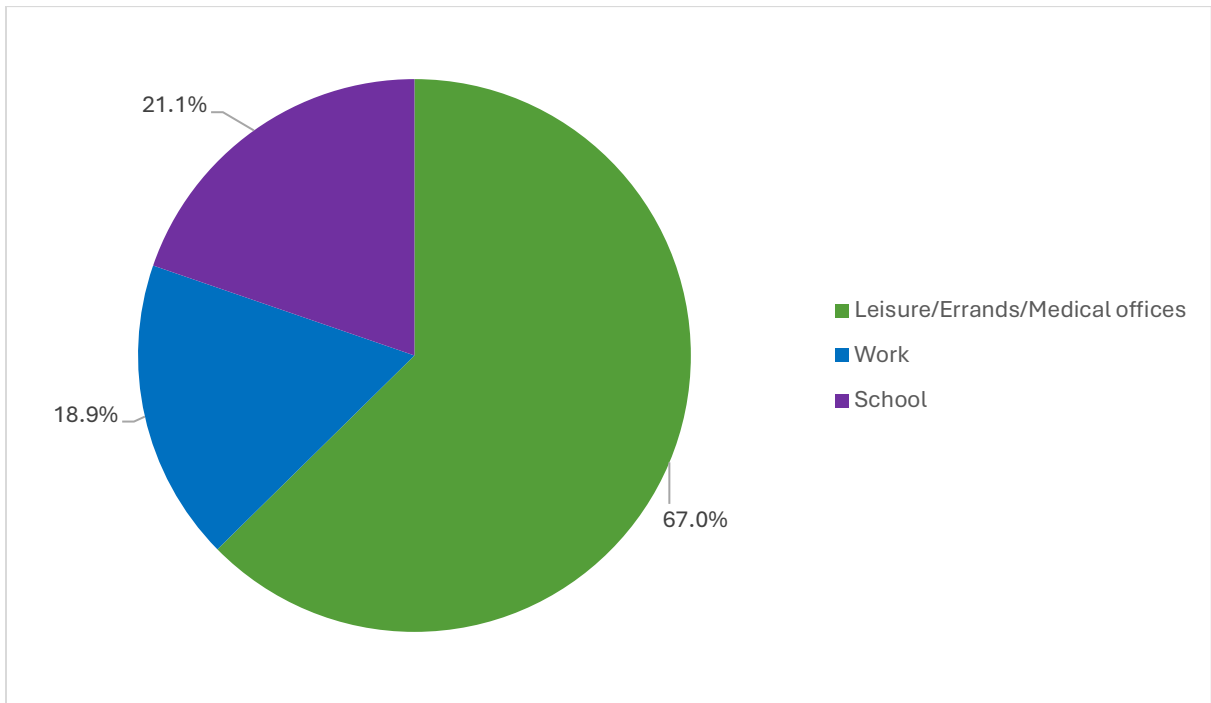
4. HOW OFTEN DO YOU CURRENTLY WALK OR BIKE?

Figure 4: Frequency of Walking or Biking



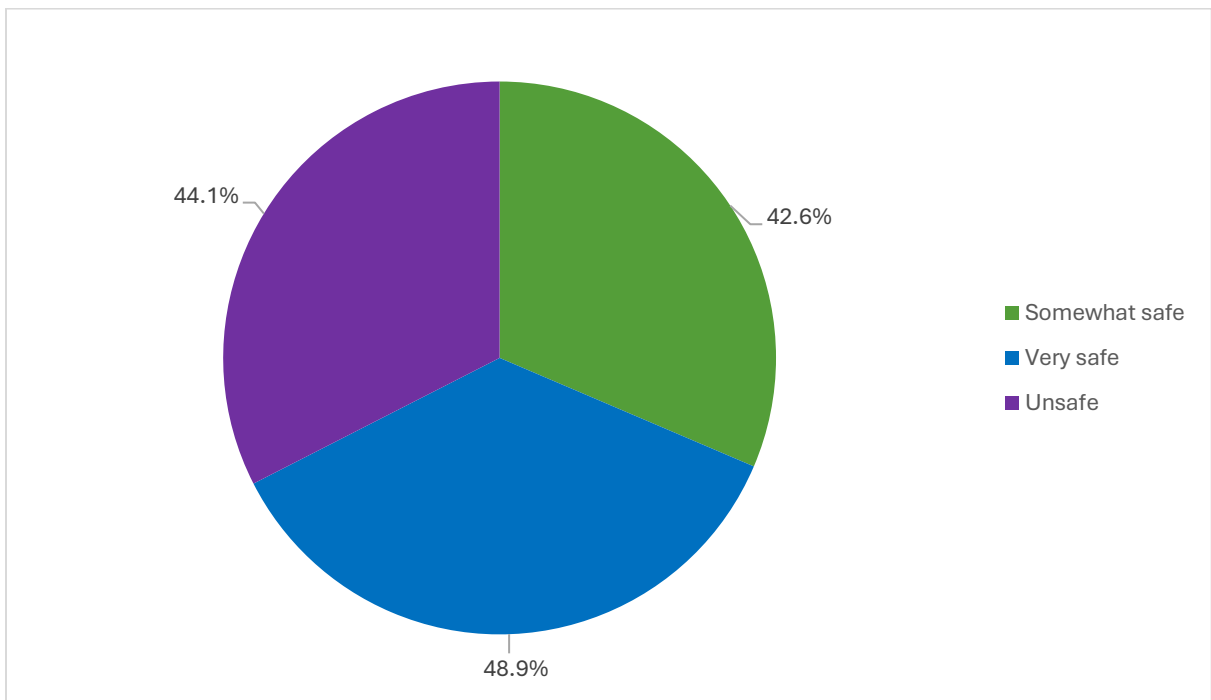
5. IF YOU CURRENTLY WALK OR BIKE, WHAT IS THE PURPOSE OF YOUR TRIP?

Figure 5: Trip Purpose



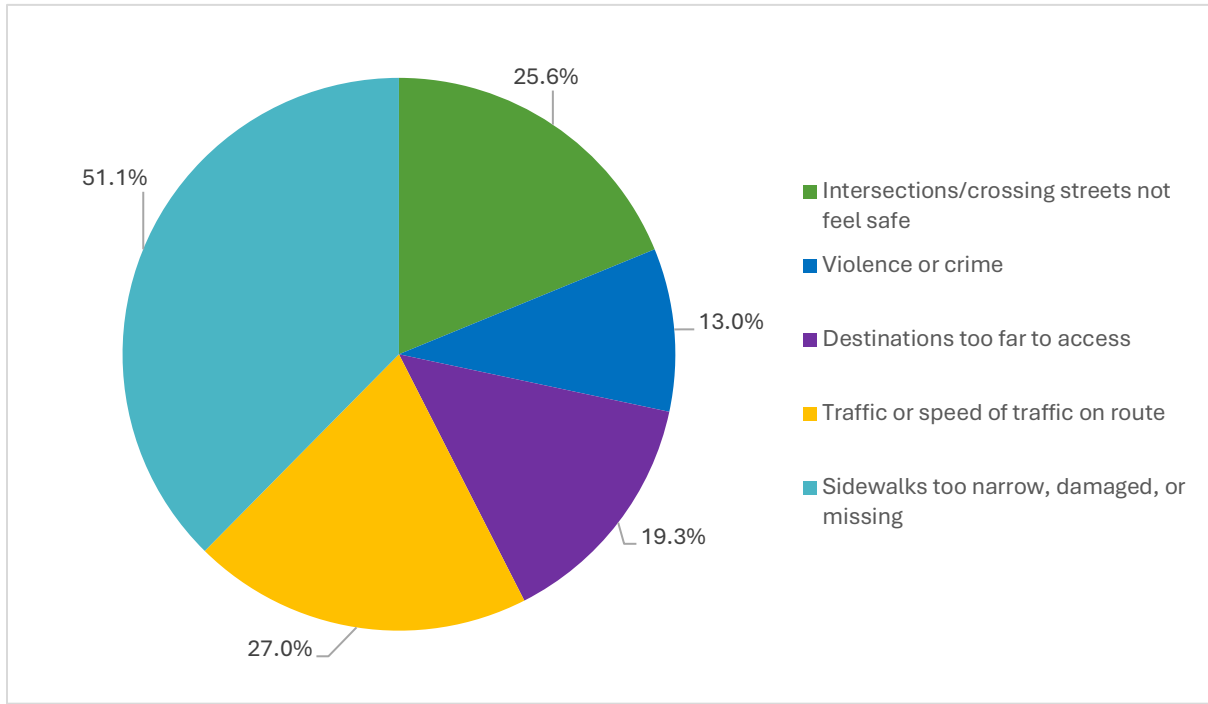
6. HOW SAFE DO YOU FEEL WALKING OR BIKING WHERE YOU LIVE?

Figure 6: Perceived Safety



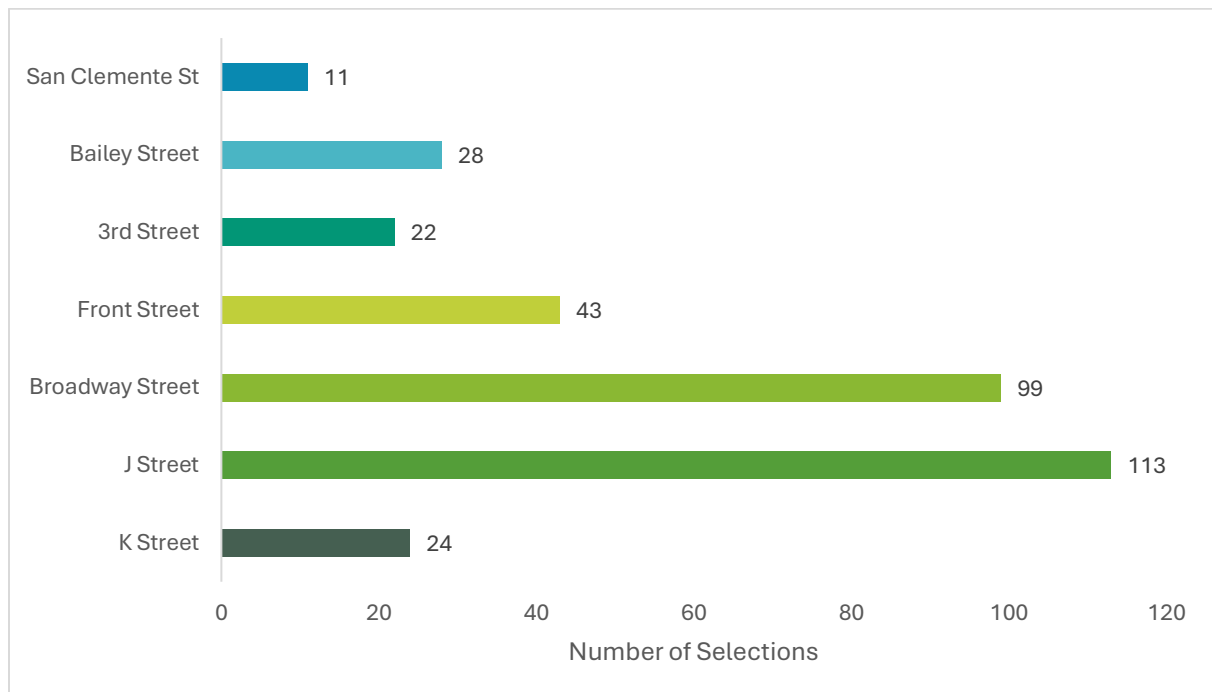
7. WHAT ARE SOME CONCERNS THAT YOU HAVE, IF ANY, WITH WALKING AND BIKING IN YOUR NEIGHBORHOOD?

Figure 7: Concerns



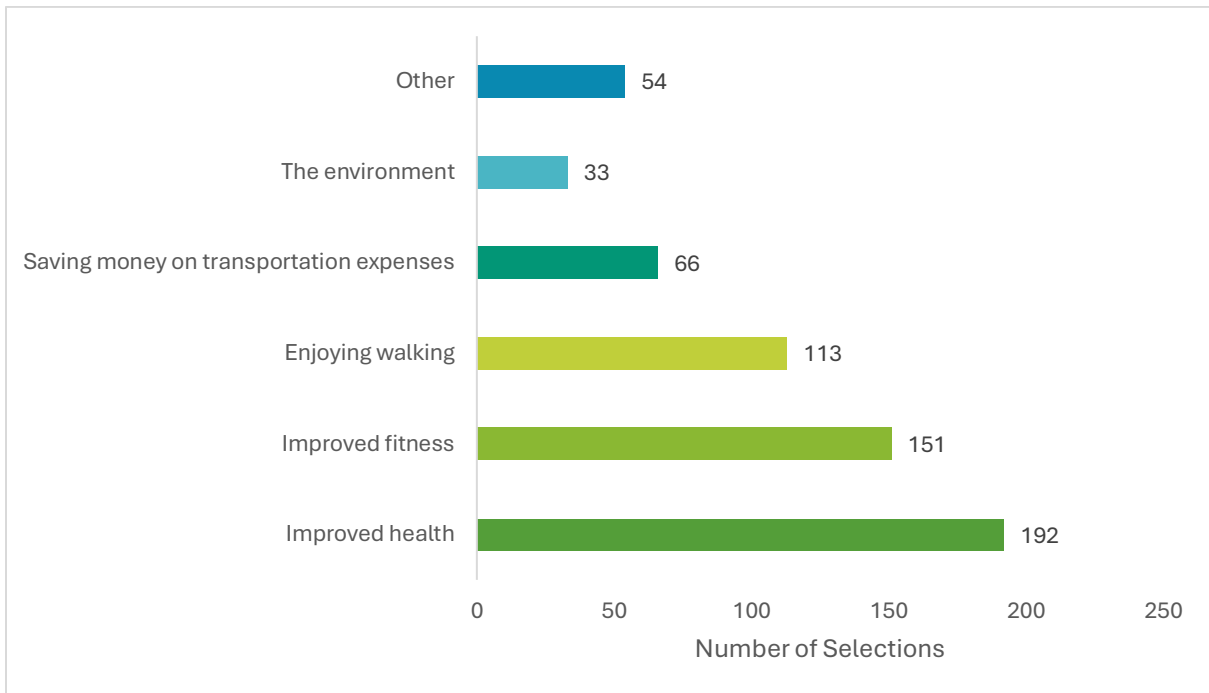
8. WHAT MAJOR STREETS DO YOU LIVE NEAR?

Figure 8: Proximity to Major Streets



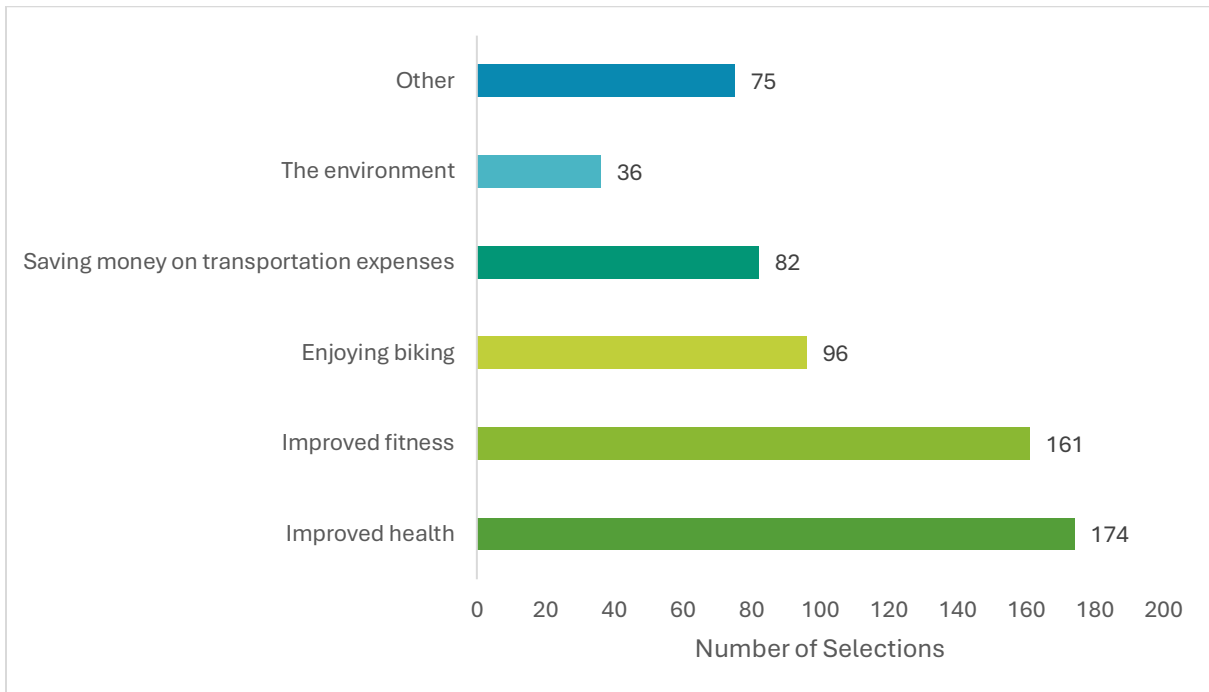
9. WHAT DO YOU SEE AS THE BENEFITS OF WALKING?

Figure 9: Benefits of Walking



10. WHAT DO YOU SEE AS THE BENEFITS OF BIKING?

Figure 10: Benefits of Biking



Needles Resource and Job Fair Summary - Needles ATP Workshop Summary

El Garces Train Depot

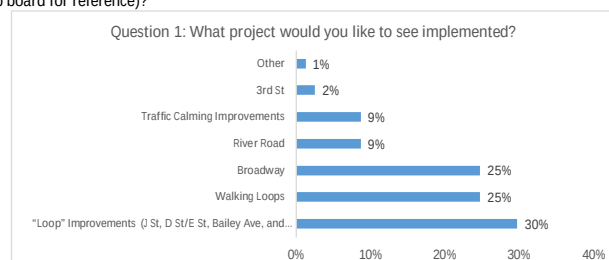
March 18, 2026; 10:00 to 1:00 pm, Raffle at 1:30

- An informational workshop for the Needles Active Transportation Plan (ATP) was held on March 18, 2026, in conjunction with the Needles Resource and Job Fair at the historic El Garces Train Depot.
- The Resource and Job Fair was well attended, with an estimated 300 to 400 participants, and drew residents of all ages.
- Attendees included:
 - The Mayor of Needles
 - The Needles City Manager
 - City/County staff supporting and participating in the fair
 - Members of the City of Needles ATP Project Team
 - The Kimley-Horn ATP Project Team
 - Local vendors, agencies, and businesses providing resources to Needles residents
- The purpose of the ATP informational workshop was to introduce the Active Transportation Plan and share proposed concepts with community members attending the fair, while gathering public input to inform plan development.
- During the workshop, attendees were provided with information on:
 - The purpose and goals of an Active Transportation Plan
 - The proposed ATP bicycle network map, including:
 - California Bike Lane Classifications and bicycle comfort levels
 - Photo examples and cross-sections of recommended multimodal facilities
 - The proposed Walking Loop map
 - Potential traffic calming strategies, which were discussed directly with attendees
- An on-site survey was administered to gather community feedback. Survey participants were entered into a bicycle raffle upon completion.
- Raffle prizes included:
 - 12 pedal bicycles
 - 1 electric bicycle
 - Each bicycle winner also received a helmet
- A total of 59 surveys were completed during the event.

- The survey included the following questions:
 - What project would you like to see implemented in the City of Needles?
(Referencing the proposed network map)
 - What types of destinations would you like to be able to reach by walking and biking? (Participants had the option to circle all that apply)
 - What improvements would make walking and biking more attractive?
(Participants had the option to circle all that apply)
- Residents expressed a positive response to the Active Transportation Plan concepts, with many sharing enthusiasm and excitement for proposed walking, biking, and multimodal improvements and the potential benefits these investments could bring to the City of Needles.
- Feedback collected during the workshop and through the surveys will be used to inform refinement of the proposed ATP network and so that the plan reflects community priorities and needs.

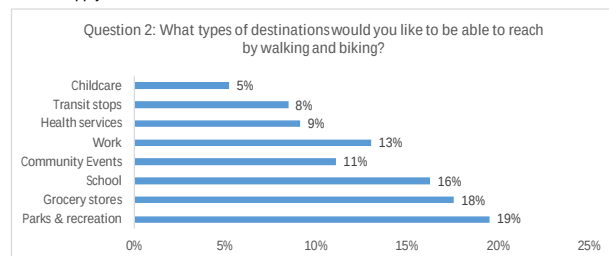
Question 1: What project would you like to see implemented in the City of Needles (see network map board for reference)?

Responses	Number	Percent
"Loop" Improvements (J St, D St/E St, Bailey Ave, and Lillyhill Dr)	24	30%
Walking Loops	20	25%
Broadway	20	25%
River Road	7	9%
Traffic Calming Improvements	7	9%
3rd St	2	2%
Other	1	1%
Total	81	100%



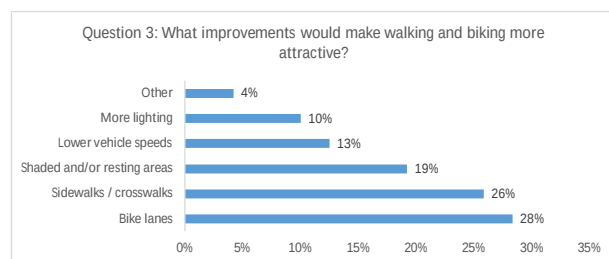
Question 2: What types of destinations would you like to be able to reach by walking and biking? Circle all that apply

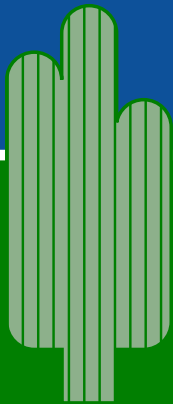
Responses	Number	Percent
Parks & recreation	30	19%
Grocery stores	27	18%
School	25	16%
Community Events	17	11%
Work	20	13%
Health services	14	9%
Transit stops	13	8%
Childcare	8	5%
Other	0	0%
Total	154	100%



Question 3: What improvements would make walking and biking more attractive?

Responses	Number	Percent
Bike lanes	34	28%
Sidewalks / crosswalks	31	26%
Shaded and/or resting areas	23	19%
Lower vehicle speeds	15	13%
More lighting	12	10%
Other	5	4%
Total	120	100%





APPENDIX C

Walk Audit Documentation

C



City of Needles ATP Field Work Notes

OBSERVATIONS

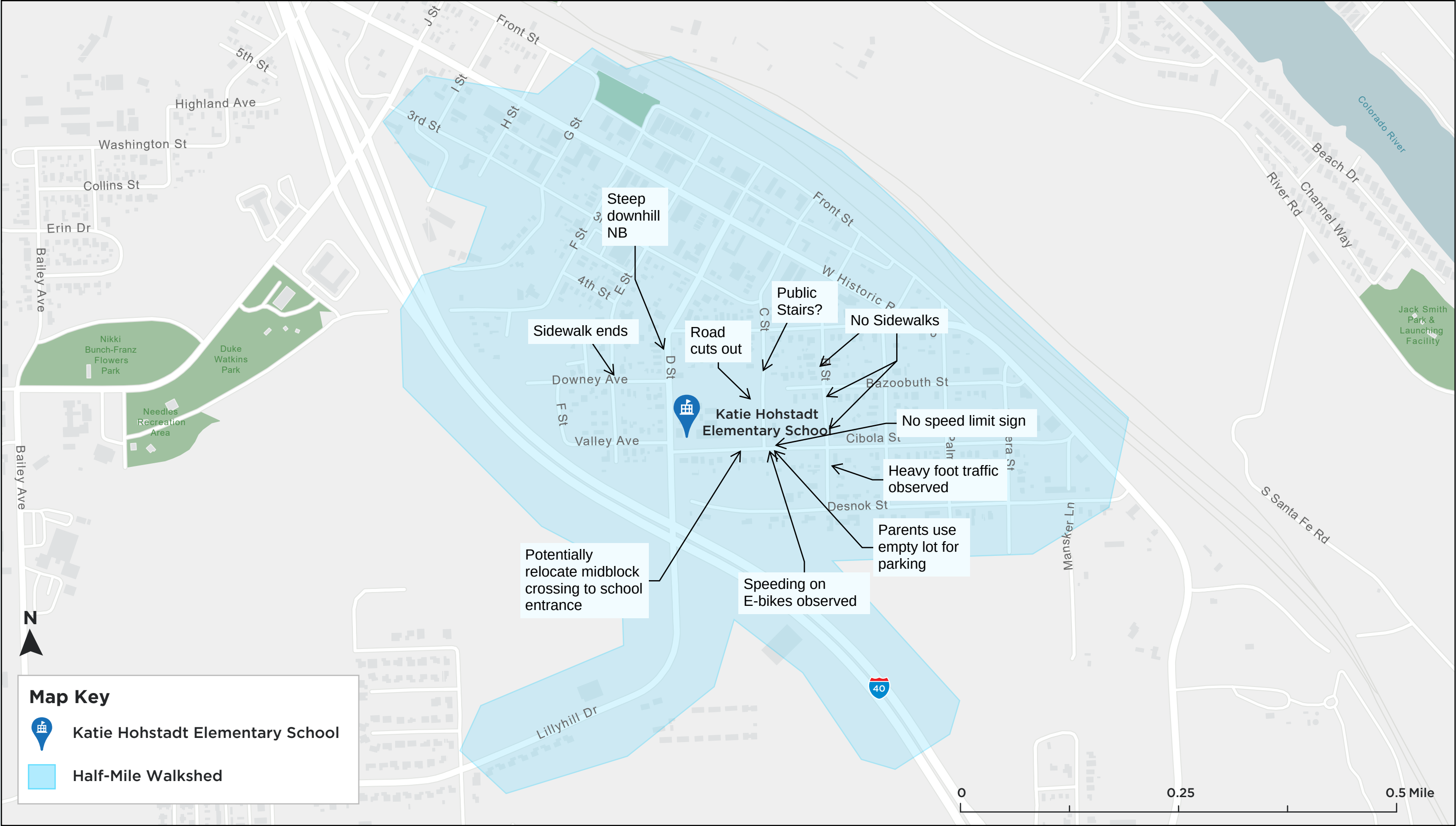
- Parking Restrictions on main arterials
- Noise from trucks on main arterials and exiting the freeway (I-40)
- No sidewalks in some areas
- Golf cart crossing near golf course on River Rd.
- Not many pedestrians on sidewalks; mostly in downtown, and on the viaduct/pedestrian bridge
- Bus shelters on main arterials
- Lighting on main arterials and some residential streets
- Speed radar readings
- Broken roads
- Mostly single-family homes
- School zone signs in areas where schools are located
- Few pedestrian designated crossings
- ADA curbs in downtown areas and some on residential roads and near the intersection with I-40
- Slow children playing signs in residential areas
- Vacant land next to areas with no sidewalks
- Crossing striping near all schools
- Wide streets on most roads (minor and major arterials)
- Newly painted red restricted parking zones
- Heaviest traffic on Needles HWY, Broadway, K St
- Crosswalk striping at intersections at major intersections
- LED Stop signs on south end of town
 - Route 66 and Chestnut (Southbound) (35mph speed limit)
 - 38 mph
 - 37 mph
 - 36 mph
 - 36 mph
 - 32 mph
 - 33 mph
 - 32 mph
 - J Street and I-40 (Westbound) (35 mph speed limit)
 - 35 mph
 - 34 mph
 - 37 mph
 - 36 mph
 - 27 mph
 - 38 mph
 - Needles HWY and O Street (30 mph speed limit) (Westbound)

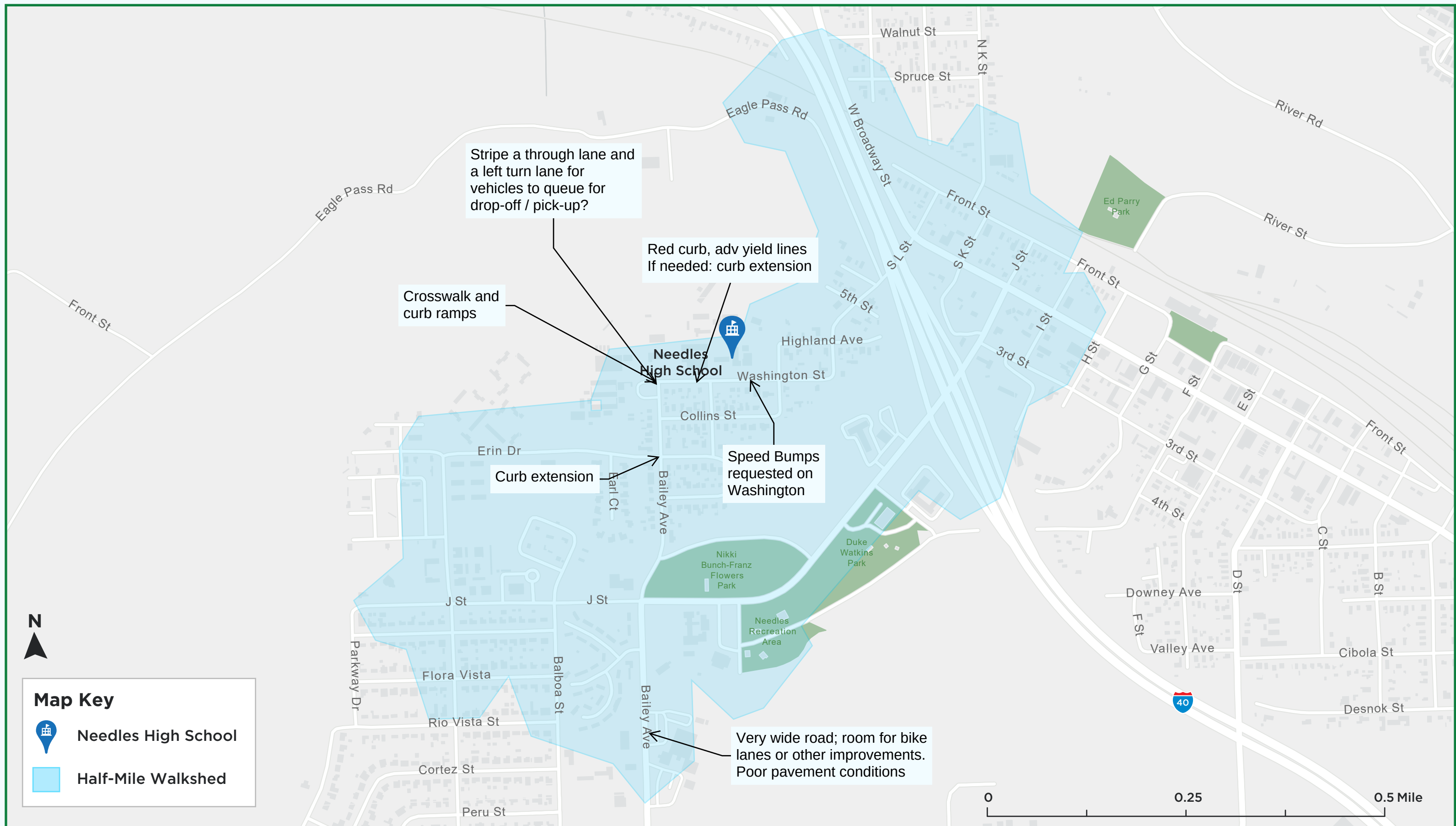
- 31 mph
- 30 mph
- 43 mph
- 41 mph
- 38 mph
- 27 mph
- 28 mph
- 25 mph
- 38 mph
- 25 mph
- 27 mph
- Needles HWY and O Street (30 mph speed limit) (Eastbound)
 - 19 mph
 - 33 mph
 - 22 mph



Walk Audit

Katie Hohstadt Elementary School

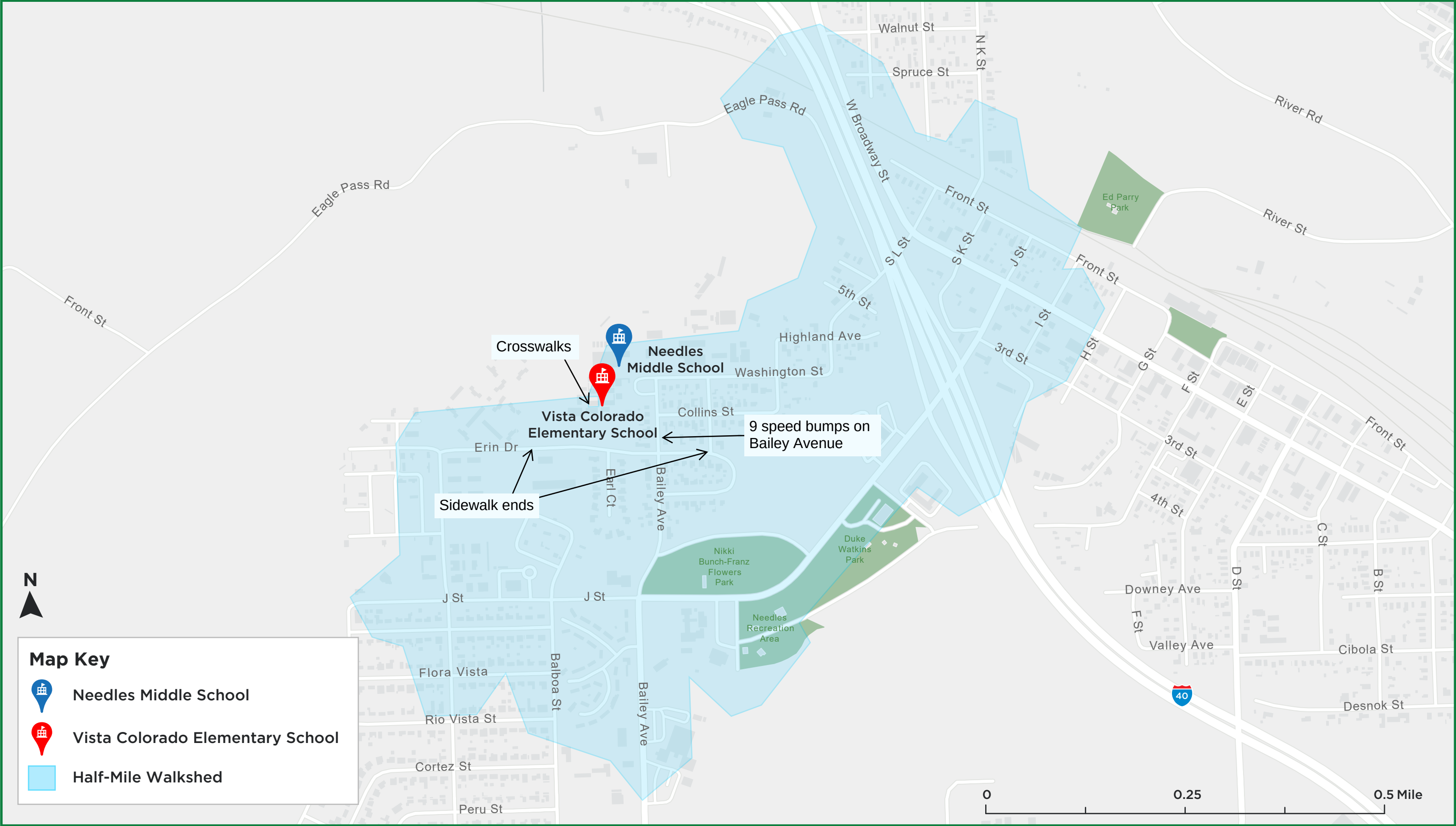


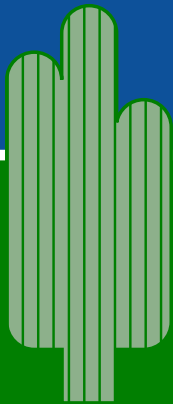




Walk Audit

Needles Middle School & Vista Colorado Elementary School





APPENDIX D

Prioritized Pedestrian Projects

D



September 2026 Draft

Project Corridor	Corridor Start	Corridor End	Sidewalk Availability	Length (Mi)	Score	Percentile
3rd St	I St	G St	One Side	0.14	53	81-100
Crestview Dr	End	3rd St	No Sidewalk	0.04	51.5	81-100
3rd St	End	J St	No Sidewalk	0.08	49.5	81-100
Crestview Dr	End	3rd St	One Side	0.01	49.5	81-100
Crestview Dr	End	3rd St	No Sidewalk	0.11	48.5	81-100
Quinn Ct	F St	E St	No Sidewalk	0.07	48.5	81-100
E St	4th St	Downey Ave	No Sidewalk	0.09	46.5	81-100
Front St	J St	G St	One Side	0.17	46	81-100
Erin Dr	Orange Ave	Bailey Ave	One Side	0.08	45.5	81-100
5th St	End	End	No Sidewalk	0.07	45	81-100
Cortez St	Coronado St	Balboa St	No Sidewalk	0.05	44	81-100
Rio Vista	Coronado St	Balboa St	One Side	0.01	44	81-100
Cortez St	Coronado St	Balboa St	One Side	0.01	44	81-100
Highland Ave	S L St	End	One Side	0.04	43.5	81-100
Front St	F St	E St	One Side	0.03	43.5	81-100
Front St	E St	Palm Way	One Side	0.33	43.5	81-100
Flora Vis	Coronado St	Balboa St	No Sidewalk	0.02	43	81-100
Balboa St	J St	Rio Vista	One Side	0.12	43	81-100
Balboa St	Rio Vista	Desoto St	One Side	0.15	43	81-100
Balboa St	Mesquite Ave	J St	No Sidewalk	0.09	42.5	81-100
Ocotillo Ave	Santa Fe Ave	Balboa Ave	No Sidewalk	0.06	42.5	81-100
Park Ave	Washington St	Collins St	One Side	0.03	42	81-100
Luna Vis	Coronado St	Balboa St	One Side	0.02	42	81-100
J St	Coronado St	Balboa St	One Side	0.13	41.5	81-100
Mesquite Ave	Santa Fe Ave	Balboa St	No Sidewalk	0.06	41.5	81-100
Fairmont Ave	Highland Ave	Washington St	One Side	0.04	41	81-100
Washington St	Park Ave	Fairmont Ave	One Side	0.04	41	81-100
Washington St	Park Ave	Fairmont Ave	One Side	0.02	41	81-100
Cortez St	Desoto St	Coronado St	One Side	0.03	41	81-100
Rio Vista	Parkway Dr	Balboa St	One Side	0.12	41	81-100
Coronado St	Luna Vis	Flora Vis	One Side	0.03	40	61-80
Flora Vis	Parkway Dr	Coronado St	One Side	0.13	40	61-80
W Broadway St	Walnut St	S L St	One Side	0.28	39.5	61-80
Civic Center Dr	J St	Filip Mendez Pkwy	One Side	0.06	39	61-80
F St	End	4th St	One Side	0.06	39	61-80
N St	Race St	Needles Hwy	No Sidewalk	0.06	39	61-80
Luna Vis	Coronado St	Balboa St	One Side	0.05	39	61-80
Front St	S L St	N K St	One Side	0.02	38.5	61-80
N K St	Spruce St	Front St	One Side	0.04	38.5	61-80

Project Corridor	Corridor Start	Corridor End	Sidewalk Availability	Length (Mi)	Score	Percentile
Market St	M St	N L St	One Side	0.04	38	61-80
Market St	O St	W Broadway St	One Side	0.04	38	61-80
Market St	W Broadway St	M St	No Sidewalk	0.02	38	61-80
Market St	W Broadway St	M St	No Sidewalk	0.02	38	61-80
Market St	W Broadway St	M St	One Side	0.02	38	61-80
Cortez St	Desoto St	Coronado St	One Side	0.03	38	61-80
Filip Mendez Pkwy	Civic Center Dr	Hospitality Ln	No Sidewalk	0.07	38	61-80
Luna Vis	Parkway Dr	Coronado St	No Sidewalk	0.08	38	61-80
S L St	Front St	W Broadway St	One Side	0.04	37.5	61-80
Santa Fe Ave	Mesquite Ave	Ocotillo Ave	No Sidewalk	0.04	37.5	61-80
Downey Ave	E St	D St	One Side	0.03	37	61-80
M St	Race St	Needles Hwy	One Side	0.03	37	61-80
Coronado St	Desoto St	Carty Way	One Side	0.02	37	61-80
N St	Smokestack Ave	Race St	One Side	0.15	37	61-80
Race St	R St	N St	One Side	0.25	37	61-80
Quinn Ct	C St	B St	No Sidewalk	0.07	36.5	61-80
Front St	End	S L St	One Side	0.06	36	61-80
Front St	S L St	N K St	No Sidewalk	0.03	36	61-80
Bailey Ave	Sycamore Dr	Lillyhill Dr	One Side	0.19	36	61-80
O St	Needles Hwy	Market St	One Side	0.02	36	61-80
Market St	M St	N K St	No Sidewalk	0.10	36	61-80
Market St	O St	W Broadway St	One Side	0.02	35.5	61-80
O St	Needles Hwy	End	No Sidewalk	0.06	35.5	61-80
N L St	Vine St	Race St	One Side	0.06	35	61-80
O St	Race St	Needles Hwy	No Sidewalk	0.06	35	61-80
Race St	M St	N L St	One Side	0.03	35	61-80
Race St	N L St	N K St	No Sidewalk	0.07	35	61-80
River St	Ed Parry Park	River Rd	No Sidewalk	0.45	35	61-80
C St	Acoma St	Cibola St	One Side	0.06	34	61-80
Chestnut St	W Broadway St	N M St	No Sidewalk	0.03	34	61-80
Downey Ave	F St	E St	No Sidewalk	0.04	34	61-80
J St	Parkway Dr	Coronado St	No Sidewalk	0.07	34	61-80
M St	Vine St	Race St	No Sidewalk	0.03	34	61-80
P St	Race St	Needles Hwy	No Sidewalk	0.06	34	61-80
Downey Ave	F St	E St	One Side	0.01	34	61-80
Walnut St	W Broadway St	M St	One Side	0.02	34	61-80
Chestnut St	W Broadway St	N M St	One Side	0.02	34	61-80
Chestnut St	N M St	N L St	One Side	0.01	34	61-80
M St	Vine St	Race St	One Side	0.02	34	61-80

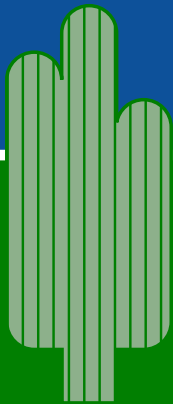
Project Corridor	Corridor Start	Corridor End	Sidewalk Availability	Length (Mi)	Score	Percentile
Chestnut St	N M St	N K St	No Sidewalk	0.07	34	61-80
E St	Downey Ave	End	One Side	0.09	34	61-80
Vine St	M St	N L St	No Sidewalk	0.07	34	61-80
F St	Downey Ave	Valley Ave	No Sidewalk	0.07	33	61-80
N M St	Bush St	Vine St	No Sidewalk	0.04	33	61-80
Downey Ave	F St	E St	No Sidewalk	0.01	33	61-80
B St	Bazoobuth St	Cibola St	One Side	0.02	33	61-80
Filip Mendez Pkwy	Civic Center Dr	Hospitality Ln	One Side	0.22	33	61-80
Desnok St	Parkway Dr	Cortez St	One Side	0.06	32	61-80
Parkway Dr	Flora Vis	Rio Vista St	One Side	0.03	32	61-80
Parkway Dr	Flora Vis	Rio Vista St	No Sidewalk	0.03	32	61-80
Q St	Race St	Needles Hwy	One Side	0.06	32	61-80
Spruce St	M St	N L St	No Sidewalk	0.03	32	61-80
Rio Vista	Parkway Dr	Coronado St	No Sidewalk	0.02	32	61-80
Parkway Dr	Rio Vista St	Desoto St	One Side	0.07	32	61-80
Spruce St	M St	N L St	No Sidewalk	0.02	32	61-80
Chestnut St	N L St	N K St	One Side	0.01	32	61-80
Chestnut St	N L St	N K St	No Sidewalk	0.01	32	61-80
R St	Bush St	Race St	No Sidewalk	0.12	32	61-80
B St	Bazoobuth St	Cibola St	No Sidewalk	0.05	31	41-60
Bush St	R St	Q St	No Sidewalk	0.07	31	41-60
P St	Market St	California Ave	No Sidewalk	0.04	31	41-60
Vine St	R St	Q St	One Side	0.04	31	41-60
Erin Dr	Coronado St	Earl Ct	One Side	0.05	31	41-60
N L St	Walnut St	Spruce St	One Side	0.02	31	41-60
N M St	Bush St	Vine St	One Side	0.02	31	41-60
Bush St	N St	Smokestack Ave	No Sidewalk	0.22	31	41-60
Market St	R St	California Ave	No Sidewalk	0.15	31	41-60
Q St	Merriman St	Lambert Ln	One Side	0.15	31	41-60
Vine St	End	Q St	No Sidewalk	0.08	31	41-60
Parkway Dr	J St	Luna Vis	No Sidewalk	0.04	30	41-60
Q St	Market St	California Ave	No Sidewalk	0.05	30	41-60
J St	Parkway Dr	Coronado St	One Side	0.05	30	41-60
Parkway Dr	Luna Vis	Flora Vis	One Side	0.01	30	41-60
Coronado St	Erin Dr	J St	One Side	0.06	30	41-60
N L St	Bush St	Vine St	One Side	0.03	30	41-60
Lillyhill Dr	Coronado St	Clary Dr	One Side	0.39	30	41-60
Luna Vis	Parkway Dr	Coronado St	One Side	0.04	30	41-60
N K St	State Boundary	Needles Hwy	One Side	0.25	30	41-60

Project Corridor	Corridor Start	Corridor End	Sidewalk Availability	Length (Mi)	Score	Percentile
Parkway Dr	Luna Vis	Flora Vis	No Sidewalk	0.05	30	41-60
River Rd	N K St	Park Dr	No Sidewalk	1.35	30	41-60
Smokestack Ave	O St	N St	One Side	0.05	29	41-60
Parkway Dr	Rio Vista St	Desoto St	No Sidewalk	0.02	29	41-60
B St	Cibola St	Desnok St	One Side	0.03	29	41-60
Needles Hwy	T St	R St	One Side	0.06	29	41-60
Cibola St	C St	B St	One Side	0.03	29	41-60
Smokestack Ave	N St	N K St	No Sidewalk	0.26	29	41-60
A St	W Broadway St	Acoma St	One Side	0.02	28	41-60
A St	Front St	W Broadway St	One Side	0.05	28	41-60
B St	Cibola St	Desnok St	No Sidewalk	0.04	28	41-60
D ST	Cibola St	I-40	One Side	0.09	28	41-60
Goodman Rd	Merriman St	Smokestack Ave	No Sidewalk	0.05	28	41-60
Spruce St	N L St	N K St	One Side	0.05	28	41-60
Carty Way	El Monte St	Carty Pl	One Side	0.04	28	41-60
Desnok St	End	B St	No Sidewalk	0.06	28	41-60
Desnok St	B St	A St	One Side	0.05	28	41-60
R St	Needles Hwy	California Ave	No Sidewalk	0.07	28	41-60
Race St	Needles Hwy	End	No Sidewalk	0.13	28	41-60
Bush St	End	R St	One Side	0.07	27	41-60
Parkway Dr	Rio Vista St	Desoto St	No Sidewalk	0.03	27	41-60
Valley Ave	F St	E St	No Sidewalk	0.06	27	41-60
Parkway Dr	Desoto St	El Monte St	One Side	0.07	27	41-60
California Ave	R St	Q St	One Side	0.02	27	41-60
Walnut St	N L St	N K St	One Side	0.02	27	41-60
Bush St	End	R St	No Sidewalk	0.08	27	41-60
Parkway Dr	Rio Vista St	Desoto St	One Side	0.02	27	41-60
A St	Cibola St	Desnok St	No Sidewalk	0.07	26	41-60
Desnok St	End	B St	No Sidewalk	0.07	26	41-60
Desnok St	End	B St	One Side	0.03	26	41-60
Desnok St	B St	A St	No Sidewalk	0.02	26	41-60
Desnok St	A St	Palm Way	One Side	0.02	26	41-60
Desnok St	A St	Palm Way	No Sidewalk	0.02	26	41-60
California Ave	R St	Q St	No Sidewalk	0.01	25	41-60
Needles Hwy	Race St	T St	No Sidewalk	0.09	24	21-40
Vine St	U St	T St	No Sidewalk	0.07	24	21-40
T St	Vine St	Needles Hwy	No Sidewalk	0.11	24	21-40
Calle Hernandez Rd	End	Clary Dr	One Side	0.17	23	21-40
Desnok St	A St	Palm Way	One Side	0.03	23	21-40

Project Corridor	Corridor Start	Corridor End	Sidewalk Availability	Length (Mi)	Score	Percentile
Desnok St	Palm Way	Quivera St	One Side	0.04	23	21-40
Lillyhill Dr	Casa Linda St	I-40	One Side	0.09	23	21-40
Aliso St	Arizona Ave	Monterey Ave	No Sidewalk	0.02	23	21-40
Desnok St	Quivera St	E Broadway St	No Sidewalk	0.09	22	21-40
River Rd	N K St	Needles Hwy	No Sidewalk	0.20	22	21-40
Quivera St	Cibola St	Desnok St	One Side	0.05	22	21-40
Front St	Palm Way	W Broadway St	No Sidewalk	0.03	22	21-40
W Broadway St	Palm Way	Cibola St	No Sidewalk	0.15	22	21-40
Aliso St	Arizona Ave	Monterey Ave	One Side	0.03	21.5	21-40
Arizona Ave	Monterey Ave	Aliso St	No Sidewalk	0.05	21.5	21-40
Lillyhill Dr	Bailey Ave	Casa Linda St	One Side	0.14	21	21-40
San Carlos St	End (north of Arizona Ave)	End	No Sidewalk	0.06	21	21-40
Goodwill St	Arizona Ave	Monterey Ave	One Side	0.02	20.5	21-40
Monterey Ave	Arizona Ave	Goodwill St	One Side	0.10	20.5	21-40
Goodwill St	Arizona Ave	Monterey Ave	No Sidewalk	0.03	20	21-40
Needles Hwy	U St	Race St	One Side	0.04	20	21-40
U St	End	Vine St	One Side	0.03	20	21-40
Parkway Dr	Desoto St	El Monte St	No Sidewalk	0.03	20	21-40
Lillyhill Dr	Casa Linda St	I-40	One Side	0.14	20	21-40
Paseo del Rey St	End	La Cima Rd	One Side	0.13	20	21-40
U St	End	Needles Hwy	No Sidewalk	0.04	20	21-40
Gillman St	End	Monterey Ave	No Sidewalk	0.04	19.5	21-40
Monterey Ave	Arizona Ave	Aliso St	No Sidewalk	0.02	19.5	21-40
Monterey Ave	Goodwill St	San Carlos St	No Sidewalk	0.12	19.5	21-40
Clary Dr	Lillyhill Dr	Calle Hernandez Rd	One Side	0.14	19	21-40
Paseo del Rey St	Calle Hernandez Rd	La Cima Rd	One Side	0.02	19	21-40
Cibola St	Quivera St	Robuffa St	One Side	0.01	19	21-40
Arizona Ave	San Carlos St	San Clemente St	No Sidewalk	0.12	19	21-40
La Cima Rd	Clary Dr	Casa Real St	No Sidewalk	0.08	19	21-40
Quivera St	W Broadway St	Cibola St	One Side	0.10	19	21-40
Goodwill St	Monterey Ave	E Broadway St	One Side	0.07	18.5	21-40
Calle Hernandez Rd	End	Casa Linda St	No Sidewalk	0.05	18	21-40
San Clemente St	Paseo del Rey St	Arizona Ave	No Sidewalk	0.54	18	21-40
Casa Linda St	Redwood Ave	Lillyhill Dr	One Side	0.14	18	21-40
Clary Dr	Calle Hernandez Rd	San Clemente St	No Sidewalk	0.18	18	21-40
La Cima Rd	Casa Loma St	Casa del Sol St	One Side	0.08	18	21-40
Parkway Dr	Desoto St	Lillyhill Dr	One Side	0.08	18	21-40
La Cima Rd	Casa del Sol St	Casa Linda St	No Sidewalk	0.05	17	21-40
Needles Hwy	Pashard St	U St	One Side	0.12	17	21-40

Project Corridor	Corridor Start	Corridor End	Sidewalk Availability	Length (Mi)	Score	Percentile
Robuffa St	Cibola St	End	No Sidewalk	0.05	17	21-40
W Broadway St	Bazoobuth St	Cibola St	One Side	0.05	17	21-40
E Broadway St	Cibola St	Desnok St	One Side	0.09	16	< 21
San Clemente St	Arizona Ave	E Broadway St	No Sidewalk	0.09	16	< 21
San Luis St	Arizona Ave	End	No Sidewalk	0.05	16	< 21
Desnok St	Quivera St	E Broadway St	One Side	0.01	16	< 21
Desnok St	Quivera St	E Broadway St	No Sidewalk	0.04	16	< 21
San Carlos St	Monterey Ave	E Broadway St	No Sidewalk	0.02	16	< 21
E Broadway St	I-40	San Clemente St	One Side	0.07	16	< 21
San Clemente St	Arizona Ave	E Broadway St	One Side	0.06	16	< 21
E Broadway St	Goodwill St	San Carlos St	No Sidewalk	0.06	15	< 21
Santa Fe Cir	End	Casa Linda St	One Side	0.06	15	< 21
Casa del Sol St	La Cima Rd	San Clemente St	One Side	0.03	15	< 21
Redwood Ave	Grey Pine St	Casa Linda St	One Side	0.01	15	< 21
Riverview Ln	End	Desert Dr	No Sidewalk	0.22	15	< 21
Safari Dr	US-95	Victory Dr	No Sidewalk	0.68	15	< 21
Redwood Ave	Grey Pine St	Casa Linda St	One Side	0.04	14	< 21
Victory Dr	Desert Dr	US-95	One Side	0.08	14	< 21
E Broadway St	San Clemente St	I-40	One Side	0.07	14	< 21
E Broadway St	Goodwill St	San Carlos St	One Side	0.02	14	< 21
Desert Dr	Safari Dr	Victory Dr	No Sidewalk	0.19	14	< 21
E Broadway St	Desnok St	Goodwill St	No Sidewalk	0.43	14	< 21
Victory Dr	End	US-95	No Sidewalk	0.45	14	< 21
US-95	San Clemente St	End	No Sidewalk	2.78	14	< 21
Cherry Dr	Safari Dr	Victory Dr	No Sidewalk	0.18	13	< 21
Morgan Dr	Holiday Way	US-95	No Sidewalk	0.19	13	< 21
San Clemente St	Casa Linda St	Paseo del Rey St	One Side	0.05	13	< 21
Paseo del Rey St	La Cima Rd	San Clemente St	One Side	0.02	13	< 21
Ice Plant Rd	E Broadway St	End	One Side	0.10	13	< 21
San Clemente St	Clary Dr	Casa Linda St	One Side	0.16	13	< 21
San Clemente St	Clary Dr	Casa Loma St	No Sidewalk	0.03	12	< 21
Smith Rd	E Broadway St	End	No Sidewalk	0.18	12	< 21
Holiday Way	Victory Dr	Mustang Ln	No Sidewalk	0.20	12	< 21
Pashard St	Needles Hwy	End	One Side	0.09	12	< 21
Reclamation Rd/S Santa Fe Dr/Park Dr	River Rd	End	No Sidewalk	1.44	12	< 21
Needles Hwy	Sherman St	Pashard St	No Sidewalk	2.33	12	< 21
Casa del Sol St	La Cima Rd	San Clemente St	No Sidewalk	0.04	11	< 21
Casa Loma St	La Cima Rd	San Clemente St	One Side	0.01	11	< 21
San Clemente St	Casa del Sol St	Casa Linda St	No Sidewalk	0.03	11	< 21

Project Corridor	Corridor Start	Corridor End	Sidewalk Availability	Length (Mi)	Score	Percentile
E Spikes Rd	End	US-95	No Sidewalk	0.25	11	< 21
Ice Plant Rd	E Broadway St	End	No Sidewalk	0.36	10	< 21
Mustang Ln	Easy St	Holiday Way	No Sidewalk	0.21	10	< 21
Wilson Dr			No Sidewalk	0.17	10	< 21
Columbus Dr	End	Pashard St	No Sidewalk	0.07	10	< 21
Schulz Rd	End	E Spikes Rd	No Sidewalk	0.32	10	< 21
Fairway Dr	Lagoon St	River Rd	No Sidewalk	0.06	8	< 21
National Trails Hwy	West Park Rd	Needles Hwy	No Sidewalk	1.32	8	< 21
Easy St	Mustang Ln	Schulz Rd	No Sidewalk	0.15	4	< 21
W Spikes Rd	Schulz Rd	End	No Sidewalk	0.05	2	< 21
River Rd	Rocker Bluff Rd	David Dr	No Sidewalk	0.98	1	< 21



APPENDIX E

Funding Matrix

E

FUNDING

September 2026 Draft

Funding Program	Source	Agency	Description	Eligible Projects	Link
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	FHWA	to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines	Both types of grants can go towards planning, designing, and constructing active transportation networks and active transportation spines. Active transportation networks are active transportation facilities that connect between destinations within a community or metropolitan region, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas (BIL §sect; 11529(l)(2)). Active transportation spines are active transportation facilities that connect between communities, metropolitan regions, or States (BIL §sect; 11529(l)(3)).	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/
Areas of Persistent Poverty Program	Federal	FTA	Through the Areas of Persistent Poverty Program, FTA will award grants to eligible applicants for planning, engineering, or development of technical or financing plans for projects eligible under chapter 53 of title 49, United States Code to assist Areas of Persistent Poverty or Historically Disadvantaged Communities.	Eligible activities may include, planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities; innovative technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community, or to provide new service such as	https://www.transportation.gov/rural/grant-toolkit/areas-persistent-poverty-program
Bridge Investment Program (BIP)	Federal	FHWA	The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.	Bridge Project Grant: projects to replace, rehabilitate, preserve, or protect one or more bridges on the NBI under 23 U.S.C. 144(b) (See 23 U.S.C. 124(a)(1)(A)), or a project under the BIP Program includes bridge bundling and culverts (23 U.S.C. 124(a)(1)(B)) Planning Grant: projects for planning, feasibility analyses, and revenue	https://www.fhwa.dot.gov/bridge/bip/
Community Development Block Grants (CDBG)	Federal	HUD	CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities.	Projects address affordable housing needs and fair housing issues, assist homeless persons, provide adequate infrastructure, and support programs that enhance civic/community design. Bicycle and pedestrian facilities are eligible uses of these funds.	https://www.hudexchange.info/programs/cdbg/
Community Project Funding/Congressionally Directed Spending (CPFCDs)	Federal	N/A	In November 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was passed into law. With the passage of IIJA, the Community Project Funding / Congressionally Directed Spending (CPFCDs) program was created, to support specific community projects as part of the annual	Community projects supported by the legislature.	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/earmark-programs
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Federal	FRA	This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.	Many eligible project types, including any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes.	https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2

Funding Program	Source	Agency	Description	Eligible Projects	Link
Environmental Education (EE) Grants	Federal	EPA	EPA seeks grant applications from eligible applicants to support environmental education projects that promote environmental awareness and stewardship and help provide people with the skills to take responsible actions to protect the environment.	This grant program provides financial support for projects that design, demonstrate, and/or disseminate environmental education practices, methods, or techniques.	https://www.epa.gov/education/grants
Innovative Finance and Asset Concessions Grant Program (IFACGP)	Federal	US DOT	The grants will enable recipients to develop and evaluate public-private partnerships - including asset concessions - to explore opportunities for innovative finance and delivery.	Facilitating and evaluating public-private partnerships and exploring opportunities for innovative financing and delivery for eligible transportation infrastructure projects, including highway, transit, passenger rail, certain freight facilities, certain port projects, rural infrastructure projects, airports,	https://www.transportation.gov/buildamerica/innovativefinancegrants
Land and Water Conservation Fund (LWCP)	Federal	The Land and Water Conservation Fund Coalition	America's most important program to conserve irreplaceable lands and improve outdoor recreation opportunities throughout the nation.	Projects that preserve working forests and ranchlands; local parks and playgrounds; battlefields and other historic and cultural sites.	https://www.parks.ca.gov/?page_id=21360
Pilot Transit-Oriented Development (TOD) Planning Program	Federal	FTA	Promote planning projects that aim to improve pedestrian and bicycle access to transit hubs.	Projects that foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	https://www.transit.dot.gov/TODPilot
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Federal	CTC	The primary objective of this program is to provide competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate change.	Eligible projects increase climate resiliency and protect at-risk transportation infrastructure using California's climate projections, as specified in Planning and Investing for a Resilient California: A Guidebook for State Agencies; are consistent with state, regional, or local climate adaptation reports, plans, and the Adaptation Planning Guide, including meeting the climate resiliency goals of the region where the project is located; include outreach conducted by the local agency to under-resourced and vulnerable communities related to the proposed project, consistent with the California State Adaptation Strategy; and incorporate environmental equity, protects vulnerable and under-resourced communities, and provide meaningful benefits to underserved communities, consistent with the California State Adaptation Strategy.	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/protect
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	US DOT	The Rebuilding American Infrastructure with Sustainability and Equity (or RAISE) program provides funding for capital investments in surface transportation that will have a significant local or regional impact.	Eligible projects include highway, bridge, or other road projects eligible under Title 23, United States Code; public transportation projects eligible under Chapter 53 of Title 49, United States Code; passenger and freight rail transportation projects; port infrastructure investments (including inland port infrastructure and land ports of entry); the surface transportation components of an airport project eligible for assistance under part B of subtitle VII (see FAO # 10 for details).	https://www.transportation.gov/rural/grant-toolkit/rebuilding-american-infrastructure-sustainability-and-equity-raise

Funding Program	Source	Agency	Description	Eligible Projects	Link
Reconnecting Communities and Neighborhoods Grant Program (RCN)	Federal	OST	The Office of the Secretary of Transportation (OST) has released a joint Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs, which will combine two major discretionary grants into one NOFO. Together, this combined program will be known as the Reconnecting Communities and Neighborhoods (RCN) Program.	Capital Construction grants fund both reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities. Projects may address a dividing facility, mitigating a “burdening” facility (a source of air pollution, noise, stormwater, or other burden), or improving access and building or improving Complete Streets. Community Planning grants provide funds for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges. Projects may address planning to restore community connectivity, community/public engagement, assessing environmental impacts from transportation in underserved communities (i.e., air quality, greenhouse gas emissions, extreme heat hotspots, gaps in tree canopy coverage, or flood prone transportation infrastructure), or developing local anti-displacement policies and community benefit agreements. Regional Partnerships Challenge incentivizes stronger partnerships between local governments, Tribal governments, MPOs/RPOs, State DOTs, and non-profit, private, and community partners to tackle persistent equitable access and mobility challenges, as well as greenhouse gas emissions reductions. Applicants must consist of a partnership between two or more eligible agencies.	https://www.transportation.gov/grants/rcnprogram
Rivers Trails, & Conservation Assistance (RCTA) Program	Federal	National Park Service	RCTA staff members provide technical expertise and assistance to local jurisdictions to help preserve watersheds, open space, and develop bicycle and pedestrian trails. NPS-RTCA does not provide financial assistance or monetary grants.	Bicycle way plans, corridor studies, public outreach, and trail assistance.	Rivers, Trails, and Conservation Assistance Program (U.S. National Park Service) (nps.gov)
Thriving Communities Program	Federal	US DOT	The Department of Transportation created this program to provide technical assistance and capacity building.	The program supports communities with planning and project development of transformative infrastructure projects that increase affordable transportation options, enhance economic opportunity, reduce environmental burdens, improve access and quality of life, and provide other benefits to disadvantaged communities.	https://www.transportation.gov/grants/thriving-communities
Transportation Alternatives (TA) Set-Aside	Federal	FHWA	The Transportation Alternatives (TA) program is the nation’s largest dedicated source of funding for trail and active transportation projects.	Variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.	https://www.fhwa.dot.gov/environment/transportation_alternatives/
Online Fundraising Program	Private	IOBY	IOBY gives local leaders the ability to crowdfund the resources they need to build real, lasting change from the ground up.	Clear air programs , clean water programs, climate change programs, compost programs, education programs, mutual aid programs open space & greening program, public health & nutrition programs, recycling programs.	https://ioby.org/matches
PeopleForBikes	Private	PeopleFor-Bikes/Partners	Make every ride bike safer and more accessible.	Grants for planning, design, and construction of bicycle improvements, support facilities, and related programs.	Grants PeopleForBikes
Robert Wood Johnson Foundation	Private	REI	To build a Culture of Health, the Robert Wood Johnson Foundation funds a wide array of research and initiatives focused on achieving health equity.	Active funding opportunities evolve. Current funding opportunities include projects with the potential to support, sustain, and evolve the field in promoting systems-level change to prevent childhood obesity, address structural racism, and advance health equity.	https://www.rwjf.org/en/grants/active-funding-opportunities.html?o=1&us=1

Funding Program	Source	Agency	Description	Eligible Projects	Link
Wal-Mart Foundation	Private	Walmart	Local community grants are awarded through an open application process and provide funding directly from Walmart and Sam's Club facilities to local organizations in the U.S.	Community and Economic Development, Education, Environmental Sustainability, Health and Human Service, Hunger Relief and Healthy Eating, Public Safety, Quality of Life.	https://walmart.org/how-we-give/grant-eligibility
Active Transportation Program (ATP)	State	Caltrans	Encourage increased use of active modes of transportation, increase the safety and mobility of non-motorized users, help achieve greenhouse gas reduction goals, enhance public health benefits.	Eligible infrastructure projects include capital improvements and combination projects. Eligible non-Infrastructure (NI) projects include education, encouragement, and enforcement activities. Eligible plans include the development of a community wide bicycle, pedestrian, safe routes to school, or ATP.	https://www.grants.ca.gov/grants/active-transportation-program/
Affordable Housing and Sustainable Communities Program (AHSC)	State	California Strategic Growth Council	The Affordable Housing and Sustainable Communities (AHSC) Program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit.	AHSC provides funding for affordable housing developments (new construction or renovation) and transportation infrastructure. This may include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that encourage residents to walk, bike, and use public transit.	https://www.grants.ca.gov/grants/affordable-housing-sustainable-communities-round-8/
Clean Mobility in Schools	State	CARB	The Clean Mobility in Schools Project (CMIS) facilitates funds a variety of clean transportation and supporting projects in and around school communities.	Scalable clean transportation and mobility strategies, including zero-emission vehicles, equipment, and infrastructure in schools (K – 12); active and alternative modes of clean transportation; workforce training and curriculum development; and outreach to students, parents, and the community. The City can partner with the public schools to apply.	https://ww2.arb.ca.gov/our-work/programs/clean-mobility-schools/about
Clean Mobility Options	State	Air Resources Board	For zero-emissions shared mobility projects in disadvantaged and low-income communities, including some tribal and affordable housing communities.	Bikeshare programs, “Quick build” right-of-way safety improvements for bicycles and scooters.	Home - Clean Mobility Options
Clean Mobility Options Voucher Pilot Program (CMO)	State	CARB	The Clean Mobility Options Voucher Pilot Program (Clean Mobility Voucher Pilot Program, or CMO) is intended to improve clean transportation access and to increase zero-emission mobility choices for disadvantaged and low-income communities.	CMO provides funding for community-driven mobility projects that increase residents' access to key destinations by providing various clean transportation options. The program also provides funding for community transportation needs assessments to support communities in assessing unmet transportation needs and develop community-driven solutions to fill the community's transportation gaps by centering the residents' primary needs. Using the community transportation needs assessments, eligible applicants may will be better situated to apply for and receive funding for electric carsharing, carpooling, regular bicycle and electric bicycle sharing, scooter-sharing, vanpools, innovative transit services, fixed route transit, and other clean mobility options that best suit their communities.	https://ww2.arb.ca.gov/our-work/programs/clean-mobility-options
Climate Adaptation Planning Grants	State	Caltrans	Part of the Sustainable Transportation Planning Grant Program. Support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure	Examples of eligible projects include climate vulnerability and risk assessments, planning for extreme weather events, natural and green infrastructure planning, technical feasibility studies required to advance project-level adaptation planning, and more.	https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants

Funding Program	Source	Agency	Description	Eligible Projects	Link
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	State	FHWA	The CMAQ program is implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.	While the legislation places emphasis on air quality projects or other elements of flexible federal aid highway spending such as diesel engine retrofits and alternative fuel infrastructure, funds may also be used for bicycle and pedestrian-related projects such as bikeways, bicycle parking, crosswalks, sidewalks, signs and signals.	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
Highway Safety Improvement Program (HSIP)	State	Caltrans	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	Any public road or publicly owned bicycle or pedestrian pathway or trail that improves safety for its users.	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now
Land and Water Conservation Fund (LWCF)	State	Parks & Recreation	Land and Water Conservation Fund (LWCF) grants provide funding for the acquisition or development of land to create new outdoor recreation opportunities for the health and wellness of Californians. Since 1965, over one thousand parks throughout California have been created or improved with LWCF assistance.	Funds can be used to buy park land for public use or make existing parks more enjoyable. Examples include adding a restroom, playground, or system of wayfinding signage.	https://www.parks.ca.gov/?page_id=21360#:~:text=Land%20and%20Water%20Conservation%20Fund%20(LWCF)%20grants%20provide%20funding%20for,or%20improved%20with%20LWCF%20assistance.
Local Partnership Program (LPP)	State	CTC	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements.	The Local Partnership Program provides funding to local and regional agencies to improve Aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, and Health and Safety Benefits	https://www.grants.ca.gov/grants/local-partnership-program-competitive/
Local Streets and Roads (LSRP) Program	State	CTC	The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Implement enhanced crosswalk signing and striping, create safety separation between motorists, bicyclists and pedestrians, design and construction of school access and safety improvements to schools. (SRTS)	https://catc.ca.gov/programs/sb1/local-streets-roads-program
Local Transportation Climate Adaptation Program (LTCAP)	State	CTC	The primary objective of this program is to provide competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate changes.	Resilience Improvements, Community Resilience and Evacuation Route Activities, or System Resilience Elements.	https://catc.ca.gov/programs/local-transportation-climate-adaptation-program
Office of Traffic Safety (OTS) Grant Program	State	OTS	Funds education, enforcement, and engineering projects that improve safety on existing facilities.	Projects which implement the safe system approach to reduce injuries and fatalities for bicyclists and pedestrians.	https://www.ots.ca.gov/grants/

Funding Program	Source	Agency	Description	Eligible Projects	Link
Planning and Capacity Building (Planning)	State	CARB	Planning and Capacity Building projects are intended to increase transportation equity in disadvantaged and low-income communities by improving the local understanding of residents' transportation needs, helping develop organizational and community capacity building so communities are ready to plan for clean transportation solutions, and preparing communities to implement community-identified projects that fill transportation gaps and improve clean transportation access.	A variety of community-led planning and capacity building projects that increase transportation equity and achieve a community's vision – including but not limited to projects focused on clean mobility transportation planning, community transportation needs assessments, community capacity building, outreach, workforce training and development, ongoing technical assistance, and other critical community-led clean mobility investment needs.	https://ww2.arb.ca.gov/resources/fact-sheets/planning-and-capacity-building
State of Good Repair (SGR)	State	Caltrans	The State of Good Repair Program was created to provide a consistent and dependable revenue source to transit operators to invest in the upgrade, repair, and improvement of their respective agency's existing transportation infrastructure and services.	Examples of projects include transit capital projects, services to maintain or repair existing transit fleets and facilities, new vehicles or facilities that improve existing transit services, transit services that complement local efforts to repair and improve local transportation infrastructure	https://dot.ca.gov/programs/rail-and-mass-transportation/state-transit-assistance-state-of-good-repair
Strategic Partnerships Grants	State	Caltrans	Part of the Sustainable Transportation Planning Grant Program. Identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans	Grants are for transportation planning activities such as planning for freight, corridors, regional, and interregional travel.	https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants
Sustainable Communities Grants	State	Caltrans	Part of the Sustainable Transportation Planning Grant Program. Encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable), and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.	Active Transportation; Corridor and Freight; Social Equity; Integrated Housing, Land Use, and Transportation; Multimodal; Safety; Technical; and Transit.	https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants
Sustainable Transportation Equity Project (STEP)	State	CARB	Funded projects are designed and implemented with community residents to address community needs, reducing GHG emissions and vehicle miles traveled while increasing access to key destinations and services.	STEP funds a variety of clean transportation and supporting projects, such as public transit and shared mobility services, active transportation infrastructure, land use planning and housing policy, workforce development, and clean transportation planning and education.	https://ww2.arb.ca.gov/our-work/programs/sustainable-transportation-equity-project

Funding Program	Source	Agency	Description	Eligible Projects	Link
Trade Corridor Enhancement Program (TCEP)	State	CTC	The purpose of the Trade Corridor Enhancement Program is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement.	Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan. The Commission is required to evaluate and select submitted applications based on the following criteria: Freight System Factors – Throughput, Velocity, and Reliability; Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology; Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth; The overall need, benefits, and cost of the project Project Readiness – ability to complete the project in a timely manner; Demonstration of the required 30% matching funds; The leveraging and coordination of funds from multiple sources; and Jointly nominated and/or jointly funded.	https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program
Transformative Climate Communities	State	California Strategic Growth Council	The TCC Program funds development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities	Development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities.	https://sgc.ca.gov/grant-programs/tcc/
Transformative Climate Communities (TCC)	State	Strategic Growth Council	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities.	Project examples include, but are not limited to affordable and sustainable housing developments, transit stations and facilities, electric bicycle and car share programs, solar installation and energy efficiency, water-energy efficiency installations, urban greening and green infrastructure, bicycle and pedestrian facilities, recycling and waste management, health equity and well-being projects, brownfields redevelopment, community microgrids, indoor air pollution reduction.	https://www.sgc.ca.gov/grant-programs/tcc/
Transit and Intercity Rail Capital Program (TIRCP)	State	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems.	Pedestrian and bike trail, First/last mile connections via bike lanes and separated paths, Bike share programs, Bike parking facilities Plans.	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog
Urban Greening	State	California Natural Resources Agency	Funding will support projects that reduce greenhouse gas emissions, provide multiple benefits, and create more sustainable communities using natural and green infrastructure approaches.	Eligible urban greening projects will reduce GHG emissions, mitigate the effects of extreme heat, and provide multiple additional benefits, including, but not limited to, a decrease in air and water pollution or a reduction in the consumption of natural resources and energy.	https://resources.ca.gov/grants/urban-greening