

Fehr&Peers

Tuolumne County Transportation Council

Trails Prioritization Plan



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Tuolumne County Transportation Council

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Source: Fehr & Peers, 2021

Executive Summary

The Tuolumne County Transportation Council's (TCTC) Trails Prioritization Plan (Plan) evaluates the existing network of planned trails within Tuolumne County and applies a community, goal-based prioritization framework to support agency staff in pursuing efforts to implement the planned network. This Plan is intended as both a standalone document prioritizing Tuolumne County's planned trail network in addition to serving as a supplemental planning document to the previous Active Transportation Plan adopted in 2020. Prioritized trails are grouped into high, medium, and low priority projects. The Plan identifies ten top priority projects across Tuolumne County for more immediate advancement through next steps. This Plan does not identify new, proposed trails or other supportive projects. Prioritization criteria included feasibility, proximity to community assets and population, user comfort, and potential for funding opportunities. Priority trails will be further evaluated in subsequent efforts, with additional attention devoted to right of way opportunities, funding, and overall feasibility. This prioritization will be updated periodically to measure progress against construction of priority projects.

Background

Tuolumne County is a beautiful place to live, work, and play. Over the past thirty years, various plans have documented visionary pathways, trails, and other active transportation facilities to improve livability, strengthen the local economy, and provide safe and reliable alternatives to driving. Following the Council's 2020 Active Transportation Plan, it became clear that TCTC's capacity for implementation should be focused on broadly supported and actionable priorities, resulting in this effort.

Prioritization Approach

TCTC staff worked with local stakeholders to develop broad goals for the County's active transportation network. Based on those goals, the project team identified measurable criteria that aligned with these goals, and weighted the criteria to ensure a fair outcome. The weighted criteria were applied to a comprehensive network of proposed trails across the County, resulting in numeric scores for all trails. The ten-highest scoring facilities were determined to be priorities and will be further evaluated in future rounds of work.

Results

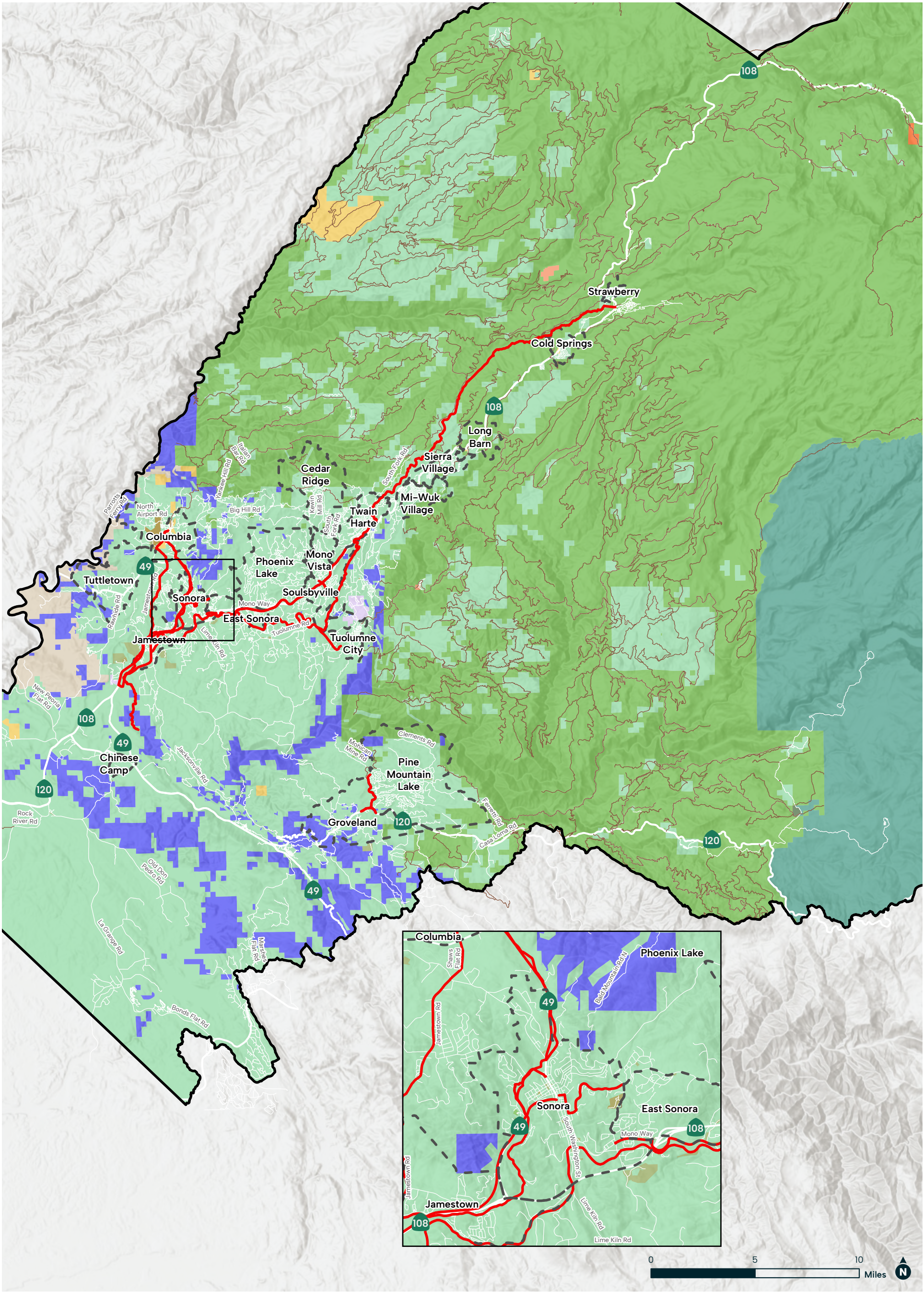
The top ten facilities recommended for advancement as a result of the prioritization process are shown in **Figure 1**. When constructed, they will form foundational elements of Tuolumne County's active transportation network.

Recommendations and Next Steps

TCTC should work with partners to evaluate feasibility of priority projects, develop concept design and planning level cost estimates, identify and pursue funding opportunities when needed, and evaluate community support and management partnerships. Given the regional nature of the network and prevalence of Caltrans owned and operated facilities traversing the County, relationship building and project collaboration will be necessary for many of the projects to successfully reach the implementation stage. TCTC's vision should be commended, and carrying this momentum into implementation should garner further community support and buy-in.



Source: Fehr & Peers, 2021



Topographic Background Source: Esri, NASA, NGA, USGS, Esri, NASA, NGA, USGS, FEMA

Prioritization Ranking
Top Ten

- Bureau of Indian Affairs
- Bureau of Land Management
- Bureau of Reclamation
- National Forest
- Local Government
- National Parks Service
- Private
- State Government

- Forest Route
- City Limits/CDP Boundary
- Tuolumne County Boundary

FIGURE 1
Top Ten Ranked Trails

Regional Planning Context

The Tuolumne County Trails Prioritization Plan started from a foundational, proposed trail network that was developed as part of several previous planning efforts. Those efforts include:

- Regional Transportation Plan (2024)
- Evacuation Needs Assessment and Communication Strategies Study (2023)
- Active Transportation Plan (2020)
- Tuolumne County General Plan (2018)
- Gold Rush Shared-Use Path (Ongoing)
- North-South Connector Study (Ongoing)

This Plan is intended as both a standalone document prioritizing Tuolumne County's planned trail network in addition to serving as a supplemental planning document to the previous Active Transportation Plan adopted in 2020. This Plan is designed to support agency staff in pursuit of competitive grants toward planning and implementation of the trail network. For a comprehensive understanding of the physical and community characteristics and existing conditions as they relate to active transportation within Tuolumne County, please see the Active Transportation Plan.¹



Source: Fehr & Peers, 2021



Source: Fehr & Peers, 2021

¹ Source: https://www.tuolumnecountytransportationcouncil.org/_files/ugd/fe950e_e375040e021f404399112b74746b5d3c.pdf

Existing Conditions

Tuolumne County has an extensive network of recreational trails that enable walking, cycling, and general mobility and access to scenic destinations with some community service destinations remaining accessible. Facilities supporting transportation-based trips are largely concentrated within communities rather than providing direct, intercommunity access. The completeness of networks within communities is inconsistent throughout the County. This section of the report provides a brief overview of the existing network of facilities in Tuolumne County.

Trails, as used in this report, refers to a broad range of facility types that are dedicated to non-motorized users, and prioritize pedestrians and bicyclists. Trail types may encompass sidewalks and paved facilities as outlined in Chapter 1000 of the Caltrans Highway Design Manual² and include:

- Shared-Use Paths (Class I)
- Separated Bikeways (Class IV)
- Bicycle Lanes (Class II)
- Bike Routes (Class III)

Trails may also include unpaved, constructed pathways made of compacted earth and other natural materials. This report will denote what trail type is represented for those which are discussed. Examples of trail types can be seen below, in **Figure 2**.

² Source: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp1000-all.pdf/1000>

Figure 2: Trail Facility Examples



Shared-Use Path (Class I)

Shared use paths, often referred to as bike paths or multi-use trails, are off-street facilities that provide exclusive use for non-motorized travel by both bicyclists and pedestrians. Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors or traversing barriers such as freeways or rivers.



Bicycle Lane (Class II)

Class II bike lanes are on-street facilities marked with striping, stencils, and signs to indicate roadway space dedicated for bicyclists. Positioned directly alongside motor vehicle traffic, bike lanes provide a defined area for comfortable riding and help drivers anticipate bicyclists' movements. They are generally most suitable for lower-speed, lower volume roadways.



Buffered Bicycle Lane (Class IIB)

A bike lane separated from adjacent motor vehicle travel or parking lanes by a painted buffer zone. This buffer creates extra space between bicyclists and moving or parked cars, reducing the potential collision factors of close passing and "door zone" conflicts. While buffered bike lanes do not include physical barriers, the added separation increases comfort and visibility for cyclists.



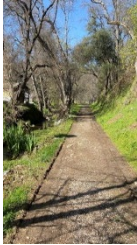
Bike Route (Class III)

Class III bike routes are streets where bicyclists travel on the shoulder or share a lane with motor vehicles. Signage and shared lane markings, or "sharrows," alert drivers that bicyclists are sharing the road. Class III bike routes are most suitable for low-speed and low-volume roadways with limited space for dedicated bicycle facilities.



Cycle Track/Separated Bikeway (Class IV)

Class IV separated bikeways, or cycle tracks, are on-street bicycle facilities physically separated from motor vehicle traffic and distinct from the sidewalk. They offer comfort similar to a Class I path by using vertical elements such as curbs, flexible posts, parked cars, or planters to create enhanced physical protection. Separated bikeways are suitable on high-speed, high-volume streets.



Unpaved Multi-Use Trail

Unpaved multi-use trails, as described in this report are designed and constructed trails that are located off-street and typically support users including pedestrians, bicyclists, and horseback riders. These trails may vary in width from singletrack which possess a single, narrow pathway for only one user at a time, doubletrack which possesses two, side-by-side singletrack lanes, and fire roads which are restricted to public vehicle access but are constructed wide enough to allow permitted vehicles to travel along for maintenance, fire, or other means. All the trails in this category utilize natural materials such as compacted earth, gravel, or rocks as trail bed material.

Geographic and Community Context

Tuolumne County is in California's central Sierra Nevada region and is characterized by rugged, mountainous terrain that rises from foothill oak woodlands in the west to high elevations exceeding 13,000 feet in the eastern Sierra. Public lands within its boundaries include parts of Yosemite National Park, Stanislaus National Forest, and Bureau of Land Management and Bureau of Reclamation lands. The county covers about 2,274 square miles with a relatively low population density, reflecting its largely rural and forested landscape. Sonora, the county seat and only incorporated city is joined by a concentration of historic Gold Country towns, defined as census designated places (CDP's) with much of the land devoted to public forests and recreation.

Tuolumne County has a small population, estimated at 53,000 according to 2025 U.S. Census data and skews older, with nearly 30% of residents age 65 and over and a median age 10 years above state averages.³ The population is predominantly White with a modest Hispanic/Latino population. Communities are generally rural, stable, and homeowner-oriented, with many long-term residents and relatively small household sizes. Transportation patterns are heavily auto-dependent due to dispersed land-use patterns though limited transit service is provided by Tuolumne County Transit.

³ Source: https://data.census.gov/profile/Tuolumne_County,_California?g=050XX00US06109#populations-and-people

Existing Networks

Tuolumne County possesses an extensive network of recreational based trails, however opportunities for low-stress, active transportation routes within and connecting multiple communities are largely absent or incomplete. Many of the intercommunity roadways are state routes or county roads with narrow or absent shoulders. When shoulders are present, they often serve as unofficial bike lanes. Expanding opportunities for residents and visitors to access jobs, community resources, and recreation opportunities safely by way of non-motorized means is critical.

Barriers

Development of transportation facilities of all types face significant challenges to implement throughout Tuolumne County, including roads, railroads, and recreational trails. Steep and mountainous terrain requires narrow, winding roadways to achieve reasonable grades, alternative routes to bypass steep terrain, or can prohibit the development of transportation facilities altogether. While the topographic conditions can be attractive features for hiking and biking trails, they can also inhibit active modes users who may be unable or lack the desire to traverse hilly terrain to reach their destinations.

Waterways are another form of barrier that can require expensive bridges or only allow seasonal crossings in low water conditions. Notable waterways include the Stanislaus River, Mormon Creek, Woods Creek, and Sullivan Creek. These year-round waterways were scored as barriers within the prioritization methodology. Other waterways identified during mapping are “ephemeral streams” which typically have lower water volumes and under normal conditions, do not flow during certain times of the year and thus were not considered in the prioritization framework. Both the cost requirement of constructing bridges over waterways or the unpredictability of ephemeral streams can prove challenging for the development of new active transportation facilities.

Beyond the physical barriers posed by topographic or hydrological conditions, other intangible yet important barriers must be considered. These additional barriers include political constraints, such as community leadership or residents who for various reasons may be in opposition to the development of a new trail. It is important to engage residents, businesses, and community leadership early in any planning effort to gauge a project’s political feasibility. Right of way access can be a significant barrier, particularly when constraints limit potential trail alignments and landowner(s) of parcels may not want to provide access. Finally, funding remains challenging for any community seeking to implement projects. Shifting priorities at the federal and state level make planning for publicly available funds challenging and grants are often highly competitive to secure for both planning and implementation project types.



Source: Fehr & Peers, 2021

Project Goals

At the outset of this work, TCTC documented a series of project goals to guide the prioritization process. These were developed with input from stakeholders to strengthen prioritization results.

1. Connectivity and Network Value

How well the trail connects people to important destinations or fills gaps in the existing trail, sidewalk, or bikeway network.

2. Community Use and Benefit

The extent to which the trail is likely to be used regularly by local residents for recreation, transportation, or daily activities

3. Safety and Comfort

How much the project improves safety or comfort by reducing conflicts with vehicles, improving visibility, or creating safer places to walk or bike.

4. Equity and Access

The degree to which the trail expands access for people who may have fewer transportation or recreation options, including children, seniors, or underserved communities.

5. Community Support and Partnerships

The level of demonstrated interest, advocacy, or willingness from organizations, agencies, or community members to help advance or steward the trail.

6. Feasibility and Readiness

The likelihood that the project can secure funding based on cost, phasing potential, and alignment with known or anticipated funding programs.

7. Maintenance and Long-Term Stewardship

The ability to reasonably maintain the trail over time, including ongoing costs, staffing needs, and opportunities for shared stewardship.

These project goals are not static; as the Tuolumne County active transportation network is developed, and as community priorities change, these goals can and should be modified to match funding opportunities, community needs, geographic or topographic challenges, and new land use and travel patterns.

Prioritization Process

The extent to which proposed facilities align with project goals was evaluated on multiple criteria. Individual criteria were given a score, measuring the extent to which a proposed trail matches the criterion. Finally, each criterion is assigned a weight, meant to represent the importance or influence of each criteria in the overall prioritization. The criteria are presented below in **Table 1**.

The complete map of all ranked trails can be found in **Figure 3**.

Table 1: Prioritization Criteria

Criteria	Source	Criteria Factors	Criteria Score	Weighting
Connectivity and Network Value				
Supports Community to Community Connection ¹	Project Team / Network Map	2+ Communities	100	3x
		1 Community	50	
		0 Communities	0	
Supports Community to Key Destination Connection ²	Project Team, TCTC GIS Data	Yes	100	3x
		No	0	
Community Use and Benefit				
Trail access located within community	U.S. Census / Polygon	Majority within	100	1x
		Majority outside	50	
Safety and Comfort				
Alternative to high collision corridor	Transportation Injury Mapping System (TIMS)	2+ Bike/Ped KSI	100	3x
		1 Bike/Ped KSI	50	
		0 Bike/ped KSI	0	

Criteria	Source	Criteria Factors	Criteria Score	Weighting
Percent of facility with shade cover	USDA Forest Service	>50%	100	1x
		25% – <=50%	50	
		<=25%	0	
Equity and Access				
CalEnviroScreen – in/out of area	Office of Environmental Health Hazard Assessment	Within 25% tract	100	2x
		Intersects 25% tract	50	
		Intersects or within tract with score outside 25%	0	
Healthy Places Index – in/out of area	Healthy Places Index	Within 25% percentile (percentile <= .25)	100	2x
		Intersects 25% percentile	50	
		Does not intersect or within 25% percentile	0	
Schools with large share (at least 75%) of free and reduced-price meals – distance in miles	CA Dept. of Education	0–0.25	100	3x
		.25–.5	50	
		>.5	0	
Income below 80% statewide median – in/out of area	ACS 2020–2024	Fully within 80% of statewide (<\$79,298)	100	3x
		Partially within 80% of statewide (<\$79,298)	50	
		Fully outside 80% of statewide (<\$79,298)	0	
Community Support and Partnership				
Right-of-Way acquisition feasibility	Project Team / Network Map	Yes	100	3x
		No	0	
		> 1 Plan Reference	100	

Criteria	Source	Criteria Factors	Criteria Score	Weighting
Alignment with other planning efforts	Existing Plans	1 Plan Reference	50	2x
		0 Plan References	0	
Feasibility and Readiness				
Number of waterway crossings	USGS NHD	0	100	1x
		<=Average	50	
		>Average	0	
Maximum Trail Grade ³	USGS	<= 5%	100	1x
		>5 % - 10%	50	
		>10%	0	
Maintenance and Long-Term Stewardship				

1. Community defined as census designated place or incorporated jurisdiction.
 2. Includes locations such as parks, libraries, post offices, commercial centers pending readily available data without modification.
 3. Trail grade or running slope as defined by [Forest Service USDA](#)
- Source: Fehr & Peers, 2006.

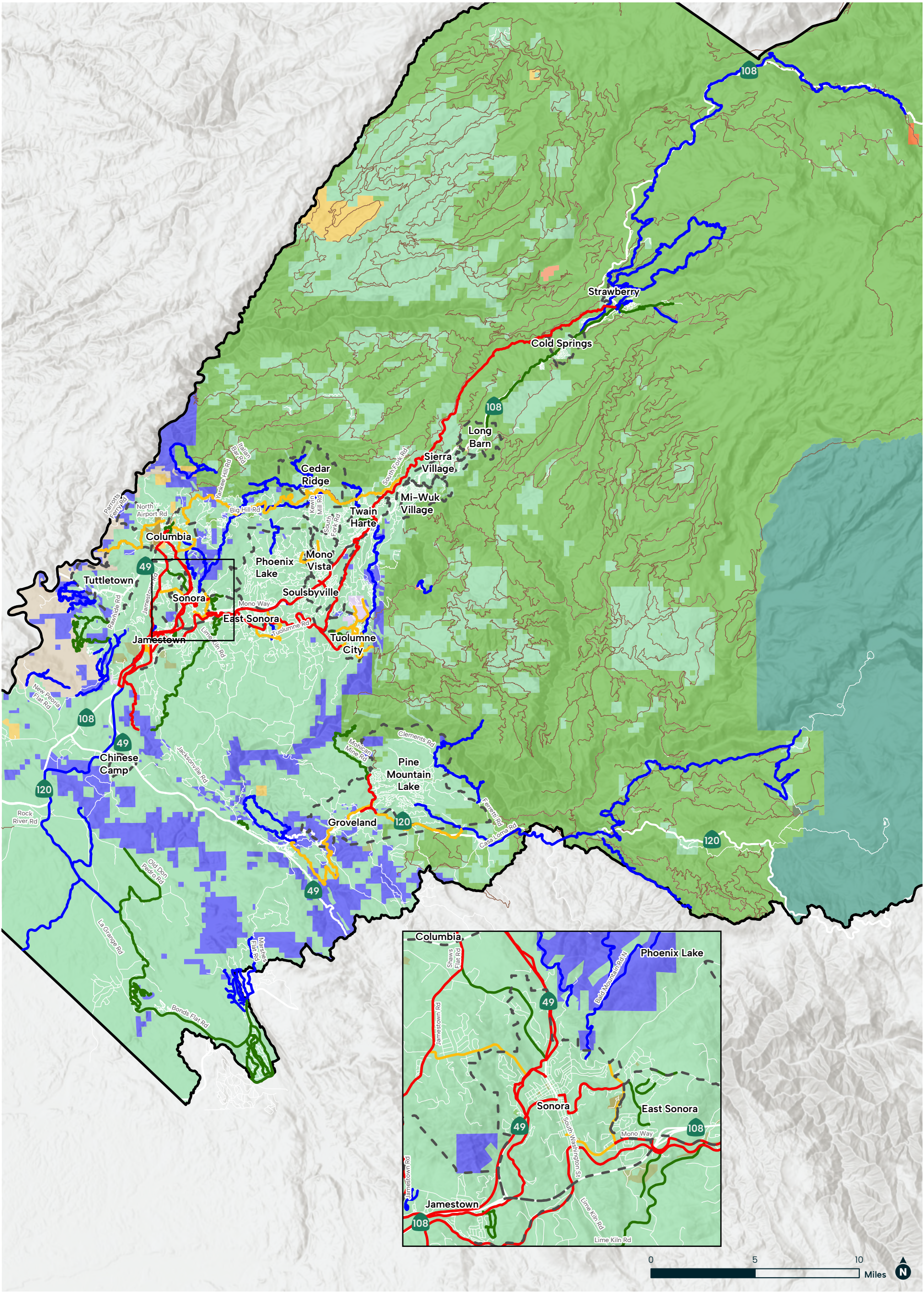


FIGURE 3
Trail Prioritization Rankings

Priority Projects

The ten priority projects that were identified as candidates to move forward for further feasibility, design, funding, and implementation review, and were displayed in **Figure 1** are presented below as individual project summaries.

Profiles for each individual top priority project are provided in **Figures 4** through **13**.

Tuolumne County Transportation Council Trails Prioritization Plan



Tuolumne Heritage Trail

Trail Highlights

Length: 13.6 Miles

Type: Class 1 Shared-Use Path

Intersecting Communities: Columbia, Sonora, Jamestown

Collision History*: 187 total injury collisions, 18 bicycle and pedestrian

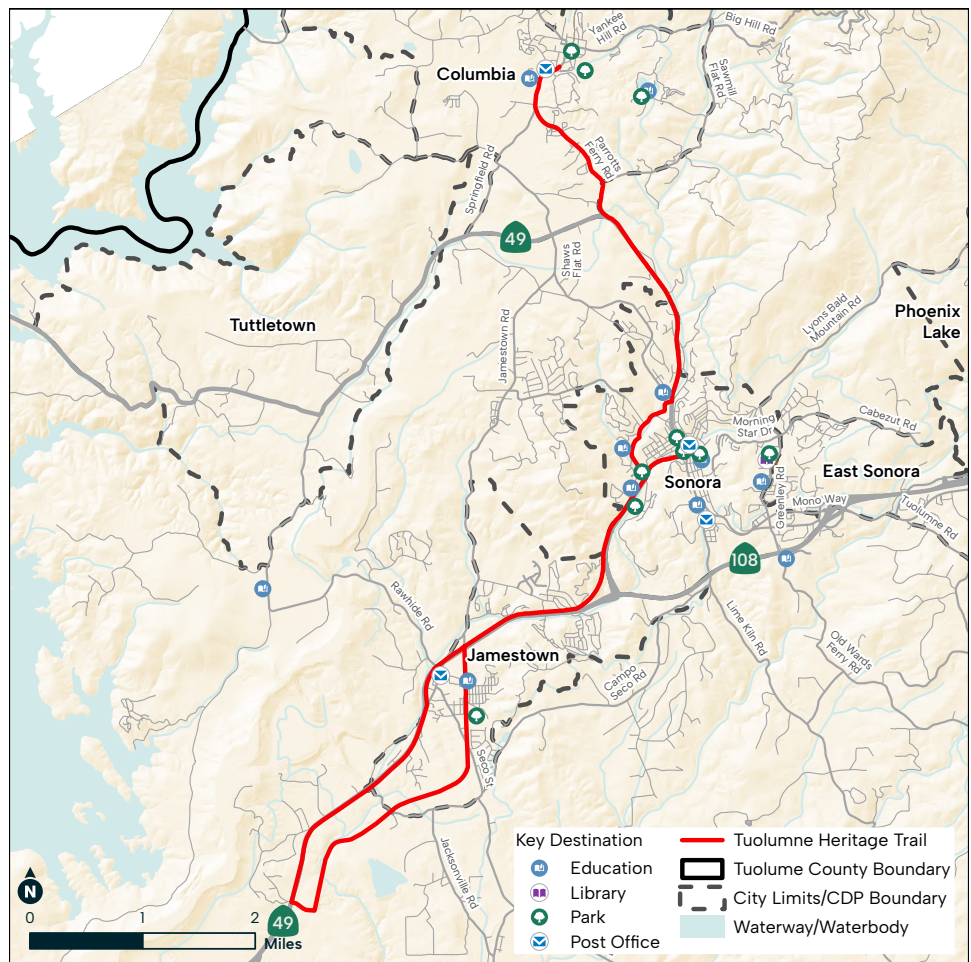
**Within 200 feet of planned trail alignment*

Trail Description:

The Tuolumne Heritage Trail (previously identified as the Gold Rush Path until the name was officially changed in 2026) is a regionally significant plan to construct a 13-mile Class I shared-use path connecting the three communities, Columbia, Sonora, and Jamestown. The planned facility would provide a continuous low-stress option for pedestrians and bicyclists seeking access to one of the six schools, seven parks, additional community resources, and commercial districts in the area. The pathway would rely on improvements to SR-49 and adjacent roadways for implementation. Currently, existing roadways are narrow with little to no bike facilities and significant sidewalk gaps.

Community Context:

Sonora serves as the county seat and only incorporated city in Tuolumne County. Sonora and Jamestown host the two largest employers in the county, with Adventist Health Sonora located in Sonora and the Department of Corrections in Jamestown. The median household income in all three communities falls below 80% of the statewide average. Sonora Elementary qualifies for Free and Reduced Price Meals and has one of the largest enrollments in the County.



Tuolumne County Transportation Council Trails Prioritization Plan



Woods Creek Trail

Trail Highlights

Length: 9.8 Miles

Type: Natural Surface, Class I Shared-Use Path, Class II Bicycle Lane

Intersecting Communities: Sonora, Jamestown

Collision History*: 31 total injury collisions, 6 bicycle and pedestrian

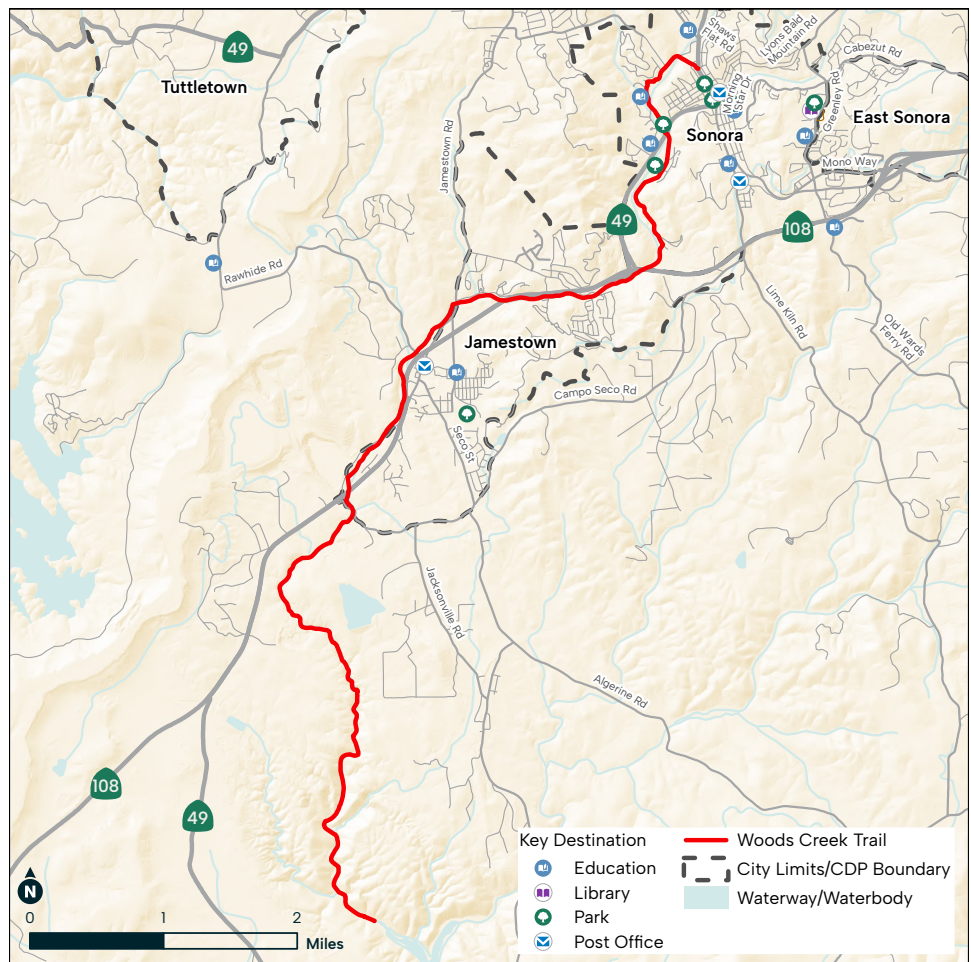
**Within 200 feet of planned trail alignment*

Trail Description:

The Woods Creek Trail is intended as a mixed surface, regionally significant connector between Sonora and Jamestown. Getting its name from the parallel Woods Creek waterway, this trail is intended as a route for both recreational and utilitarian trips. Where the trail departs the nearby roadways, a natural surface trail of compacted earth would be constructed. Where the trail route travels along local roads such as Southgate Drive or Bonanza Road, varying types of traditional facilities such as Class I shared-use paths or Class II bicycle lanes will maintain the low-stress connection between community destinations.

Community Context:

The Woods Creek Trail would serve as a southern extension of the Dagoon Gulch Trail, connecting the existing trail network to New Don Pedro Reservoir to the south and the many communities in between. The Woods Creek Trail provides a utilitarian component to the network, providing not only additional recreational opportunities, but transportation opportunities for pedestrians and bicyclists to travel to jobs, reach schools, or attend community events such as those at the Mother Lode Fairgrounds. The trail will also benefit disadvantaged communities; the median household income in both communities falls below 80% of the statewide average, while Sonora Elementary qualifies for Free and Reduced Price Meals and has one of the largest enrollments in the County.



Tuolumne County Transportation Council Trails Prioritization Plan



Sonora to Soulsbyville

Trail Highlights

Length: 8.5 Miles

Type: Class I Shared-Use Path, Class II Bicycle Lanes

Intersecting Communities: Sonora, East Sonora, Soulsbyville, Twain Harte

Collision History*: 135 total injury collisions, 5 bicycle and pedestrian

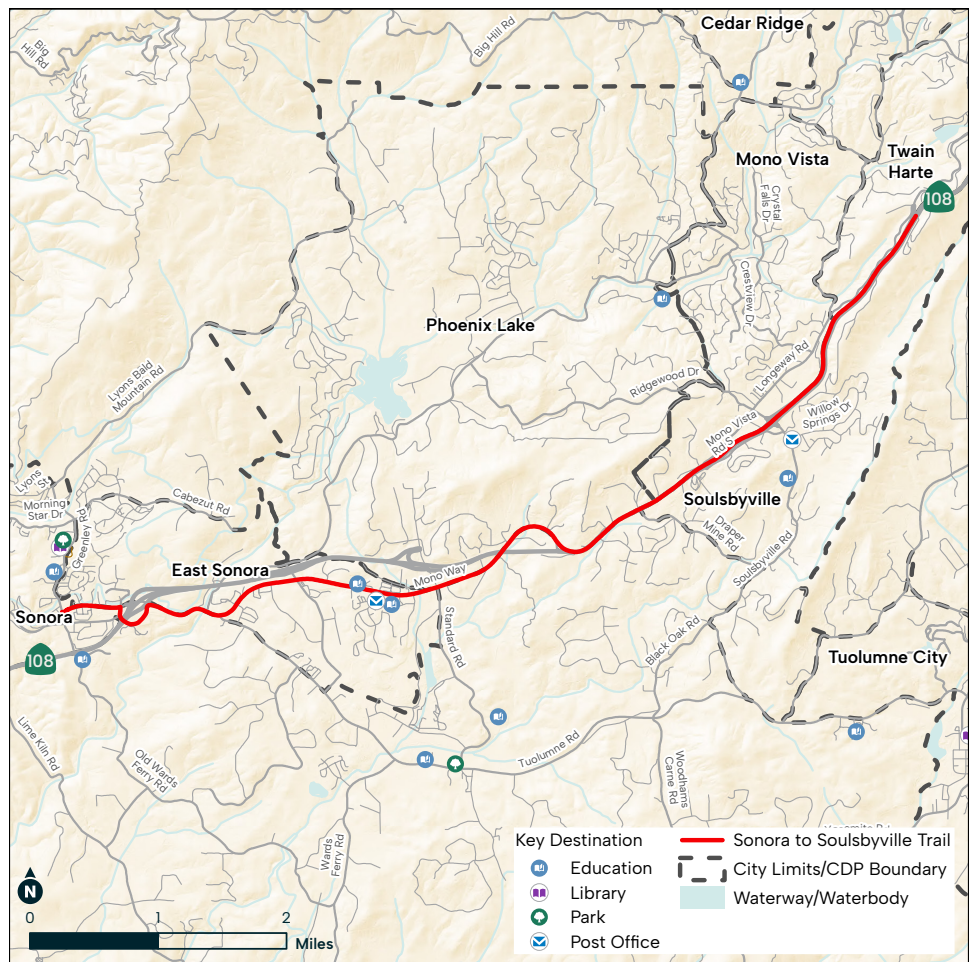
**Within 200 feet of planned trail alignment*

Trail Description:

Sonora to Soulsbyville Trail is an east-west trail connection that plans for improvements primarily along State Route 108 (SR 108) and Mono Way. Current roadway conditions along SR 108 include a two-lane roadway with a posted speed limit of 50 to 55 MPH and wide shoulders. Mono Way is a two-lane county road with a posted speed limit of 45 to 50 MPH and little to no shoulder outside painted white fog lines. Few sidewalks are present and the shoulders, where present, functionally serve as Class II bike lanes but are not designated bicycle facilities. The proposed improvements would expand the roadway in places to install Class I shared-use paths, Class II bicycle lanes, and sidewalks where appropriate. As a Caltrans owned and operated facility, any improvements to SR 108 would require partnership between Caltrans and TCTC staff.

Community Context:

The trail would serve as a connector between the Sonora and East Sonora communities which possess the highest concentration of jobs and commercial opportunities with communities further east. Two of the four schools served by the trail qualify for free and reduced priced meals.



Tuolumne County Transportation Council Trails Prioritization Plan



Sonora to Columbia

Trail Highlights

Length: 3.7 Miles

Type: Class I Shared-Use Path, Class II Bicycle Lanes

Intersecting Communities: Columbia, Sonora

Collision History*: 32 total injury collisions, 3 bicycle and pedestrian

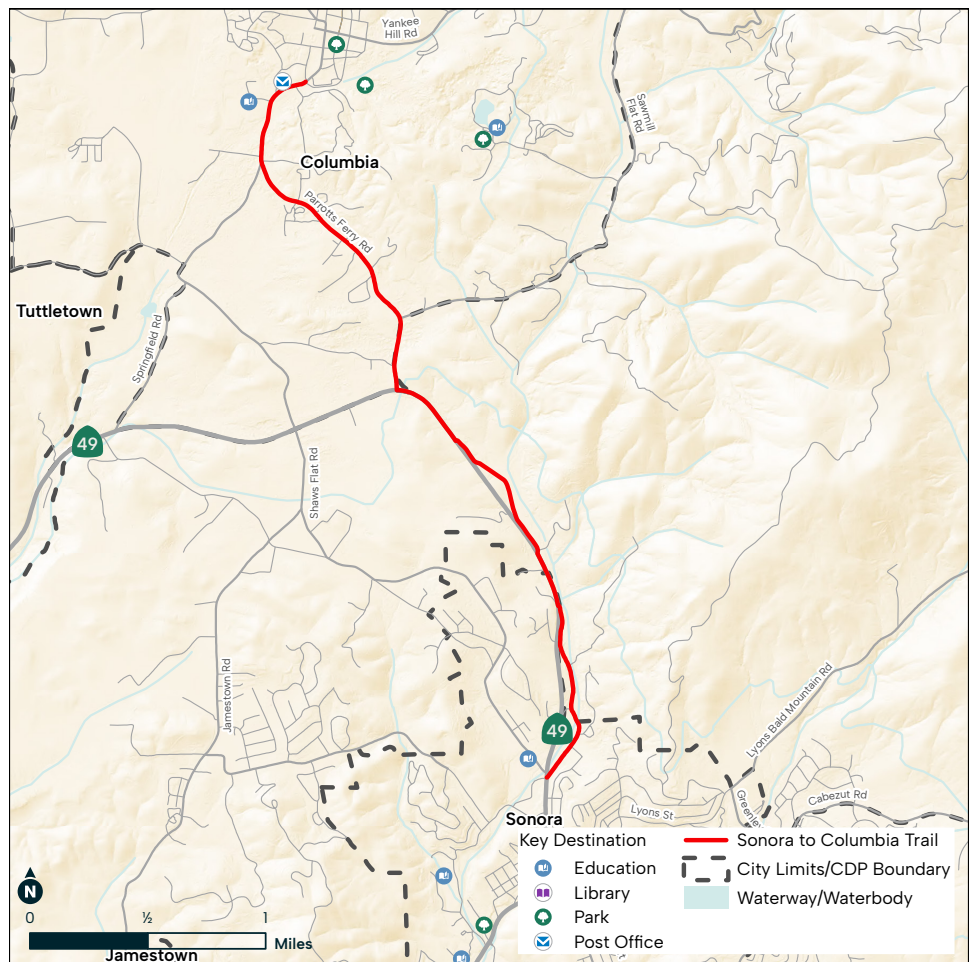
**Within 200 feet of planned trail alignment*

Trail Description:

The Sonora to Columbia trail, identified in the Active Transportation Plan (2020) and as part of the Interregional Bicycle Tourism Study (2021) serves as a direct, low-stress connection between Sonora High School to the south and the town of Columbia College to the north. The proposed alignment follows local roads Parrots Ferry Road, Old Sonora Columbia Road, and Columbia Way and includes short connections along SR 49. Existing roadway configurations range from two-lane roadways with little to no shoulder and narrow two-lane roadway without centerlines such as Old Sonora Columbia Road. Speed limits range from 35 MPH to 50 MPH. Proposed improvements would expand the roadway for the installation of Class I shared-use paths, Class II bicycle lanes, and sidewalks where appropriate.

Community Context:

The proposed Sonora to Columbia trail would provide safe multi-modal options for non-motorized users as currently the route has few to no bicycle or pedestrian facilities. Those walking or bicycling to and from destinations along the trail are forced next to high-speed traffic with little to no protection. The trail provides multiple opportunities for connecting the broader network of existing and planned trails including Dragoon Gulch Trail, Woods Creek Trail, and the Tuolumne Heritage Trail. Several parks including the Columbia Historic State Park and several additional schools including Sonora High School would be served by the implementation of this trail.



Tuolumne County Transportation Council Trails Prioritization Plan



Sierra Railroad Regional Trail – East Sonora Section

Trail Highlights

Length: 14.6 Miles

Type: Class I Shared-Use Path, Class II Bicycle Lanes

Intersecting Communities: Jamestown, Sonora, East Sonora, Standard

Collision History*: 33 total injury collisions, 1 bicycle and pedestrian

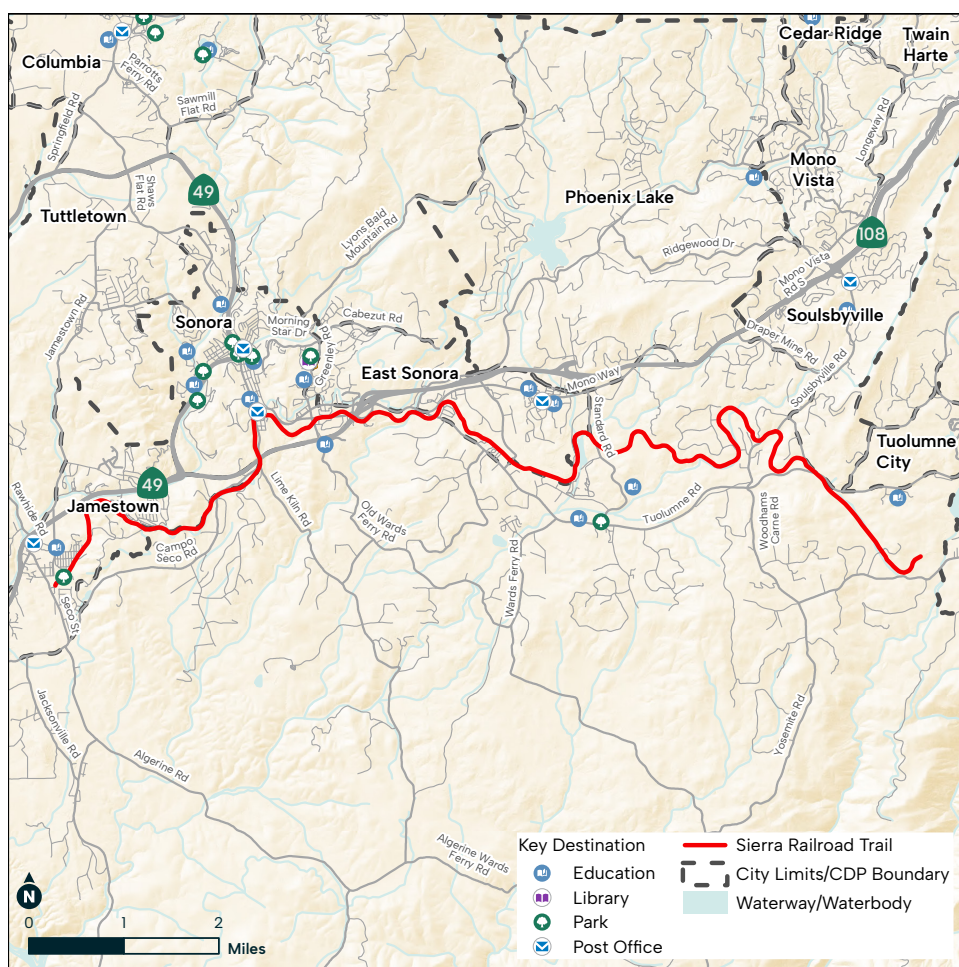
**Within 200 feet of planned trail alignment*

Trail Description:

The Sierra Railroad identified in the Active Transportation Plan (2020) and as part of the Interregional Bicycle Tourism Study (2021) is currently an active railway that is under consideration for a rails to trails conversion. This conversion would create an alternative to SR 108 by way of a Class I shared-use path and provide a low-stress route for pedestrians and bicyclists. Currently, no continuous east-west low-stress connection exists between these communities. The conversion of the existing rail line to a trail was studied by the Rails-to-Trails Conservancy in 2004. The current trail is proposed as two sections, a Sonora Section and East Sonora Section.

Community Context:

TCTC was awarded a Caltrans Sustainable Transportation Planning grant in 2026 to study low-stress networks within the community of Standard, which may provide additional opportunity for regional connection by way of the planned Sierra Railroad Regional Trail. When fully implemented, this trail would provide connection from nearby communities to the economic opportunities and community resources of Sonora.



Tuolumne County Transportation Council Trails Prioritization Plan



Soulsbyville Road Trail

Trail Highlights

Length: 0.8 Miles

Type: Sidewalks, Class II Bicycle Lanes

Intersecting Communities: Soulsbyville, Mono Vista

Collision History*: 14 total injury collisions, 0 bicycle and pedestrian

**Within 200 feet of planned trail alignment*

Trail Description:

Soulsbyville Road Trail is intended to serve as an active transportation enhancement to the existing Soulsbyville Road. Currently a two-lane roadway with paved, narrow shoulders, and only approximately 100 feet of sidewalk installed on the south side in front of the Dollar General. A Class II bicycle lane exists along portions of the roadway. A single marked school crossing exists near Soulsbyville Elementary School but terminates at the unpaved shoulder on the north side, opposite the school site. The roadway includes a major intersection with SR 108. Only the north leg has an east-west crosswalk requiring pedestrians to travel 110 feet from one side to the other.

Community Context:

Soulsbyville Road is one of the few roadways that intersects SR 108 in the vicinity which allows a connection between the residential communities in Mono Vista to access Soulsbyville Elementary School. The nearest intersection to the south is 3,300 feet and to the north is 2 miles. By implementing this trail and closing critical gaps in the network and improving those where existing facilities are inadequate, families and others can safely access school sites. A number of commercial destinations including grocery stores, retail, and restaurants are located in Mono Vista which would allow residents living in Soulsbyville to access these destinations as well. While no bicycle or pedestrian deaths have taken place in the past five years of analysis, a lack of pedestrian and bicycle facilities may suggest that the roadway in its current form prohibits potential users who may otherwise walk or bicycle.



Tuolumne County Transportation Council Trails Prioritization Plan



Groveland Sidewalks and Tioga High School Trail

Trail Highlights

Length: 2.9 Miles

Type: Asphalt Sidewalk

Intersecting Communities: Groveland, Pine Mountain Lake

Collision History*: 21 total injury collisions, 1 bicycle and pedestrian

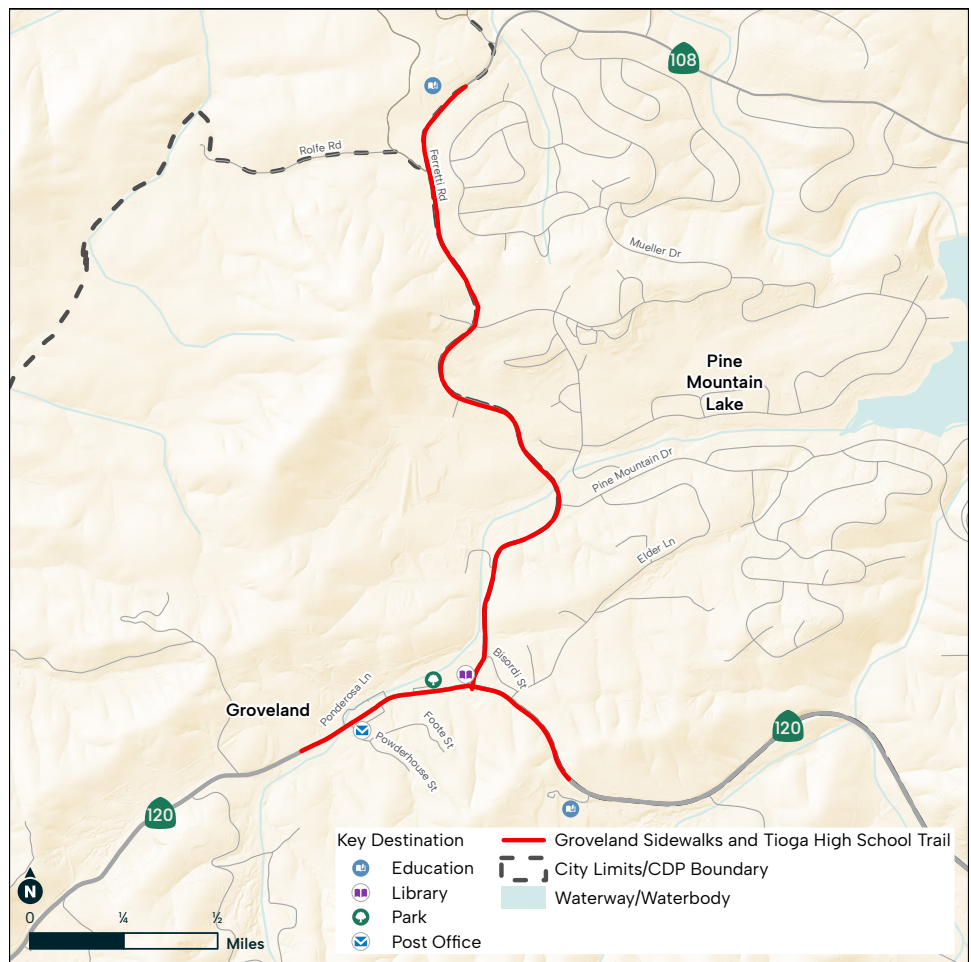
**Within 200 feet of planned trail alignment*

Trail Description:

Currently, Ferretti Road and SR 120 remains the primary connection between Tioga High School and Groveland. Ferretti Road is a winding, two-lane roadway with a posted speed limit of 35 MPH. SR 120 shares these the winding two-lane conditions but has wider shoulders and in the portion identified for improvements, has a posted speed limit of 25 MPH. Portions of the roadway possess sidewalks, primarily in the downtown Groveland area, however those along Ferretti Road are infrequent and large gaps remain. No bike lanes are present and paved shoulders are intermittent, requiring bicyclists to share the 12-foot travel lane with automobiles for much of the duration. Improvements to the active transportation facilities include sidewalks to close network gaps, high visibility crosswalks, rectangular rapid flashing beacons (RRFB's), and radar speed feedback signs at select locations.

Community Context:

Ferretti Road connects Tioga High School, the only high school in the area with the economic and community services of Groveland, to the South. The Pine Mountain neighborhood resides east of Ferretti Road and north of Groveland. While a select number of alternate routes allow residents to access Groveland, Ferretti Road remains their primary route. Groveland while serving local residents is also one of the gateway communities to Yosemite National Park and see's large fluctuations in seasonal travel which both generates challenging transportation conditions but also reinforces the economic importance of the area and the need for safe means of travel for local residents to work in the community.



Tuolumne County Transportation Council Trails Prioritization Plan



Jamestown to Columbia Regional Trail Highlights

Length: 5.3 Miles

Type: Class II Bicycle Lanes

Intersecting Communities: Jamestown, Columbia

Collision History*: 52 total injury collisions, 1 bicycle and pedestrian

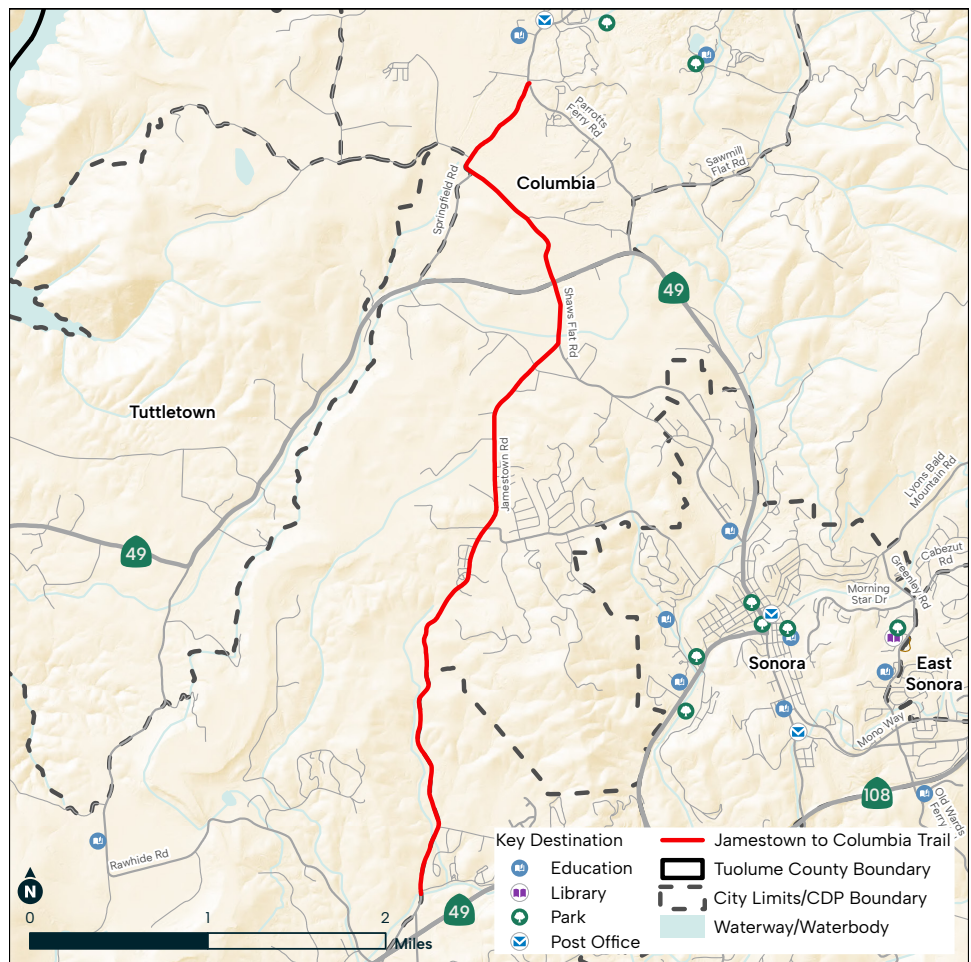
**Within 200 feet of planned trail alignment*

Trail Description:

Proposed as part of the Tuolumne County Bikeways and Trails Plan, this segment of the more broadly proposed trail connecting Jamestown, Sonora, and Columbia would bypass Sonora for a more direct route between Jamestown and Columbia. Jamestown Road, Shaws Flat Road, Springfield Road, and Parrotts Ferry Road are the primary connectors. Each is two-lane roadway with varying shoulder widths and posted speed limits ranging from 30 to 35 MPH. Few locations with sidewalks exist and concentrated near schools and community resources in the towns of Jamestown and Columbia. The trail improvements call for roadway widening to install a Class II bike lane in each direction.

Community Context:

The proposed Sonora to Columbia trail would provide safe multi-modal options for non-motorized users as currently the route has few to no bicycle or pedestrian facilities. Those walking or bicycling to and from destinations along the trail are forced next to high-speed traffic with little to no protection. The trail provides multiple opportunities for connecting the broader network of existing and planned trails including the Woods Creek Trail and the Tuolumne Heritage Trail. Several parks including the Columbia Historic State Park and several additional schools would be served by the implementation of this trail. This trail alignment was supported by community members throughout development of the Active Transportation Plan.



Tuolumne County Transportation Council Trails Prioritization Plan



Sonora to Greenley Basin

Trail Highlights

Length: 1.3 Miles

Type: Sidewalks, Class II Bicycle Lanes

Intersecting Communities: Sonora, East Sonora

Collision History*: 4 total injury collisions, 0 bicycle and pedestrian

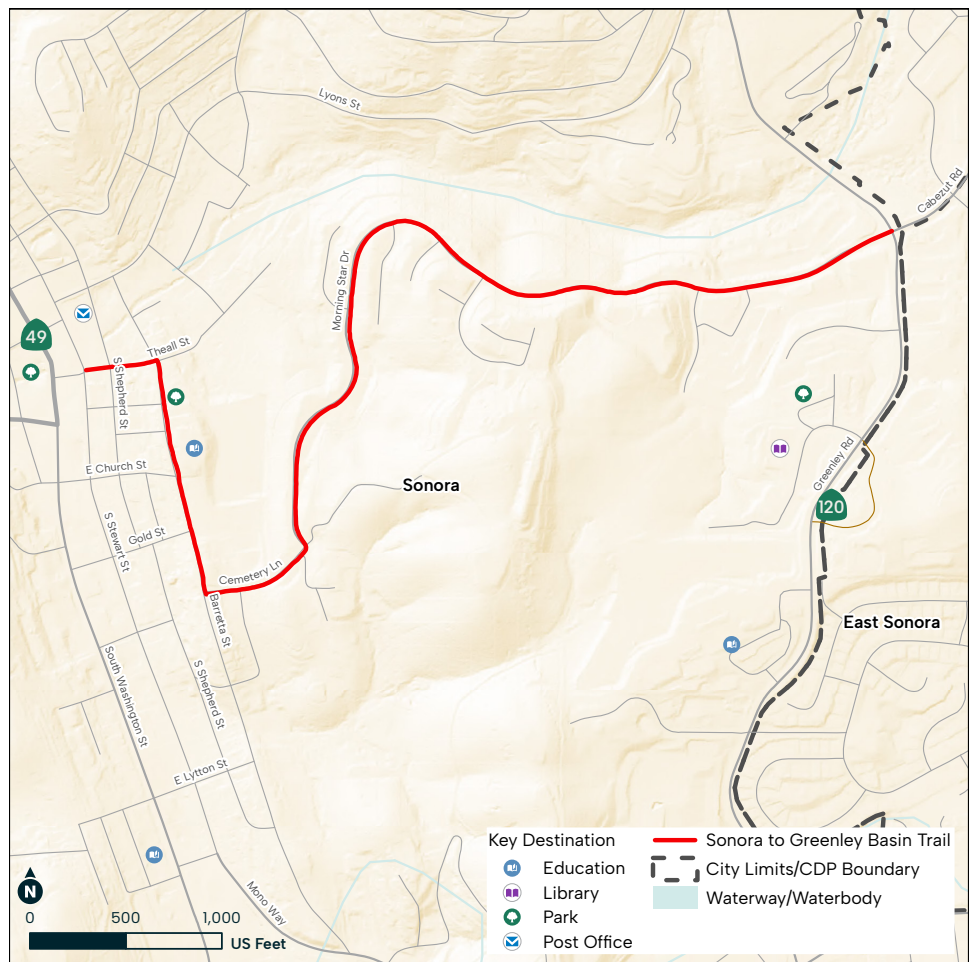
**Within 200 feet of planned trail alignment*

Trail Description:

The Sonora To Greenley Basin trail follows along Morning Star Drive between downtown Sonora and East Sonora. The roadway currently is two lanes and fluctuates from 28 to 38 feet in width. The roadway primarily serves residential homes and has a posted speed of 25 MPH. Roadway improvements include sidewalk gap closure and installation of Class II bicycle lanes.

Community Context:

Morning Star Drive, while primarily residential, serves as one of the few direct east-west connections between Sonora and East Sonora. In Sonora the trail improvements would facilitate low-stress connections to Sonora High School, Cassina High School, and the downtown area. Adjacent eastern connections include Tuolumne County Library, Sonora Elementary School, senior living facility, and several healthcare services including Adventist Health Sonora.



Tuolumne County Transportation Council Trails Prioritization Plan



Sugar Pine Railroad Trail

Trail Highlights

Length: 26.4 Miles

Type: Unpaved Shared-Use Path

Intersecting Communities: Strawberry, Cold Springs, Sierra Village, Mi-Wuk Village, Twain Harte, Soulsbyville, Tuolumne City

Collision History*: 9 total injury collisions, 0 bicycle and pedestrian

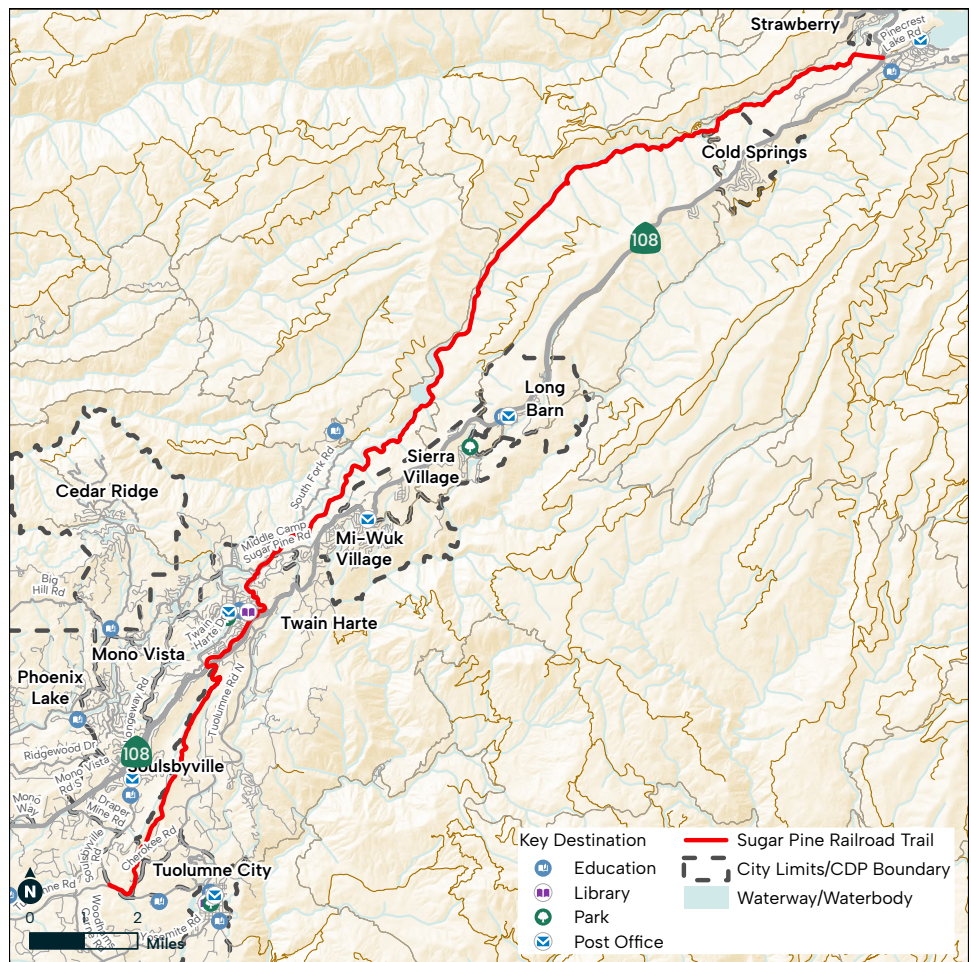
**Within 200 feet of planned trail alignment*

Trail Description:

The Sugar Pine Railroad Trail is multi-phase project connecting the towns of Strawberry to the north with Tuolumne City, largely by way of following the historic Sugar Pine railroad grade. Currently, trailway has been constructed from Strawberry to the north to Twain Harte to the south. This existing network is unpaved with trail surfaces that include dirt and gravel. The southern portion from Lyons Reservoir to Twain Harte serves as an interpretive trail. As trails that prohibit motorized vehicles, the existing and planned network provide both highly valuable opportunities for recreational hiking, biking, and horseback riding as well as transportation alternatives to State Route 108 which the Sugar Pine Railroad Trail largely parallels until diverting slightly south of Twain Harte.

Community Context:

The length of the trail, connecting Strawberry to Tuolumne City provides exceptional community benefit, particularly for those communities residing along the southern portion as the trail intersects many communities here, directly. As noted, the trail is a regionally attractive recreational amenity however it provides benefits as an alternative transportation route to State Route 108 which is one of the only other continuous intercommunity roadways in the area. The southernmost portion of the proposed Sugar Pine Railroad Trail connects to the Sierra Railroad Trail which traverses east-west. As a complete network, these two trails provide continuous, low-stress facilities from Jamestown at the southwestern most edge to Strawberry at the northeastern most edge. Currently, the direct route between these two locations is 32 miles along a high-speed two-lane state highway. Providing this alternative provides economic, environmental, and community benefits to the region.



Next Steps

The Tuolumne County Transportation Council can maintain momentum towards expanding its active transportation network by pursuing necessary steps towards individual project implementation. The vision that shaped this plan, and the extensive trail network that would result if fully built, will take many years to achieve. Continuing to engage with stakeholders and messaging goals and current actions to the public, reliably pursuing funding from all available sources, and including latest priority trails in other planning efforts will be essential to success.

Engagement and Communication

The proposed trails included in this Plan were conceived across several different plans, jurisdictions, and across three decades. As a result, the original motivation for developing these trails can be easily lost, and clear communication regarding priorities and timeline from TCTC will be essential to keep all stakeholders apprised of, engaged with, and to the greatest extent possible, supportive of ongoing efforts. Maintaining consistent communication channels, ideally built on existing TCTC infrastructure such as websites, mailing lists, or social media, should be an expectation that TCTC aims to meet.

As priority projects move towards design and construction, landowners should be a primary focus for TCTC staff in all engagement efforts. Maintaining productive relationships with partner agencies, private landowners, and possibly public partners will be essential to both implementation and to ongoing use and maintenance agreements. Once a preferred alignment is selected for each trail, TCTC should engage with affected landowners as early as possible in the design process.

Funding Opportunities

TCTC will need to pursue funding for project implementation. A list of viable sources, managed at both the state and federal levels and generated by the California Department of Parks and Recreation's Office of Grants and Local Services, is presented below.

- **Statewide Park and Community Revitalization Program (SPP)**
 - Funding source dedicated to the creation of new, renovating existing, or expanding parks and recreation opportunities in critically underserved communities in California.
 - Local match: none
- **Habitat Conservation Fund (HCF)**
 - Funding source dedicated to the protection of plant and animal species, acquisition of habitat, wildlife corridors, trails, and outdoor programming intended to connect urban residents with parks and wildlife areas in California.
 - Local match: 50%

- **Recreational Trails Program (RTP)**
 - Funding source dedicated to development of non-motorized recreational trails and trails-related facilities in partnership with the Federal Highway Administration in California.
 - Local match: 12%
- **Land and Water Conservation Fund (LWCF)**
 - Funding source dedicated to the acquisition or develop of land to create new outdoor recreation opportunities across the country.
 - Local match: 50%
- **Outdoor Recreation Legacy Partnership (ORLP) Program**
 - Funding source dedicated to enhancing recreation opportunities in rural and urban communities with populations of 25,000 or more nationwide.
 - Local match: none

With the competitive nature of many funding opportunities, TCTC should be reliably applying to funding as opportunities arise and refining their application in subsequent rounds if initial pursuits are unsuccessful.

Project Programming

With the completion of this Plan, TCTC should work to incorporate their latest priorities with partners or other entities that can program and potentially fund trail projects. While funding will be pursued to enable implementation, having TCTC's priority trails represented in other planning documents and project prioritization sources will increase the likelihood that they are funded, constructed and maintained.

Ongoing engagement by TCTC staff with partner agencies and regional planning processes will be key to representing TCTC priorities on relevant planning efforts, and periodic updates to the prioritization process will keep local priorities high on regional lists.

Appendix A: Priority Project List

Trail ID	Trail Name	Trail Ranking	Trail Length
471	Tuolumne Heritage Trail	Top Ten	13.6
470	Woods Creek Trail	Top Ten	9.8
142	Sonora to Soulsbyville	Top Ten	8.5
468	Sonora to Columbia	Top Ten	3.7
75	Sierra Railroad Regional Trail – East Sonora Section	Top Ten	14.6
49	Soulsbyville Road Trail	Top Ten	26.4
81	Groveland Sidewalks and Tioga High School Trail	Top Ten	2.9
92	Jamestown to Columbia	Top Ten	0.8
139	Sonora to Greenley Basin	Top Ten	5.3
104	Sugar Pine Railroad Trail	Top Ten	1.3

Trail ID	Trail Name	Trail Ranking	Trail Length
141	Racetrack to Jamestown	High	0.4
84	Tuolumne Downtown Connection	High	2.1
99	Greenley Rd (Mono Wy to Lyons St)	High	1.1
16	Columbia - Sierra Village Ditch Trail	High	18.2
348	Woods Creek Trail	High	0.3
74	Dondero Trail	High	0.3
98	Mono Way (Restano to Greenley)	High	0.8
347	Woods Creek Trail	High	0.4
91	Crystal Falls - Hidden Valley Rd	High	1.6
213	Standard Peaceful Oak	High	3.1

Trail ID	Trail Name	Trail Ranking	Trail Length
379	Bell Hill Trail	High	1.8
382	Tuolumne Road Trail	High	1.2
469	Tuolumne Heritage Trail Phase 3 Alternative	High	0.9
2	Horseshoe Bend Road - North Airport Road	High	5.0
33	Hetch Hetchy Railroad Trail	High	11.0
51	Standard Mill Bypass Trail	High	1.0
121	Sierra Railroad Trail - Westside	High	3.2
133	Providence Mine Road Trail	High	0.8
222	Camp Roach Ditch Trail	High	2.1
349	Woods Creek Trail	High	1.4

Trail ID	Trail Name	Trail Ranking	Trail Length
32	Hetch Hetchy Bypass Trail	High	5.6
50	Standard Mill Bypass Trail	High	1.2
90	Bellevue Oaks - Sullivan Creek Elem	High	0.7
215	--*	High	0.0
6	Bell Hill Trail	High	0.6
8	Bell Hill Trail	High	0.9
100	Washington Street to Jamestown Road	High	1.5
93	Joaquin Gully - Twain Harte Dr	Medium	0.9
96	Sugar Pine Railroad Grade	Medium	0.0
97	Sugar Pine Railroad Grade	Medium	0.0

Trail ID	Trail Name	Trail Ranking	Trail Length
182	--	Medium	3.0
260	--	Medium	0.7
467	--	Medium	0.7
66	Emigrant Trail - East Trail	Medium	9.6
94	Fuller Road - Cedar Dr	Medium	0.3
105	Shaws Flat Road - School St	Medium	1.9
10	Maiden Lane Trail	Medium	1.4
134	Sullivan Creek Trail	Medium	8.8
151	Red Hills - Don Pedro Connector	Medium	21.2
224	--	Medium	0.8

Trail ID	Trail Name	Trail Ranking	Trail Length
31	Crook Ranch Road Trail - Mohegan Mine Trail	Medium	5.6
204	--	Medium	0.0
229	--	Medium	0.9
418	Don Pedro Trail Network	Medium	13.1
5	Columbia State Park	Medium	1.3
46	Melones Trail System	Medium	9.8
340	Dodge Ridge Multi-Use Trail	Medium	3.5
157	Moccasin Pt Recreation Area	Medium	0.3
155	Moccasin Pt Recreation Area	Medium	1.0
158	Shoreline Trail	Medium	4.4

Trail ID	Trail Name	Trail Ranking	Trail Length
23	Montgomery Road Trail	Low	2.3
73	Sierra Railroad Trail	Low	18.6
117	Miwuk Trail - Emigrant Trail	Low	3.8
221	Eureka Ditch Trail	Low	7.9
343	Woods Creek Trail	Low	0.2
465	Standard Road Class II Bike Lane	Low	1.7
466	--	Low	1.2
22	Bald Mountain Road North Trail	Low	10.1
143	Big Creek Trail	Low	29.5
145	Colfax Spring - Pilot Ridge Trail	Low	6.0

Trail ID	Trail Name	Trail Ranking	Trail Length
147	Pilot Ridge Trail	Low	0.5
225	--	Low	0.5
390	Gulches Trail	Low	2.7
55	Westside Railroad Trail	Low	1.6
129	Rim Truck Trail	Low	8.1
135	Don Pedro Dam Railroad Trail	Low	2.6
144	--	Low	6.5
27	Hamby Trail	Low	1.5
36	New Priest Grade - Grizzly Road - East River Road Trail	Low	9.0
40	Omega Mine Trail - Rawhide Flat Trail	Low	5.3

Trail ID	Trail Name	Trail Ranking	Trail Length
45	Peoria Flat - Shell Road System	Low	0.5
130	Mount Elizabeth Trail	Low	2.4
127	Five Mile Creek Road Trail	Low	10.3
128	Five Mile Creek Road Trail	Low	10.3
131	Old Sierra Railway Trail	Low	4.3
167	Old Mono Highway Trail - Pinecrest Peak Loop Trail	Low	7.8
405	Melones Trail System	Low	9.3
437	Don Pedro Trail Network	Low	14.1
76	Old Mono Highway Trail - Old Strawberry Branch Rail Road	Low	35.0
168	Old Mono Highway Trail - Pinecrest Peak Loop Trail	Low	18.5

Trail ID	Trail Name	Trail Ranking	Trail Length
14	Squabbletown Trail - Shaws Flat Ditch Trail	Low	2.1
43	Hope Ditch Trail	Low	2.5
170	Table Mountain Trail	Low	1.4
17	Cave Country Loop Trail - Ponderosa Way	Low	7.1
125	Emigrant Trail East Trail	Low	1.4
172	Green Springs Trail	Low	1.9
171	Peoria Mountain Trail	Low	1.7

*--: No trail name was identified for this segment
Source: *Fehr & Peers, 2026*