



**Trinity Lake  
Revitalization Alliance, Inc.**  
North Trinity Lake, California

Vision. Passion. Community.

December 7, 2010

Richard Tippett  
Executive secretary  
Trinity County Transportation Commission  
PO Box 2490  
Weaverville, CA 96093

Via Email Delivery

**RE: Comments to the Draft 2010 Trinity County Regional Transportation Plan**

Mr. Tippett:

The Trinity Lake Revitalization Alliance is a non-profit 501(c)(3) community corporation focused on restoring the economy of and improving the quality of life for residents in the North Trinity Lake area.

As part of our community plan development for the North Lake area, we have held a series of community meetings in April, May, June, and October 2010. At these meeting, through the development of a community vision statement, we have collected public input on issues, solutions, and wants.

The following is community input that pertains to the draft of the 2010 Trinity County Regional Transportation Plan. Some of the items below appear to be in the Draft and we listed them again for clarification and to show public support:

**Highway 3 Safety Improvements**

- Turnouts are needed from the base of Scott Mountain to Stuart Fork for logging trucks and slow traffic. Only a few truck turnouts are needed due to the reduction in logging in the North Lake area by SPI. With the aging population in our area and an anticipated increase in tourists, numerous turnouts are needed for slow traffic.
- Pathway/bikeway: For the safety of tourists and residents in the Trinity Center area, an off-road pedestrian walkway and bikeway is needed from KOA Resort to Trinity Center. It is common for KOA guests to walk or bike to Trinity Center for events, shopping, and touring. A number of Trinity

Center residents work at KOA and would like to safety bike or walk to work.

- Bridge expansion: To accommodate a pedestrian and bike pathway, the Swift Creek bridge needs expansion or replacement. The narrow bridge is the most dangerous section of Highway 3 for the pedestrians and bikers.

#### Alternative Transportation

- One of the community's goals is to establish a bike system to attract visitors and encourage our residents to establish health living habits. In addition to the bike pathway from KOA Resort, the community would like a bike path connecting the neighborhoods of Covington Mill to Trinity Center; and Trinity Center to Coffee Creek.

#### Road Rehabilitation

- Due to poor road base, hydraulic undermining, and snow removal damage, many roadways in the Trinity Center Scott subdivision and Covington Mill subdivision need rehabilitation.

#### Highway Signage

- Slow traffic "use turnout" signs are needed along Highway 3 to encourage motorists to let faster traffic pass. These signs are needed today. The signs should be placed prior to the few existing turnout areas, to notify motorists that a turnout area is ahead.
- CalTrans and Trinity County permits and permission are needed to install information signs along the Highway 3 easement.
  - KOA Resort signage: To reduce the number of RVs and cars with trailers entering the Scott subdivision of Trinity Center, KOA Kampgrounds, Inc. needs permission and permit to install a sign prior to the Scott subdivision to direct motorists to the campground.
  - Community Gateway Monuments: The residents of Covington Mill, Trinity Center, and Coffee Creek want to install neighborhood gateway monuments to help build community identity. TLRA will fund the construction and installation of the gateways.

The development of strong community identify is fundamental to the restoration of the North Lake area and a key component to rebuilding tourism. TLRA needs permits to move forward with this project.

### Other Road Issues

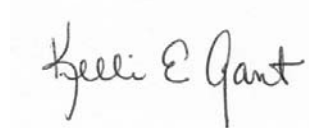
- Snow removal and roadway status reporting: The Scott Mountain pass is an important route for North Lake residents going to Yreka and a main transportation route for agriculture products from Siskiyou County into Trinity County, even during the winter. Improved snow removal is needed, and, at the least, 24-hour, accurate phone and/or Internet-accessible road condition status.

### Trinity Center Airport, page 59 of the Draft Transportation plan

- There is no community support for the extension of Runway 14. TLRA's and the Trinity County Pilot Association's understanding is that the FAA does not feel that an extension is needed for airport design fleet safety and that the FAA will not fund the original 600' extension. An extension of Runway 14 is only justified for the length needed to offset the relocation of the runway threshold.
- The community does not support the addition of runway lights. Trinity Center airport is permitted as a day-use only airport. No nighttime operations are allowed due to the high terrain in the area and darkness of the valley. Nighttime operations would be dangerous for pilots and put the public at risk.
- The local pilot community would like the installation of a PAPI system. The PAPI should be on the current Trinity Center AIP.

Thank you for your time.

Sincerely,



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