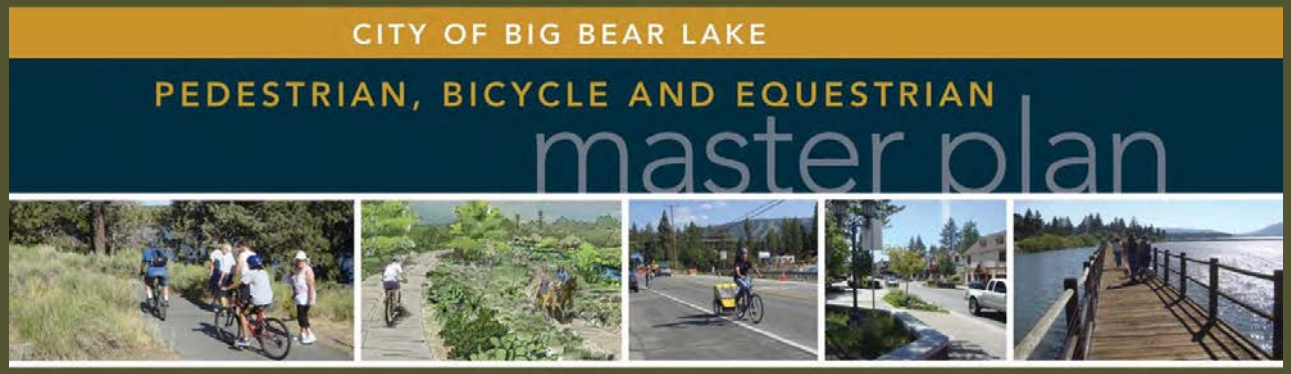


Outdoor Economy Growth Engine for the Big Bear Valley

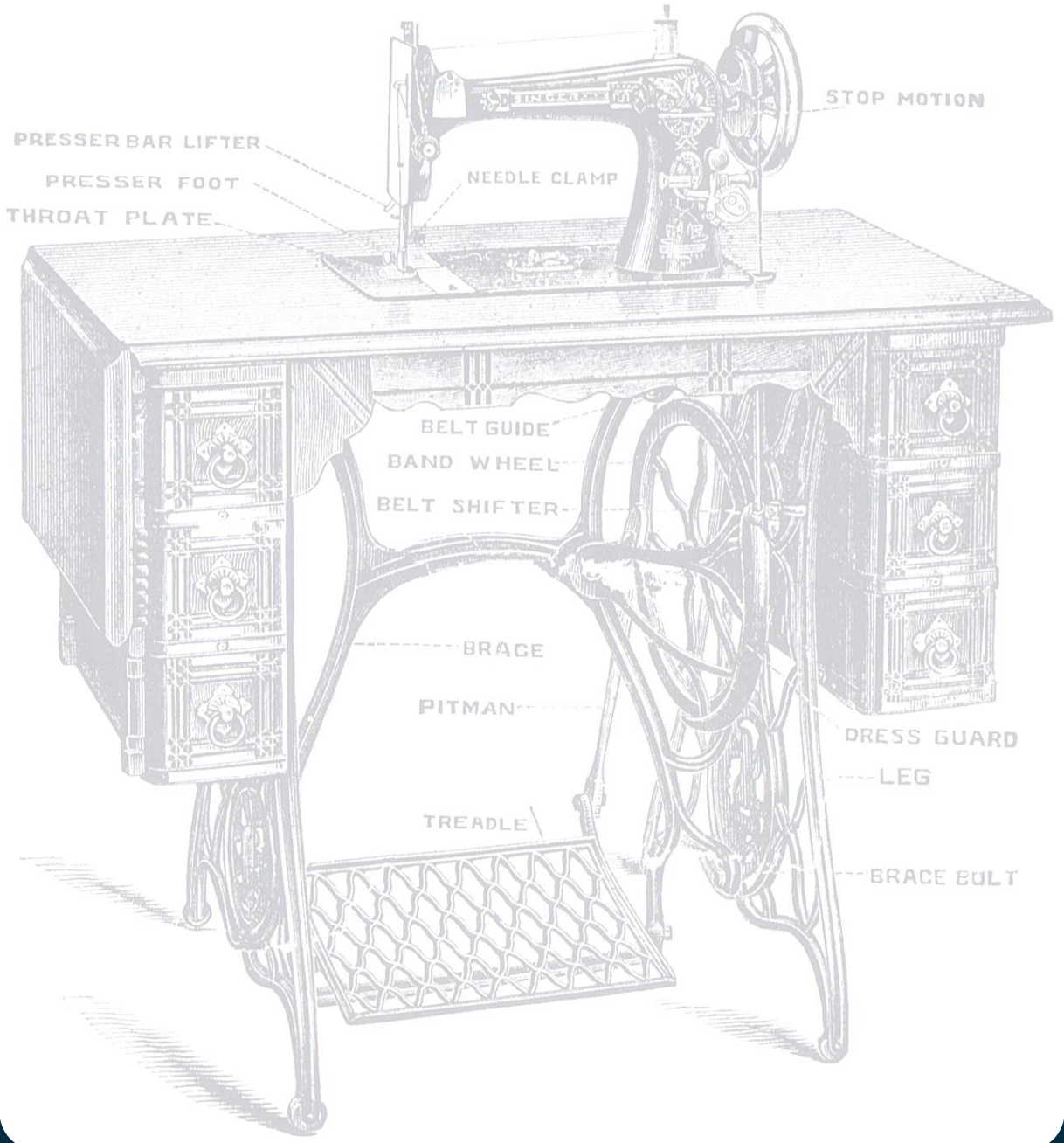
California Trails and Greenways Conference
Palm Springs, CA
April 9, 2014

\ˈen-jən\

: a machine that changes energy into motion

: something that produces a particular and usually desirable result

Fig. 2.


STOP MOTION
PRESSER BAR LIFTER
PRESSER FOOT
THROAT PLATE
NEEDLE CLAMP
BELT GUIDE
BAND WHEEL
BELT SHIFTER
BRACE
PITMAN
DRESS GUARD
LEG
TREADLE
BRACE BOLT

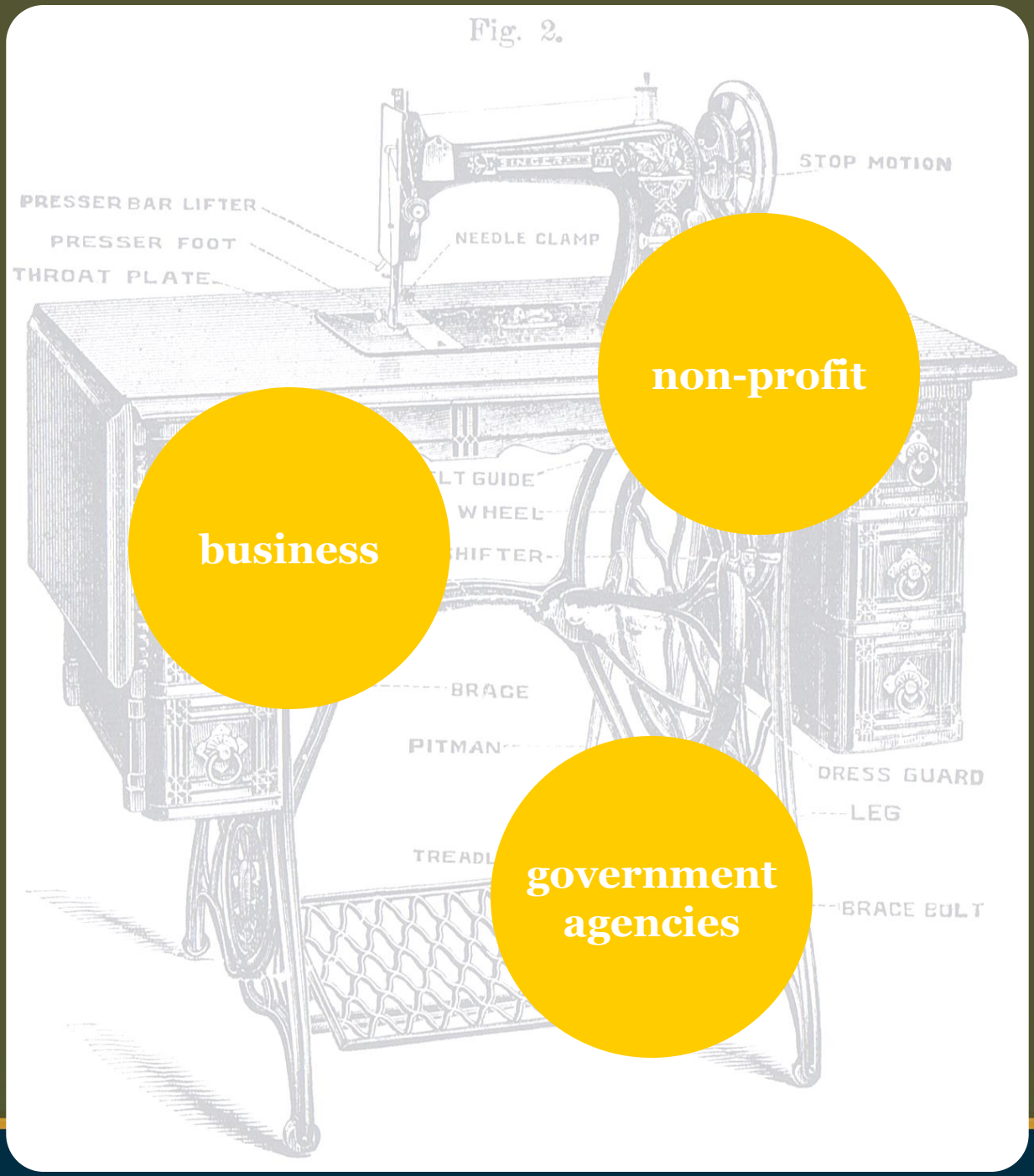


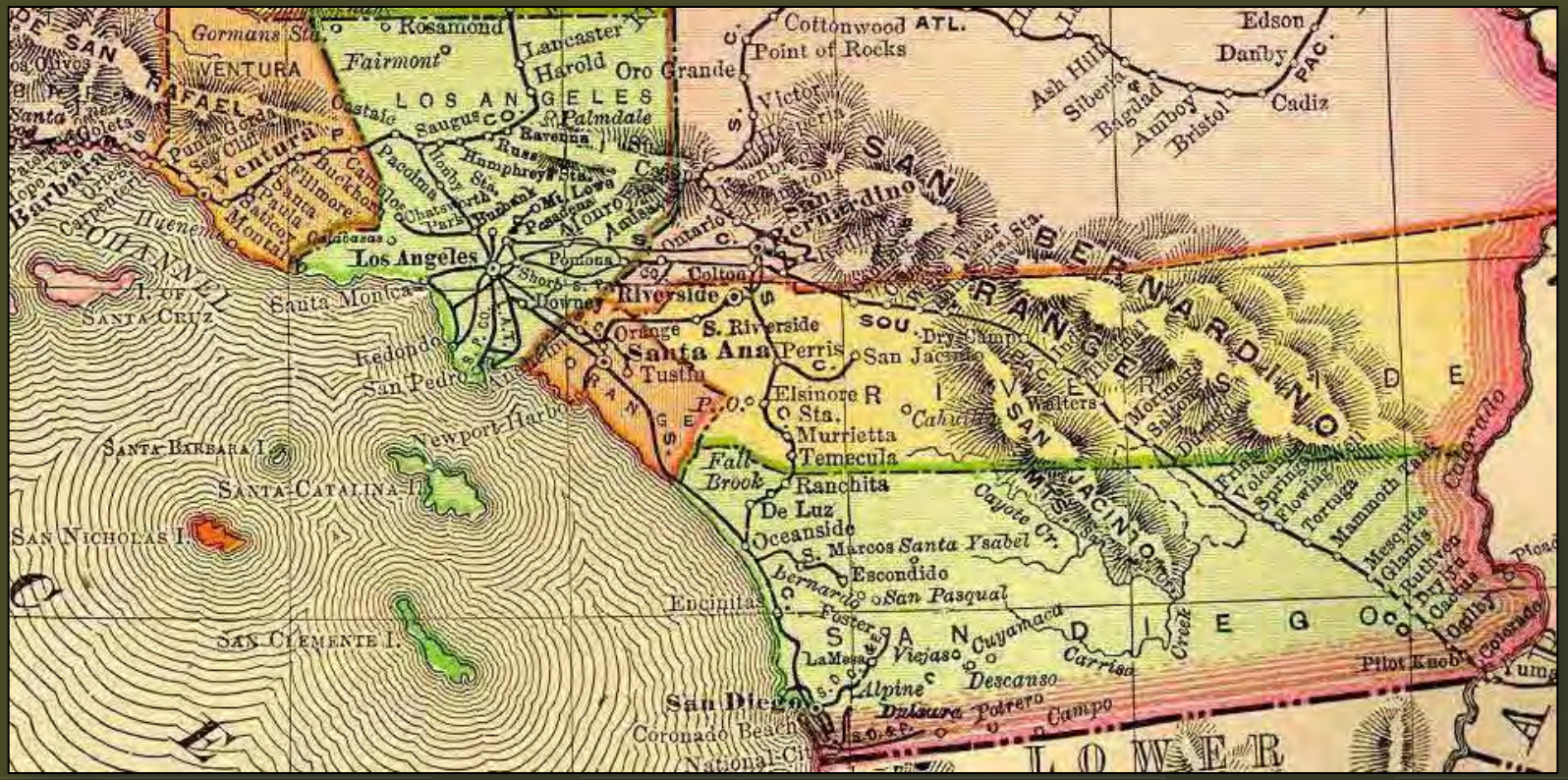
Fig. 2.
STOP MOTION
PRESSER BAR LIFTER
PRESSER FOOT
THROAT PLATE
NEEDLE CLAMP
BRACE
PITMAN
DRESS GUARD
LEG
BRACE BOLT
non-profit
business
government agencies

Welcome

Siri Eggebraten
City of Big Bear Lake

Jay Renkens
MIG

Jan Hancock
Hancock Resources LLC


Rosamond
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Fairmont
VENTURA
LOS ANGELES
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Ventura
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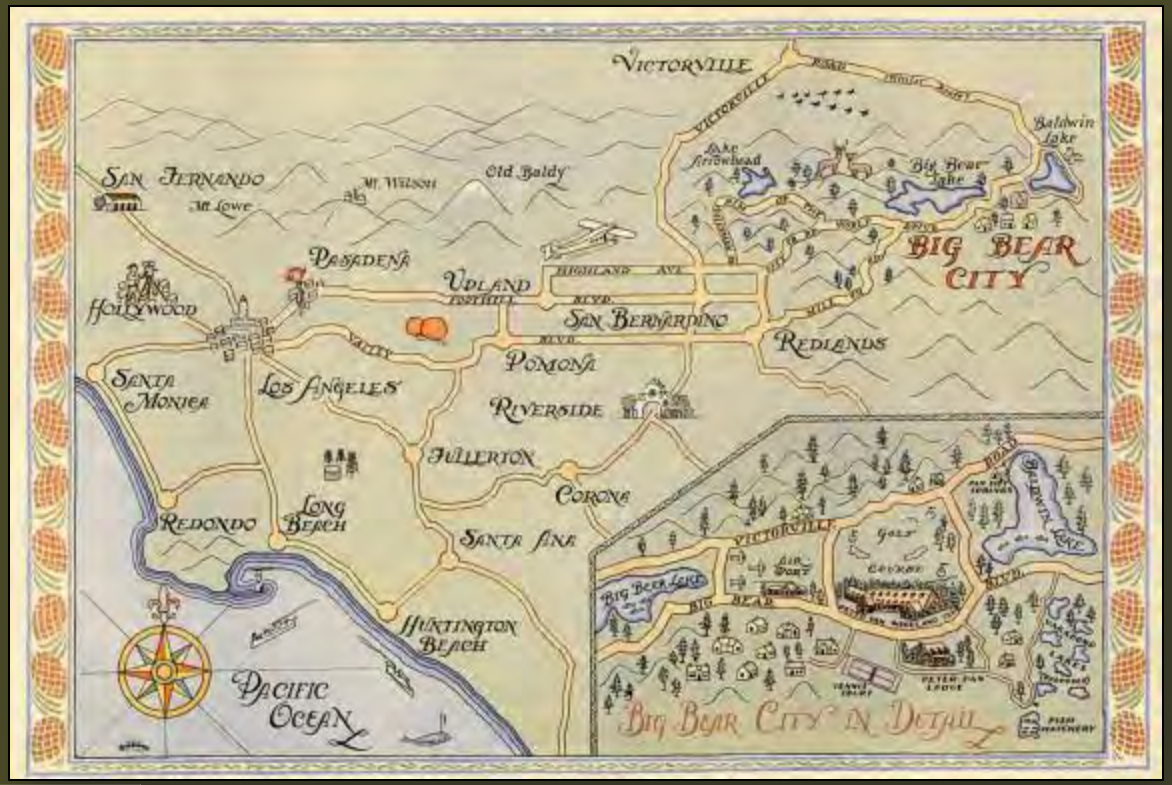
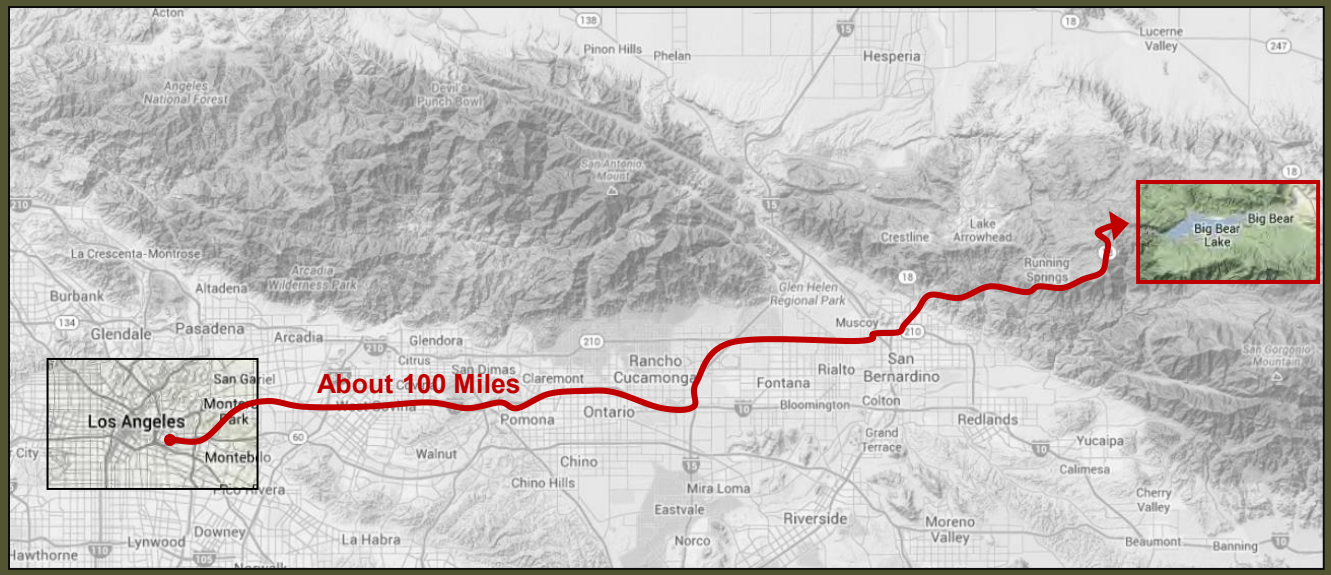
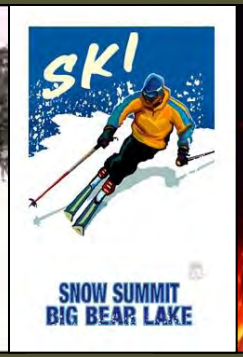
San Pedro
Pomona
Riverside
Colton
Orange
S. Riverside
Santa Ana
Tustin
Perris
San Jacinto
Elsinore
Sta.
Murrieta
Temecula
Ranchita
De Luz
Oceanside
S. Marcos
Santa Ysabel
Escondido
San Pasqual
Encinitas
SAN DIEGO
La Mesa
Viejas
Cuyamaca
Alpine
Descanso
Carrizo
San Diego
Coronado Beach
Pilot Knob
Cottonwood
Point of Rocks
Victor
Ash Hill
Siberia
Bagdad
Amboy
Bristol
Cadiz
Edson
Danby
SAN BERNARDINO
SAN GABRIEL MTS.
SAN JACINTO MTS.
Walters
Cahuilla
Dry Camp
Coyote Cr.
Mesquite
Glamis
Palo Verde
Dyke
Cactus
Ogilby
Colorado
Yuma
Santa Barbara I.
Santa Catalina I.
San Nicholas I.
San Clemente I.
I. of Santa Cruz
Newport Harbor
Falt Brook
Ontario
Pacoima
Chatsworth
Calabasas
Hyenemez
Carpenteria
Montalvo
Santa Paula
Saticoy
Hueneme
Camulos
Piru
Fillmore
Buckhorn
Castaic
Saugus
Ravenna
Humphreys Sta.
Mt. Lowe
Pasadena
Monrovia
Azusa
Puente
Whittier
Anaheim
Buena Park
Downey
Norwalk
Long Beach
Newport
Irvine
Tustin
Orange
Santa Ana
Fullerton
Brea
Yorba
Chino
Cucamonga
Rialto
Colton
Redlands
Highland
Mentone
Yucaipa
Beaumont
Banning
Cabazon
Indio
Coachella
Salton
Mecca
Durmid
Volcano Springs
Flowing Wells
Tortuga
Mammoth Tank
Picacho
Yuma

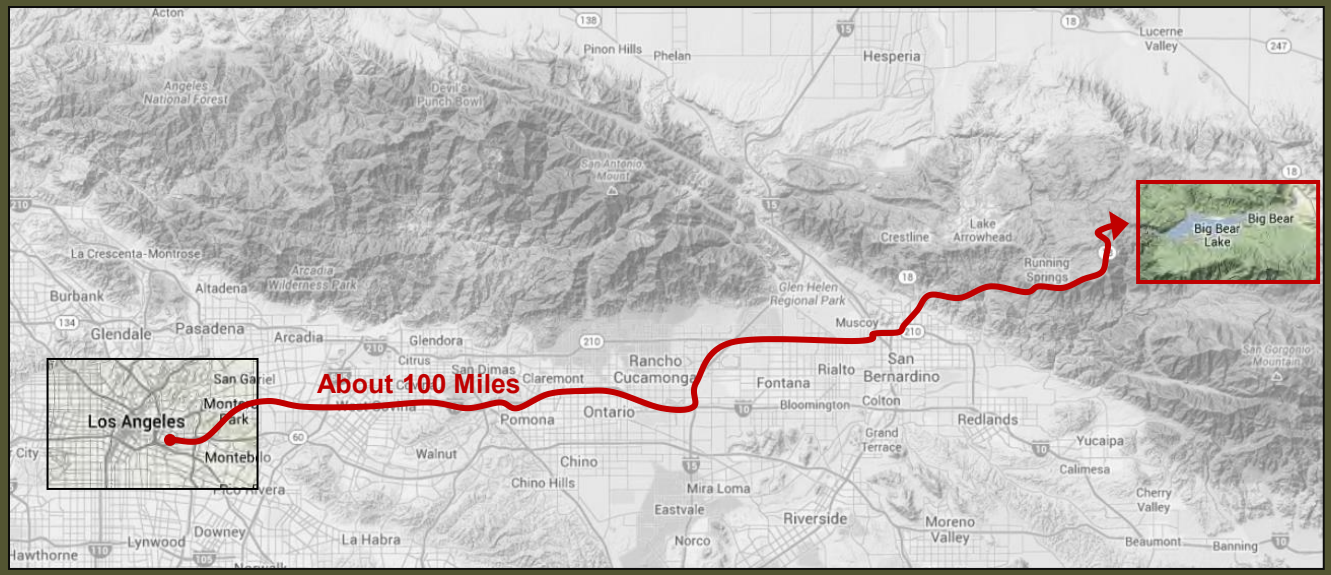

VICTORVILLE
Baldwin Lake
Lake Arrowhead
Big Bear Lake
BIG BEAR CITY
SAN FERNANDO
Mt. Lowe
Mt. Wilson
Old Baldy
PASADENA
UPLAND
HOLLYWOOD
SAN BERNARDINO
REDLANDS
POMONA
SANTA MONICA
LOS ANGELES
RIVERSIDE
FULLERTON
CORONA
REDONDO
LONG BEACH
SANTA ANA
HUNTINGTON BEACH
PACIFIC OCEAN
Big Bear City in Detail



Central Los Angeles

BIG BEAR VALLEY





Central Los Angeles

BIG BEAR VALLEY

TRAILHEAD
GO TO 3rd HOUSE
TURN RIGHT
STAY TO RIGHT ON
DIRT ROAD TO PARKING

SPEED LIMIT
40

"Not exactly what I expected..."

Review of Big Bear Lake Mallard Bay Resort

41 traveler photos

Enter dates for best prices

Check In mm/dd/yyyy

Check Out mm/dd/yyyy

Show Prices

Palmer A
Camarillo, California
2 reviews

"Not exactly what I expected..."

NEW

Reviewed 3 days ago

I'd like to start off by saying this review is for Cabin #15 (single queen bed with a full kitchen), which I believe to be the absolute worst cabin

CROCE ONE...
Real Estate
878-3000

BEAR MOUNTAIN
GOLF • RESTAURANT
MOON RIDGE
24 FUEL
OPEN TO THE PUBLIC
FULL SERVICE SAME PRICE
ATM
OPEN
WE HAVE K-1 KEROSENE

COFFEE SHOP
COFFEE SHOP
Meals On Wheels Salutes Alpine Coffee Shop
For Over 10 Years Of Meal Preparation
Thank You!

Master Plan Background

Adopted Master Plan of Trails – Phase I
Signed & mapped Class III Bike Routes

Photo: Tony Kerst

1999 → 2001 → 2006 → 2008

what do we do to fix these problems?

: generate and focus energy to set about the motion of change

: create a document that meets legal mandates and can be used to by a variety of actors to produce pedestrian pathways, bicycle routes, equestrian trails, related amenities, and economic stimulus for our an outdated economy

Master Plan Background

Applied for 2011-12 Caltrans
Community Based Transportation Planning Grant

Fiscal Year 2011-12
TRANSPORTATION PLANNING GRANT
APPLICATION
Check One Grant Program
Environmental Justice

Executive Director and title Mr ☐ Ms ☒ Mrs ☐	County of San Bernardino Christine Kelly, Director
Contact Person and title Mr ☐ Ms. ☒ Mrs ☐	Judy Tatman, AICP, Supervising Planner
Mailing Address	385 North Arrowhead Avenue, First Floor
City	San Bernardino
Zip Code	92415-0182
E-mail Address*	jtatman@lusd.sbcounty.gov
Telephone Number	(909) 987-4373

Contact Person and title Mr ☒ Ms ☐ Mrs ☐	Jim Miller, Director of Building and Planning
Mailing Address	PO Box 10,000
City	Big Bear Lake
Zip Code	92315
E-mail Address*	jmiller@citybigbeartake.com
Telephone Number	(909) 866-5831

1999 2001 2006 2008 2009

CITY OF BIG BEAR LAKE

PLANNING DEPARTMENT

REQUEST FOR PROPOSALS

PLANNING CONSULTANT SERVICES

FOR PREPARATION OF

The Big Bear Valley
Pedestrian, Bicycle, and Equestrian Master Plan:

A Non-Motorized Transportation and
Economic Development Plan for the Big Bear Valley

Submission Deadline:
July 25, 2012, at 4:30 p.m.

Submit Proposals to:

Big Bear Lake Planning Department
Attn: City Clerk
39707 Big Bear Boulevard | Physical Address for Hand Delivery
Post Office Box 10,000 | Mailing Address for Delivery by Post
Big Bear Lake, CA 92315

Crafting the Team

Community's Vision:

- A pedestrian- and bicycle-friendly Valley interwoven by Complete Streets;
- A community of healthy residents;
- A mountain destination for trail-based outdoor recreation and adventure-sports; and
- An incubator for recreation- and trail-related economic development.

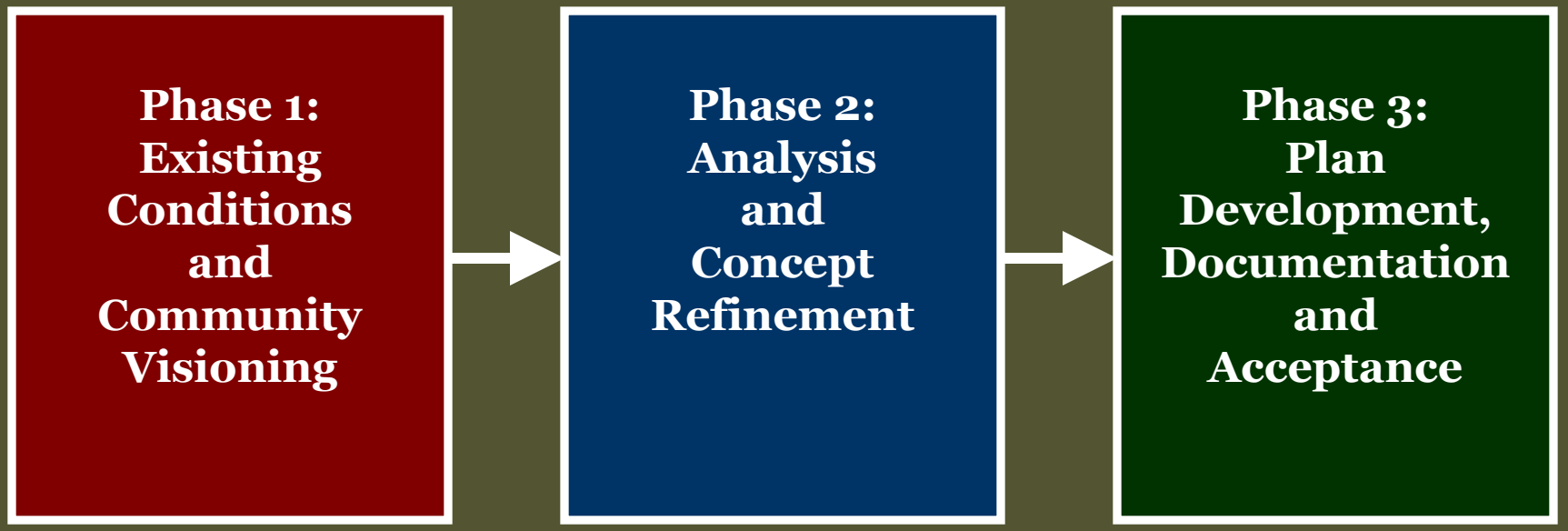
An Integrated Approach . . .

The Consultant Team

- **MIG, Inc.**
  - Community Planning and Design & Recreation Planning and Design
  - Complete Streets, Universal Design and Accessibility
  - Community and Stakeholder Engagement and Visioning
- **BAE Urban Economics**
  - Market Analysis & Economic Strategy
- **KOA Corporation**
  - Multi-Modal Circulation, Access & Parking
- **Livable Communities, Inc.**
  - Pedestrian and Bicycle Planning and Design
  - Business Development
- **Hancock Resources, LLC**
  - Equestrian Planning

Engaging Stakeholders Process

Plan Process



Committee Direction and Review

- Technical Advisory Committee
- Recreational Industry Advisory Committee
- Stakeholder Advisory Committee

Community Involvement Activities

- Community Field Activities
- Focus Groups and Stakeholder Interviews
- Complete Streets/Smart Mobility Workshop
- Community Workshops and Open House
- Community Questionnaire
- Project Website
- Joint City Council/Planning Commission Meetings

PROCESS SCHEDULE

ster plan

COMMUNITY AND STAEKHOLDER ENGAGEMENT

PLANNING AND ANALYSIS

PHASE 1: Existing Conditions and Community Visioning

Ongoing Project Coordination

Kick-Off Meeting and Stakeholder Advisory Tour

Stakeholder and Technical Advisory Committee Meetings

Stakeholder and Technical Advisory Committee Meetings

Complete Streets/ Smart Mobility Workshop

Design Team Meeting

Community Field Activities

Community Survey

Complete the Street Art Contest

Public Workshop #1: SWOC Analysis

Project Website and Updates

Collect and Review Existing Data and Plans

Survey Results

Community Vision and Goals Summary

Base Mapping

Performance Measure Matrix

Opportunities and Constraints Map

Preliminary Streetscape and Trail Concept Alternatives

SEPTEMBER 2012 | OCTOBER | NOVEMBER

cept Refinement

Stakeholder and Technical Advisory Committee Meetings

Public Workshop #2: Draft Plan Concept

Refine Streetscape and Trail Designs

JANUARY 2013

PHASE 3: Plan Development, Documentation and Acceptance

Stakeholder and Technical Advisory Committee Meetings

Planning Commission/City Council Meeting

City Council Acceptance

Planning Commission/City Council Report and Discussion

Public Workshop #3: Revised Master Plan

Implementation Strategy

Draft Master Plan

Design Guidelines and Standards

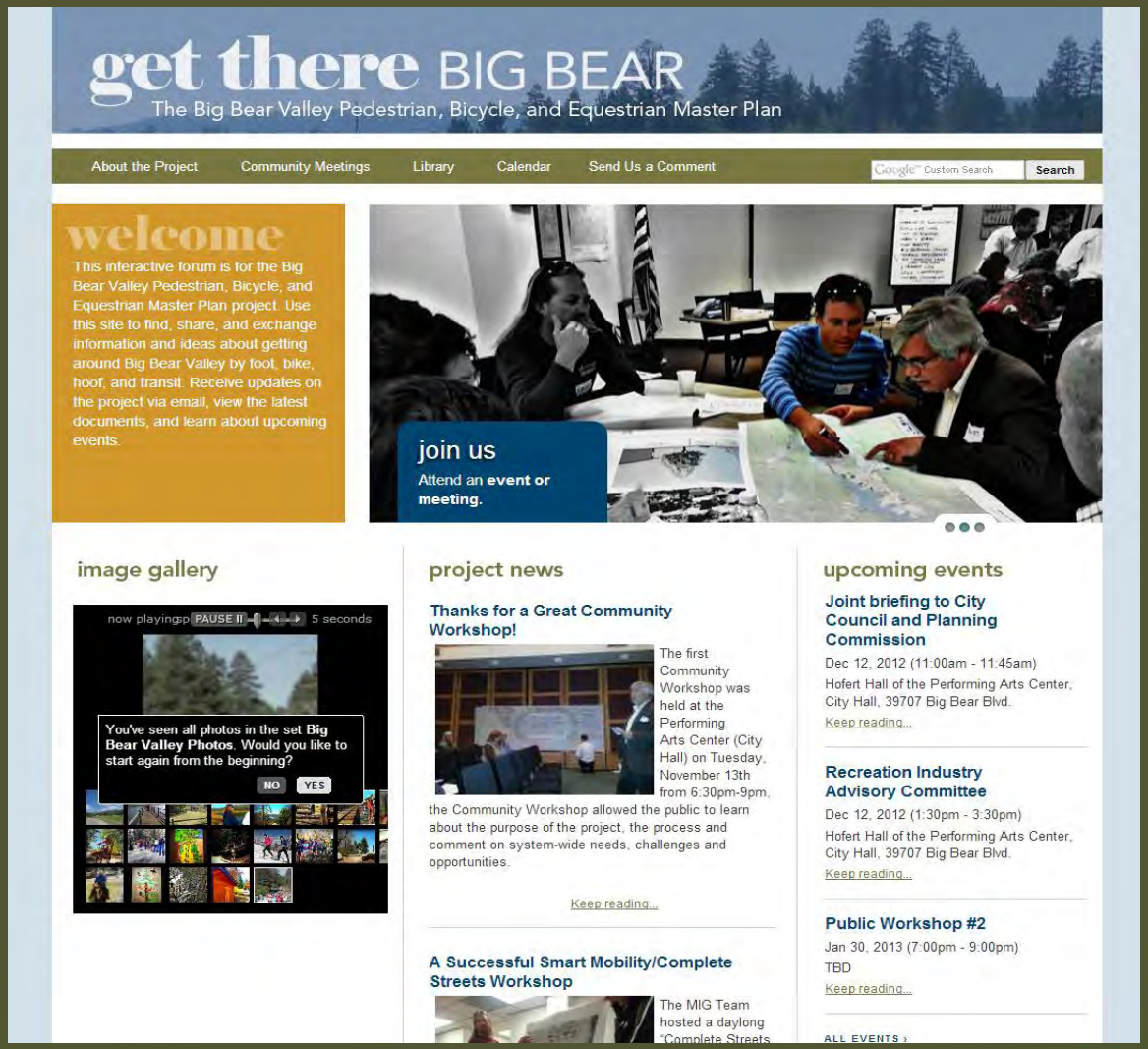
Revised Draft Master Plan

Final Master Plan

FEBRUARY | MARCH | APRIL 2013

Project Website

www.gettherebigbear.com



CITY OF BIG BEAR LAKE
PEDESTRIAN, BICYCLE A

MIG
PROCESS SCHEDULE

PHASE 1: Existing Conditions and Community Visioning

PHASE 2: Analysis and Concept Refinement

n Development, Documentation and Acceptance

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Ongoing Project Coordination

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Stakeholder and Technical Advisory Committee Meetings

Stakeholder and Technical Advisory Committee Meetings

Complete Streets/ Smart Mobility Workshop

Design Team Meeting

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Vision and
Summa

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Performance Measure Matrix

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Trail Concep
Alternatives

ANALYSIS

Transit Analysis Report

Traffic Analysis Report

Land Use Analysis Report

Economic Analysis Report

Refine Streetscape and Trail Designs

ementation
trategy

Master Plan

Guidelines
tandards

Revised Draft Master Plan

Final Master Plan

SEPTEMBER 2012 | OCTOBER | NOVEMBER | DECEMBER | JANUARY 2013 | EBRUARY | MARCH | APRIL 2013

CITY OF BIG BEAR LAKE
PEDESTRIAN, BICYCLE AND EQUESTRIAN maste

PHASE 1: Existing Conditions and Community Visioning | **PHASE 2: Analysis and Concept Refin** | **PHASE 3: Plan Development, Documentation and Acceptance**

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Ongoing Project Coordination

Kick-Off Meeting and Stakeholder Advisory Tour

Stakeholder and Technical Advisory Committee Meetings

Stakeholder and Technical Advisory Committee Meetings

Complete Streets/ Smart Mobility Workshop

Design Team Meeting

Design Team Meeting

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Community Survey

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Stakeholder and Technical Advisory Committee Meetings

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Revised Draft Master Plan

Final Master Plan

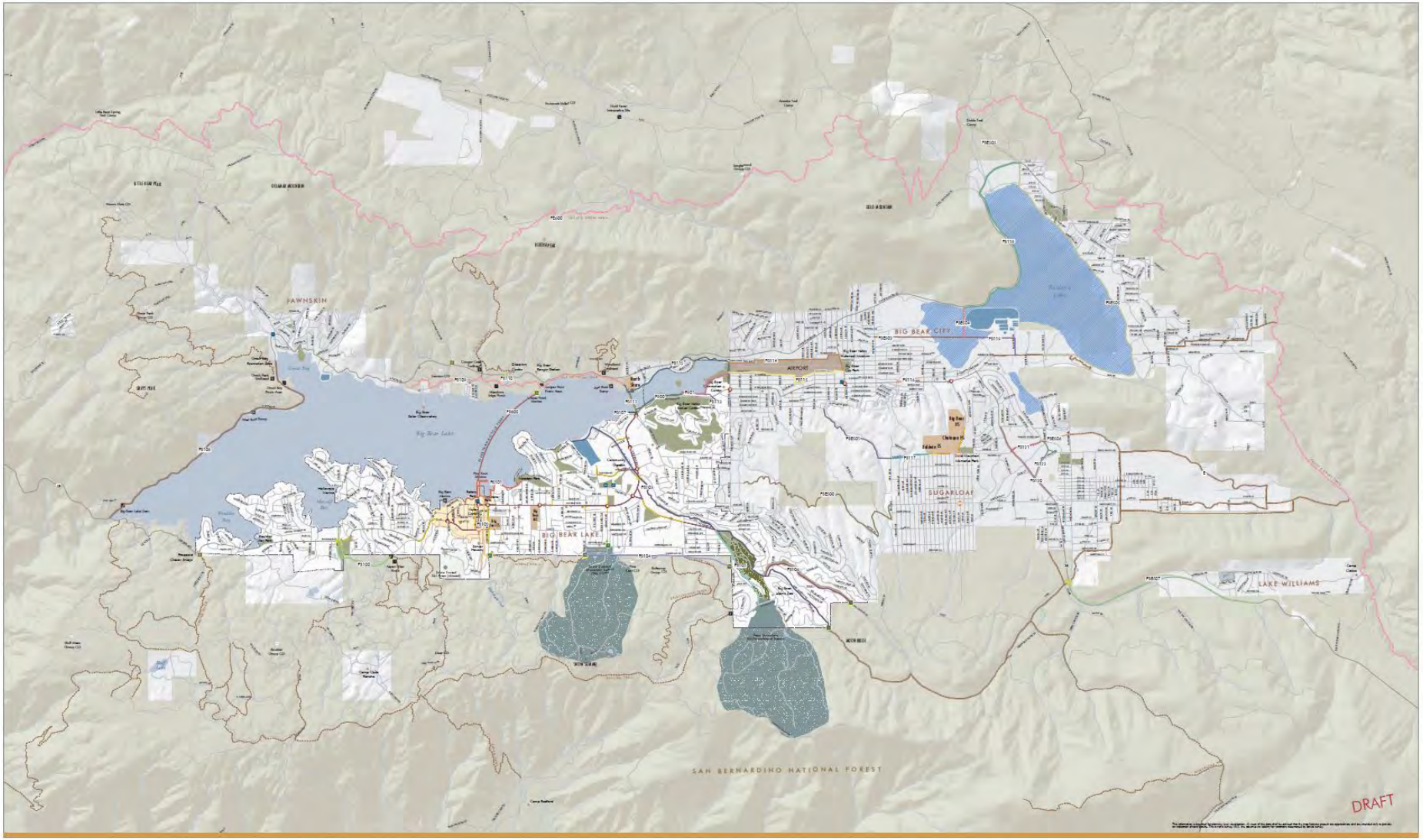
Design Guidelines and Standards

SEPTEMBER 2012 | OCTOBER | NOVEMBER | DECEMBER | FEBRUARY | MARCH | APRIL 2013

Key Plan Elements

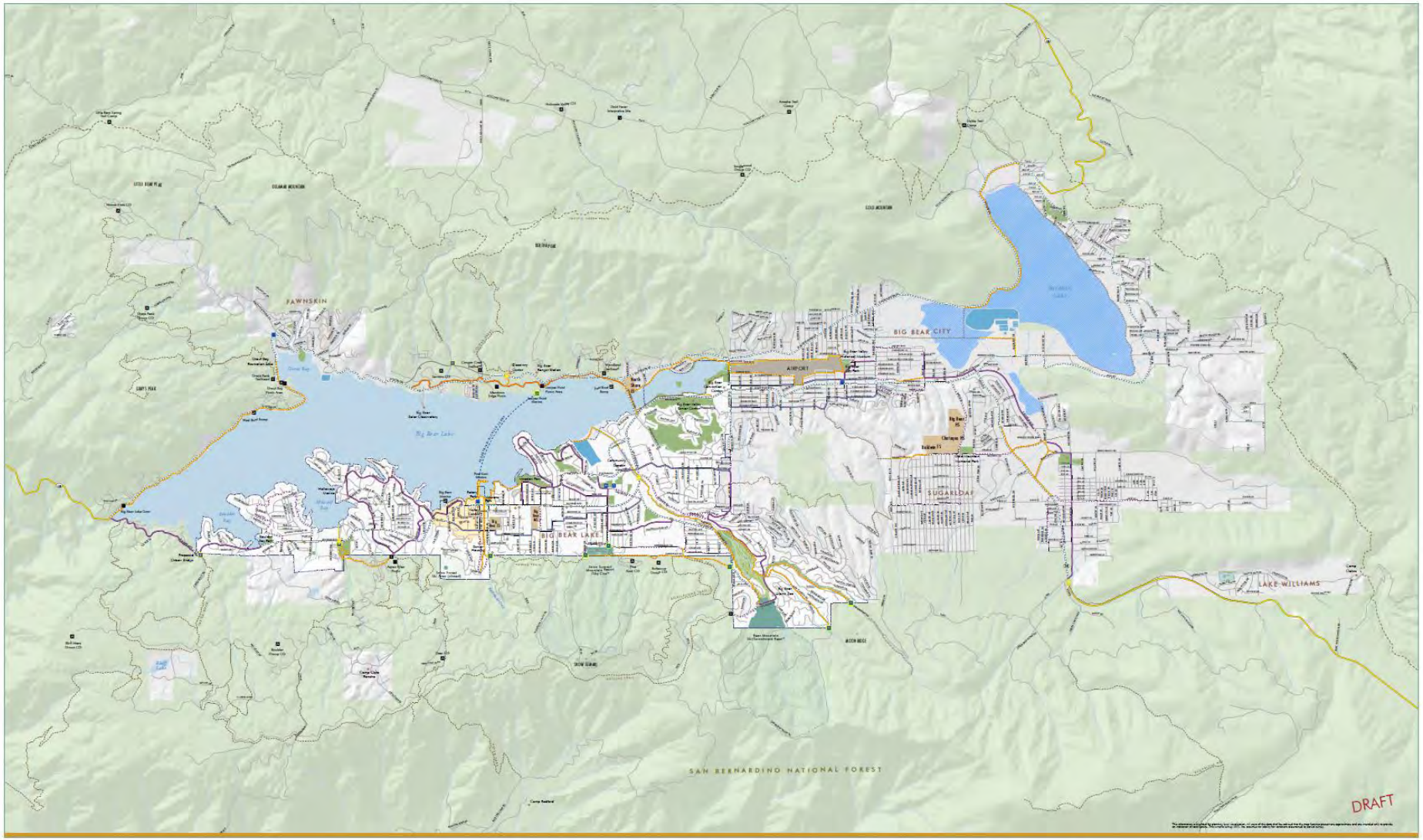
Plan Elements

- Existing Conditions
- Planning Process
- Vision and Planning Principals
- Multimodal Network
- Pedestrian Network
- Bicycle Network
- Equestrian Network
- Outdoor Recreation Economy
- Implementation
- Design Guidelines



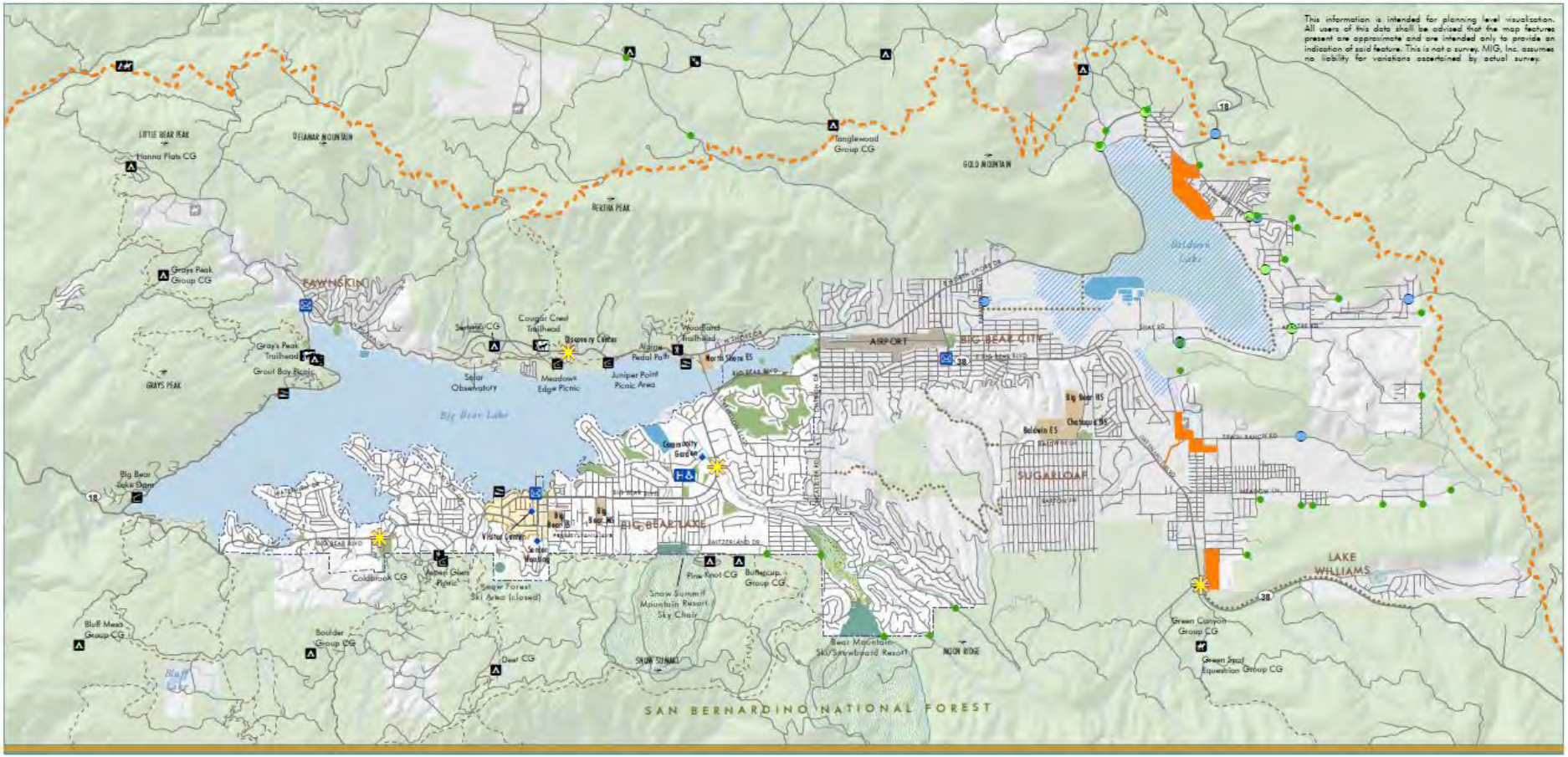
The Big Bear Valley Pedestrian, Bicycle and Equestrian Master Plan

Proposed Pedestrian Facilities and Amenities



The Big Bear Valley Pedestrian, Bicycle and Equestrian Master Plan

Proposed
Bicycle Network



Campground
Equestrian Camp
Equestrian Facility (private)
Equestrian Trailhead
Trailhead
Potential Trailhead
Picnic Site

Day Use Area
Water Access
Interpretive Site
Hospital
Post Office
Library
Peak

Proposed Separated Grade Crossing
Neighborhood Forest Access Point
Proposed Crossing with Equestrian Enhancements
Proposed Trailhead with Equestrian Enhancements
Proposed Equestrian Staging Area
Pacific Crest Trail (Equestrian Use)
Trail
Boardwalk

Major Road
Local Road
Alley, Private or Other Road
Lake/Pond
Reservoir
Swamp/Marsh
Stream/River

Park/Open Space
Forest Service
Snow Recreation
Snow Recreation Boundary
Golf Course
Village Specific Plan Area
City Limits

The Big Bear Valley Pedestrian, Bicycle and Equestrian Master Plan

Map 8.1: Existing and Proposed Equestrian Network

0 0.25 0.5 1
Miles

January 2013 | Data Sources: City of Big Bear, San Bernardino County, USGS, USDA & Planning Project Stakeholders.

Summit Blvd
Summit Blvd
M I G

Summit Blvd
Summit Blvd
BIKE LANE
M I G

BIKES IN ROAD
WHEN LIGHTS FLASH
SPEED 30

BIKES IN ROAD
WHEN LIGHTS FLASH
SPEED 30

SHARE
THE
ROAD

Design Guidelines Overview

Regulatory and Design Framework

- California Manual on Uniform Traffic Control Devises (MUTCD)
- NACTO Urban Bikeway Design Guide
- AASHTO Green Book
- California Vehicle Code
- Caltrans Highway Design Manual
- LA County Living Streets Design Manual
- San Bernardino County Non-Motorized Transportation Plan

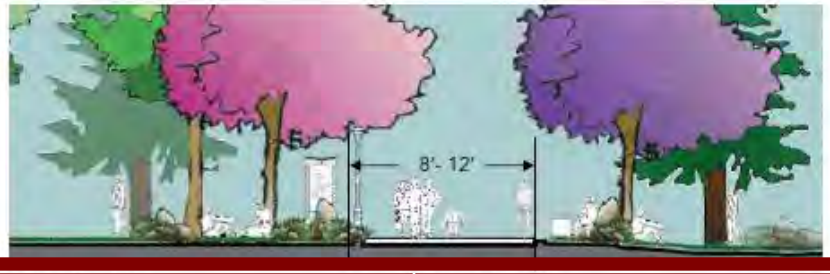
MULTI-MODAL FACILITIES

M.1 Paved Multi-Use Path (Class I)

Facility Description

A shared use, paved path allows for two-way, off-street bicycle and pedestrian use and also may be used by skaters, wheelchair users, joggers and other non-motorized users. Shared use paths can also include amenities such as lighting, signage, and fencing (where appropriate). Class 1 paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away

Recommended Design



Design Considerations

- The minimum width of two-way paths is eight feet.
- Ten-foot wide paths are usually best for accommodating all uses, and better for long-term maintenance and emergency vehicle access.
- Twelve-foot wide paths are preferred and should be constructed when feasible.
- If trees are adjacent to the path, a root barrier should be installed along the path to avoid root uplift.
- A minimum 2-foot wide shoulder composed of the same pavement material as the path or all weather surfaces, free of vegetation, shall be provided adjacent to the traveled way of the path when not on a structure.
- The minimum separation between the edge of pavement of a one-way or a two-way bicycle path and the edge of travel way of a parallel road or street shall be 5 feet plus the standard shoulder width.

Design Example

Maintenance Considerations

- Thicker surfacing and a well-prepared sub-grade will reduce deformation over time and reduce long-term maintenance costs.
- Paths should be designed with sufficient surfacing structural depth for the sub-grade soil type to support maintenance and emergency vehicles.

Additional Design Guidance

- Caltrans Highway Design Manual (Chapter 1000 Section1003.1(1) and (2), and 1003.5)
- AASHTO Guide for the Development of Bicycle Facilities, Chapter 2
- California MUTCD Chapter 9B. Signs Guidelines for Accessible Public Rights-of-Way

Facility Description

Recommended Design

Design Considerations

Maintenance Considerations

Design Example

Additional Design Guidance

Class 1. Multi-Use Path

- Allows for two-way traffic
- 8-12 foot width
- 2-foot shoulder
- 5-foot separation from street

11.4.1 Paved Multi-Use Path (Class 1)

Facility Description

A shared use, paved path allows for two-way, off-street bicycle and pedestrian use and also may be used by skaters, wheelchair users, joggers and other non-motorized users. Shared use paths can also include amenities such as lighting, signage, and fencing (where appropriate). Class 1 paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets.

Recommended Design

Design Considerations

The minimum width of two-way paths is eight feet.

Ten-foot wide paths are usually best for accommodating all uses, and better for long-term maintenance and emergency vehicle access.

Twelve-foot wide paths are preferred and should be constructed when feasible.

If trees are adjacent to the path, a root barrier should be installed along the path to avoid root uplift.

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The minimum separation between the edge of pavement of a one-way or a two-way bicycle path and the edge of travel way of a parallel road or street shall be 5 feet plus the standard shoulder width.

Design Example

Maintenance Considerations

Thicker surfacing and a well-prepared sub-grade will reduce deformation over time and reduce long-term maintenance costs.

Paths should be designed with sufficient surfacing structural depth for the sub-grade soil type to support maintenance and emergency vehicles.

Additional Design Guidance

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AASHTO Guide for the Development of Bicycle Facilities, Chapter 2

California MUTCD Chapter 9B. Signs Guidelines for Accessible Public Rights-of-Way

Class 2. Bike Lane

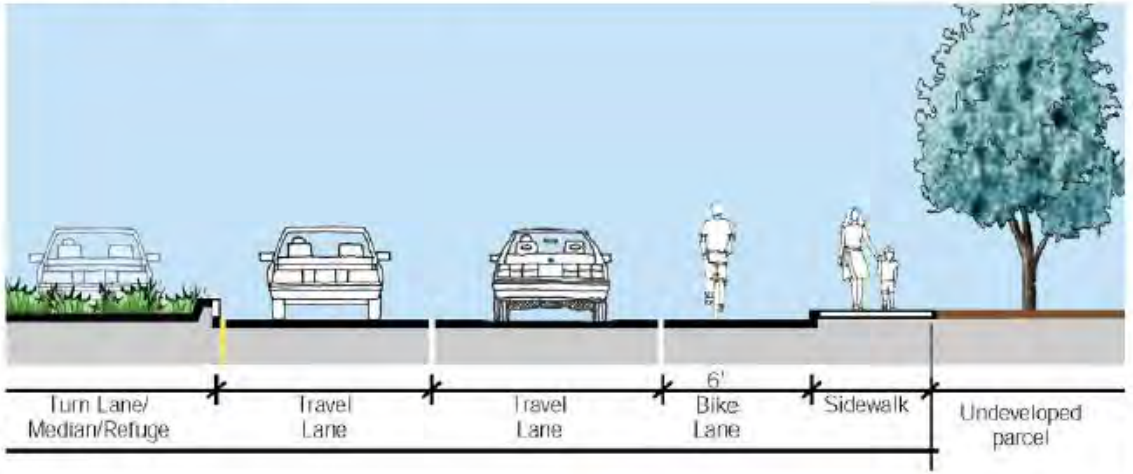
- Pedestrian Access Route = Clear path of travel from public ROW to entry point.

11.6.2 Bike Lane (Class 2)

Facility Description

A class 2 bike lane is defined as a portion of the roadway that has been designated by striping, signage and pavement markings for the preferential or exclusive use of bicyclists. They enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists.

Recommended Design



Design Considerations

The minimum class II bike lane width shall be 4 feet.

Where adjacent to on-street parking, the minimum bike lane width should be 5 feet.

Where posted speeds are greater than 40 mph, the minimum bike lane width should be 6 feet.

On highways with concrete curb and gutter, a minimum width of 3 feet measured from the bike lane stripe to the joint between the shoulder pavement and the gutter shall be provided.

As grades increase, downhill bicycle speeds increase, warranting the need for increases in bicycle lane width.

Design Example

Maintenance Considerations

Bike lane stripping should be maintained to be legible

Bike lanes should be cleared of snow, glass, potholes and other hazardous materials

If utility cuts are needed, they should be filled back to the same grade and smoothness as the original surface.

Additional Design Guidance

NACTO pages 5-57

Highway Design Manual, Chapter 300

California MUTCD, Section 9C.04.

Class 2.5: Bike Blvd

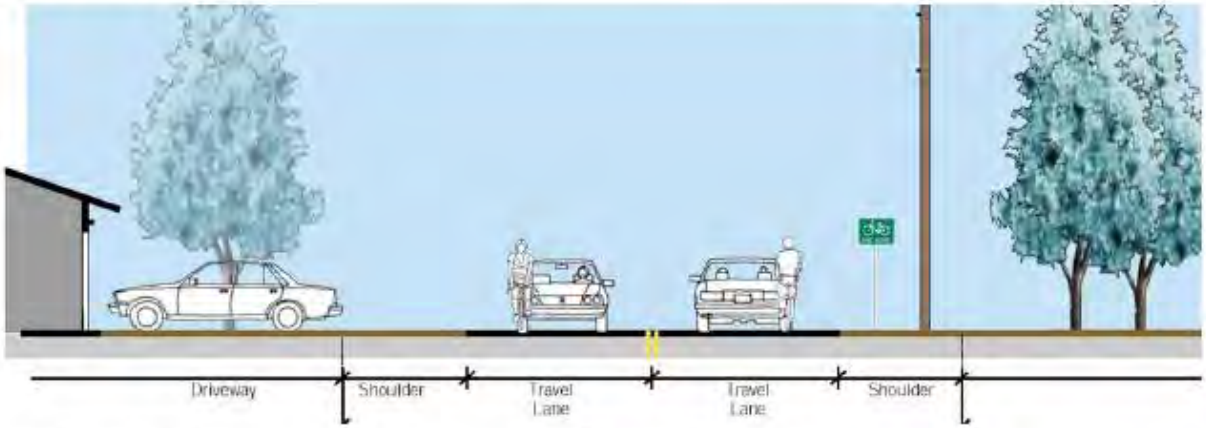
- Maintain low vehicle speeds
- Provide through and direct travel for cyclists

11.6.3 Bike Boulevard (Class 2.5)

Facility Description

A bike boulevard is a shared bicycle facility on a residential or local street enhanced with traffic calming treatments that slows traffic, reduces cut through traffic and where bicycle traffic is given priority.

Recommended Design



Design Considerations

Bike Boulevards are designed to promote bicycle travel by maintaining low vehicular speeds and volumes by incorporating traffic calming treatments such as roundabouts, pop-outs, pavement markings and signage.

The route provides through and direct travel in bicycle-demand corridors.

Shared lane markings can be used as a standard element in the development of bicycle.

Design Example

Maintenance Considerations

The smoothness of the riding surface affects the comfort and safety of bicyclists. As pavements age it may be necessary to fill joints or cracks or overlay the pavement to maintain a suitable and even cycling surface

Additional Design Guidance

AASHTO Guide for the Development of Bicycle Facilities, Chapter 2

Bicycle boulevards are not defined as bikeways by Caltrans Highway Design Manual

Below-Grade Trail Crossings

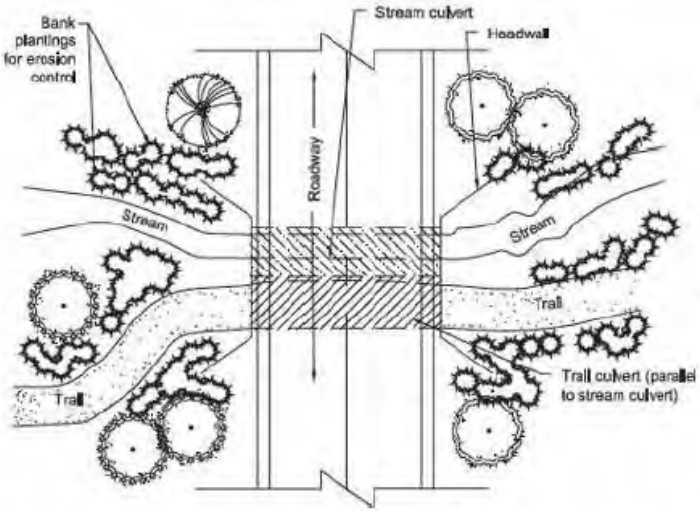
- 8-foot clear width tunnel
- Use of natural soils or textured concrete
- Mounting blocks at tunnel entrance/exit

11.7.2 Below-Grade Trail Crossings

Facility Description

- Below-Grade Trail Crossing of Highway 18 at Rathbone Creek and Similar Locations

Recommended Design



A culvert shared by a stream and the trail. When flooding occurs, both courses channel floodwater.

Graphic illustrates a culvert that carries water and also includes a trail. Inside the culvert, a channel along the outer edge of the trail carries water out of the culvert.

Abutments direct the water to a recessed, reinforced catchment area below the trail tread for erosion control and to reduce water damage to the trail tread.

Design Considerations

- Culvert a minimum of 8 feet clear in width and 10 feet in height, with 14-foot height preferred
- Raised trail corridor at north and south culvert approaches with decomposed granite or other natural stabilized surface material
- Trail inside culvert flush with base of culvert
- Trail tread approach to and inside culvert to be natural soils or textured with water-washed concrete aggregate surface or concrete grooves at right angle to travel direction of equestrian users
- Mounting blocks at each end of a culvert should be provided for equestrian use
- Provide lighting at approaches to and inside culvert
- Water abutments to deflect water into catchment area to slow water flow to help reduce scouring and other water flow damages to trail surface

Design Example

Maintenance Considerations

- Regular maintenance to maintain trail tread surface,
removal of vegetative and rock material that may flow into the culvert, and replacement of materials washed away from the catchment pond area.
- Repair and replacement of any lighting installed in

Additional Design Guidance

- *Equestrian Design Guidebook for Trails, Trailheads and Campgrounds*, Federal Highway Administration, U.S. Department of Transportation; 2009
- U.S. Department of Defense, Army Corps of Engineers – "*Recreation Planning and Design Criteria;*" 2004

Equestrian Campground/ Recreation Site

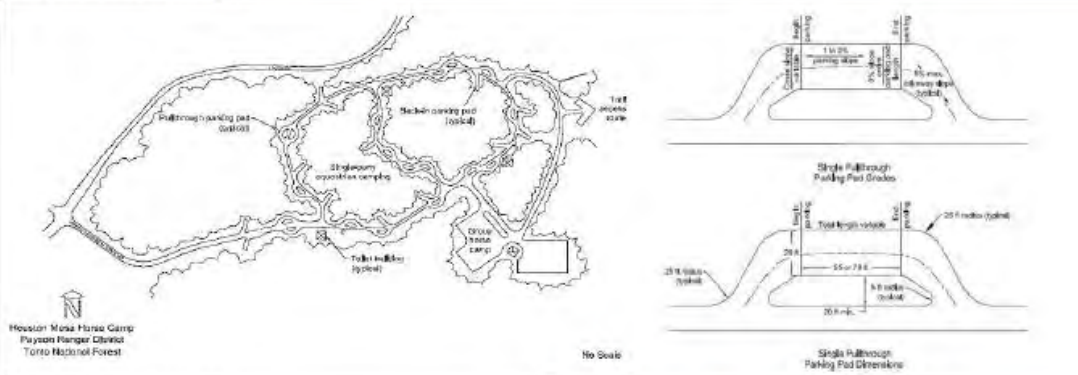
- Perimeter fencing
- Provide a range of camping sites in different configurations
- Perimeter restrooms/showers

11.7.7 Equestrian Campground/Recreation Site

Facility Description

- Overnight camping and recreation sites may have more amenities than day use only recreational facilities

Recommended Design



Design Considerations

- Camp units are designed for overnight use and can provide spaces for both riders and their stock
- Campground must have perimeter fencing
- Camp units can include ways to confine stock, such as a corral, hitching post, or highline, which should be level and drain away from living areas.
- Parking pad space in a camp unit provides a space for a towing vehicle and horse trailer and it must be level or not more than a 1 to 2 percent grade
- Parking spaces can be configured for pulling in, backing in, or the preferred pullthrough design
- Campground facilities can provide many amenities, including access to trails, water sources such as hydrants and troughs, round pens, wash racks, utilities, lighting, manure disposal sites, and various structures such as toilet and shower buildings, shelters, picnic tables, lantern posts, and fire rings
- Prevailing wind should not carry smoke and odors into campsite and stock areas of campsite
- All surfaces in campground should be horse friendly and ribbon curbing should be utilized
- Camping sites can be designed for individual, shared, or large group camping areas
- Restroom and shower buildings should be located on the perimeter of the campground roadways

Design Example

Maintenance Considerations

- Control of manure and flies is important to the comfort of campers and stock; provide instructions to campers on how they are to handle manure
- Refrain from the use of wood for corrals, hitching posts, and protect trees from highline damage

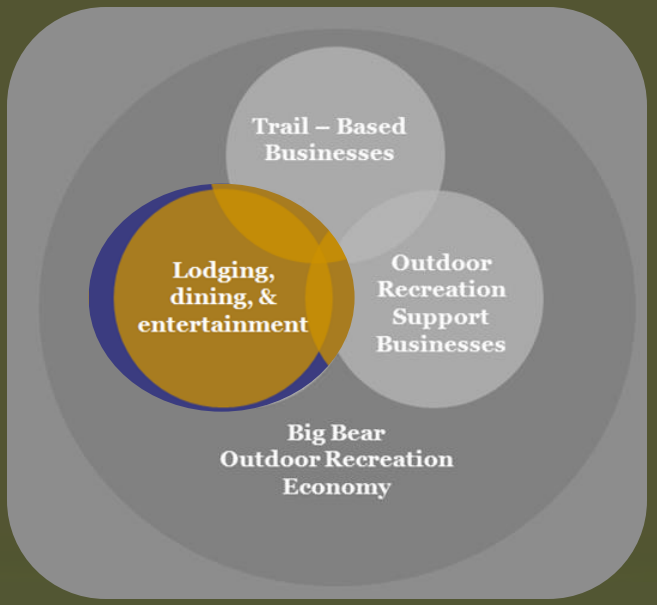
Additional Design Guidance

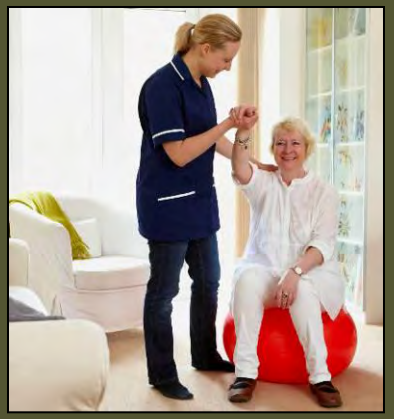
- *Equestrian Design Guidebook for Trails, Trailheads and Campgrounds*, Federal Highway Administration, U.S. Department of Transportation; 2009
- Published *"Leave No Trace"* and *"Tread Lightly"* User Guidelines available from these organizations

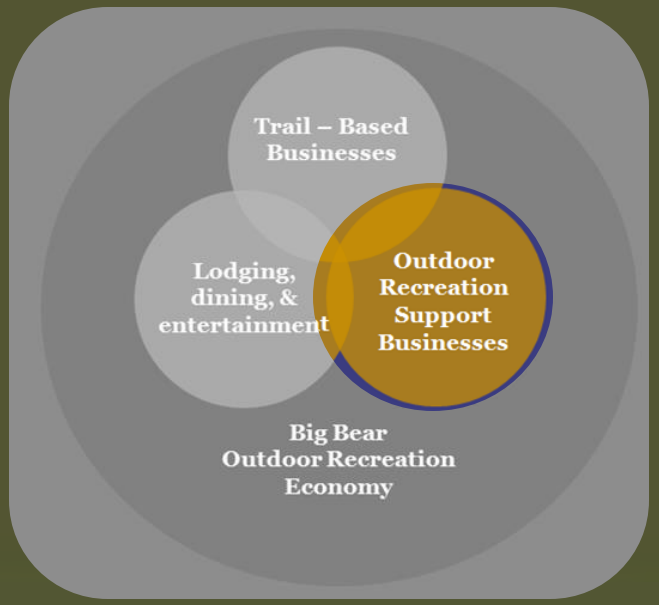
Outdoor Recreation Economy

Trail–Based Businesses
Lodging, Dining, & Entertainment
Outdoor Recreation Support Businesses
Big Bear Outdoor Recreation Economy

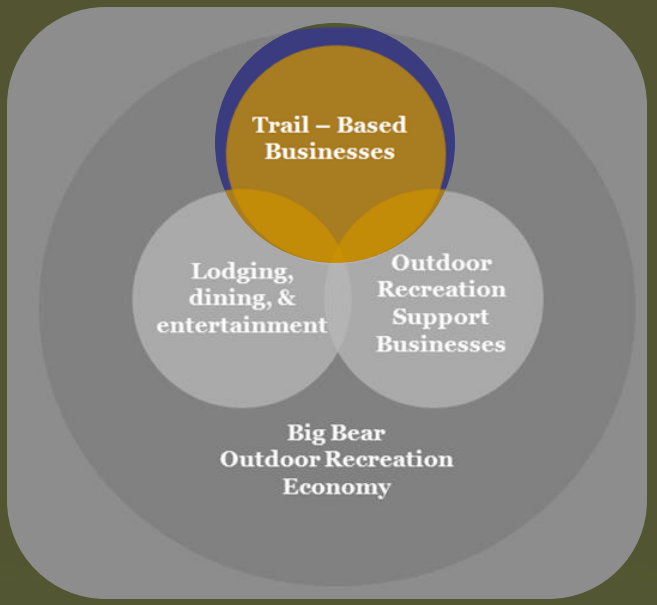
What might be The Ahwahnee Hotel of Big Bear Valley?






Trail – Based Businesses
Lodging, dining, & entertainment
Outdoor Recreation Support Businesses
Big Bear Outdoor Recreation Economy

RUNNING CLINIC
JUNE 24TH FROM 12PM TO 5PM
with Certified Crossfit Endurance Coach
>>> Brian Harkins <<<
SIGN UP NOW


Trail – Based Businesses
Lodging, dining, & entertainment
Outdoor Recreation Support Businesses
Big Bear Outdoor Recreation Economy

Planning for Trails-Based Economic Development

Guiding principles for trail-based economic development, from "Implementing Trail-Based Economic Development Programs" Iowa Department of Transportation

- Understand community capacity
- Understand community desire
- Target markets are based on trail characteristics
- Community's relationship to the trail system is important – i.e., Big Bear is at the hub of a system

Planning for Trails-Based Economic Development, continued

- Choose trailhead sites based on desired user markets and impacts
- Locate trailheads in town boundaries to maximize economic impacts
- Build off existing markets
- Cultivate partnerships

Examples of Strategies & Leads

Clearly define markets	Non-profits
Broaden marketing materials & redefine image	Non- profits
Establish a common design aesthetic across Valley	Government
Expand tourist offerings (such as guided activities, classes, beginner lessons)	Businesses
Develop Moonridge/Rathbun Corridor as “recreation row”	Government
Establish new permit types to encourage new enterprise	Government

CITY OF BIG BEAR LAKE

PEDESTRIAN, BICYCLE AND EQUESTRIAN

master plan

Equestrian Economic Development Opportunities

United States
Department of
Agriculture

Forest Service

Technology &
Development
Program

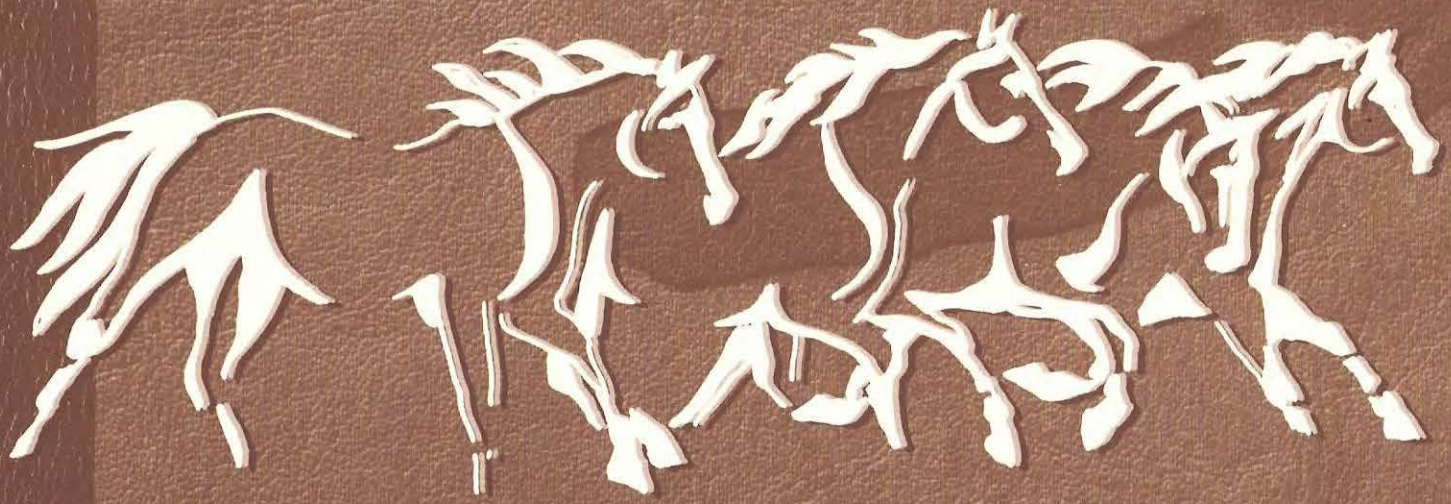
2300 Recreation
December 2007
0723–2816–MTDC

In cooperation
with

United States
Department of
Transportation

Federal Highway
Administration

Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds



Equestrian Economics by the Numbers

"A Ghost Industry"

- 9.2 million horses in the U.S. (Where are they?)
- What states have the largest numbers of horses?
- How big is the horse industry? $_____billion
- The horse industry pays $____billion in taxes
- One out of every _____Americans are involved with the horse industry.

Equestrian Key Elements

1. Preserve existing trail access locations
2. Retain the unique character of Big Bear
3. Increase equestrian opportunities
4. Provide improved wayfinding, maps, and trail descriptions for equestrians
5. Encourage trail etiquette with all users
6. Plan with equestrian safety as a priority

Equestrian Policies & Programs

- Develop Increased Equestrian Tourism
- Expand Equestrian Network Regionally
- Attract New Equestrian-Oriented Businesses, Events, Services and Sustainable Activities

Equestrian Policies & Programs

- Create Horse Programs for Youth, Underprivileged, Therapy and Paralympics
- Increase Equestrian Safety, Public Education and Users Policy Enforcement
- Establish Valley-wide Equestrian Right-of-Way Guidelines for All Trail Users

Equestrian Socioeconomic Needs

- Trailhead access and horse trailer parking
- Horse stabling, corrals, and RV parking
- Campground facilities for extended stays
- Developed trail systems for riders, concessionaires and competitive events

Equestrian Socioeconomic Needs

- Highway, roadway, and trail wayfinding system
- Trail features and water locations for horses
- Trail maps with details, mileages & elevations
- Equestrian services and industry infrastructure
- Safe trails & roads system

Typical Equestrian Supplies & Services

- Feed Stores
- Tack Stores
- Farriers
- Veterinarians
- Apparel Stores
- Service Stations
- Grocery Stores
- Boarding Stables
- RV Campgrounds
- Equestrian B&B's

Related Equestrian Economic Drivers

- Horseshows
- Rodeos & Ropings
- Endurance Rides
- Riding Lessons
- Horse Training
- Wounded Warriors
- Therapeutic Riding
- Horse Expos
- Olympics Training

Increasing Equestrian Opportunities

- Expand parking at existing trailheads
- Create new trailheads at strategic locations
- Develop loop trails to the Pacific Crest Trail
- Provide increased equestrian amenities
- Link the Valley's trails

Existing Equestrian Opportunities

1 - Little Bear Springs Trail Camp

2 - Harold F. Whittle Camp

3 - Grays Peak Trailhead

4 - Old Baldy Scout Camp

5 - Cougar Crest Trailhead

6 - Green Spot Equestrian Group Camp

7 - Los Vaquero's Rodeo Arena

Map Identifying Existing Facilities

Proposed Equestrian Opportunities

1 - Tanglewood Group Camp

2 - Baldwin Lake Road/FR 2N02 Trailhead

3 - City of Big Bear Lake Equestrian Center

4 - Rathbone Creek Trail Corridor

5 - Doble Trail Trailhead and Campground

6 - Cushenberry Summit Trailhead

7 - Van Dusen Canyon Trailhead and Trails

8 - Trailhead Hub on State Highway 38

Map Identifying New Opportunities

Equestrian Specific Facilities

Design Guidelines

- Linked Loop Trails
- Trailhead Parking
- Campgrounds
- Water Amenities
- Roadway Crossings
- Signs & Sharrows
- Gates & Fencing

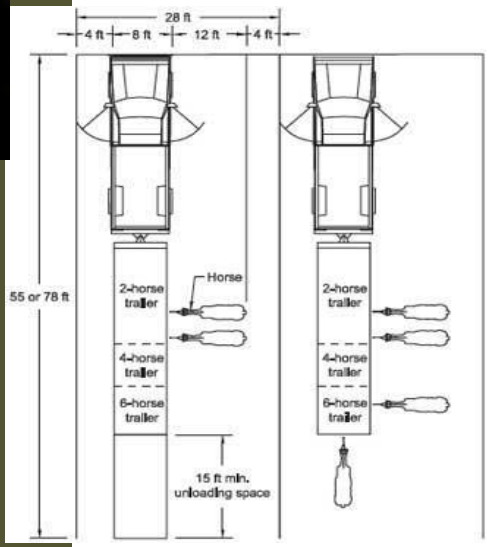
11.7 EQUESTRIAN-SPECIFIC FACILITIES

11.7.1 Equestrian Parking and Staging

Facility Description

- Trailheads and other parking and staging areas designated for equestrian use

Recommended Design



A 19-foot (5.8-meter) pickup truck towing a bumper pull, two-horse trailer would require a total length of 55 feet (16.8 meters) to park and unload safely. This includes a 15-foot (4.6-meter) unloading area plus walking space at both ends of the vehicle.

A four-horse gooseneck trailer drawn by a 19-foot pickup truck would need 78 feet (23.8 meters) for parking and loading. A 78-foot-long parking space covers most parking and loading needs. Forty-two-foot (12.8-meter) motorhomes pulling six-horse trailers with interior living quarters may need a space 110 feet (33.5 meters). If these long trailers are common or expected in the facility, provide several longer spaces for them. If local riders commonly use two-horse trailers, provide some 55-foot-(16.8-meter-) long spaces for them.

Minimum outside turning radius required into and within trailhead parking area is 25 feet, with designated turning lanes for safer entry/exit both into/out of trailhead from paved highway due to slower speeds of vehicles turning with horse trailers. Ideal parking space width is 28 feet.

Design Considerations

- Suitability of Trailhead Location:
  - A. Publicly managed access location
  - B. Adequate acreage
  - C. Generally Flat Topography
  - D. Ease of Roadway Access
  - E. Appropriate sightlines for safe access/egress
  - F. Adequate roadway and trailhead signage
  - G. Appropriate parking area surface treatment
- Access to water source with drain features
- Perimeter fencing and equestrian gate design
- Conflicting user groups near trailhead (target shooting, model airplanes, hot air balloons, etc.)
- Dark skies compliant lighting fixtures
- Mounting blocks and/or mounting ramps

Design Example

Maintenance Considerations

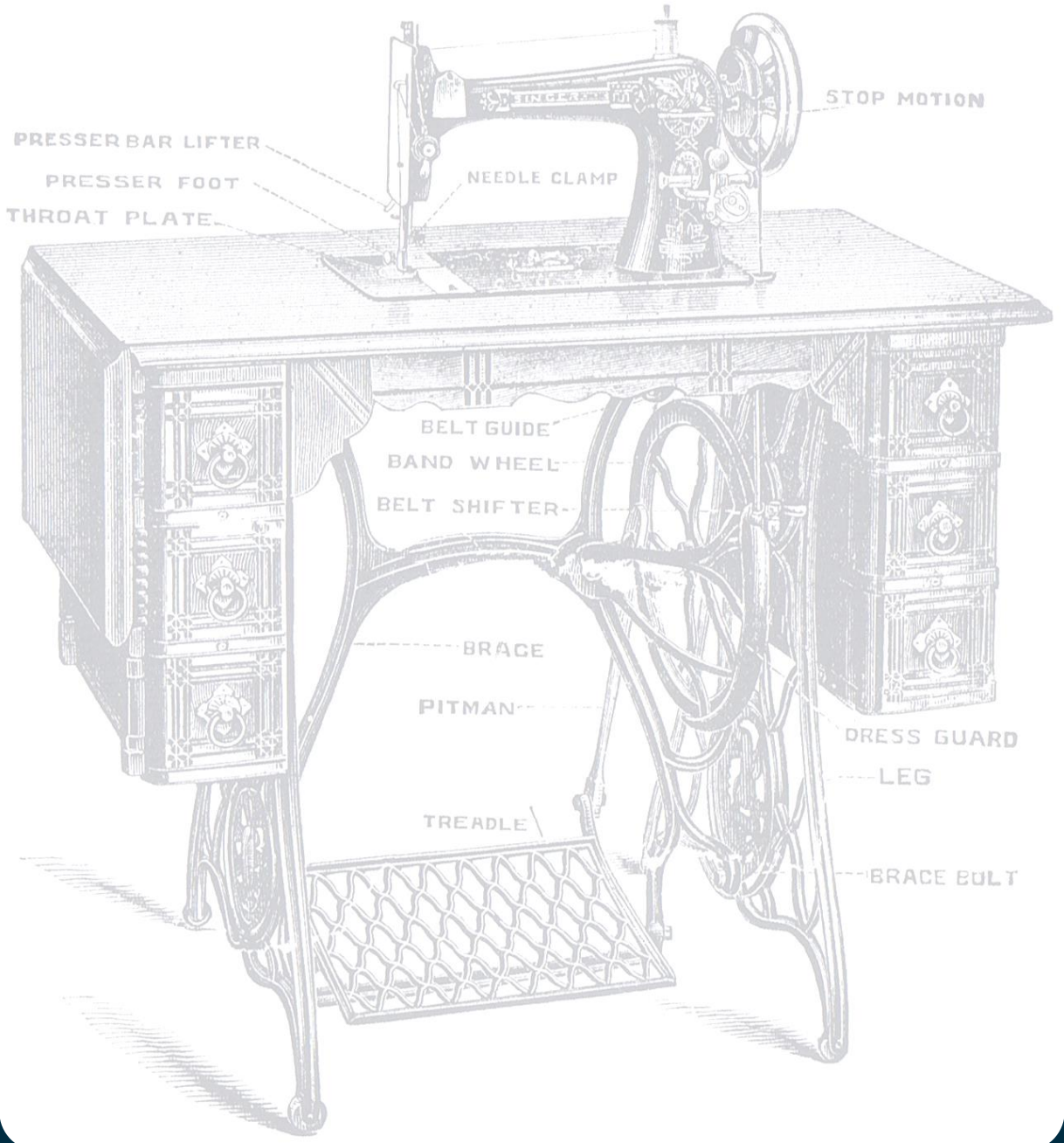
- Establish land manager agreements regarding the removal of manure, trailhead surface maintenance, seasons of use, and appropriate closures to use.
- Possible closure due to snow, ice and snow removal to provide a safer recreational experience

Additional Design Guidance

- *Equestrian Design Guidebook for Trails, Trailheads and Campgrounds*, Federal Highway Administration, U.S. Department of Transportation; 2009
- *Safe Fencing for Horses*, Kevin Kline, Ph.D. University of Illinois; 2005

Implementation & Lessons Learned

Fig. 2.


STOP MOTION
PRESSER BAR LIFTER
PRESSER FOOT
THROAT PLATE
NEEDLE CLAMP
BELT GUIDE
BAND WHEEL
BELT SHIFTER
BRACE
PITMAN
DRESS GUARD
LEG
TREADLE
BRACE BOLT

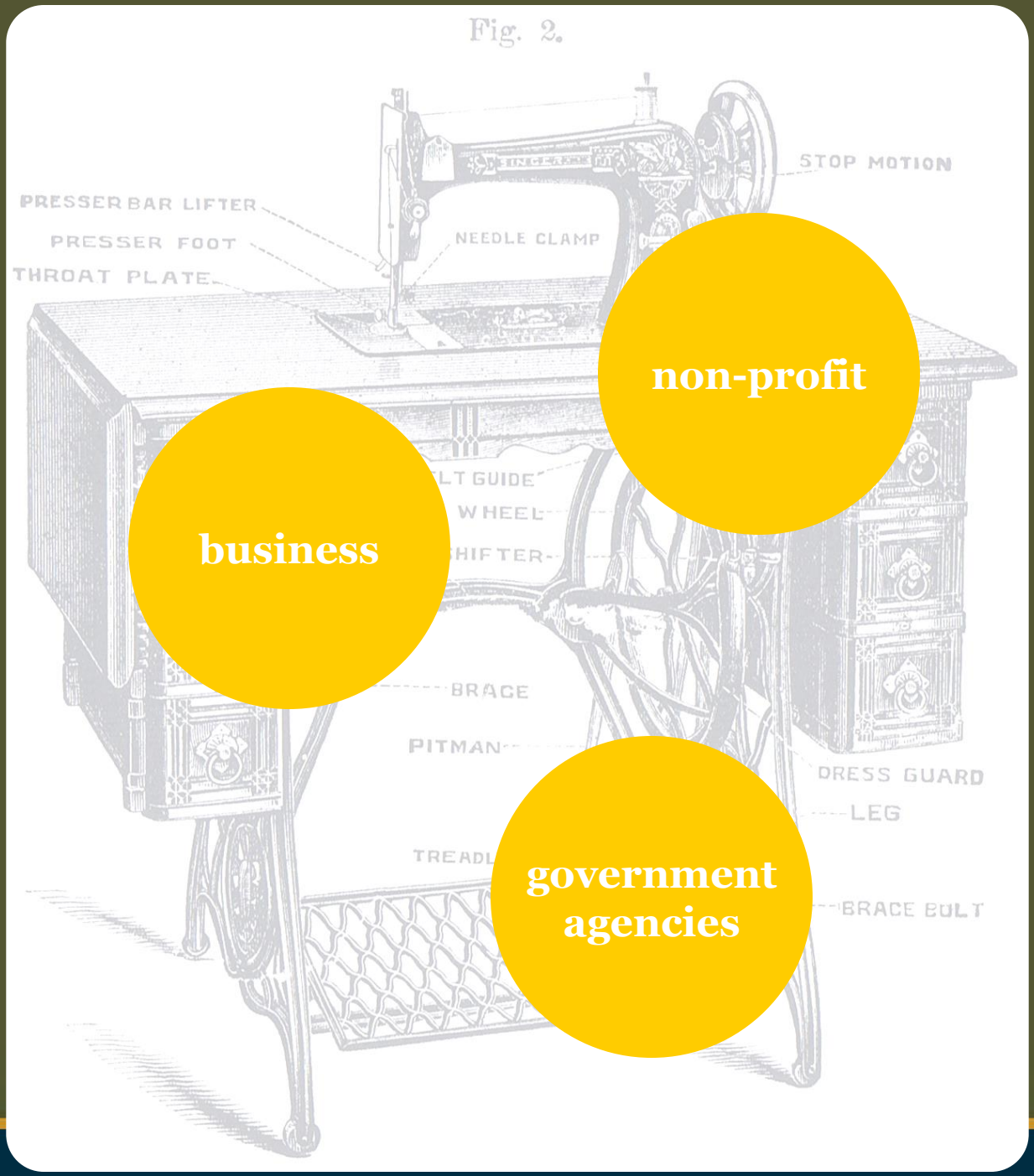


Fig. 2.
STOP MOTION
PRESSER BAR LIFTER
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BRACE
PITMAN
DRESS GUARD
LEG
BRACE BOLT
non-profit
business
government agencies

Fig. 2.
STOP MOTION
PRESSER BAR LIFTER
PRESSER FOOT
THROAT PLATE
NEEDLE CLAMP
business
non-profit
government agencies
DRESS GUARD
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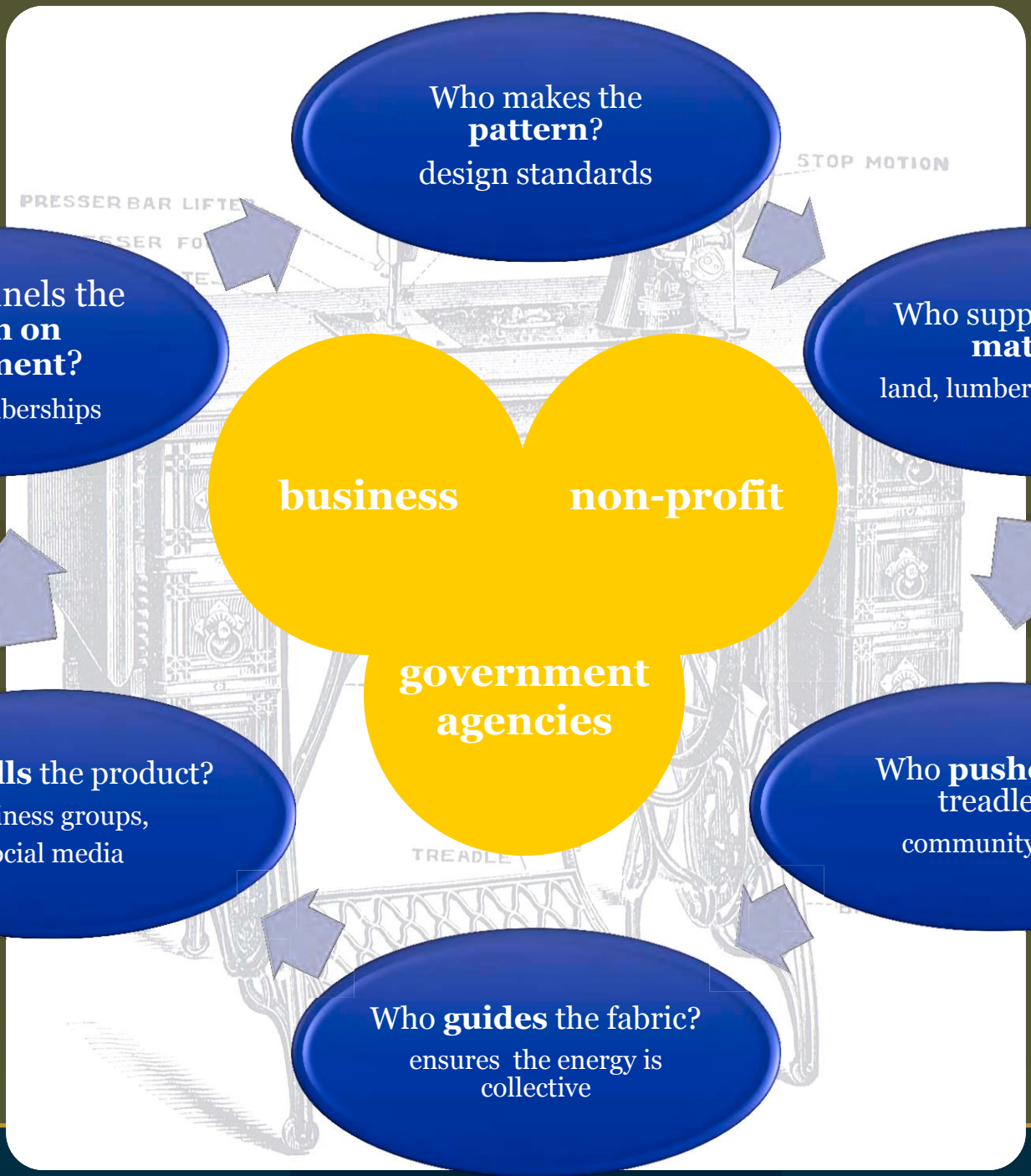
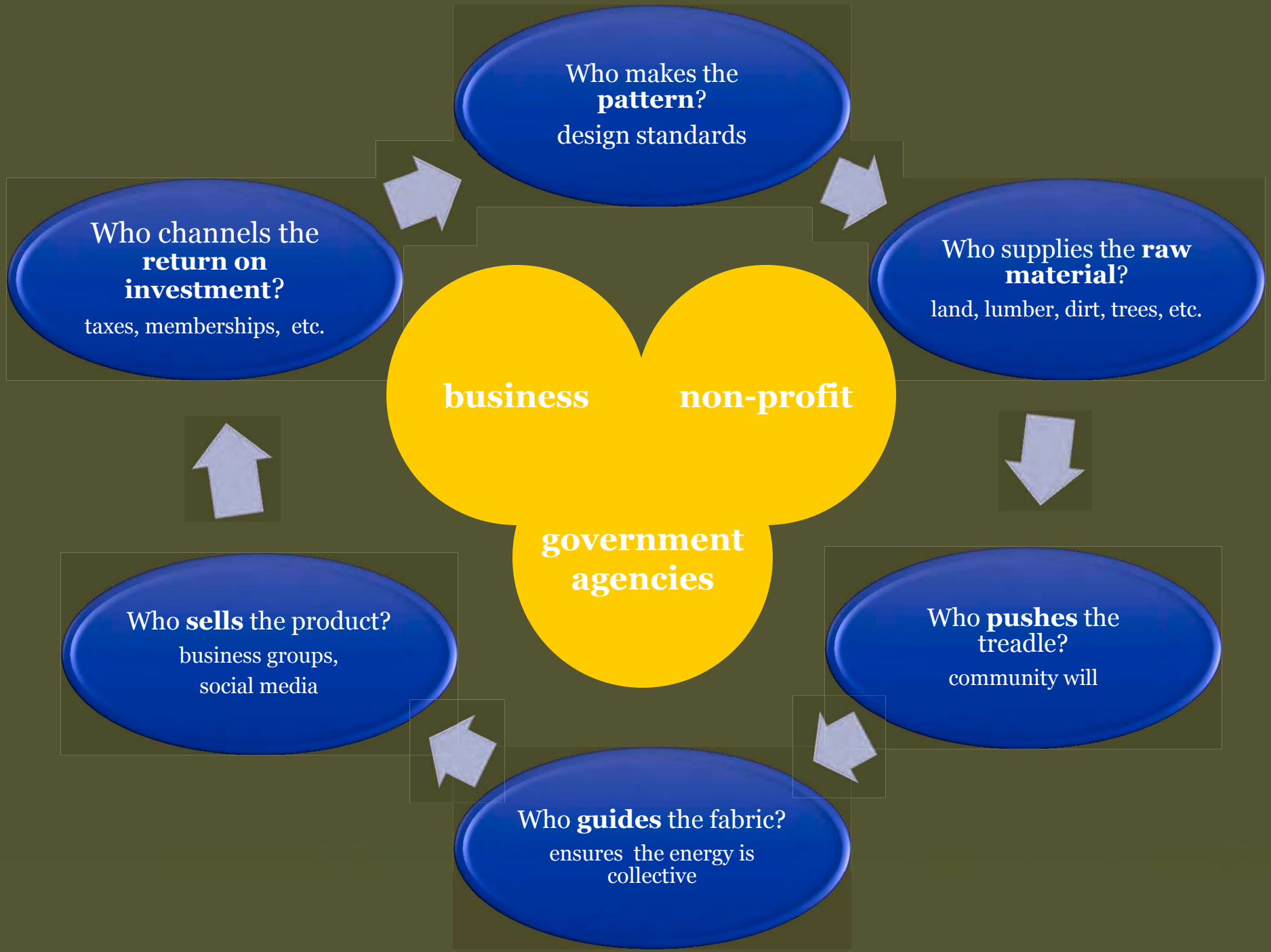
TREADLE
BRACE BOLT


Who makes the **pattern**?
design standards
Who supplies the **raw material**?
land, lumber, dirt, trees, etc.
Who **pushes** the treadle?
community will
Who **guides** the fabric?
ensures the energy is collective
Who **sells** the product?
business groups, social media
Who channels the **return on investment**?
taxes, memberships
business
non-profit
government agencies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government agencies

Thank you

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