

AMADOR COUNTY PEDESTRIAN AND BICYCLE TRANSPORTATION PLAN

AMADOR COUNTY
TRANSPORTATION COMMISSION

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Executive Summary

Introduction

The purpose of the *Amador Countywide Pedestrian and Bicycle Transportation Plan* is to improve pedestrian and bicycle access for residents and visitors of Amador County traveling to and from key destinations such as schools, transit, parks, commercial areas and homes. The *Pedestrian and Bicycle Transportation Plan* also serves as the countywide ADA Transition Plan for Public Rights-of-Way. Each local jurisdiction will need to adopt this Plan and the corresponding Guidelines to ensure their eligibility for Bicycle Transportation Account funds and to properly address the Americans with Disabilities Act.

Public Participation

Public participation occurred throughout the project using the following outreach efforts:

- Oversight Committee
- Key Stakeholder Interviews
- Public Workshops
- Public Input Survey
- School Principal Survey

Existing Conditions

Walking facilities are pervasive in the downtown areas of Amador County communities; however, bicycling facilities that meet Caltrans design criteria do not exist except for a few bikeways in Ione.

Goals and Objectives

The goal of this plan is to develop a safe, functional and convenient non-motorized transportation network throughout Amador County that addresses the mobility needs of pedestrians and bicyclists in a manner that enhances community identity and livability.

Implementation Plan

The entire set of recommended pedestrian and bicycle projects and programs is estimated to cost \$111 million. The high priority bicycle and pedestrian projects is estimated to total \$16 million (Table 1). The remaining projects total \$95 million.

Table 1: High-Priority Project Cost Summary

Projects	Amount (2006 \$)
Countywide Significant	\$475,000
Amador City	\$138,000
Camanche	\$113,000
Dry Town	\$222,000
Ione	\$1,956,000
Jackson	\$1,438,000
Martell	\$1,156,000
Pine Grove	\$759,000
Pioneer	\$1,627,000
Plymouth	\$790,000
Shenandoah Valley - Fiddletown	\$35,000
Sutter Creek	\$815,000
Sutter Hill	\$480,000
Unincorporated County - Intercity	\$5,730,000
Volcano	\$226,000
Total	\$15,900,000

Since this plan is a countywide plan, ACTC cannot commit to funding levels. Nevertheless, the goal of the plan is to fund the high-priority projects within 20 years, and the remaining projects as funds become available. This spending level assumes that the ACTC and the local jurisdictions will increase its funding for pedestrian and bicycle projects in future years as traffic congestion and air quality become increasing concerns. For the short term, funds will mainly come from competitive grants.

Introduction

This section discusses the project purpose and the study area.

Project Purpose

The *Amador Countywide Pedestrian and Bicycle Transportation Plan* contains the capital improvement projects, while the Guidelines introduce best practices, codes and standards.

The Plan also serves as the countywide ADA Transition Plan for Public Rights-of-Way. This plan addresses the Americans with Disabilities Act, which requires a public entity that employs 50 or more persons to develop a plan. The ADA Transition Plan sets forth the steps necessary to provide structural changes to Public Rights-of-Way facilities to achieve program accessibility.

Each local jurisdiction will need to adopt this Plan and the corresponding Guidelines to ensure their eligibility for Bicycle Transportation Account funds and to properly address the Americans with Disabilities Act.

Pedestrian and Bicycle Plan

The purpose of the *Amador Countywide Pedestrian and Bicycle Transportation Plan* is to improve pedestrian and bicycle access for residents and visitors of Amador County traveling to and from key destinations such as schools, transit, parks, commercial areas and homes.

The key objectives of the project are to:

- Assess the current and future needs of pedestrian and bicycle facilities in Amador County.
- Analyze opportunities and constraints for developing pedestrian and bicycle facilities in Amador County.
- Prioritize pedestrian and bicycle improvement projects.
- Identify funding potentials for pedestrian and bicycle projects.
- Prepare a financially constrained countywide bicycle and pedestrian plan.

- Identify physical obstacles that limit accessibility and to provide an implementation plan that will make the facilities accessible.
- Develop bicycle and pedestrian design guidelines for the cities and county.

Pedestrian and Bicycle Design Guidelines and Recommended Standards

The *Pedestrian and Bicycle Design Guidelines and Recommended Standards*, a separate document, helps community members, planners and project designers provide safe and accessible pedestrian and bicycle facilities in new development or construction projects.

The Guidelines and Recommended Standards represent a first step in improving standards for walking and bicycling. The next steps involve the local jurisdictions customizing these guidelines based on each jurisdiction’s vision, and then adopting them. Once adopted, the guidelines would be incorporated into a city or the county general plan circulation element, related ordinances or street improvement standards.

Study Area

The *Amador Countywide Pedestrian and Bicycle Transportation Plan* covers both the unincorporated and incorporated areas of the county, which totals almost 600 square miles and about 35,000 residents. The specific areas are listed below.

Unincorporated

Buckhorn	Ione Band of Miwok Indians	Pine Grove
Camanche / Pardee	Jackson Rancheria Reservation	Pioneer
Dry Town	Kirkwood	River Pines
Fiddletown	Martell	Volcano

Incorporated

Amador City	Plymouth
Ione	Sutter Creek
Jackson	

Goals, Objectives and Policies

The purpose of this section is to state the overarching goal for the study and to state the more specific objectives that will help ensure the main goal will be met.

Goal

Develop a safe, functional and convenient non-motorized transportation network throughout Amador County that addresses the mobility needs of pedestrians and bicyclists in a manner that enhances community identity and livability.

Objectives

Regional Non-Motorized Network

Define a comprehensive regional non-motorized transportation network (i.e., connectivity to other counties and between incorporated and unincorporated cities, schools, parks, shopping areas and business centers).

Multi-modal Integration

Develop and enhance opportunities for bicyclists and pedestrians to easily access other modes of transportation (i.e. safe pedestrian routes to transit).

Comprehensive Support Facilities

Encourage the development of comprehensive support facilities for walking and bicycling at new developments, redevelopments and local businesses such as bicycle racks, showers, benches and shade trees.

Education and Promotion Programs

Develop public outreach programs that emphasize bicycle and pedestrian safety and the positive benefits of non-motorized transportation.

Funding Sources

Encourage the pursuit of non-motorized transportation funding to the maximum degree to facilitate early implementation of priority projects and programs.

Planning

Collaborate with all county and city agencies, developers and the community to address non-motorized efforts in the Regional Transportation Plan and the General Plan updates.

Promote Safe Routes to School

Work with the individual schools in the County to develop comprehensive Safe Routes to School programs.

Maintenance

Include ongoing maintenance from project inception such as county, city, Adopt-a-Trail, California Youth Authority involvement and volunteer efforts.

Policies

Design Review

City and County planning agencies should review proposed land use development projects to ensure consistency with the Pedestrian and Bicycle Design Guidelines, to preserve rights-of-way and to construct identified high priority and lower priority facilities identified in this plan.

Local Transportation Fund Expenditures

The ACTC will expend its Local Transportation Fund Bicycle and Pedestrian Set Aside to implement the Accessibility Compliance Program, Right-of-Way Preservation Program and Regional Bicycle Parking and Shower Program.

On-going Complaint and Grievance Procedure

The ACTC and local jurisdictions will resolve complaints of alleged discrimination based on disability using the complaint procedure identified in the Plan.

Maintenance

New bicycle and pedestrian projects should clearly identify funding sources and responsibilities for on-going maintenance. Community services districts should be established with new development projects to help fund maintenance. Cities/County should include bicycle and pedestrian facility maintenance in each of their annual budgets.

Public Participation

Public participation occurred throughout the project using the following outreach efforts:

- Oversight Committee
- Key Stakeholder Interviews
- Public Workshops
- Public Input Survey
- School Principal Survey

These efforts are described in more depth below along with the recommended on-going request and grievance procedures. These procedures are needed to ensure that community requests are resolved in a timely and equitable manner.

Oversight Committee

The Oversight Committee consisted of 24 members who represent different geographic and interest areas. The Oversight Committee for the project met to discuss the following topics:

- Work Plan
- Existing Conditions / Public Input Survey Results
- Proposed Projects
- Prioritized Projects
- Draft Pedestrian and Bicycle Design Guidelines
- Draft Pedestrian and Bicycle Plan

Key Stakeholder Interviews

The study team met or contacted individuals throughout the county to discuss specific geographic areas in greater detail. The following community members or organizations were interviewed in the Summer of 2005:

- Amador County Public Works Agency
- Amador County Recreation Agency
- Amador County Unified School District Board
- Amador Foothill Winery
- Amador Region Transit System
- Amador Senior Services Center
- Amador Water Agency
- Caltrans

- Camanche Lake Homeowners Association
- East Bay Municipal Utility District
- Indian Grinding Rock State Historic Park
- Ione City County Member
- Jackson Family Sports
- Jackson Mayor
- Pine Grove Civic Improvement Club
- Pioneer Elementary School Principal
- Pioneer Realtor
- Plymouth Planning Commissioner
- Plymouth City Manager
- Sutter Creek AARP Bike Group
- Sutter Creek Circulation Task Force
- Sutter Creek City Manager
- Sutter Creek Mom's Club
- Toma and Anderson
- Upcountry Recreation Organization
- Volcano Community Association

Public Workshops

Public workshops were held to obtain public comments about the existing conditions in March 2005 and on the draft documents in January 2006.

Existing Conditions

The existing conditions workshops were held in Martell and Pine Grove in March 2005. The purpose of these workshops was to solicit public comments on walking and bicycling safety issues, high use areas and visionary projects.

Draft Documents

The public workshop on the draft plan and design guidelines was held on January 31, 2006. The public and elected officials were asked to comment on the prioritized projects mentioned in the plan and on the recommended best practices for construction as stated in the guidelines.

Public Input Survey

The study team used a walking and bicycling access survey to help identify walking and bicycling constraints, and to help prioritize proposed projects.

Survey Distribution

The survey questionnaires were distributed throughout the county by the study team and the Oversight Committee members to the following groups and locations:

- Active Aging Community Task Force
- Amador County Unified School District
- Amador Regional Transit System
- City Halls
- County employees (550)
- County Fair
- Foothill Conservancy
- Health and Fitness Festival
- Libraries
- Men's softball
- Pine Grove Civic Improvement Club
- Post offices
- Sutter Creek Visioning Committee
- Swimming pools
- Upcountry Recreation Organization
- Volcano Community Association

Survey Background

The questionnaire addressed the following issues:

- Purpose of walking and bicycling trip
- Time spent on average walking and bicycling trip
- General walking and bicycling constraints
- Walking and bicycling constraints along specific stretches of road or at intersections
- Pavement surface issues for bicyclists
- Bicycle parking issues
- Information about the respondent such as name, address, e-mail, age, sex and car ownership

The respondents were given the opportunity to check the box titled "Yes, add my name to the mailing list!"

The study team added participants' contact

information to the mailing list, and used it to notify interested parties of upcoming public workshops and the draft *Pedestrian and Bicycle Transportation Plan* to review. Appendix A displays the public input questionnaire.

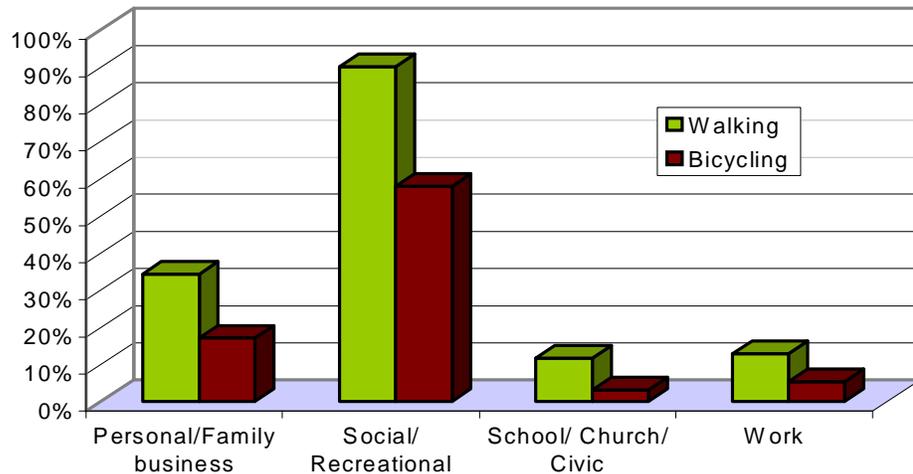
Survey Results

Statistically valid results cannot be drawn from the survey findings because the respondents were not randomly selected. The following discussion outlines key observations regarding the 103 respondents' profile, walking and bicycling habits and constraints. Out of the 103 respondents, there were more pedestrian-related responses than bicycling-related responses.

Purpose of Walking and Bicycling Trips

Survey respondents reported that they mainly walk or bicycle for social / recreational purposes (Figure 1). Personal / family business trips were the second most commonly reported trips. Walking and bicycling trips for school, church, civic and work were infrequent.

Figure 1: Purpose of Walking and Bicycling Trip



Time Spent on Average Walking and Bicycling Trip

Table 2 shows the average time in minutes that the respondents reported to walk or bicycle per trip. In general, bicycling trips were reported to be longer than walking trips.

Table 2: Average Walking and Bicycling Trip Times (minutes)

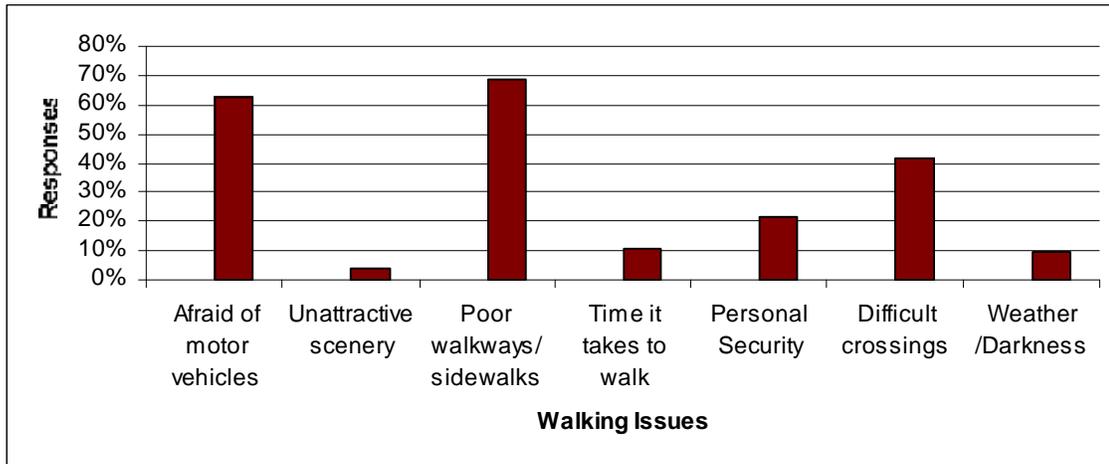
	Personal / Family Business	Social / Recrea- tional	School / Church / Civic	Work
Walking	25	39	19	31
Bicycling	46	71	30	31

General Walking and Bicycling Constraints

Respondents stated that fear of motor vehicles and lack of facilities were their biggest walking and bicycling constraints (Figures 2 and 3). Respondents also wrote under “other” on the need for trails (16 percent) and about the problem of motor vehicle speeding (18 percent).

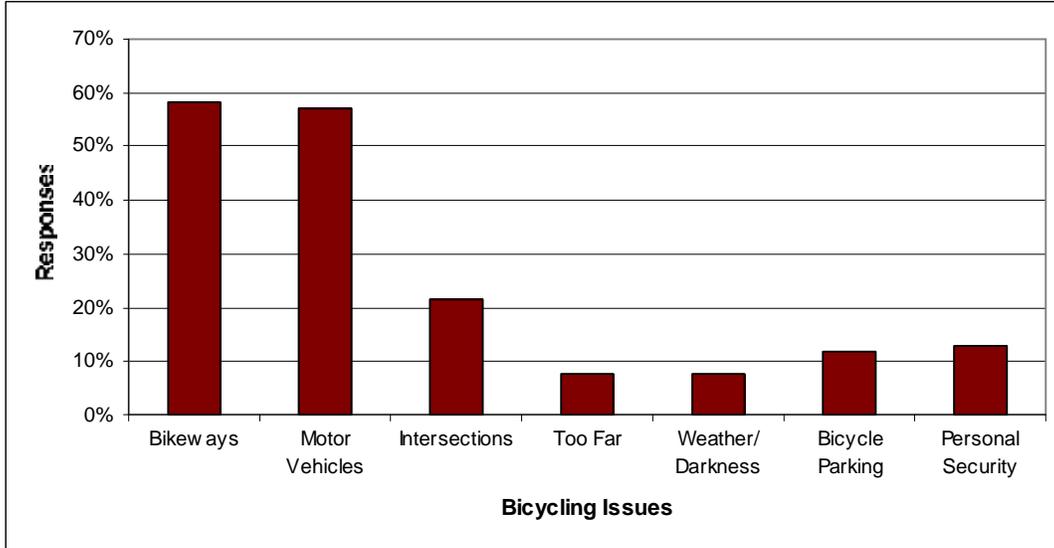
Regarding walking constraints, poor walkways/sidewalks was the highest concern, “afraid of motor vehicles/drivers” was the second highest concern, and difficult crossings were the third highest concern.

Figure 2: Walking Constraints



Regarding bicycling constraints, lack of bikeways and fear of motor vehicles/drivers were tied as the highest concerns by survey respondents.

Figure 3: Bicycling Constraints



Walking and Bicycling Constraints along Specific Stretches of Road or at Intersections

Respondents were asked to describe specific locations of walking and bicycling constraints. Figures 4 and 5 summarize the walking and bicycling constraint responses that were cited at each location. The main concern was the inability to walk on shoulders or sidewalks and the lack of space to bicycle.

Figure 4: Walking Constraint Responses

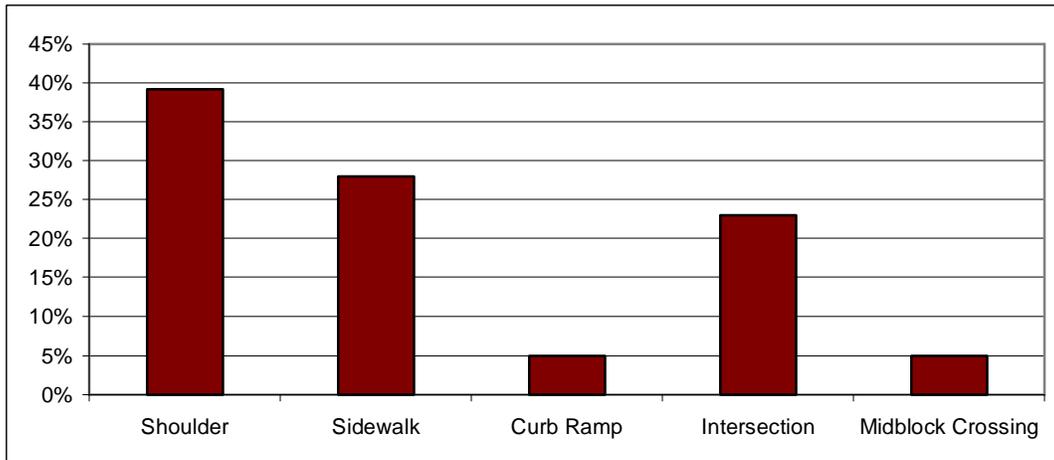


Figure 5: Bicycling Constraint Responses

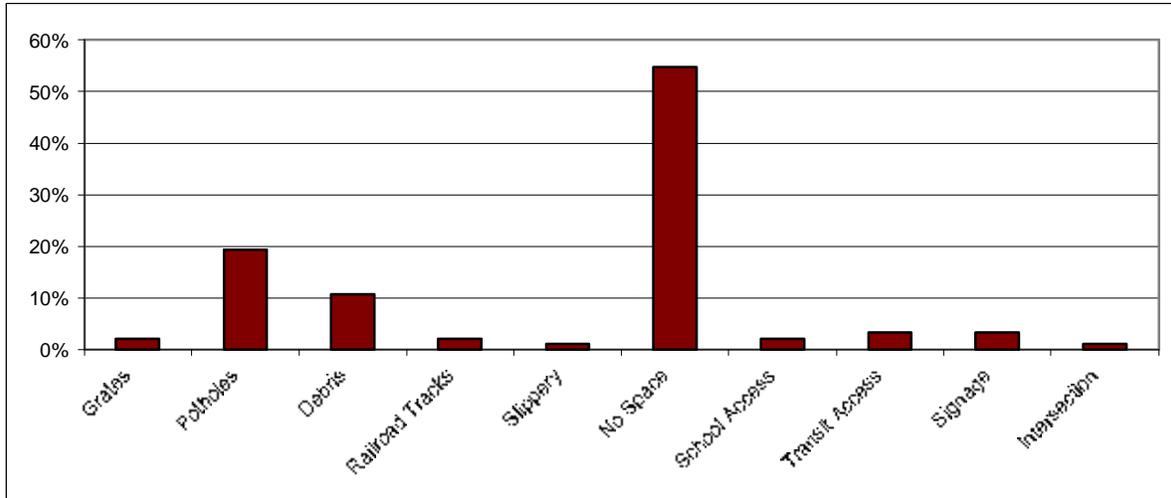


Table 3 shows the top roadway segments that were mentioned by respondents as having walking or bicycling constraints:

Table 3: Top Roadway Segments with Walking or Bicycling Constraints

Street Name	To / From	Survey Responses
Main Street (Sutter Creek)	Gopher Flat Road to Old Sutter Hill Road	9
Ridge Road	in Sutter Hill	15
State Route 49	Sutter Hill Road to Opal Street	9
State Route 49	Opal Street to Ridge Road	8
State Route 49 / State Route 88	Detert Park to SR 88	9
State Route 49 / State Route 88 Crossing	Historic Jackson to municipal parking adjacent to Mel and Fay's restaurant	8
State Route 49	SR 88 to French Bar Road	8
State Route 49	French Bar Road to Broadway	10
State Route 88	Jackson City Limit to Ridge Road (Pine Grove)	9
State Route 88	at Pitt Street	8
State Route 88	Ridge Road to Aqueduct Volcano Road	12
State Route 88	Claypools parking lot to Ridge Road	10
State Route 88	at Irish Town Road	12
Sutter Creek Volcano Road	SR 49 to Volcano	13

Bicycle Parking Issues

Respondents did not rank bicycle parking as a high concern. One respondent stated that since Amador County is unsafe to ride, no bicycle parking issues exist. The following locations of desired bicycling parking were mentioned:

- Jackson
- Volcano
- Daffodil Hill
- County offices

Respondent Information

The majority of respondents (90 percent) owned cars. The majority of respondents were female (62 percent). The average age of the respondents was 52. The maximum age was 85 and the youngest age was 20. A total of 60 respondents requested to be added to the mailing list.

School Principal Survey

The school principals were surveyed in early 2005 about improvements that they would like to see at or near their schools. ACTC received the following responses:

School	Description
Ione Elementary / Amador County Unified	Safe auto and bus entrance and egress.
Jackson Junior High School	Traffic signal for crossing Hwy 88 from ACUS District office to the County Library
Pine Grove Elementary School	Signal at our crosswalk to stop traffic so students can walk. Bike rack on campus.
Pioneer Elementary School	Sidewalks on Hwy 88 on both sides of the road surrounding the school. Additional parking for safety reasons. A signal at our crosswalk to stop traffic so students can cross.
Plymouth Elementary School	Sidewalks and bike lanes.
Sutter Creek Elementary	Children walk on Hwy 49 to and from school. Safety measures are needed.

Grievance Procedures – On-going Opportunities to Comment

To ensure ongoing participation, the study team recommends that each jurisdiction set up both an informal request procedure and a formal grievance procedure, and designate who will respond to community member requests.

The Americans with Disabilities Act requires jurisdictions to adopt a grievance procedure and to designate a responsible employee (Section 35.107). For ACTC, this responsible employee is the Executive Director. Each local jurisdiction also will need to designate a responsible employee to ensure accessibility compliance. The purpose of the procedure is to resolve a complaint of alleged discrimination based on disability. A complaint procedure is needed only after requests for modification or service by the public have not been successful.

The key components of the grievance procedure are as follows:

- A grievance form should be available to the public that allows space for the complainant contact information, a brief description of the violation and suggestions on how to resolve the complaint.
- A complaint should be filed no later than 180 days after the alleged violation.
- The complainant should be notified within five working days of receiving the grievance with an acknowledgement letter.
- The jurisdiction should finish an investigation and send a proposed resolution to the complainant within 60 days of receiving the complaint.
- The complainant should have 15 days from the date that the jurisdiction mailed the proposed resolution to file an appeal.
- If an appeal is filed, the jurisdiction should consider it and respond with its findings within 30 days.

Existing Conditions

The existing conditions section covers demographics, walking and bicycling demand, existing infrastructure, collisions and related plans, projects and programs.

Demographics

Amador County is split into two sections:

- Downcountry in West County where two-thirds of the population live in or nearby the rolling hill communities of Jackson, Ione, Plymouth, Sutter Creek and Amador City.
- Upcountry in East County where the remaining one-third of the population resides in the mountainous terrain of Kirkwood, Volcano, Buckhorn, Pioneer and Pine Grove.

According to the 2000 U.S. Census, almost 60 percent of the population lives in unincorporated areas of the county as shown below:

Jurisdiction	Population
Amador City:	201
Ione:	7,214
Jackson:	3,989
Plymouth:	980
Sutter Creek:	2,303
Unincorporated:	20,413
Total County:	35,100

Walking and Bicycling Demand

Pedestrians and bicyclists make both recreational and utilitarian trips within Amador County. Public input survey respondents stated that they are more apt to bicycle and walk for recreational purposes than for utilitarian purposes. Recreational bicycle riding is especially popular in the County's rolling foothills and the Shenandoah Valley. Amador County also has a history of hosting bicycle races, tours and events. Historic walking tours exist in Amador City, Jackson, Plymouth and Sutter Creek.

According to the 2000 U.S. Census, 0.4 percent of all employed County residents commute primarily by

bicycle and 3 percent walk to work (Table 4). These data do not include individuals who ride or walk less than 50 percent of the time. While the pedestrian commute rate is near state and national levels, the bicycle commute rate in Amador County is below the state average 0.8 percent.

Table 4: Commute to Work Statistics (Persons per Day)

Place	Car - (Alone)	Car- Pool	Public Trans.	Bicycle	Walk	Other	Work At Home	Total
Unincorporated Areas								
Amador County	8,272	1,182	32	29	181	58	493	10,218
Incorporated Cities								
Amador City	85	19	0	0	14	0	7	125
Ione	1,041	150	0	7	88	11	20	1,317
Jackson	1,397	208	0	18	93	7	131	1,854
Plymouth	289	73	2	4	21	1	24	414
Sutter Creek	903	90	5	0	66	9	29	1,102
American Indian Reservations								
Jackson Rancheria	0	0	0	0	0	0	0	0
Ione Band of Miwok Indians	13	0	0	0	0	0	0	13
Total	12,000	1,722	39	58	463	86	704	15,043
Total %	80%	11%	0.3%	0.4%	3%	1%	5%	100%

Source: 2000 U.S. Census

Walking and Bicycling Infrastructure

Walking facilities are pervasive in the downtown areas of Amador County communities; however, bicycling facilities that meet Caltrans design criteria do not exist except for a few bikeways in Ione. Walking facilities include sidewalks and curb ramps at most corners in downtown core areas. Sidewalk gaps are prevalent as well as sidewalks with uplifts and significant cracks. Bicycle parking is limited with bike racks seen only occasionally at schools.

Pedestrian and Bicyclist-involved Motorist Collisions

Pedestrian and bicyclist-involved motorist collisions in Amador County provide information about problem locations and the risks bicyclists and pedestrians face. The California Highway Patrol (CHP) maintains a database of collision records in its Statewide Integrated Traffic Records System (SWITRS). The SWITRS database compiles the local police and the CHP records.

Pedestrian Collisions

Between 2001 and 2004, there were 32 pedestrian collisions, of which 4 resulted in fatalities (Table 5). The majority of the pedestrian-involved motor vehicle collisions occurred in the unincorporated County, Jackson and Sutter Creek.

Table 5: Pedestrian Collisions, 2001-2004

Jurisdiction	Injury	Fatality	Total
Amador City	1	0	1
Ione	0	0	0
Jackson	9	0	9
Plymouth	0	0	0
Sutter Creek	5	2	7
Unincorporated County	13	2	15
Total	28	4	32

The SWITRS database also includes the cause of collisions. The top two causes of pedestrian collisions in Amador County in the years 2001 to 2004 were

unsafe speeds, pedestrian right-of-way violations and pedestrian violations (Table 6).

Table 6: Pedestrian Collision Causes

Primary Collision Factor	Injury	Fatality	Total
Wrong side - vehicle	2	0	2
Improper turn - vehicle	2	0	2
Unsafe speed - vehicle	6	0	6
Unknown	2	0	2
Driver alcohol/drugs	0	1	1
Not driver - other factor	1	0	1
Pedestrian right-of-way	5	0	5
Improper passing - vehicle	1	0	1
Starting/backing	2	0	2
Not stated	2	1	3
Pedestrian violation	5	2	7
Total	28	4	32

Bicyclist Collisions

Between 2001 and 2004, there were 14 collisions involving bicyclists in Amador County. Of the 14 collisions, 11 were in the unincorporated County, 2 were in Jackson, and 1 took place in Ione. None of the bicycle collisions resulted in fatalities; however, all 14 resulted in injuries (Table 7).

Table 7: Bicycle Collisions, 2001-2004

Jurisdiction	Injury	Fatality	Total
Amador	0	0	0
Ione	1	0	1
Jackson	2	0	2
Plymouth	0	0	0
Sutter Creek	0	0	0
Unincorporated County	11	0	11
Total	14	0	14

The top two causes of bicycle collisions in Amador County in the years 2001 to 2004 were automobile right-of-way violations and unsafe speeds (Table 8).

Table 8: Bicyclist Collision Causes

Primary Collision Factor	Injury	Fatality	Total
Right-of-way - vehicle	4	0	4
Wrong side - vehicle	1	0	1
Unsafe speed - vehicle	4	0	4
Unknown	1	0	1
Not driver - other factor	3	0	3
Improper passing - vehicle	1	0	1
Total	14	0	14

Related Plans, Projects and Programs

Plans, projects and programs related to the Pedestrian and Bicycle Plan were assessed to ensure proper coordination and consistency.

Plans and Projects

Amador City General Plan, 1983.

Amador County Bike Plan, 1980.

Amador County Pedestrian and Bicycle Plan, 1994.

Amador County Regional Transportation Plan Update, 2004.

Amador Regional Transit System Capital Improvement Program - Bus Stop Facility Signage Improvements, December 2001.

Calaveras County Bikeway Plan Update - Final Report, Prepared for the Calaveras County Council of Governments.

Ione General Plan, 2002.

Ione Circulation Element, Administrative Draft, September 13, 2002.

Jackson General Plan, 1981.

Jackson Traffic Calming Study, Prepared for the City of Jackson, Prepared by the University of California Transportation Research Center, 2000.

Plymouth Circulation Study, 2000.

Plymouth Downtown Revitalization Plan, 2002.

Plymouth General Plan, adopted April 1986, amended October 1998.

Prioritization of Bus Stop Facilities, Amador Regional Transit System, November 2001.

Sutter Creek General Plan, 1997.

Programs – Education and Enforcement

According to interviews with staff, the Amador County Unified School District and school principal surveys, Amador County does not have a regular schedule of bicycle and pedestrian safety events or instruction. Over the past few years, local agencies, police departments, the California Highway Patrol (CHP) and various child-related service entities have initiated bicycle rodeos and a CHP bicycle safety assembly for students at Jackson Elementary in 2001.

Implementation Plan

The purpose of this section is to identify projects that improve pedestrian and bicyclist safety and access. This section focuses on the funding, prioritization criteria and priority project cost summary and description.

The steps that are needed to see a project into fruition are as follows:

- Project listed in *Pedestrian and Bicycle Plan*
- Adopt *Pedestrian and Bicycle Plan* by each local jurisdiction
- Detailed engineering study
- Neighborhood input
- Funding identification
- City Council or County Supervisor approvals
- Funding applications
- Construction
- Construction inspection

The Americans with Disabilities Act also requires jurisdictions to designate an official who will be responsible for implementing the plan (Section 35.150).

Funding

The funding section discusses the funding sources that are available and the funding levels expected for Amador County.

Funding Sources

This section highlights the federal, state, regional and local funding sources that are available mainly on a competitive basis for pedestrian and bicyclist infrastructure projects (Table 9).

Table 9: Funding Sources for Pedestrian and Bicycle Projects

Funding Sources	Description
<i>Federal</i>	
A. Community Development Block Grants (CDBG)	Available for low-income neighborhoods to improve land use and transportation infrastructure.
B. Congestion Mitigation and Air Quality (CMAQ)	Federal block grant program for projects in Clean Air Act non-attainment areas that will help attain the national ambient air quality standards stated in the 1990 Clean Air Act amendments.
C. Federal Food and Drug Administration Nutrition Network Mini Grants	Mini grants focus on neighborhood or street-level livability assessments.
D. Land and Water Conservation Fund (LWCF)	LWCF grants may be used for statewide outdoor recreational planning and for acquiring and developing recreational parks and facilities, especially in urban areas.
E. Recreational Trails Program (RTP)	RTP annually provides monies for recreational trails and trail-related projects.
F. Surface Transportation Program (STP)	Federal block grant program for a variety of transportation projects including pedestrian walkways and preservation of abandoned railway corridors for pedestrian and bicycle trails.
G. Transportation Enhancement Activities (TEA)	The TEA program funds transportation projects that help enhance the travel experience. The 12 eligible TEA categories include three that are pedestrian oriented: bicycle and pedestrian facilities, bicycle and pedestrian educational activities and preservation of abandoned railway corridors for bicycle and pedestrian use.
<i>State</i>	
H. Bicycle Transportation Account (BTA)	BTA is administered by Caltrans, and provides \$5 million each year statewide for bicycle facilities, which includes trails that are used by pedestrians.
I. California Conservation Corps (CCC)/California Youth Authority	The CCC program provides emergency assistance and public service conservation work.
J. Community-Based Transportation Planning (CBTP) Grants	Caltrans administered CBTP monies are used mainly to fund planning activities for livable community projects such as affordable housing, sustainable developments, land use and transportation integration, transit-oriented developments, jobs/housing balance and expanded transportation choices.
K. Environmental Justice (EJ) Planning Grants	Caltrans administered EJ planning grant monies are used to help engage low-income and minority communities in transportation projects early in the planning process to ensure equity and positive social, economic and environmental impacts occur.
L. Regional Improvement Program (RIP)	State funding for a variety of transportation projects such as carpool lanes, transit stations, bicycle and pedestrian facilities. These funds represent 75 percent of the State Transportation Improvement Program (STIP), and are controlled by the Regional Transportation Planning Agencies (RTPAs).
M. Safe Routes to School (SR2S) Program	SR2S is administered by Caltrans, and funds engineering and education projects that improve safety to/from schools. The new federal transportation bill also has a SR2S set aside.

Funding Sources	Description
<i>Regional</i>	
N. Transportation Development Act (TDA) / Local Transportation Funds	TDA funds originate from one quarter cent of the statewide sales tax. Each year two percent of the County's TDA can be designated for pedestrian and bicycle facilities. TDA is administered by the Amador County Transportation Commission.
O. Transportation Sales Tax	A one-half cent sales tax for transportation improvements exists in many counties across the state, not yet in Amador County. Alameda and Contra Costa Counties have dedicated five percent of these funds for pedestrian and bicycle facilities and plans.
<i>Local</i>	
P. Adjacent land owners	Adjacent landowners are responsible for maintaining sidewalks.
Q. Business Assessment District	Requires a ballot by the businesses in an area to initiate. It is often used as a local match for streetscape improvement programs, which include pedestrian facilities.
R. City/County General Funds/Gas Tax	Each city and county receives gas tax funds for transportation purposes. Pedestrian and bicycle projects can be incorporated into the jurisdictions' transportation CIP budget, and all roadway projects should address bicycling and walking as part of routine accommodation.
S. Regional Transportation Mitigation Fees (TMF)/Local TMF	Local government agencies charge builders a fee to offset the public costs required to accommodate new development with public transportation infrastructure. Regional Transportation Mitigation Fees (TMF)/Local TMF are generally used for roadway improvements; however, some projects include pedestrian and bicycle facilities.
T. Developers - New Development	Planning commissions and legislative bodies can require new land use developments to include pedestrian and bicycle facilities, lighting and landscaping as well as dedication of open space for trails and trail construction.
U. Donations	Corporate or individual donations: sponsorships, merchandising and special events. Examples include bench plaques, fun runs, festivals, trail adoption programs.
V. In-kind Services	Donated labor and materials for facility construction or maintenance such as tree planting programs.
W. Community Services District	Requires a neighborhood ballot to initiate this tax, which usually is levied for landscaping and lighting yet can include sidewalks and trails. Also known as a Maintenance Assessment District.
X. Tax Increment Financing (TIF)	TIFs apply to redevelopment areas. Bonds are issued based on expected tax increment monies that can be used for improved infrastructure, including pedestrian and bicycle facilities.
Y. Voluntary Easements	Voluntary easements from adjacent property owners help make new pedestrian and bicycle facilities affordable for local governments.
<i>Non-Profit Organizations</i>	
Z. Health Foundations	Focus on obesity prevention. Examples include California Wellness Foundation, Kaiser and California Endowment.
AA. Rails to Trails Conservancy	Provides technical assistance for Rails-to-Trails projects.

Funding Levels

Amador County has had minimal funding sources dedicated in the past to bicycle and pedestrian projects. The only dedicated source of funding for bicycle and pedestrian projects in the county thus far is the Local Transportation Fund (LTF) set-aside.

Local Transportation Funds

Since the mid-1990s, the ACTC has set aside between \$10,000 and \$20,000 per year of Transportation Development Act monies for pedestrian and bicycle projects. This set aside has accumulated \$185,000 over the past 12 years. Over the next 5 years, an additional \$100,000 is expected to accrue. These funds will be used to administer countywide programs pertaining to accessibility, right-of-way preservation and bicycle transportation support facilities.

Competitive Grants

In the past, Pine Grove and Plymouth have obtained funds from competitive sources such as the Safe Routes to School monies. Over the past five years, Pine Grove and Plymouth have received \$750,000 from Safe Routes to School grant funds. A similar amount can be expected over the next five years for this funding program.

Adoption of this plan will make local jurisdictions eligible for the Bicycle Transportation Account program, which could amount to about \$1 million in five years. Other potential grant sources are listed in the previous section.

New Development

With the help of local city and county officials and the design guidelines associated with this plan, developers are constructing pedestrian and bicycle infrastructure along with the other roadway and utility infrastructure that is required for new developments. A developer in the City of Ione recently constructed bike lanes as part of a new subdivision project. Another developer is using the design guidelines for a proposed subdivision in Plymouth.

State and Federal Programs

Until 2012, most state and federal funds (CMAQ, STP, TEA and RIP) available to Amador County are already

allocated to highway projects and to construct the Amador Regional Transit Center. The Amador Regional Transit Center is a multi-modal facility that includes bicycle and pedestrian facilities.

Other Local Revenue Sources

The Cities and County participate in regional and local traffic mitigation fee programs (RTMF/LTMF). Under these programs, specific rates are charged to new construction of homes and businesses to offset the traffic impacts that they generate. These projects generally are for roadways; however, some projects will include bicycle and pedestrian facilities.

The Cities and County will consider a one-half cent special transportation sales tax. This sales tax will generate \$50 million in 20 years. Five percent of it will be set aside for bicycle and pedestrian facilities, which amounts to \$125,000 per year and \$2.5 million in 20 years.

Prioritization Criteria

Through the public participation process and the information collection and analysis efforts identified earlier in this report, a large list of pedestrian and bicycle transportation project needs was identified. Because the list would exceed the resources available local governments in Amador County over the next twenty years, a prioritization process was established. Evaluation criteria were used to prioritize bicycle and pedestrian improvement projects. *The maximum total points possible are 50.* Geographic equity was also considered in deciding upon which projects would be included as high priority. Programs were prioritized based on community input, staff resources and funding potentials.

Mobility (Maximum Total Points = 20)

- Existing or potential bicyclist or pedestrian volume (0-10 points)
- Multi-use facility used for both utilitarian and recreation purposes (0-5 points)
- Interconnectivity / Gap closure / Accessibility (0-5 points)

Safety (Maximum Total Points = 10)

- Reduces conflicts between pedestrians, motorists or bicyclists, including improving accessibility (0-5 points)
- Motor vehicle volumes and speeds (0-5 points)

Community Input (Maximum Total Points = 5)

- Need and input (0-5 points)

Feasibility (Maximum Total Points = 15)

- Environmental issues (0-5 points)
- Project readiness (0-5 points)
- Order-of-magnitude cost estimates (0-5 points)

Pedestrian Project and Program Cost Summary

The entire set of recommended pedestrian and bicycle projects and programs is estimated to cost \$111 million. The high priority bicycle and pedestrian projects is estimated to total \$16 million (Table 10 below). More detail about each of the high priority projects is provided on the following pages (see countywide map and Table 11). The remaining lower priority projects (total \$95 million) are listed and mapped in Appendix D (separate document). Appendix D also shows the prioritization criteria scoring results as applied to the total list of candidate projects.

Table 10: High-Priority Project Cost Summary

Projects	Amount (2006 \$)
Countywide	\$475,000
Amador City	\$138,000
Camanche	\$113,000
Dry Town	\$222,000
Ione	\$1,956,000
Jackson	\$1,438,000
Martell	\$1,156,000
Pine Grove	\$759,000
Pioneer	\$1,627,000
Plymouth	\$790,000
Shenandoah Valley - Fiddletown	\$35,000
Sutter Creek	\$815,000
Sutter Hill	\$480,000
Unincorporated County - Intercity	\$5,730,000
Volcano	\$226,000
Total	\$15,900,000

Since this plan is a countywide plan, ACTC cannot commit to funding levels. Nevertheless, the goal of the plan is to fund the high-priority projects within 20 years and the remaining projects as funds become available. This spending level assumes that the ACTC and the local jurisdictions will increase its funding for pedestrian and bicycle projects in future years as traffic congestion and air quality become increasing concerns. For the short term, funds will mainly come from competitive grants.

Unit cost estimates are provided in Appendix C. The costs for each improvement project vary depending on the unique circumstances and constraints of each

location. Thus, when the unit cost estimates are applied to the projects in this plan, the cost estimates are order-of-magnitude and rough estimates only.

Pedestrian and Bicycle Improvement Projects and Programs

This section describes the high-priority pedestrian and bicycle improvement projects and programs. More detailed project information is included in Appendix D, which is a separate document. Information on the lower-priority projects not identified on the following pages are also shown in Appendix D.

Countywide Significant Programs

The countywide significant programs are listed below. It is expected that these programs will be administered and managed by the ACTC.

Accessibility Compliance Program (LTF)

Countywide Amount: \$150,000 for the next five years

Description: Funds curb ramp and other accessibility requests. Each local jurisdiction that adopts the plan will be expected to set up a similar program. ACTC will offer up to 50 percent matching funds to local jurisdictions for accessibility requests.

Potential Funding Source: ACTC's Local Transportation Funds (LTF) two percent annual set aside and local resources.

Right-of-Way Preservation Program (LTF)

Countywide Amount: \$100,000 for the next five years

Description: Funds research into how to obtain rights-of-way for future multi-use paths such as on the Amador Central Railroad, Union Pacific, Amador Canal, Amador Pipeline, Ione Canal, Arroyo Ditch, Plymouth Pipeline and Bureau of Land Management and voluntary easements on various proposed projects.

Potential Funding Source: ACTC's Local Transportation Funds (LTF)

Bicycle Transportation Support Facilities Program (LTF)

Countywide Amount: \$25,000 for the next five years

Description: Bicycle transportation support facilities include bicycle parking/storage, lockers, showers, and other facilities that will support persons choosing to use bicycles as a mode of transportation. The program involves (1) acquiring and installing bicycle transportation support facilities at public places such as city halls, libraries, parks and schools; (2)

Encouraging local businesses to provide bicycle transportation support facilities; (3) Updating ordinances or policies to ensure bicycle transportation support facilities are provided in new developments. Potential Funding Source: ACTC's Local Transportation Funds (LTF)

Safe Routes to School Route Maps and Crossing Guards (SR2S)

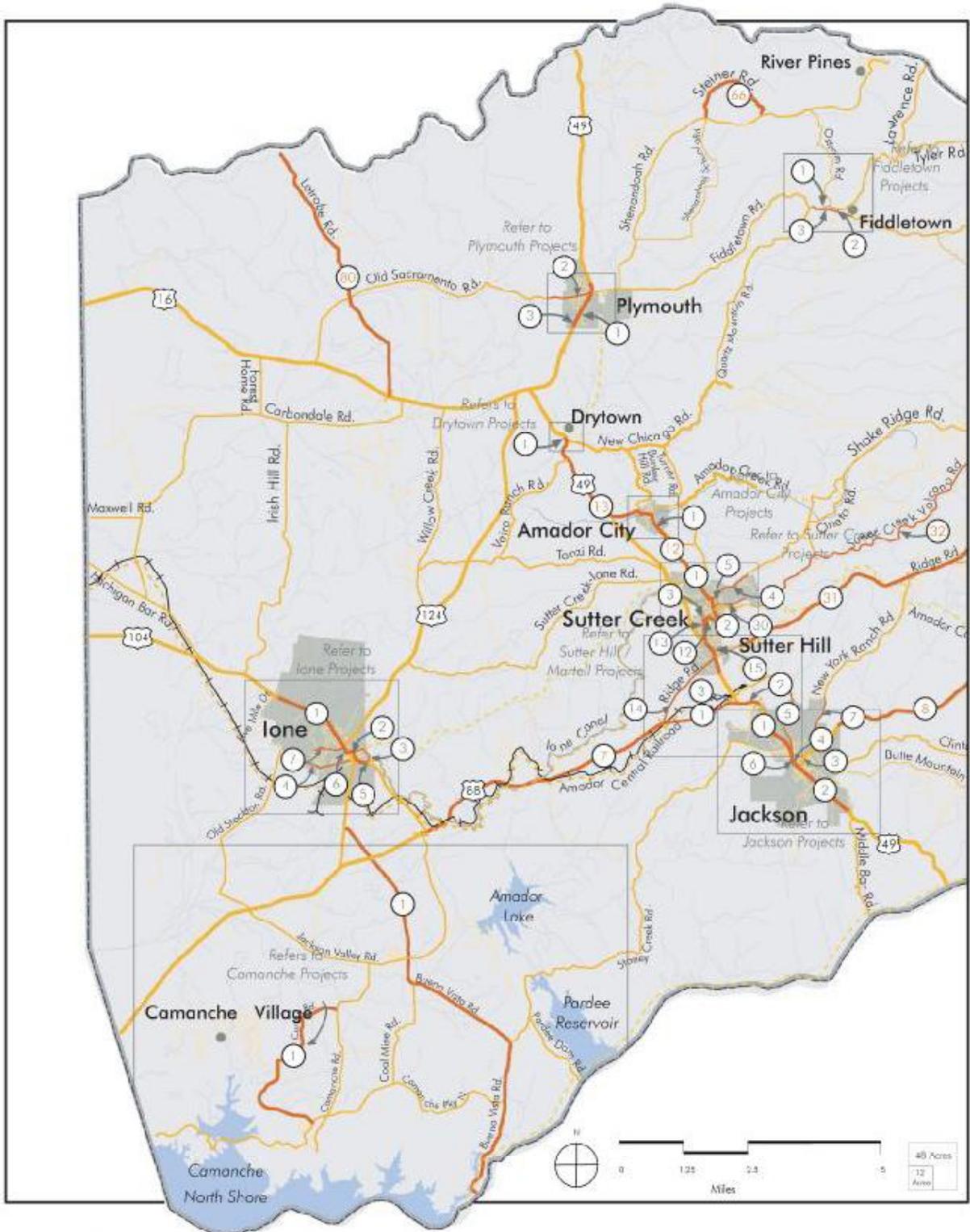
Countywide Amount: \$200,000 for the next five years

Description: Funds part-time crossing guards, a school route mapping program and engineering solutions. The crossing guards would be designated at appropriate schools. The school route mapping program would develop and promote a preferred access route to/from school.

Potential Funding Source: Caltrans Safe Routes to School and California Department of Health Safe Walks to School

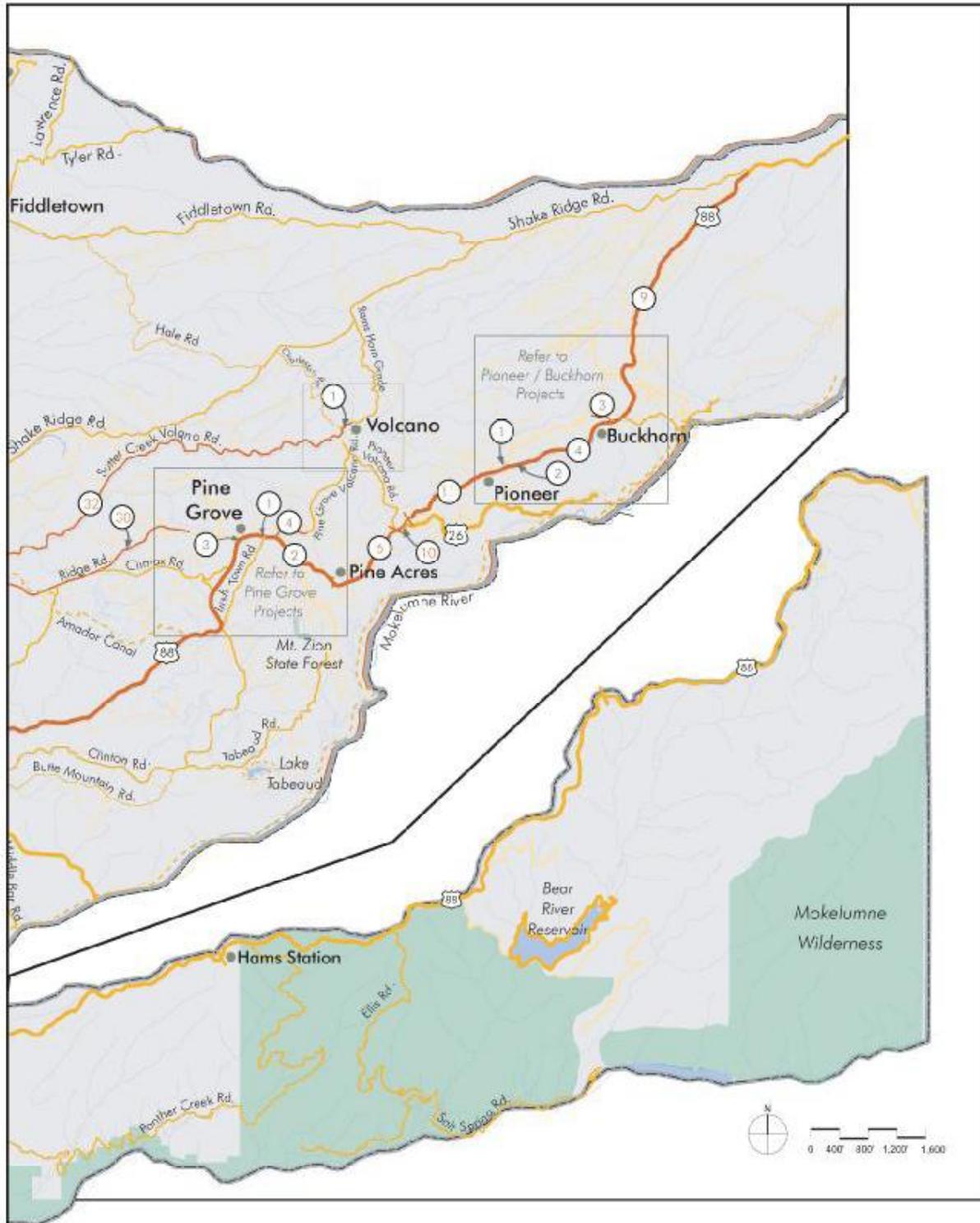
Countywide Significant Projects

Countywide significant projects are all high priority projects identified on the following pages of this plan. It is expected that local agencies may seek grant funds in combination with limited local resources to construct the projects that are identified. Other lower priority projects identified in Appendix D (separate document) may also be nominated for grant funding however they would rank lower in countywide ratings. All projects in this plan, including those listed in Appendix D, should be considered for right of way preservation and/or construction by new land use plans or development projects.



High Priority Projects
Amador Countywide Pedestrian and Bicycle Plan

- High Priority Local Projects
- High Priority Intercity Projects
- Low Priority Projects
- City Limits
- Parks
- Unincorporated Towns
- Highways
- Local Roads
- Creeks / Streams



High Priority Projects

Amador Countywide Pedestrian and Bicycle Plan

- High Priority Local Projects
 - High Priority Intercity Projects
 - Low Priority Projects
- City Limits
 - Parks
 - Unincorporated Towns
- Highways
 - Local Roads
 - ~ Creeks / Streams

Table 11: Proposed High-Priority Projects

Ref. #	Location	Limits (To / From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Tran sit ²	Com #/nd ³
Amador City										
1	State Route 49	City Limits	0.75	no space to walk or ride bike; debris; difficult to cross; Caltrans programmed project (Amador Creek bridge - 2007); at Church St (ped)	widened paved shoulders; reduce motor vehicle travel lane width; street trees; raised crosswalk at midblock crossing; improved sidewalks (upgrade/widen wooden sidewalks on east side); ramps to sidewalks; east side south of Water St north and south of shops and west side adjacent to parking lot and miniature train	\$138,000 (F, G, J, L)			P	1
Camanche										
1	Curran Road	Camanche Rd to North Camanche Pkwy	3	key connector, poor surface quality; overlay needed	Share the Road and destination signs; widened paved shoulder	\$113,000 (L, H, S, T)		1	S, P	
Dry Town										
1	State Route 49	Cemetery Street to China Street	0.5	narrow road; debris	narrowed travel lanes; widened paved shoulders or multi-use path; asphalt curb to block vehicles from parking in walkway; pedestrian crossing signs and raised crosswalk at Main St; pedestrian-scaled lighting; trees	\$222,000 (B, F, G, L)			P	1

Ref. #	Location	Limits (To / From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Transit ²	Comments ³
lone										
1	Preston Avenue / SR 104	Golf Links Drive to Sutter Creek Crossing	1.3	sidewalk gaps; no bikeway; collision at Shakeley Ln (bike)	sidewalks on west side of street from City Limit to Shakeley and on west side at Preston; bike lanes or route; sidewalks/multi-use path to Golf Links Dr	\$500,000 (F, G, J, S)			P	1
2	lone Street / SR 104	Main Street to Foothill Blvd.	0.8	no sidewalks; collision at SR 88 (ped)	Sidewalks	\$175,000 (F, G, J, M)	lone Ele			1
3	Main Street / SR 124 & 104	Preston Avenue to SR 104 by Foothill Blvd.	0.75	no sidewalks or bikeways; Caltrans programmed project (Main St betw Sutter Creek and lone St reconstruct 2006; modify NE corner at Preston and Main 2002)	curbs, gutter, drainage and sidewalks east of downtown; proposed section to SR 104: bike lanes and sidewalks with new development	\$169,000 (F, G, J, S)		Pioneer, Iron Ivan		1
4	West Marlette Street	Old Stockton Road to Buena Vista Street	1.5	no sidewalks or bikeway; debris	sidewalks: south side between Buena Vista and Sacramento and between Depot Rd and Springcreek Dr; sidewalks: north side between Mill St and Springcreek Dr; bikeways	\$300,000 (F, G, J, M)	New HS			

Ref. #	Location	Limits (To/From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Tran sit ²	Com /Ind ³
5	State Route 104	at Lone Street/Foothill Blvd. (lone Elementary School)		lack of school access to/from lone Elementary School	sidewalk betw school and SR 104 on east side; eliminate northbound free right turn on lone St. at Foothill Blvd. and create a pedestrian refuge area; pedestrian-activated signal or enhanced crosswalks to Foothill Blvd.; warning sign about signal or crosswalk; take down billboards to reduce driver distraction	\$102,000 (F, G, J, M)	lone Ele			
6	Sutter Creek Crossing	Claypools Market to Sacramento Street		conflict point at SR 104/SR 124 and Sutter Creek; workshop (1)	reduce driver distraction creek crossing with unused Five Mile Drive Bridge west of Preston Avenue crossing	\$200,000 (E, F, C, M)	New HS			
7	Shakeley Lane	Interim Bypass (Golf Links Dr) to Preston Ave / SR 104	1.3	sidewalk gaps; no bikeway	sidewalks on both side of street and bikeway	\$510,000 (F, G, H, J)		Grover	P	

Ref. #	Location	Limits (To / From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Tran sit ²	Com /Ind ³
Jackson										
1	State Route 49 / State Route 88	Detert Park to SR 88	0.75	speeding; potholes; debris; grates; Caltrans programmed project (flashing beacons and crosswalk pavement lights) - 2006; collisions (two) at Sutter St (ped)	utility pole under-grounding; bike lanes; north of SR 88; creek crossing bridges need curb ramps (8); reduced driveway access on east side; sidewalks on west side betw Safeway and Main St.; sidewalk widening, leveling and curb ramps on west side betw Main St. and Sutter St.; signal at Sutter St. w/ pedestrian refuge area	\$440,000 (B, F, J, M)	1	1	P	1
2	State Route 49	SR 88 to French Bar Road	0.4	speeding; potholes; debris; grates; collision at Marucci Ln and Schober St (bike)	lane width reduction to standard lane widths; utility pole under-grounding; bike lanes; sidewalks; west side Schober to SR 88; raised mediant; signal at Long's; marked crosswalk at French Bar Rd	\$322,000 (B, F, J, Q)	1	1	P	1
3	State Route 88	at Broadway		difficult crossing; collision at Broadway (ped)	raised crosswalk or intersection; leveling; signage	\$23,000 (B, F, J, L)	1	1		1
4	Main Street	State Route 49 to Water Street	0.2	accessibility issues and pedestrian enhancements; collisions (three) at Court St and SR 49 (ped)	curb ramps in front of National Hotel (2), at Vogan Alley (2) and at California St. (2); widen sidewalk in front of hotel w/curb extensions; bike racks	\$32,000 (B, F, Q, S)	1	1	P	1

Ref. #	Location	Limits (To/From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Tran sit ²	Com /Ind ³
5	Main Street	Jackson Gate Road to SR 49	0.25	no space to bike/walk; collision at SR 49 (ped)	Share the Road and destination signs; curb ramp at Church St.; widened paved shoulder; sidewalks	\$81,000 (F, G, L, M)	1	1	P	1
6	State Route 49/State Route 88 Crossing	Historic Jackson to municipal parking by Mel and Fay's restaurant	0.05	existing undercrossing exists north of the creek	multi-use trail to connect existing undercrossing to parking on west side, include mural, lighting and pocket park; part of Fuller Family Trust	\$100,000 (F, G, J, M)	1	1	P	1
7	New York Ranch Road	Court Street to China Graveyard Road	1	no shoulder, unable to walk to senior center; high traffic; collision at China Graveyard Rd. (ped)	bike lanes; multi-use path/sidewalks; senior center driveway access for pedestrians	\$440,000 (F, G, S, T)	1	1	S, P	1
Martell										
1	State Route 88	Ridge Road to SR 49	1.75	need bike/ped facilities; collision at Martell Rd (ped fatal)	multi-use path	\$700,000 (F, G, S, T)			P	1
2	State Route 49	Ridge Road to Jackson City Limit	1.75	key bike/ped corridor, no sidewalks; inadequate wheelchair access; rough railroad track crossing; Caltrans programmed project - widening shoulder (2008)	multi-use paths on both sides with maximum landscaped buffer and bus stop sidewalk connections; improve railroad track crossing	\$400,000 (F, G, S, T)	1	1	P	1

Ref. #	Location	Limits (To / From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Transit	Com /Ind ³
3	State Route 49	at State Route 88		difficult intersection for bicyclists	left-turn bike pocket; bicycle loop detectors; bike/ped connector/refuge between SR 49/88 intersection and Kennedy Flat Side Rd	\$56,000 (F, L, Q, S)			P	1
Pine Grove										
1	State Route 88	at Irish Town Road	0.1	no shoulder and blind corner at Irish Town Rd; collision at Irish Town Rd (bike)	narrow corner radii; sidewalk curb and gutter; wide ladder marked crosswalks; pedestrian crossing signs	\$44,000 (F, L, S, T)				1
2	State Route 88	Ridge Road to Aqueeduct Volcano Road	2	yet no space to walk/bike; Caltrans programmed project (operations 2002); collisions at Tabead Rd, Pine Grove Volcano and Filtrap St (ped)	multi-use path/sidewalks; formalize walking trail on south side east of PG Village	\$600,000 (H, F, Q, S)	1	Pine Grove	S, P	1
3	State Route 88	Claypools parking lot to Ridge Rd	0.1	no place to walk/bike	ped access between Claypools and Ridge Rd crosswalk	\$25,000 (F, Q, S, T)			P	1
4	Pine Grove Volcano Road	SR 88 to Aqueeduct Volcano Rd	0.6	narrow, steep, windy, constrained right-of-way; congested; key bike/ped corridor	extend sidewalks to Crestview Dr on north side; widened paved shoulders or bike pull-outs; use school property if possible	\$90,000 (F, H, L, Y)	1		S	1

Ref. #	Location	Limits (To/From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Transit	Com /Ind ³
Pioneer										
1	State Route 88	Cañon Drive to Pioneer Creek Road	0.2	informal path	multi-use path along ridge on north side; voluntary public access easement needed; bench; trees	\$65,000 (B, L, M, Y)	1	1	S, P	1
2	Pioneer Elementary School	SR 88 at Pioneer Creek Road		key ped/bike route	sidewalks and signal at Pioneer Elementary School new entrance at SR 88; voluntary easement between northwest corner of property to Pioneer Creek Rd following existing informal path lines at back of upper field; bike racks	\$160,000 (B, L, M, Y)	1		S	
3	Oxbow Road	Buckhorn Ridge Road to SR 88	0.2	key ped/bike route	widened paved shoulders; Share the Road signs	\$22,000 (F, H, L, M)				
4	State Route 88	Cañon Drive to Silver Drive	3.2	key ped/bike route; replaces former bike lane that Caltrans paved over; potholes; debris; Caltrans planned project (Defender Grade Rd left turn lane 2004)	widened shoulders; multi-use trail (south side) on Caltrans property or voluntary easement; Tiger Creek Rd to Silver Dr multi-use path with Caltrans widening; work with new development east of Defenders Grade on south side and across from the cemetery	\$1,360,000 (F, H, L, M)	1	1	S, P	1

Ref. #	Location	Limits (To/From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Tran sit ²	Com /Ind ³
Plymouth										
1	State Route 49	City Limits	1.25	narrow shoulders; debris; Caltrans programmed project (NB shoulder - 2005)	Multi-use path/sidewalks with landscaped buffer; bike lanes; pedestrian-scaled lighting; speed limit maximum at 35 mph	\$467,000 (B, F, G, L)		1	P	1
2	Main Street	Landrum to SR 49	0.5	utilities, needs streetscape face lift, lacks curb ramps, sidewalk gaps	underground utilities easement, sidewalk repair, sidewalk installation at School (south) and Gunter (north), railings, crosswalks, pedestrian-scaled lighting, curb ramps at Poplar Street (south), Church Street (north)	\$230,000 (F, J, Q, S)	1	1	P	1
3	State Route 49	at 49er Trailer Park and Pokerville Market	0.1	no direct connection between mobile home park and grocery store	midblock crossing with pedestrian/bike-activated beacon; pedestrian refuge median island; sidewalks; multi-use trail; consider golf carts	\$93,000 (F, H, L, Q)			P	1
Shenandoah Valley - Fiddletown										
1	Ostrum McLean Park			no bike parking	bike racks, paved access to restrooms	\$15,000 (F, G, L, N)		1	P	
2	Church Street	Fiddletown Road to Tyler Road	0.1	key bike/ped corridor	widened paved shoulders	\$10,000 (F, L)				
3	Jibboom Street	Fiddletown Rd to Church St	0.18	key bike/ped corridor	widened paved shoulders	\$10,000 (F, L)		1	P	

Ref. #	Location	Limits (To / From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Tran sit ²	Com /Ind ³
Sutter Creek										
1	Hanford Street	Main St (SR 49) to Sutter Creek City boundary (north)	0.75	need bike/ped cross town connector; collision at Power Pole 103 (ped fatal)	sidewalks; widened paved shoulder; pedestrian/bike-activated beacon at Spanish St	\$330,000 (B, F, J, Q)	1	1	P	1
2	Main Street	Gopher Flat Road to Old Sutter Hill Road	0.3	need bike/ped cross town connector; Caltrans programmed project (curb ramps - 2005; Sutter Creek Bridge - 2007); at Randolph St and Field Alley (ped)	curb ramps: Eureka St, Tucker Hill, Keyes, midblock crossing south of Keyes, stairs north of Keyes on east side, Spanish St; fill sidewalk gaps south of Nickerson St; utility pole undergrounding; trees; benches; raised intersection at midblock crossing south of Keyes; Keyes intersection redesign	\$215,000 (B, F, J, Q)	1	1	P	1
3	Nickerson St/SR 49 pedestrian path	Nickerson St east of Woodworth St to SR 49 then along SR 49 to Raylan Dr	0.35	existing ped cross town connector	path improvements: paved, bench, railing, landings for ADA	\$159,000 (E, F, G, L)	1	1		
4	Gopher Flat Road	SR 49 to Shake Ridge Road	0.6	congested during commute times; high bike traffic	Share the road signs; widened paved shoulders; fill sidewalk gaps between SR 49 and Cole St; ladder crossing at Broad St	\$75,000 (B, F, H, M)	1			1

Ref. #	Location	Limits (To / From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Tran sit ²	Com /Ind ³
5	Broad Street	Copher Flat Road to Eureka Street	0.2	key bike/ped corridor	sidewalks and curb ramps on east side between Broadway and Eureka St; school: curb ramps and marked crosswalk; curb ramps (2) and marked crossing at Randolph St	\$36,000 (B, F, L, M)	1			1
Sutter Hill										
12	State Route 49	Old Sutter Hill Road to Opal Court	0.3	narrow, no shoulders w/curves; speeding; collisions at Rayland St / Dennis (ped fatal)	widen shoulder between walking path trailhead and Raylan Dr on west side, include vertical barrier/curb; reduce length of truck passing lane w/SR 49 bypass; add bike lanes	\$75,000 (B, F, G, L)			P	
13	State Route 49 Crossing	at Highland Dr / Raylan Dr		need bike/ped cross town connector	pedestrian/bike-activated signal	\$100,000 (B, F, Q, T)		1		1
14	Ridge Road	Sutter Hill Limit (west) to Sutter Hill Limit (east)	0.3	need bike/ped cross town connector; congested w/casino traffic; senior/disabled housing at SR 49	bike/ped connection to Italian Society Park; sidewalks or multi-use path; bike lanes	\$105,000 (B, E, F, S)		1	P	1
15	State Route 49	Opal Court to Ridge Road	0.75	need bike/ped cross town connector	multi-use path east side between Opal and Bryson Dr adjacent to creek; multi-use path between Patricia Ln and SR 49 bypass with new development; Bryson Dr bike/ped tie into the SR 49 bypass/SR 49	\$200,000 (B, F, Q, T)	1	1	P	1

Ref. #	Location	Limits (To / From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Tran sit ²	Com /Ind ³
Unincorporated – Intercity										
<i>Camarache/Pardee Area</i>										
1	Buena Vista Road	SR 124 to Calaveras County Line	10.5	safety improvements needed; collision at SR 88 (ped)	widened paved shoulders; Share the Road and destination signs	\$700,000 (B, F, L)			S, P	
<i>Caltrans Facilities</i>										
6	State Route 88	Aqueduct Volcano Rd to Alaire Ln	2	safety improvements needed; collision at Aqueduct Grove Rd (ped)	widened paved shoulders/bike lanes w/rehabilitation or widening project	\$200,000 (B, F, G, L)			S, P	
7	State Route 88	Jackson Valley Rd (east) to Ridge Rd (Martell)	4	safety improvements needed	widened paved shoulders/bike lanes w/rehabilitation or widening project	\$400,000 (B, F, G, L)			S	
8	State Route 88	Jackson City Limit to Ridge Rd (Pine Grove)	10	safety improvements needed; no space to ride	widened paved shoulders/bike lanes w/rehabilitation or widening project	\$1,000,000 (B, F, G, L)			S	
9	State Route 88	Silver Dr (Mace Meadows) to Shake Ridge Rd	6	safety improvements needed	widened paved shoulders/bike lanes w/rehabilitation or widening project; improve parallel frontage roads as alternate bike route	\$600,000 (B, F, G, L)			S, P	
10	State Route 88 (Millers)	Alaire Ln to Rocky Ln	0.25	key ped/bike route	multi-use path at Red Corral drive-in (south); taper over ditch for a walkway between bus stop and intersection	\$25,000 (B, F, G, L)			S, P	

Ref. #	Location	Limits (To / From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Transit ²	Com /Ind ³
11	State Route 88	Rocky Ln to Carson Dr	2.25	key ped/bike route		\$225,000 (B, F, G, L)			S, P	
12	State Route 49	Amador City to Sutter Creek	2.2	narrow south of Amador Creek	widened paved shoulders/bike lanes	\$220,000 (B, F, G, L)				
13	State Route 49	Dry Town to Amador City	3	lack of shoulders	rehabilitation or widening project	\$300,000 (B, F, G, L)				
Central Amador County										
30	Ridge Road	New York Ranch Rd to Druid Ln	1.2	no space to ride	widened paved shoulders	\$120,000 (B, F, L, S)			S	
31	Ridge Road	SR 88 to New York Ranch Rd	6	no space to walk/bike; NY Ranch Rd to Ridge Ct difficult with blind curve	widened paved shoulders; use NY Ranch frontage road on north side; path on north side between Old Ridge Rd and proposed Amador Canal trail	\$600,000 (F, L, S, Y)			S	
32	Sutter Creek Road	SR 49 to Volcano	12.3	congested between Sutter Creek and Pine Gulch Road; high bike traffic; limited right-of-way; potholes; County overlay need	widened paved shoulders where possible, especially west of Pine Gulch Road; bike pull-outs possible; alternate for Ridge Road; close to motorized vehicles one Sunday per month from Greenstone Terrace to Pine Gulch Road	\$900,000 (B, F, L, Y)	S	5	4	4

Ref. #	Location	Limits (To/From)	Length (miles)	Issue	Proposed Project Description	Cost Est / (Potential Funding) ¹	School	Park	Transit ²	Commercial/Industrial ³
Shenandoah Valley Area										
86	Steiner Road	Shenandoah Road to Shenandoah Road	2	key bike/pedestrian corridor for wine tasting; lacks shoulders; embankment on southside of road at both ends; collision at Shenandoah Rd (bike)	widened paved shoulders; Share the Road and destination signs; utility pole undergrounding; equestrian/ped trail parallel to Steiner Rd along vineyard service road on south side west of Amador Foothills Winery entrance with voluntary easement	\$160,000 (F, Q, S, Y)			S	
West Amador County										
80	Latrobe Road	SR 16 to El Dorado County Line	3.5	constrained; windy; narrow	widened paved shoulders where possible	\$280,000 (F, L)			S	
Volcano										
1	Consolation Drive	Main St to Clabcard Rd	0.25	key bike/ped corridor; lacks sidewalks; school bus stop; speeding problem; collision at Main St (ped)	sidewalks using historic limestone rock with landscaped buffer and deciduous shade trees; parking; pedestrian-scaled lighting; chicane (serpentine street)	\$226,000 (F, J, L, Q)	1	1	S	1

¹ Refer to Table 9 to explain the funding sources

² P = Public Transit Bus Stop; S = School Bus Stop

³ Com/Ind = Commercial / Industrial

Appendix A – Public Input Questionnaire

The Amador County Transportation Commission is developing a Countywide Pedestrian and Bicycle Transportation Plan to improve pedestrian and bicycle access and safety throughout Amador County. This survey will help the County better understand walking and bicycling issues. Please return the survey no later than Monday, August 15, 2005.

Return to:
Amador County Transportation
Commission
11400 American Legion Dr.
Jackson, CA 95642
Fax: 209-267-1930

Age: _____ Sex: Male Female Own car/truck? Yes No

Do you have a disability? If so, check all that apply. (optional)

Limited mobility Use mobility aid Visually impaired Blind Deaf Other _____

Walking Issues

What keeps you from walking more often? (Check all that apply)

Afraid of motor vehicles/drivers Personal security
 Unattractive scenery/surroundings Difficult street crossings
 Poor walkways or sidewalks Weather/Darkness (circle one or both)
 Time it takes to walk/Too far Other _____

What is the purpose of your walking trips? (Check all that apply)

Personal/Family business Social/Recreational School/Church/Civic Work

How many minutes does the walking part of your trips take you? (Minutes - one way)

____ Personal/Family business _____ Social/Recreational _____ School/Church/Civic _____ Work

Identify the top three major walking constraints such as difficult crossings:

1. Street name _____ Cross streets _____
 Shoulder Sidewalk Curb ramp Intersection Midblock crossing
Comments: _____

2. Street name _____ Cross streets _____
 Shoulder Sidewalk Curb ramp Intersection Midblock crossing
Comments: _____

3. Street name _____ Cross streets _____
 Shoulder Sidewalk Curb ramp Intersection Midblock crossing
Comments: _____

Bicycling Issues

Why do you ride your bicycle? (Check all that apply)

Personal/Family business Social/Recreational School/Church/Civic Work

How long does the bicycling part of your trips take you? (Minutes - count one way)

____ Personal/Family business _____ Social/Recreational _____ School/Church/Civic _____ Work

What keeps you from bicycling more often? (Check all that apply)

Lack of bikeways Weather/Darkness (circle one or both)
 Afraid of motor vehicles/drivers Lack of bicycle parking (circle one or both)
 Difficult intersections Personal security
 Destinations too far/Takes too long Other _____

Continue on back side or on second page.

Amador County
Pedestrian and Bicyclist Public Input Survey

Pavement Surface Issues

Identify any pavement surface issues on your bicycling routes:

Street name _____ Cross streets _____

Drainage grates/covers Potholes/cracks Debris Railroad tracks Slippery

Comments: _____

Bicycle Parking Issues

Identify any bicycle parking issues:

Street name _____ Cross streets _____

School site Work site Shopping Recreation Bus stop

Comments: _____

Major Bicycle Constraints

Identify the top two major bicycling constraints such as specific stretches of road or intersections:

1. Street name _____ Cross streets _____

No space to ride School access Transit access Signage Intersection

Comments: _____

2. Street name _____ Cross streets _____

No space to ride School access Transit access Signage Intersection

Comments: _____

Mailing List for the Pedestrian and Bicycle Transportation Plan

Add my name to the Amador County Pedestrian and Bicycle Transportation Plan mailing list!

Name: _____

E-mail: _____

-- OR --

Address: _____

City: _____ Zip: _____

Return Address:



Attn: Amador County Pedestrian and Bicyclist Public Input Survey
Amador County Transportation Commission
11400 American Legion Dr.
Jackson, CA 95642

**For additional survey copies, please contact Amador County Transportation
Commission at (209) 267-2282 or via e-mail at actc@cednet.net**

Appendix B – Bicycle Transportation Account Requirements

Requirement	Corresponding Chapter
a. Number of existing and proposed bicycle commuters	Existing Conditions: Demand section
b. Land use and population	Existing Conditions: Demographics section, Plan map, Appendix D
c. Existing and proposed bikeways	Existing Conditions (existing); Implementation Plan (proposed); Plan map; Appendix D
d. Existing and proposed end-of-trip bicycle parking facilities	Existing Conditions (existing); Implementation Plan (proposed); Appendix D
e. Existing and proposed bicycle transport and parking facilities for transportation connections	Existing Conditions (existing); Implementation Plan (proposed); Appendix D
f. Existing and proposed shower facilities	Existing Conditions (existing); Implementation Plan (proposed)
g. Bicycle safety and education programs	Existing Conditions (existing): Related Plan, Projects and Programs section; Implementation Plan (proposed)
h. Community participation	Public Participation
i. Consistency with long-range transportation, air quality and energy plans	Existing Conditions: Related Plan, Projects and Programs section
j. Project descriptions and priority listings	Implementation Plan: Improvement Projects section; Appendix D
k. Past expenditures and future financial needs description	Implementation Plan: Funding Levels section

Appendix C – Unit Cost Estimates

Project Type	Assumptions:				Total Unit Cost Est	
	Unit Cost Est	Unit	Prelim Engineer	Construction		Contingency
Asphalt shoulder	\$25,000	mile (5 ft wide)	\$4,500	\$4,000	\$2,500	\$36,000
Benches	\$1,000	bench	\$180	\$160	\$100	\$1,440
Bike blvd	\$8,000	mile	\$1,440	\$1,280	\$800	\$11,520
Bike driveway	\$1,800	bike driveway	\$324	\$288	\$180	\$2,592
Bike hanging devices	\$1,000	device	\$180	\$160	\$100	\$1,440
Bike lane	\$30,000	mile	\$5,400	\$4,800	\$3,000	\$43,200
Bike loop detector	\$1,000	intersection	\$180	\$160	\$100	\$1,440
Bike racks - single	\$1,000	bike rack	\$180	\$160	\$100	\$1,440
Bike racks - 2 inverted U rack	\$2,000	bike rack	\$360	\$320	\$200	\$2,880
Bike racks - 4 inverted U rack	\$3,000	bike rack	\$540	\$480	\$300	\$4,320
Bike route	\$4,000	mile	\$720	\$640	\$400	\$5,760
Bollards	\$300	bollard	\$54	\$48	\$30	\$432
Close off motorist access	\$10,000	access point	\$1,800	\$1,600	\$1,000	\$14,400
Countdown pedestrian signal	\$1,000	indication	\$180	\$160	\$100	\$1,440
Crosswalk - parallel type	\$1,000	crosswalk	\$180	\$160	\$100	\$1,440
Crosswalk - ladder type	\$2,000	crosswalk	\$360	\$320	\$200	\$2,880
Crosswalk - raised	\$5,000	crosswalk	\$900	\$800	\$500	\$7,200
Crosswalk - lighted	\$30,000	crosswalk	\$5,400	\$4,800	\$3,000	\$43,200
Curb extension	\$10,000	curb extension	\$1,800	\$1,600	\$1,000	\$14,400
Curb extension w/drainage	\$40,000	curb extension	\$7,200	\$6,400	\$4,000	\$57,600
Curb ramp	\$1,600	curb ramp	\$288	\$256	\$160	\$2,304
Detectable warning devices	\$300	device	\$54	\$48	\$30	\$432
Drinking fountain	\$1,000	fountain	\$180	\$160	\$100	\$1,440
Driveway conform	\$500	driveway	\$90	\$80	\$50	\$720
Eliminate right turn lane	\$35,000	right turn lane	\$6,300	\$5,600	\$3,500	\$50,400
Embankment	\$200,000	mile	\$36,000	\$32,000	\$20,000	\$288,000
Fence/Gate Removal	\$30	linear foot	\$5	\$5	\$3	\$43
Fencing	\$30	linear foot	\$5	\$5	\$3	\$43
Flashing beacons	\$20,000	beacon	\$3,600	\$3,200	\$2,000	\$28,800
Gateway	\$7,500	gateway (wood)	\$1,350	\$1,200	\$750	\$10,800
Grading	\$1	square foot	\$0	\$0	\$0	\$1
Intersection - raised	\$77,000	intersection	\$13,860	\$12,320	\$7,700	\$110,880
Landscaping and irrigation	\$10	square foot	\$2	\$2	\$1	\$14
Left-turn pocket / bike box	\$10,000	pocket / box	\$1,800	\$1,600	\$1,000	\$14,400
Lighting	\$3,500	light	\$630	\$560	\$350	\$5,040
Median refuge	\$7,000	median refuge	\$1,260	\$1,120	\$700	\$10,080
Median refuge (large)	\$44,000	median refuge	\$7,920	\$7,040	\$4,400	\$63,360
Multi-use path - paved	\$300,000	mile	\$54,000	\$48,000	\$30,000	\$432,000
Multi-use path - unpaved	\$100,000	mile	\$18,000	\$16,000	\$10,000	\$144,000
One-way conversions	\$35,000	mile	\$6,300	\$5,600	\$3,500	\$50,400

Project Type	Assumptions:				Contingency	Total Unit Cost Est
	Unit Cost Est	Unit	Prelim Engineer	Construction		
Pavement markings	\$300	marking	\$54	\$48	\$30	\$432
Picnic table	\$1,000	picnic table	\$180	\$160	\$100	\$1,440
Road diet	\$100,000	mile	\$18,000	\$16,000	\$10,000	\$144,000
Sidewalk w/curb & gutter	\$22	foot (5 ft wide)	\$4	\$4	\$2	\$32
Sidewalk w/curb & gutter	\$125,000	mile (5 ft wide)	\$22,500	\$20,000	\$12,500	\$180,000
Sidewalk w/new curb & gutter	\$44	foot (5 ft wide)	\$8	\$7	\$4	\$63
Sidewalk w/new curb & gutter	\$200,000	mile (5 ft wide)	\$36,000	\$32,000	\$20,000	\$288,000
Sign removal	\$100	sign	\$18	\$16	\$10	\$144
Sign	\$300	sign	\$54	\$48	\$30	\$432
Signal	\$80,000	signal	\$14,400	\$12,800	\$8,000	\$115,200
Speed hump	\$1,000	speed hump	\$180	\$160	\$100	\$1,440
Stair rail - bikes	\$50	foot	\$9	\$8	\$5	\$72
Stairs	\$100	stair	\$18	\$16	\$10	\$144
Traffic circle	\$20,000	traffic circle	\$3,600	\$3,200	\$2,000	\$28,800
Trash receptacle	\$300	receptacle	\$54	\$48	\$30	\$432
Tree	\$300	tree	\$54	\$48	\$30	\$432
Tree Removal	\$2,000	tree	\$360	\$320	\$200	\$2,880

Appendix D – Detailed Prioritized Project Lists and Maps (Separate Document)

Refer to the separate Appendix D document, which uses 11 inch by 17 inch paper and has a landscape orientation. Appendix D is available at the ACTC office: actc@cdepot.net or (209) 267-2282.

