FINAL

San Andreas Pope Street and Safe Routes to School Gap Fill Plan

August 2020

CALAVERAS COUNCIL of GOVERNMENTS

CALAVERAS COUNTY

Caltrans®

San Andreas Pope Street and

Safe Routes to School Gap Fill Plan

Report Prepared For:

CALAVERAS COUNCIL of GOVERNMENTS

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GREEN DOT transportation solutions

With:

GHD

Table of Contents

List of Tables

List of Figures

List of Attachments

Attachment A – Outreach Summary and Materials
Attachment B – Vehicle Traffic Counts
Attachment C – Active Transportation Counts
Attachment D – Topographic Survey
Attachment E – Early Design Concepts

0 Executive Summary

Currently, the San Andreas Pope Street project area lacks sufficient infrastructure for safe bicycle and pedestrian travel. Although some minimal infrastructure exists, the overall project area is characterized by narrow roadways, no/few sidewalks, few pedestrian crossings that are disconnected from a greater pedestrian/bicycle network, and no bicycle lanes. The few disconnected sidewalks and crosswalks that are present in the project area do not meet current ADA requirements and are in various states of disrepair.

The San Andreas Pope Street and Safe Routes to School Gap Fill Plan was a coordinated effort between the Calaveras Council of Governments (CCOG), Calaveras County, Caltrans and the public that studied the project area and determined the feasibility of various multi-modal improvements around San Andreas Elementary School and the Pope Street Corridor. This plan prepares the project area for implementation of safe bicycle and pedestrian connections from the community's core residential neighborhood to key destinations such as the San Andreas Elementary School, hospital, government and social services.

The overall project goals are to increase the number of multimodal trips in the project area and to reduce the number of vehicles on the road and the amount of vehicle miles traveled. Increasing bicycle and pedestrian use within San Andreas will have positive quantifiable benefits for the residents of and visitors to San Andreas, including improved health, community livability, an improved local economy and recreational tourism industry, and a healthier environment. By reducing vehicle miles traveled, Calaveras County will align with the state and national goals of reducing Greenhouse Gas (GHG) emissions and improving air quality.

The Plan is divided into five sections or components: Introduction, Existing Conditions, Community Outreach, Recommended Projects and Programs, and Implementation and Funding. The Introduction presents the project background and goals and summarizes the Plan's coordination with various agencies, the public and existing plans and studies. The Existing Conditions chapter summarizes the existing infrastructure conditions of the project area as well as the demographic and socio-economic conditions of San Andreas and project area residents and their existing walking and bicycling habits.

The San Andreas Pope Street project included an extensive public outreach process which engaged community members, San Andreas Elementary School students, parents and administration, and many other local stakeholders. A series of community outreach events and student and community questionnaires were used to identify community concerns regarding the project area and what preferred solutions would be used to address these concerns. Outreach is summarized in Chapter 3, the Community Outreach section.

Chapter 4, Recommended Projects and Programs, provides conceptual designs for the project components and phasing identified by the Plan after the project team survey, constraints and opportunities identification, and community feedback. The most common concerns the community identified for the project area were speeding drivers, unsafe and congested traffic conditions during the arrival/dismissal times of San Andreas Elementary School and the high school, inadequate traffic control devices, poor lighting and visibility for pedestrians and bicyclists, narrow roadways, inadequate crosswalks, and inadequate dedicated facilities for pedestrians and bicyclists. The project team worked with the community and other stakeholders to develop three concept designs including a multiuse path connecting the residential neighborhood with the San Andreas Elementary School and to the Government Center, library, parks, and other community destinations located between the school and government center.

Through feedback from the community, design specifics were narrowed down to a preferred design

featuring a dedicated bicycle and pedestrian pathway and high-visibility crosswalks. The multiuse path constitutes the Core Project of the Pope Street project and may work in coordination with other multi-modal improvements and traffic calming measures to create safer walking and bicycling conditions and increase the use of active transportation in San Andreas. Traffic calming and control measures have been identified as supplemental projects for the Pope Street project and will require future studies.

The final chapter, Implementation and Funding, quantifies the benefit of the constructed multiuse path and summarizes available funding sources. The multiuse path benefits induced from increased active transportation use include resulting emissions reduction, increased journey quality, health benefits, gap closure and connectivity to transit.

The San Andreas Pope Street and Safe Routes to School Gap Fill Plan lays the planning framework needed to successfully apply for funding to construct the identified improvements. The County and CCOG will be applying for Cycle 5 of the Active Transportation Program with applications due in late summer/early fall 2020. This highly competitive program requires demonstration of project need and support by the community as well as the projected active transportation use and benefits of constructing the project.

1 Introduction

1.1 About the San Andreas Pope Street and Safe Routes to School Gap Fill Plan

1.1.1 About the Plan

The San Andreas Pope Street and Safe Routes to School Gap Fill Plan (the Plan) plans for safe bicycle and pedestrian connections between the residential neighborhood and the many vital community services and destinations such as the San Andreas Elementary School, the Mark Twain Hospital and the Calaveras County Government Center. The Plan's study area includes Main Street, California Street, Pope Street, and Lewis Avenue within central San Andreas. This Plan studied the project area and the feasibility of a multiuse path along Pope Street and Lewis Avenue, as well as other improvements to the Elementary School. The overall project goals are to increase comfort and safety for non-motorized users, including San Andreas Elementary School students, connect key destinations within San Andreas, and to increase mobility and accessibility for all San Andreas residents and visitors. By increasing safety for non-motorized users and encouraging a walkable and bikeable community, the Plan also aligns with State and national goals to decrease reliance on vehicle travel and increase air quality and overall health of San Andreas. Additionally, the project will provide access for non-motorized users to major destinations and transit services for work, commerce, recreation and pleasure.

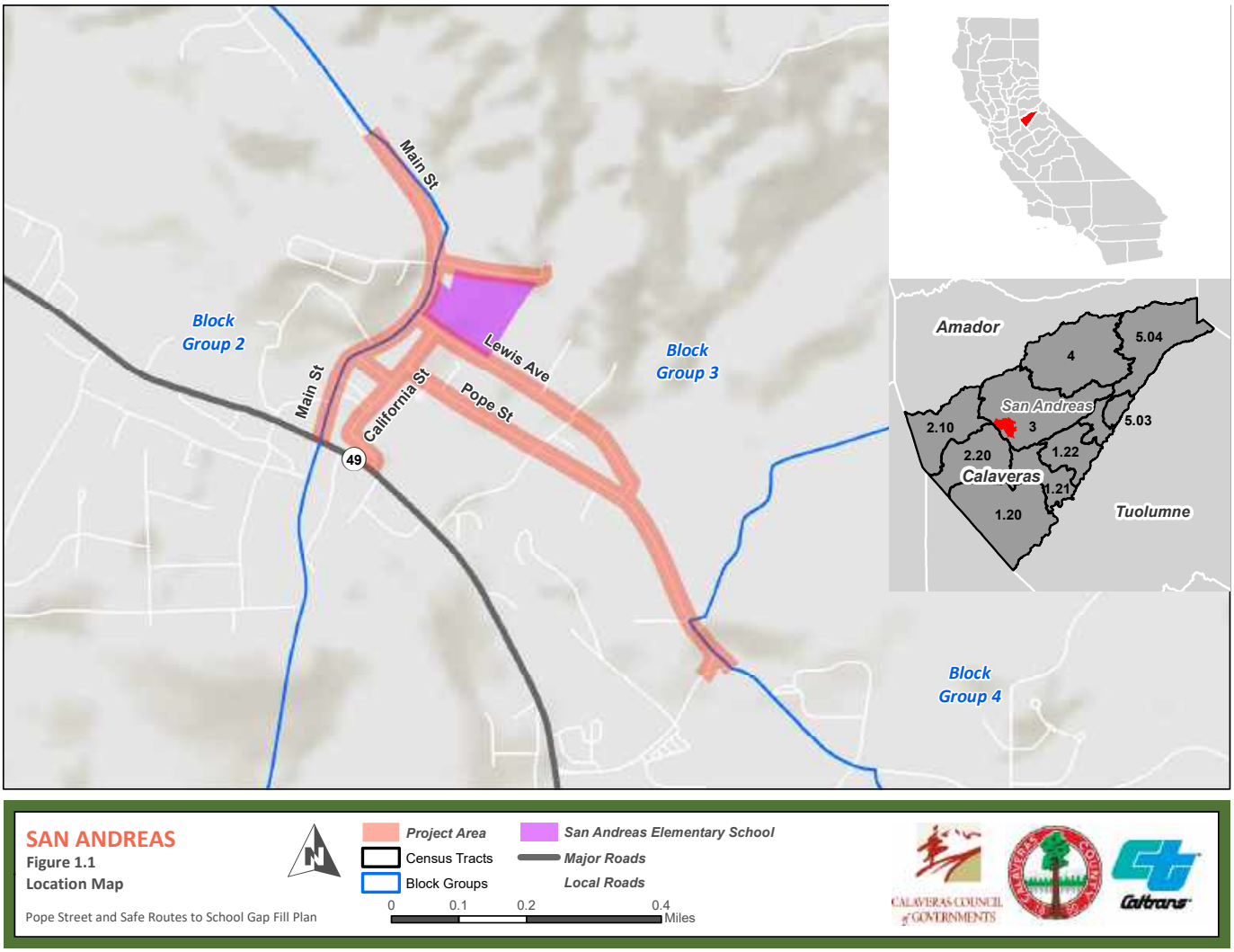
The San Andreas Pope Street and Safe Routes to School Gap Fill Plan was developed under a partnership and collaborative effort between the Calaveras Council of Governments (CCOG), Calaveras County, and the Community. This Plan was funded through a Caltrans Planning Grant awarded to CCOG and Calaveras County.

CCOG is the Regional Transportation Planning Agency (RTPA) for Calaveras County. CCOG was formed in January 1998 under a Joint Powers Agreement between Calaveras County and the City of Angels Camp, the lone incorporated City in Calaveras County. As the RTPA for Calaveras County, CCOG is the designated planning and administrative agency for transportation projects and programs in the County. CCOG develops planning documents that guide Caltrans, Calaveras County, and the City of Angels Camp in providing transportation system improvements. CCOG also assigns and distributes state and federal funding for transportation projects in the region.

1.1.2 Study Area

San Andreas is an unincorporated place in Calaveras County, located in the foothills of the central Sierra Nevada Mountain Range in California. San Andreas is approximately 35 miles east of Stockton, CA, approximately 50 miles southeast of Sacramento, CA and approximately 100 miles southeast of Reno, NV. Calaveras County is comprised of approximately 1,020 square miles, making it the 19th smallest of the 58 counties in California, by area. With an estimated population of 45,235, Calaveras County has the 15th smallest population in California. San Andreas had an estimated 2018 population of 3,085, making it one of the major population centers in the County along with the City of Angels Camp, Rancho Calaveras, Arnold, Copperopolis, Valley Springs, and Murphys. San Andreas is the County Seat and houses the core government and medical services in the County.

The San Andreas Pope and Safe Routes to School Gap Fill Plan's study area includes Main Street, California Street, Pope Street, and Lewis Avenue within central San Andreas. The project area is located in Calaveras County Census Tract 3, Block Group 3 (see Figure 1.1). The project area also touches Block Groups 2 and 4. The area of influence for the Pope Street project will include these three Block Groups comprising the San Andreas area.



1.1.3 Active Transportation, Safe Routes to School, and Complete Streets

Active transportation is any human-powered mode of transportation, including walking, bicycling, skateboarding, and using a scooter or wheelchair. Safe Routes to School is an approach to encouraging bicycling and walking for students and improving safety conditions for all modes in school zones. Complete Streets is a set of design strategies utilized to make streets more comfortable for all modes of users. Common complete streets tactics include creating separate, buffered facilities for pedestrians and bicyclists.

The San Andreas Pope Street Plan studied the needs and feasibility of Safe Routes to School and Complete Streets design for feasibility within the project area. This planning document acts as a guide for the implementation of projects identified by the project team, vetted by the community and stakeholders to improve the project area.

1.2 Challenges and Benefits

1.2.1 Challenges

Perception

In general, a negative perception of walking and biking prevents many trips that could be accomplished by walking or bicycling, especially negative perceptions regarding safety. A questionnaire was distributed to parents of San Andreas Elementary School and the community during the community outreach conducted for this Plan, and findings indicate that the community feels the project area has inadequate bicycle and pedestrian facilities and speeding drivers. Parents of elementary school students have concerns about the safety of allowing children to walk to school unattended by an adult. This Plan addresses safety concerns the residents of San Andreas residents have regarding safety issues in the project area.

Safety

In the San Andreas project area, a lack of active transportation infrastructure and roadway and traffic conditions create less than ideal conditions for walkers and bicyclists. This Plan identified the major infrastructure gaps and community concerns and will address them with a variety of improvements. The project team survey and feedback from the community consistently found that roadways throughout the project area are narrow with little to no shoulders and few disconnected locations where sidewalks or space for pedestrians or cyclists exists.

Distance

Walking and bicycling is not an ideal mode of transportation for every trip type. Mid-and long-distance trips are more likely to be completed by vehicle or transit. A trip is considered bikeable if the destination is within 2 miles of the origin point and is considered walkable for distances under about half a mile. This Plan conducted an origin-destinations study and identified how many trips can conceivably be completed by walking or by bicycle after completion of the project. For San Andreas specifically, distance does not create a challenge, but instead presents an opportunity. The community of San Andreas is compact and most major community destinations are located within a reasonably bikeable distance from the residential neighborhoods (2 miles). With more complete connectivity along the project area, residents will be able to walk or bike comfortably.

1.2.2 Benefits

Health

Engaging in active transportation reduces the risk of diabetes, heart disease, arthritis, obesity, and various other preventable diseases and chronic conditions. Walking and biking on a daily basis reduces tension, body fat levels, anxiety, depression, and the risk of developing certain cancers.

Community Livability

Engaging in active transportation enhances quality of life by increasing socialization. Transportation systems influence the way in which people interact with their environment. Walking and bicycling increases the amount of interactions a person will have with neighbors and other community members. Social interactions play an important role in improving personal well-being and sense of place. Having more people on the street creates a welcoming and vibrant environment, ultimately encouraging others to be active participants.

Investing in active transportation infrastructure protects open space by reducing urban sprawl. Ensuring that regional and local destinations are accessible makes walking, biking, and public transportation more appealing options.

Economy

According to Smart Growth America, residents who walk or bike are more likely to spend money at local businesses than those who drive. Active community members support local establishments due to their proximity and accessibility. Rather than spending money on gas and vehicle maintenance, pedestrians and bicyclists are able to spend their excess money within the local economy. Vehicle owners are likely to venture to large-scale shopping centers but could instead walk or bike downtown to shop at a local business if they felt safer doing so.

Creating a community that is accessible for bicyclists and pedestrians will add to the recreational tourism already established in San Andreas and Calaveras County. A strong sense of community and sense of place will attract visitors and increase the tourism economy in San Andreas.

Environment

Encouraging more people to travel by bicycle and foot travel will reduce the number of vehicles on the road and the amount of vehicle miles traveled. This Plan will make walking and bicycling easier and more comfortable within the project area, and will close fist/last-mile gaps by increasing connectivity to transit services.

In 2006, California Assembly Bill 32 (AB 32), The California Global Warming Solutions Act of 2006, was passed. AB 32 requires a state reduction in greenhouse gas (GHG) emissions to no more than the 1990 emissions levels by 2020. In 2016, California Senate Bill 32 (SB 32) was passed, which expands AB 32 and sets a 2030 GHG emissions reduction target of 40 percent below 1990 levels.

Statewide, the transportation sector accounts for 38% of the GHG emissions in California, 83% of which are from light-duty vehicles (60%) and medium and heavy-duty trucks (23%). There is a prompt need in California and Calaveras County to align regional goals and prioritized projects with state and national policy to reduce vehicle miles traveled and GHG emissions.

1.3 Goals and Objectives

Goals are broad statements that describe a desired product or end result toward which efforts are focused. Objectives are measurable movement toward a goal. Strategies represent a course of action. A policy is a direction statement to guide actions.

The most recent update to the Calaveras County Regional Transportation Plan, adopted in 2017, established 18 overarching transportation goals supported by a series of objectives and policies. The Pope Street Plan developed implementable strategies which support the following 9 of the 18 total regional transportation goals for Calaveras County:

- Goal 1 – Provide a high degree of mobility for people and goods in Calaveras County using multimodal solutions which preserve the rural character of the region.
- Goal 2 – Promote equity for all system users.
- Goal 3 – Enhance sensitivity to the environment in all transportation decisions.
- Goal 4 – Support balanced economic development of the region, emphasizing non-auto oriented development strategies.

- Goal 5 – Maintain a local road system to serve the public's need for mobility and access, and enhance local circulation off arterial roadways.
- Goal 8 – Develop and maintain affordable, comprehensive and effective public and private transportation for County residents – consideration should be given to persons with disabilities, elderly residents and others with specialized transportation needs.
- Goal 12 – Provide an efficient network of bikeways and pedestrian facilities throughout Calaveras County.
- Goal 13 – Improve bicyclist and pedestrian safety.
- Goal 15 – Increase the number of commute, recreation, and utilitarian bicycle and walking trips.

1.4 Community Outreach

1.4.1 Public Outreach Process

Throughout the development of this Plan, project partners, stakeholders and community members were encouraged to participate in the process and provide input on needs and project development. This included the following outreach efforts:

- Individual contact with stakeholders, including San Andreas Elementary School administration .
- Community workshops .
- Pop-up outreach events.
- Student/parent surveys.
- Teacher surveys.
- A community questionnaire.
- A project website.
- Informational direct mailers and door hangers (see Figure 1.2).
- A social media outreach platform.

The following table summarizes the major outreach events held for the Pope Street Study:

Table 1.1
Summary of Outreach Events

Meeting	Location	Date
Community Workshop #1	San Andreas Elementary School	July 29, 2019
Pop-Up Meeting #1	Pioneer Day	September 14, 2019
Community Workshop #2	San Andreas Elementary School	November 12, 2019
Pop-Up Meeting #2	Treats General Store	February 10, 2020
Community Workshop #3	San Andreas Elementary School	February 18, 2020

Community workshops were advertised and promoted in a variety of ways to utilize equitable community involvement. The first Community Workshop was advertised through an informational direct mailer which was sent to residents living in the project area. The third Community Workshop was advertised similarly through an informational door hanger left on the front door of residences in the project area. Direct mailers and door hangers included a link to the project website where detailed information about the project could be found, as well as contact information for the project team. In addition, all workshops

were advertised through flyers posted in local newspapers and on social media, and event notices posted to community calendars. Email blasts were sent to stakeholders including contacts from San Andreas Elementary School, Calaveras County Board of Supervisors, public health, the utility district, human services, Mark Twain Medical Center, the recreation and park district, the historical society, veterans services, interested members of the public, and others as notices of invitation for upcoming community workshops as well as to inform on other project updates.

At each of the three Community Workshops, an introductory presentation was provided, and interactive exercises and a variety of meeting materials were utilized for collecting information from the community about the public needs and wants for the project area. At each workshop and pop-meeting, large-scale maps of the project area were available for meeting attendees to visualize the project area and provide comments directly on the area of concern. Later workshops and pop-up events also included the presentation of concept design alternatives. In addition, sign-in sheets, hard-copy questionnaires, comment cards, and informational pamphlets were available at all outreach events.

For outreach materials and a summary of comments received, see Attachment A.

1.4.2 Coordination with San Andreas Elementary School

The San Andreas Elementary School served as an important stakeholder and resource in the development of the Plan. School administration was contacted for a one-on-one interview and was invited to community outreach events. In addition, the project team provided San Andreas Elementary School teachers with a questionnaire for parents regarding how their children travel to school, and a student travel tally sheet for teachers to survey their students. Questionnaires provided are consistent with the National Center for Safe Routes to School (www.saferoutesinfo.org). Over 60 parent surveys were returned. A summary of results can be found in Section 3.2: Survey Results later in this document. For a full summary of parent and teacher questionnaire and tally results, see the Outreach Summary and Materials in Attachment A.

Figure 1.2: Door Hanger

2 Existing Conditions

2.1 San Andreas Elementary School

San Andreas Elementary School is part of the Calaveras Unified School District and is located along the project area, on the corner of Main Street and Lewis Avenue (see Figure 1.1). San Andreas Elementary School houses grades kindergarten through sixth. The elementary school is a major destination within the project area, and one of the main goals of the Plan is to develop safe pedestrian and bicycle connections from San Andreas Elementary School to nearby residential neighborhoods and the County government center, social services, and other community destinations to the south and east of the elementary school. As seen in Table 2.1, enrollment for San Andreas Elementary School was 324 in the 2009/10 academic year and has decreased slightly to the current enrollment of around 265.

Table 2.1
San Andreas Elementary School Enrollment

School Year	Enrollment
2009-10	324
2010-11	288
2011-12	288
2012-13	271
2013-14	257
2014-15	270
2015-16	280
2016-17	266
2017-18	262
2018-19	265

Source: CA Dept. of Education, FRPM Data

2.2 Demographics and Socioeconomic Conditions

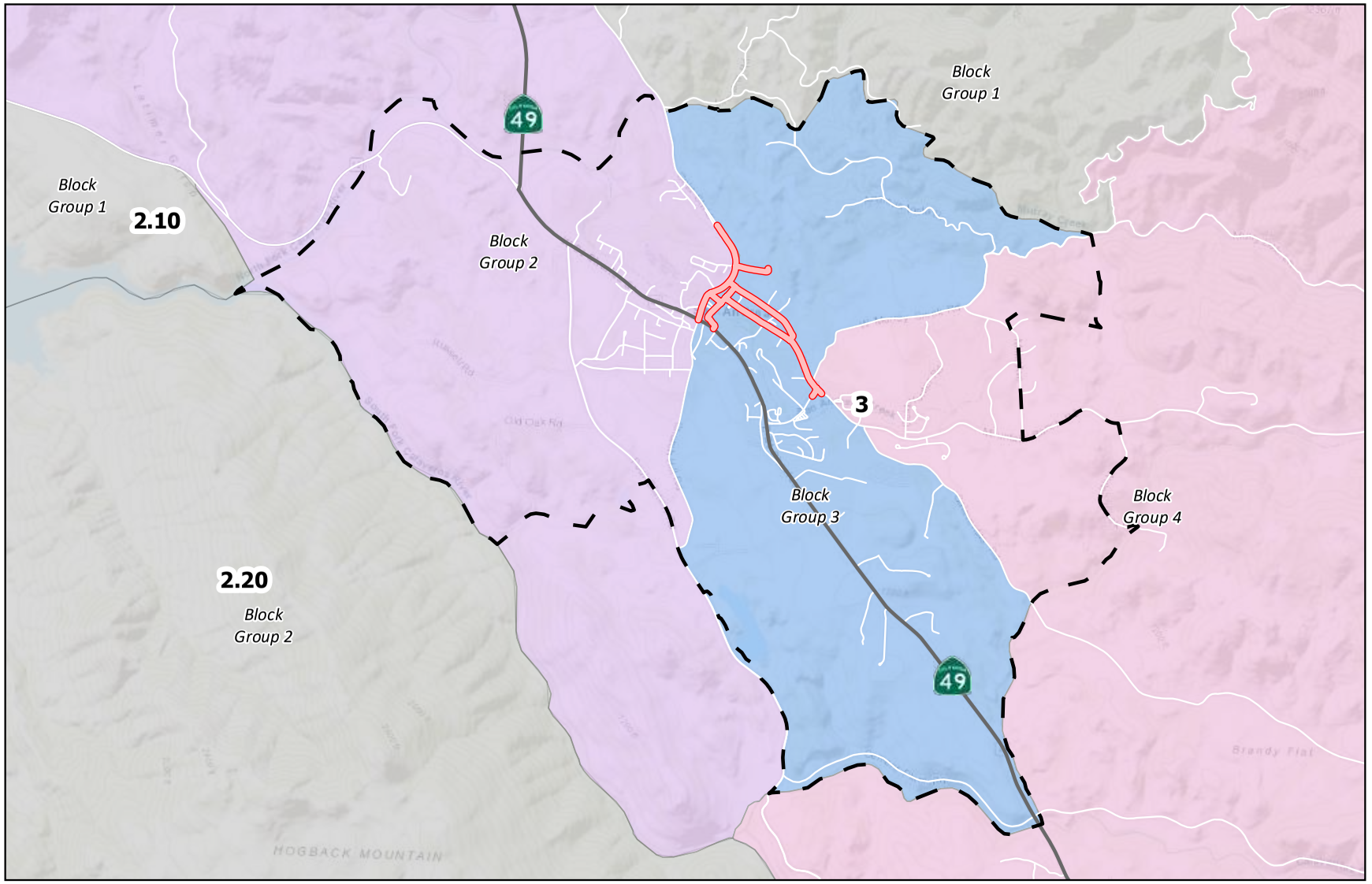
2.2.1 Historic and Current Population

According to the US Census and American Community Survey (ACS), the San Andreas population was 2,615 in the year 2000 and had increased to 3,241 by 2017 see Table 2.2). This represents an average annual increase of 1.4% throughout the seventeen-year period. Block group 3, which includes the project area, had a population of 1,473 in 2000 which increased to 1,934 by 2017 (see Figure 2.1 for Census Tract and Block Group locations). This represents an average annual increase of 1.8% for the project area. Block Group 3 contains the denser core neighborhoods of San Andreas, and the population is increasing more rapidly than surrounding areas. Other less densely populated areas of San Andreas are located within Block Groups 2 and 4. Most of the the growth in San Andreas in recent years has occurred in the project area.

Table 2.2
Historic and Current Population

Year	Census Tract 3			
	Block Group 2	Block Group 3	Block Group 4	San Andreas
2000	1,267	1,473	1,565	2,615
2010	1,194	1,546	1,758	2,783
2011	-	-	-	2,941
2012	-	-	-	3,015
2013	1,123	1,563	1,418	2,812
2014	1,003	1,691	1,378	2,829
2015	1,282	1,530	1,407	2,706
2016	1,473	1,758	1,318	3,077
2017	1,460	1,934	1,717	3,241

Source: 2000 and 2010 Census, ACS 2011-2017



SAN ANDREAS

Figure 2.1
Census Tract Location
Pope Street and Safe Routes to School Gap Fill Plan

N

Block Groups
2
3
4

Other Block Groups
San Andreas CDP

Project Area
State Route 49
Local Roads

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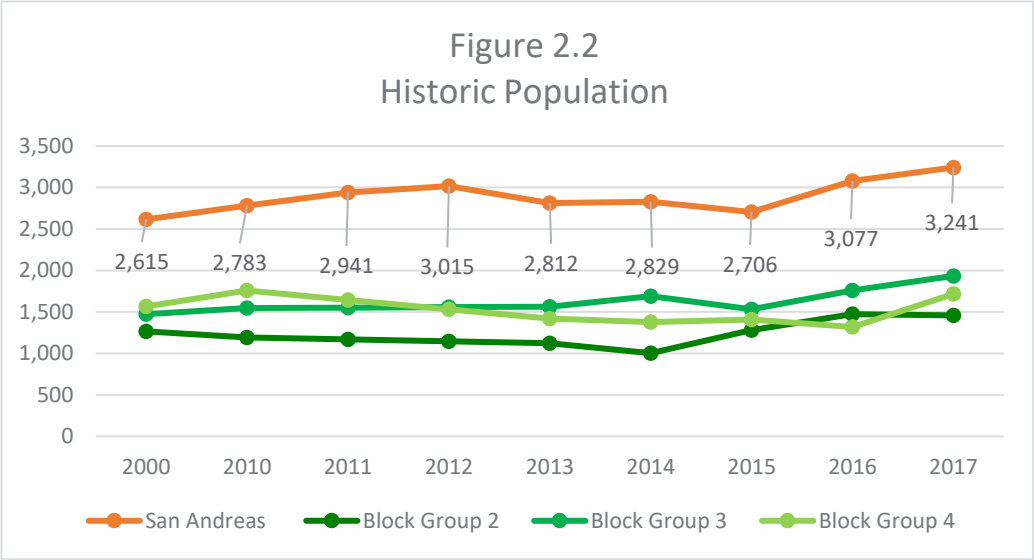
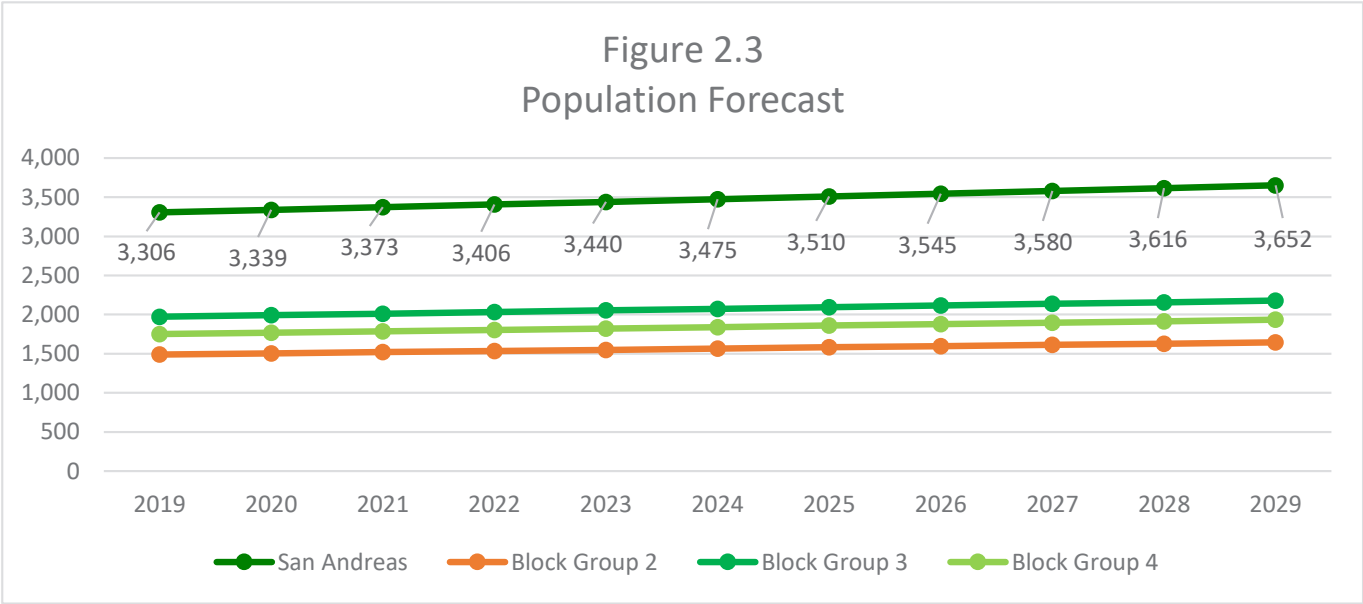
Figure 2.2 shows San Andreas's historic population trends from 2000 to 2017. Block Group 3 is the most populated Block Group in Census Tract 3, and population growth has shown an upward trend similar to that of San Andreas.



2.2.2 Population Forecast

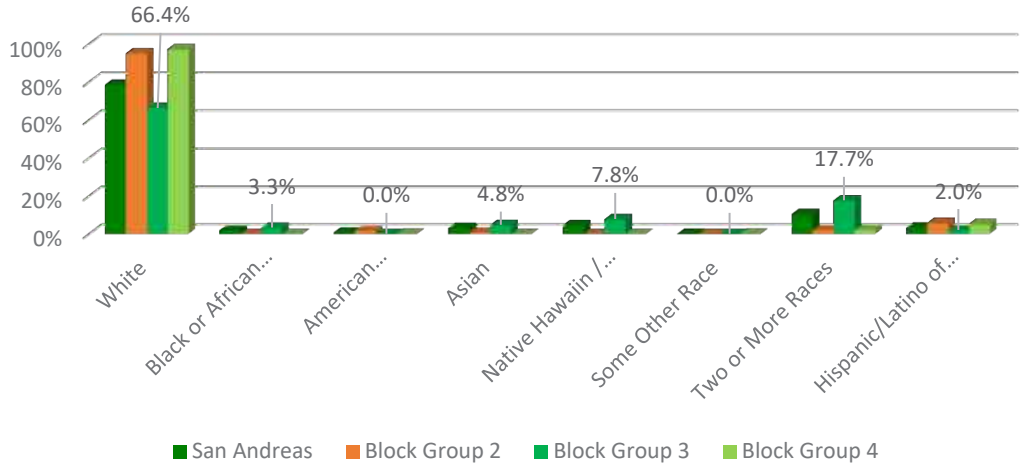
Figure 2.3 shows the population projection over the next ten years for San Andreas and for the Census Block Groups comprising Census Tract 3. The population of San Andreas is projected to increase 10.5% between 2019 and 2029, which translates to an average annual increase of around 1% annually. The population for Block Group 3 is expected to increase proportionally to San Andreas and will remain the most populous Block Group in San Andreas.



2.2.3 Demographics

According to the American Community Survey, the San Andreas population is predominantly white (78.6%) with a significant population reported as two or more races (10.6%). Relative to San Andreas and the other census blocks in Census Tract 3, Block Group 3 has a much higher minority population. The population of Block Group 3 is still predominantly white at 66.4%, but has a reported 7.8% Native Hawaiian/Pacific Islander population and 17.7% reported as two or more races.

Figure 2.4
Demographics



2.2.4 Housing

According to the American Community Survey, the total number of housing units in San Andreas was estimated at 1,236 in 2017, of which an estimated 1,107 were occupied, or 89.6%. Of the approximate 729 households located in the project area, Block Group 3, an estimated 88.2% of units were occupied; 44.2% of the housing units were owner-occupied and 44.0% were renter-occupied (Table 2.3). The vacancy rate in Block Group 3 (11.8%) is slightly higher than the San Andreas average of 10.4%, but is much lower than Block Group 4 (21.8%).

Table 2.3
Housing Characteristics

Location	Total Units	Owner-Occupied		Renter-Occupied		Vacant Units	
		#	%	#	%	#	%
San Andreas	1,236	575	46.5%	532	43.0%	129	10.4%
Block Group 2	624	407	65.2%	174	27.9%	43	6.9%
Block Group 3	729	322	44.2%	321	44.0%	86	11.8%
Block Group 4	766	470	61.4%	129	16.8%	167	21.8%

Source: ACS 2017

As shown in Table 2.4, the median home value San Andreas is approximately $170,300. The median home value in Block Group 3 is $186,500, less than half of the statewide median value of $443,400. Block Group 3 has a similar income to home value ratio similar to San Andreas.

Table 2.4
Median Home Value vs. Median Household Income

Location	Median Home Value	Median Household Income	Income/ Home Value
San Andreas	$170,300	$39,956	23.5%
Block Group 2	$160,700	$42,568	26.5%
Block Group 3	$186,500	$43,050	23.1%
Block Group 4	$260,000	$30,078	11.6%
California	$443,400	$67,169	15.1%
United States	$193,500	$57,652	29.8%

Source: ACS 2017

2.2.5 Employment

Table 2.5 illustrates the 2017 unemployment rate for San Andreas relative to the state and national averages. Although unemployment rate data is not available at the Census Tract or Census Block level, the unemployment rate in San Andreas (3.6%) is lower than the state (7.7%) and national rates (6.6%). The labor force participation rate in San Andreas is much lower than the state and national rates, however; labor force participation includes people who are currently working or actively seeking employment. Therefore, although the unemployment rate is lower in San Andreas, that figure only includes those who are unemployed and actively seeking employment, not the total number of unemployed.

Table 2.5
Employment

Location	Employment/ Population Ratio	Labor Force Participation	Unemployment
San Andreas	51.1%	53.0%	3.6%
California	58.2%	63.5%	7.7%
United States	63.4%	63.4%	6.6%

Source: ACS 2017

Table 2.6 shows the major employers in Calaveras County. Major employers highlighted in red are located in San Andreas. Of the top 25 employers in the County, nearly half (11) are located in San Andreas. Of the estimated 2,379 people of working age living in San Andreas (16 years or older), around 1,216 are employed. Of the estimated 35,862 people of working age living in Calaveras County but outside of San Andreas, around 15,495 are employed.

Table 2.6 Major Employers in Calaveras County			
Employer Name	**Location**	**Industry**	**Employees**
Avalon Training Ctr*	***San Andreas***	***Nursing & Convalescent Homes***	***100-249***
Bear Valley Mountain Resort	Bear Valley	Skiing Centers & Resorts	250-499
Big Trees Market	Arnold	Grocers-Retail	50-99
Bret Harte High School	Angels Camp	Schools	100-249
Bret Harte High School Dist	Vallecito	School Districts	100-249
Calaveras County Human Svc	***San Andreas***	***Government Offices-County***	***50-99***
Calaveras County Sheriff	***San Andreas***	***Government Offices-County***	***50-99***
Calaveras County Surveyor	***San Andreas***	***Government Offices-County***	***50-99***
Calaveras High School	***San Andreas***	***Schools***	***50-99***
Calaveras Public Works Dept	***San Andreas***	***Government Offices-County***	***50-99***
California Pavement Mntnc Co	Murphys	Pavement Marking	50-99
Foothill Village Senior Living	Angels Camp	Retirement Communities & Homes	50-99
Forestry & Fire Protection	***San Andreas***	***Government Offices-State***	***250-499***
Independent Learning Ctr	***San Andreas***	***Schools***	***50-99***
Ironstone Vineyards	Murphys	Wineries (mfrs)	50-99
Jerry Lind Elementary School	Valley Springs	Schools	50-99
Mact Health Board Inc	Angels Camp	Clinics	50-99
Mark Twain Medical Ctr	***San Andreas***	***Hospitals***	***250-499***
Native Daughters-Golden West	Murphys	Fraternal Organizations	100-249
Rail Road Flat Elementary Sch	***San Andreas***	***Schools***	***50-99***
Rite-Passage-Sierra Ridge Acad	***San Andreas***	***Residential Care Homes***	***100-249***
Smith Timber Co	Wilseyville	Sawmills (mfrs)	50-99
Sonora Regional Med Ctr	Angels Camp	Health Services	50-99
UPS Customer Ctr	Angels Camp	Mailing & Shipping Services	50-99
Worldmark Angels Camp	Angels Camp	Hotels & Motels	50-99

Source: California EDD

** Entries in bold italic indicate an employer with a San Andreas address*

2.2.6 Income

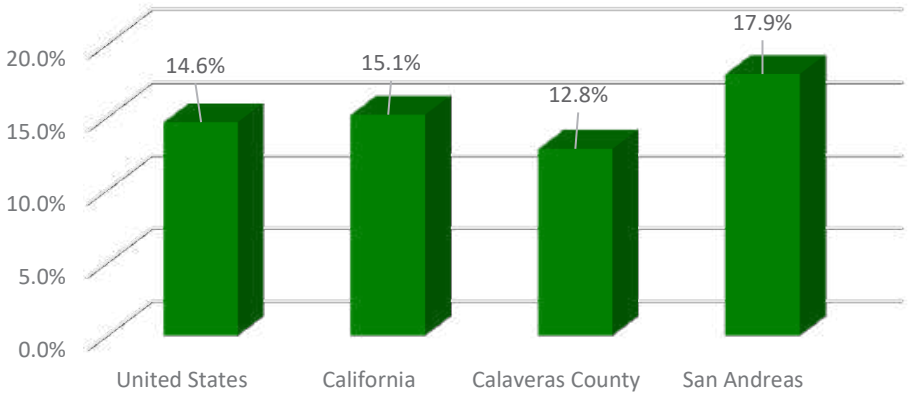
The study area's median household income is $43,050. Although the median household income for the project area is slightly higher than the surrounding area, as seen in Table 2.7, Block Group 3 has a significantly lower median household income than the state average. The median household income for Block Group 3 was estimated to only be 64.1% of the California median household income in 2017.

Table 2.7 Median Household Income (MHI)		
Location	**Median Household Income**	**% California MHI**
San Andreas	$39,956	59.5%
Block Group 2	$42,568	63.4%
Block Group 3	$43,050	64.1%
Block Group 4	$30,078	44.8%
California	$67,169	100.0%

Source: ACS 2017

2.2.7 Poverty

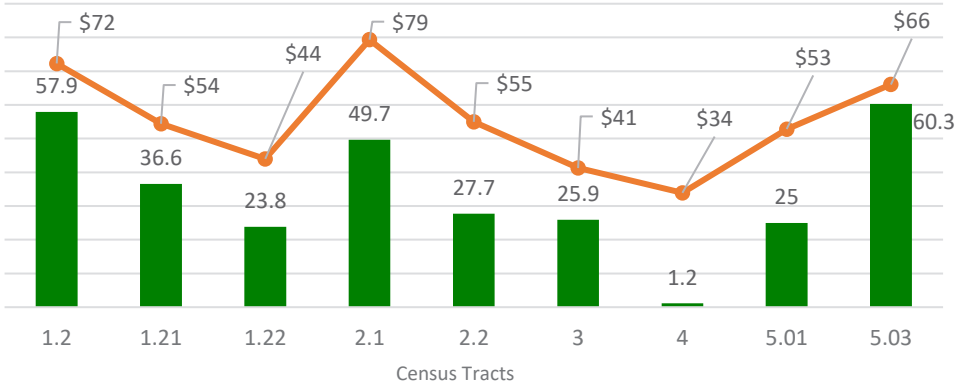
Figure 2.5
Poverty



The Block Group level data does not include poverty rates. However, San Andreas has a large population of residents living below the poverty level (see Figure 2.5). According to the American Community Survey, 17.9% of San Andreas residents live below the poverty line. This is notably higher than the state and national averages of 15.1% and 14.6%, respectively. This rate is much higher than the Calaveras County rate of 12.8%, indicating that the low-income population in the County is concentrated in the project area.

2.2.8 Healthy Places Index

Figure 2.6
Healthy Places Index vs. Median Household Income

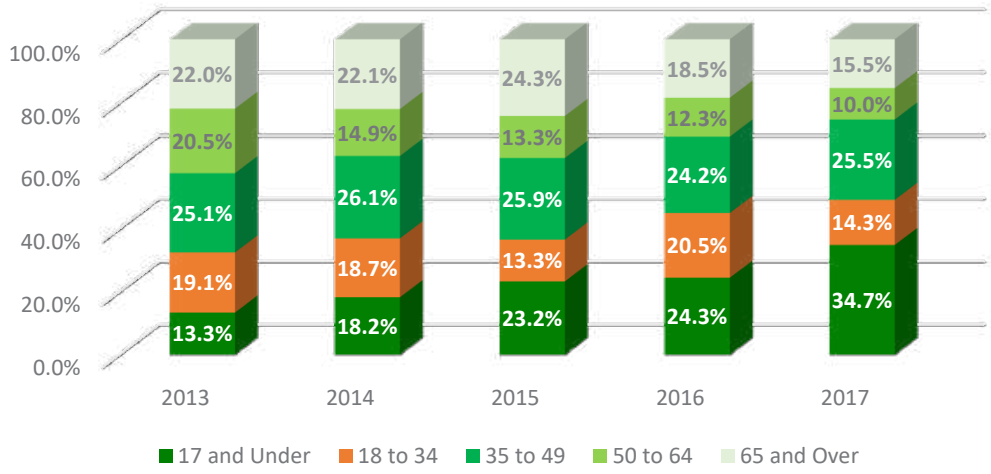


The California Healthy Places Index (HPI) is a metric used to rank California census tracts, cities, counties, and other jurisdictions based on the following factors: economic, education, transportation, social, neighborhood, healthcare access, housing, and clean environment. Counties in California are ranked relative to each other and assigned a score between 0%-100%. The highest--ranking County in California is assigned 100% if it scores higher than 100% of the other Counties in California and the lowest-ranking County is assigned 0% if it scores higher than 0% of other Counties in California. The project area's census tract has a value of 25.9, meaning Census Tract 3 ranks higher than only 25.9% of California census tracts based on these categories. The project area ranks particularly low in the economic (25.9%), educational (2.5%), and housing categories (0.1%). Figure 2.6 shows the HPI by census tract relative to the median household income. MHI correlates strongly with the HPI. Census Tract 3, where the project is located, ranks lower than most other census tracts in Calaveras County, with an MHI around $41,000 and an HPI of 25.9.

2.2.9 Youth Population

As the children under the age 15 do not have driver licenses and age 15-17 might be limited on second car opportunities based on the previously described income levels, these youth benefit from complete street features in their communities. As seen in Figure 2.7, the proportion of the population that is 17 and below has increased in the project area in recent years. According to the American Community Survey 5-Year Estimates, 2013-2017, there were an estimated 208 youths aged 17 and below living in the census block the project area is located in, or 13.3% of the total population. By 2017, an estimated 672 youths lived in the project area, or 34.7% of the total population.

Figure 2.7
Age of Population



As seen in Figure 2.8, the project location has the highest proportion of youths relative to all Calaveras County census blocks.

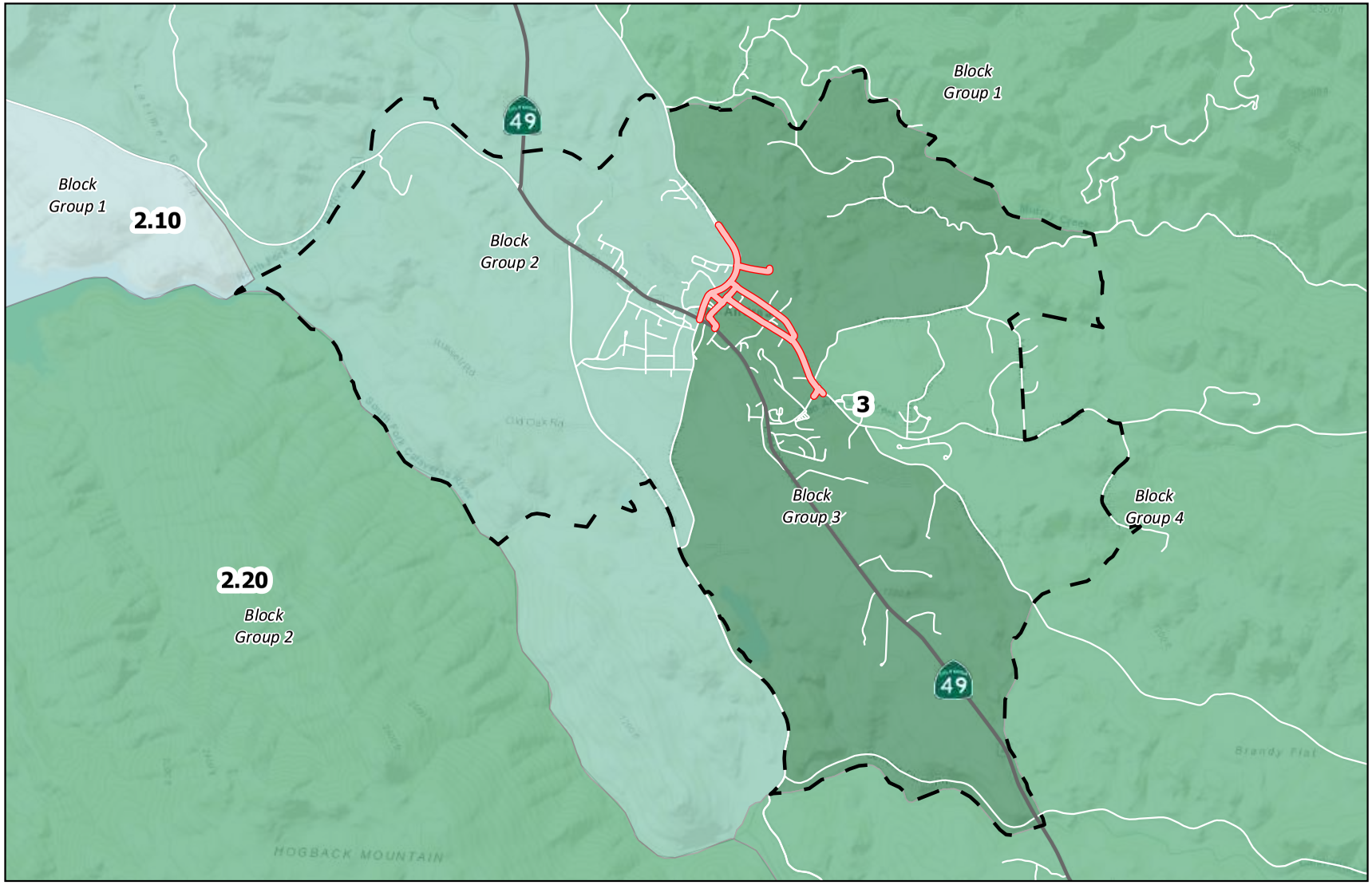


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Figure 2.8
Youth Population

Pope Street and Safe Routes to School Gap Fill Plan

N

Youth Population, Under 17 (% Total Population)

- <4.2%
- 4.2% -8.7%
- 8.8% - 13.0%
- 13.1% - 21.9%
- 22.0% - 28.8%
- San Andreas CDP
- Project Area
- State Route 49
- Local Roads

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2.2.10 Disadvantaged Communities

Identifying project locations as disadvantaged communities is important when applying for competitive funding such as through the California Transportation Commission's Active Transportation Program. According to the most recently adopted Active Transportation Program guidelines, a disadvantaged community can be defined through the following categories:

- Median Household Income - The Median Household Income is less than 80% of the statewide median based on the most current Census Tract level data from the American Community Survey (ACS). **Calaveras County Census Tract 3, Block Group 3 is qualified as a disadvantaged community based on income, as are several of the census blocks surrounding the project area, as seen in Figure 2.9. The 2017 median household income for the project area was $43,050, significantly lower than the state average of $67,169. This represents a median income of only 64.1% of the California median income.**
- CalEnviroScreen – An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0. The project area census tract does not qualify as a disadvantaged community using the CalEnviroScreen 3.0 metrics. The project area does not meet the criteria to be designated as a disadvantaged community using this metric.
- Free or Reduced Price School Meals - At least 75% of public school students in the project area are eligible to receive free or reduced-price meals (FRPM) under the National School Lunch Program. Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria. The project area does not meet the criteria to be designated as a disadvantaged community using this metric.
- Other - Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), projects located in areas that lack accurate Census or CalEnviroScreen data such as in a small neighborhood or unincorporated area, or regional definition. The project area does not meet the criteria to be designated as a disadvantaged community using this metric.

The 2017 median household income for the project area was $43,050, significantly lower than the state average of $67,169. This represents a median income of only 64.1% of the California median income.

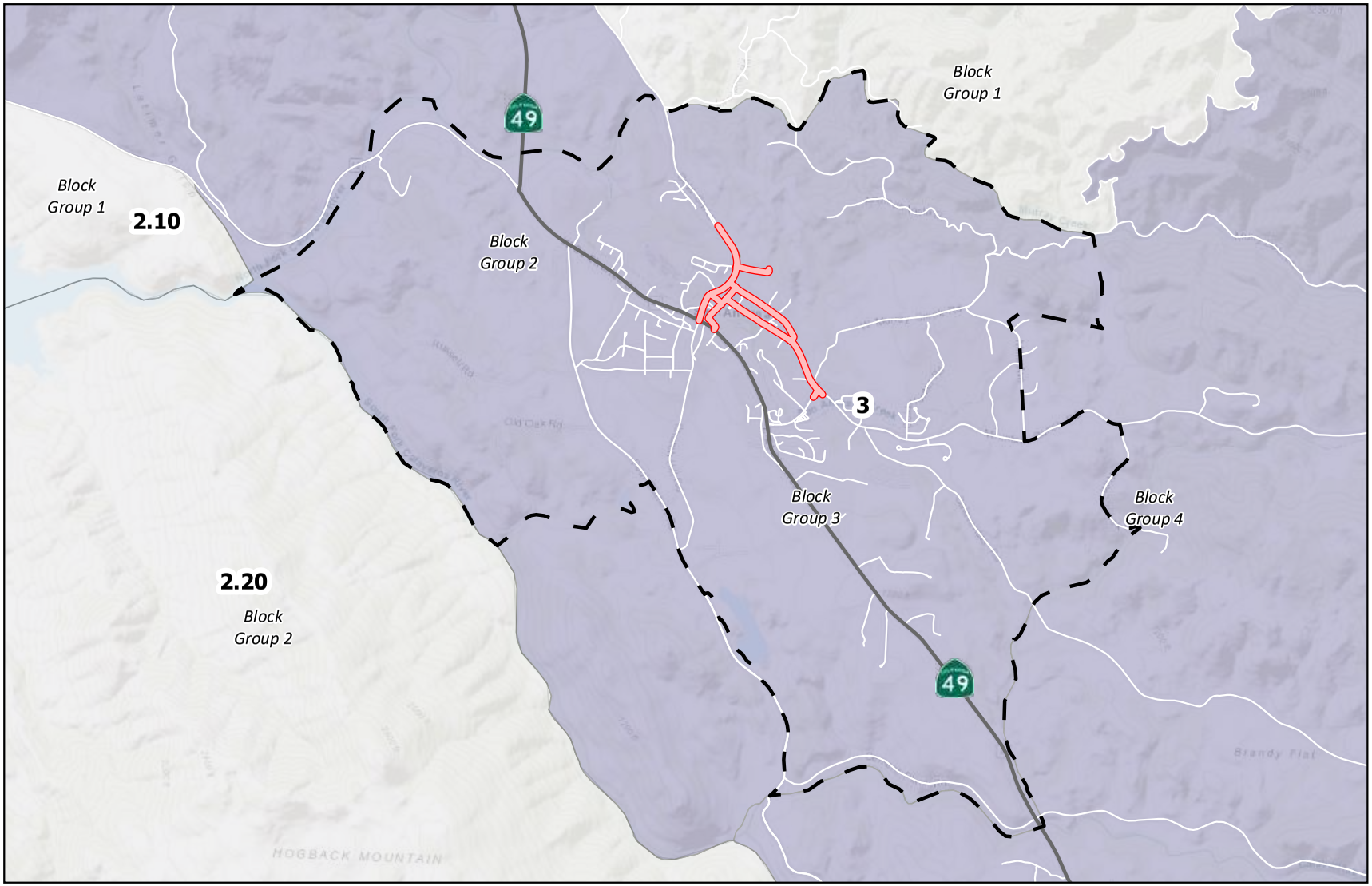

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Figure 2.9
Disadvantaged Communities

Pope Street and Safe Routes to School Gap Fill Plan

N

Disadvantaged Communities as defined by Median Household Income (MHI)

- Not Disadvantaged, MHI > $53,375
- Disadvantaged, MHI < $53,375
- San Andreas CDP
- Project Area
- State Route 49
- Local Roads

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2.3 Commuting

2.3.1 Vehicle Ownership

The project area is located mostly within Block Group 3, which has a high proportion of households with no vehicle available (14.45%). Block Group 3 encompasses areas both within and connected by the project area who likely rely on services located within the project area and require a safe way to travel to and through the project area without the use of a vehicle.

Table 2.8
Vehicle Availability

Location	No Vehicle Available	1 Vehicle Available	2 Vehicle Available	3+ Vehicle Available
Block Group 2	6.50%	28.20%	41.00%	24.30%
Block Group 3	14.45%	48.28%	31.20%	6.08%
Block Group 4	7.40%	19.50%	46.40%	26.60%
California	3.30%	19.15%	38.79%	38.76%

Source: US Census

2.3.2 Modes of Travel

Table 2.9 summarizes how project area residents commute to work. Single-occupant vehicles are the primary mode of transportation in the project area. Project area commuter trips are categorized by the following modes of transportation: driving alone (68.1%), carpooling (20.1%), public transportation (1.3%), walking (2.6%), taxicab, motorcycle, bicycle, or other means (0.8%), or worked from home (7.1%).

Table 2.9
Mode of Travel

Location	Vehicle - Drove Alone	Vehicle - Carpooled	Public Transportation	Walked	Bicycled	Worked from Home
San Andreas	79.61%	12.13%	2.27%	3.29%	1.35%	1.35%
Census Tract 3	68.09%	20.10%	1.32%	2.60%	0.78%	7.11%
California	73.63%	10.41%	5.17%	2.67%	2.56%	5.56%

Source: ACS 2017

2.4 Existing Roadway Conditions

2.4.1 Existing Infrastructure

Currently, there are very few pedestrian and bicycle facilities throughout the project area. The few that do exist are disconnected and serve little benefit or comfort to users. The historic and commercial core on south Main Street is lined with sidewalks, however the facilities are aging, do not meet ADA guidelines, and the steep roadway makes pedestrian and bicycle travel inconvenient. There is an aging paved path along the west side of Main Street with a length of approximately 600 feet, however this path also does not meet ADA guidelines and is suffering from deteriorating conditions. The paved path is often flooded during the rainy season and maintenance is not possible.

Two highly-utilized crosswalks exist around the San Andreas Elementary School zone connecting the school to a nearby parking lot. Besides these minor improvements, the project area is lacking the pedestrian and bicycle infrastructure necessary for comfortable and convenient travel to and from San Andreas Elementary School, historic Main Street, neighborhoods, and many other community destinations. The following photos display some of the existing conditions throughout the project area. See Figure 2.10 for existing infrastructure conditions within the project area.

Lewis Avenue facing east from San Andreas Elementary School with low visibility and narrow shoulders.

Lewis Avenue facing west towards the elementary school from the bottom of the hill. There are no shoulders on most of Lewis Avenue.

Lewis Avenue facing west from the bottom of the hill. Drivers utilize the narrow shoulders to park.

Lewis Avenue facing west near Foothill Court. Lewis Avenue is characterized my narrow/non-existent shoulders.

Intersection of Main Street and Lewis Avenue in front of San Andreas Elementary School with no crosswalk. Students us the crosswalk to the north of the intersection, which lacks a stop sign for vehicles.

Desire line along Pope Street where there is no shoulder nor sidewalk.

Pope Street facing west with a vehicle parked in the unpaved shoulder.

Pope Street facing west with a vehicle parked in the unpaved shoulder.

Pope Street facing east with no shoulder.

Intersection of Pope Street and California Street with no crosswalks or active transportation facilities.

Intersection of Pope Street and California Street facing east with no shoulder.

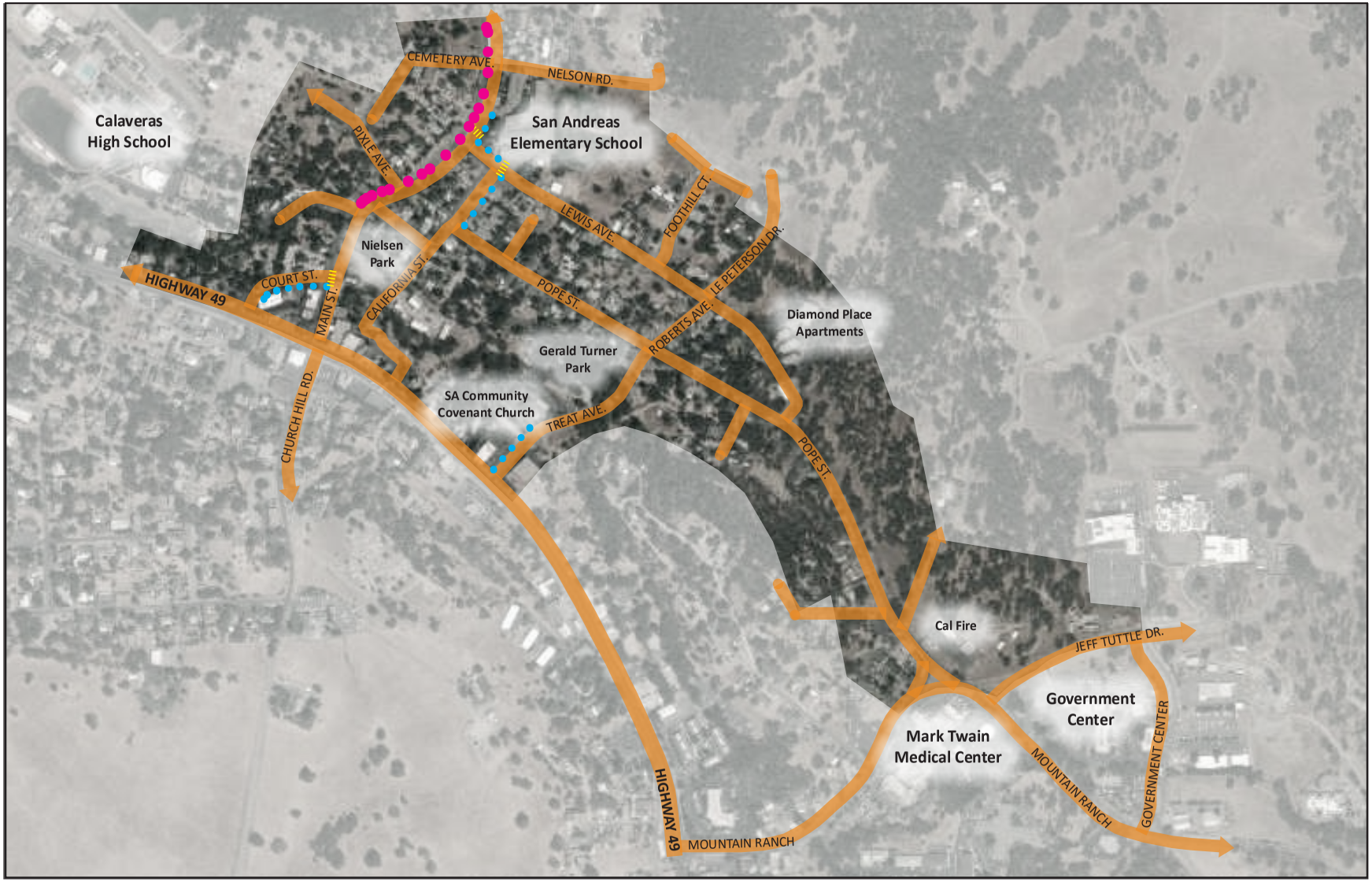

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Figure 2.10
Existing Conditions

Pope Street and Safe Routes to School Gap Fill Plan

Project Area
Crosswalks
Paved Path
Sidewalks

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2.4.2 Safety

Five pedestrian-involved and two bicycle-involved collisions have occurred within the project area between 2012-2018. As seen in Figure 2.11, the majority of collisions in the project area involving bicyclists and pedestrians occur at intersections. The project area is highly trafficked by students from San Andreas Elementary School and the nearby high school, and traffic congestion and speeding drivers increases during the arrival and dismissal times for the schools. During the public outreach process for this Plan, the most commonly cited concern for the project area was speeding drivers, followed by narrow shoulders and insufficient bicycle and pedestrian facilities.

Table 2.10
Project Area Collision History

Year	Total Collisions	Bicycle Collisions	Pedestrian Collisions
2012	7	0	1
2013	11	1	0
2014	4	0	1
2015	8	0	0
2016	2	0	0
2017	5	1	3
2018	1	0	0
Total	***38***	***2***	***5***

Table 2.10 provides a summary of collisions that have occurred in the project area between 2012 and 2018. Although the overall number of collisions in the project area have undergone a declining trend since 2012, most of the bicycle and pedestrian-involved collisions have occurred in recent years.

2.4.3 Traffic Volumes

Vehicle Traffic

For this Plan, previous vehicle counts conducted by the County from September 12, 2019 – September 23, 2019 were utilized. These counts were conducted at four locations within the project area: North Main Street and California Street between Pope Street and Lewis Avenue, Lewis Avenue right before its intersection with Pope Street, and Pope Street right before its intersection with Mountain Ranch Road. See Table 2.11 for the weekly peak traffic counts at these locations, which also summarizes which time period counted peak AM and peak PM traffic at each location. As seen in Table 2.11, peak traffic times on Main Street and California Street, the locations near San Andreas Elementary School, coincide with arrival/dismissal times. Several vehicles were also recorded traveling in the incorrect direction on Lewis Avenue, furthering the uncomfortable and uncertain conditions for bicyclists and pedestrians on this narrow roadway. For more information and to see the raw counts, see Attachment B.

Table 2.11
Vehicle Counts

Direction	AM Weekly Peak		PM Weekly Peak	
	Vehicle Count	Peak Time	Vehicle Count	Peak Time
Location - Main Street between Pope Street/Lewis Avenue				
Southbound	33	7-8 AM	24	2-3 PM
Northbound	53	7-8 AM	44	2-3 PM
Location - California Street between Pope Street/Lewis Avenue				
Southbound	66	8-9 AM	71	2-3 PM
Northbound	51	8-9 AM	55	2-3 PM
Location - Lewis Avenue at Pope Street				
Southbound	6	8-9 AM	8	1-2 PM
Northbound	31	8-9 AM	34	2-3 PM
Location - Pope Street at Mountain Ranch Road				
Southbound	102	7-8 AM	68	2-3 PM
Northbound	23	8-9 AM	35	3-4 PM

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Figure 2.11
Project Area Collisions, 2012 - 2018

Pope Street and Safe Routes to School Gap Fill Plan

Pedestrian Collisions
Bicycle Collisions
Other Collisions
Project Area
Major Roads
Local Roads

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Bicycle and Pedestrian Traffic

Manual active transportation traffic counts were tallied monthly during the development of this Plan. Traffic counts were taken at four key locations throughout the project area: at the intersection of Main Street and Pope Street; at the intersection of Lewis Avenue and California Street; at the intersection of Lewis Avenue and Main Street; and at the intersection of Pope Street and Treat Avenue. Counts were tallied in two-hour blocks of time and averaged to arrive at an average hourly pedestrian/bicycle count representing peak- and non-peak active transportation usage for bicyclists, pedestrians, wheelchairs, scooters, and other modes of active transportation. Table 2.12 summarizes the average traffic counts per hour at each location within the project area. The majority of active transportation use in the project area was comprised of pedestrians, and heaviest use was reported at the intersection of Lewis Avenue and California Street during school dismissal time. Children leaving San Andreas Elementary School and the parents accompanying them comprised a large portion of the active transportation use in the project area. A visualization of the active transportation flows can be seen in Figure 2.12. For more information and to view the raw data, see Attachment C.

Table 2.12
Bicycle and Pedestrian Counts

Direction	Bicyclists	Pedestrians
Location - Main Street at Pope Street		
Southbound	0	0.5
Northbound	0	10.2
Eastbound	0	1.3
Subtotal	*0.0*	*4.0*
Location - Lewis Avenue at Main Street		
Southbound	0.3	8.7
Northbound	0	2.3
Eastbound	0	2.2
Subtotal	*0.1*	*4.4*
Location - Lewis Avenue at California Street		
Southbound	0.2	29.0
Northbound	0	9.5
Eastbound	0	0.5
Westbound	0	2.8
Subtotal	*0.1*	*10.5*
Location - Pope Street at Treat Avenue		
Southbound	0.3	0.5
Northbound	0.3	3.0
Eastbound	0.8	3.3
Westbound	0.0	1.0
Subtotal	*0.4*	*2.0*
Total	***0.1***	***5.5***

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Figure 2.12
Traffic Counts

Pope Street and Safe Routes to School Gap Fill Plan

Project Area | Count Locations | Traffic Flows

0 0.0325 0.065 0.13 Miles

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2.4.4 Origins and Destinations

The completion of the project area improvements will provide safe routes and bicycle and pedestrian connections between major community destinations within San Andreas. As seen in Figure 2.13, the project area improvements will connect the San Andreas neighborhoods to the central commercial core along SR 49 (shown in red), to the government services located in eastern San Andreas (shown in blue) and many other destinations. All six education centers within San Andreas are located in the project area and are directly served by the project, including San Andreas Elementary School and Calaveras High School. The Pope Street project provides new connections to three community parks (Alex Quinones Community Park, Gerald Turner Park, and Neilson Park) and Gold Hunter Tennis Club.

In addition to providing new safe routes, the project will connect to the existing bicycle path around the San Andreas government center and will improve the existing bicycle path on north Main Street. Many unnecessary car trips can be eliminated by providing a more complete pedestrian and bicycle network that connects to transit routes and local destinations. By providing connections to destinations frequented by bicyclists and children, such as community parks, trails and schools, many car-trips can be diverted and children under driving age can be empowered.

KEY DESTINATIONS

Education

1. Calaveras County Adult Education Consortium
2. Calaveras High School
3. Calaveras River Academy
4. Gold Strike High School
5. Mountain Oaks
6. Red Barn Museum
7. San Andreas Elementary School

Social Services

8. Arc of Amador & Calaveras
9. Calaveras County Animal Services
10. Calaveras County Board of Supervisors
11. Calaveras County Building Department
12. Calaveras County Counsel
13. Calaveras County District Attorney
14. Calaveras County Health & Human Services
15. Calaveras County Jail
16. Calaveras County Planning Department
17. Calaveras County Probation
18. Calaveras County Sheriff's Office
19. Calaveras Crisis Center
20. Calaveras Public Utility District
21. Calaveras Transit
22. California Foster Families
23. California Highway Patrol
24. Department of Motor Vehicles
25. EA Family Services
26. Forestry & Fire Protection
27. Mother Lode Job Training - Calaveras
28. San Andreas Central Library
29. San Andreas Fire Department
30. State of California Superior Court County of Calaveras
31. The Resource Connection
32. United States Postal Service

Health Services

33. Calaveras County Public Health
34. Mark Twain Medical Center
35. Silver Oak Medical Office

Recreation

36. Alex Quinones Community Park
37. Gerald Turner Park
38. Gold Hunter Tennis Club
39. Neilson Park

Community

40. Calaveras County Arts Council
41. Calaveras County Chamber of Commerce
42. Calaveras County Historical Society
43. Calaveras Enterprise
44. Calaveras Senior Center
45. Church of Jesus Christ of Latter-day Saints
46. Community Garden
47. Cornerstone Church
48. Grace Fellowship Church
49. Peoples Cemetary
50. SA Community Covenant Church
51. San Andreas Memorial Church
52. San Andreas Town Hall

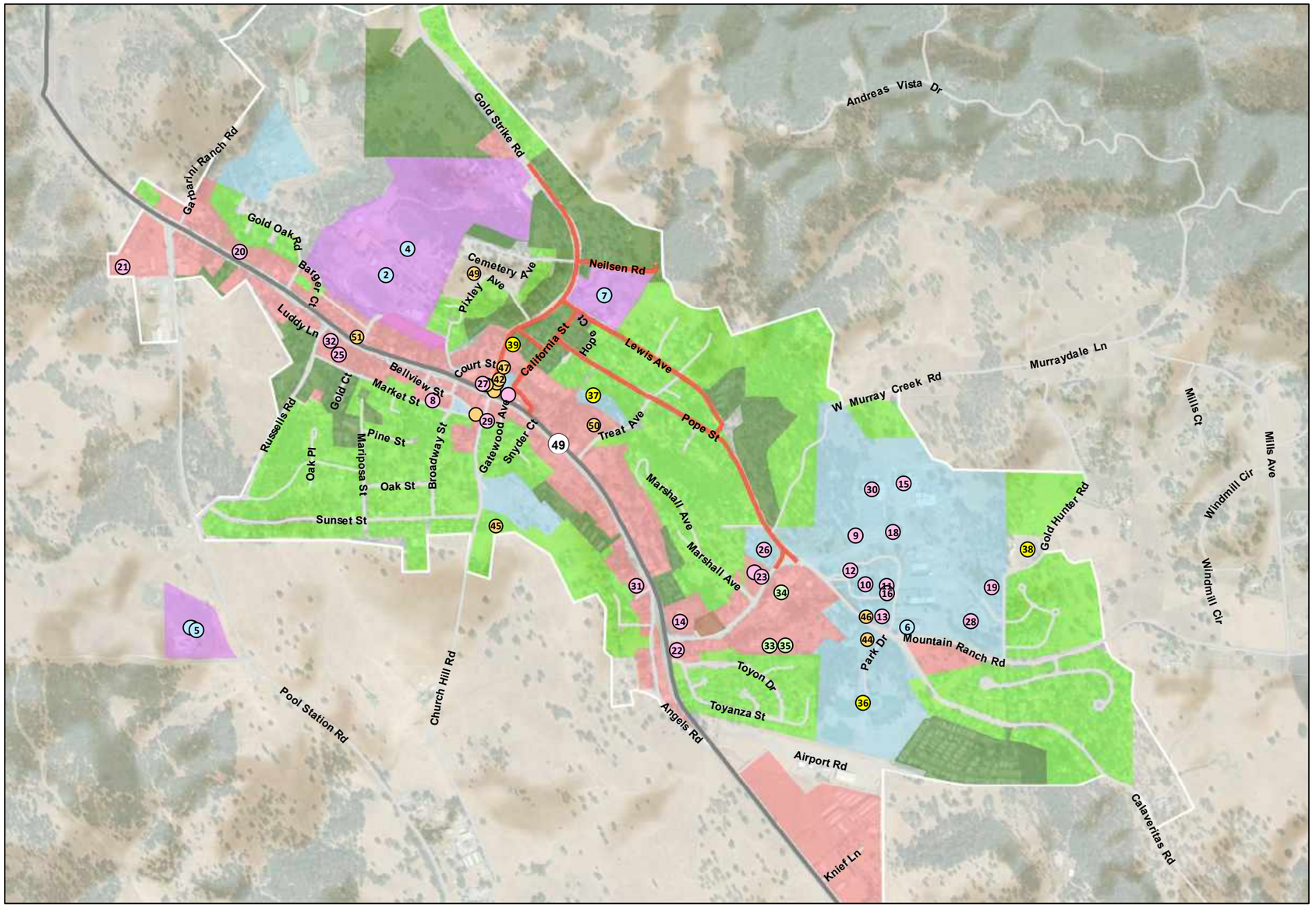

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Figure 2.13
Origins and Destinations

Pope Street and Safe Routes to School Gap Fill Plan

Project Area
School Property
Single Family Residential
Public Service
Commercial
Multi-Family Residential

0 0.2 0.4 0.8 1.2 1.6 Miles

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2.4.5 Walkability and Bikeability

The community of San Andreas has prime conditions for increasing walking and bicycling. San Andreas is a compact community and many community destinations are within walking and bicycling distance of each other, the residential core neighborhoods of San Andreas, and the project area. Figure 2.14 applies a walking and bicycling shed to the project area; a walking shed (shown in green) of 0.5 miles are buffered in each direction around the project area as well as a bicycling shed of 2 miles (shown in blue). The community destinations listed in Figure 2.13 are displayed in Figure 2.14; most fall within the 0.5 mile area around the project area, a distance that can be comfortable walked in 10 minutes or less by most people. The core of San Andreas, which contains the densest residential neighborhoods and community destinations, only spans a linear distance slightly over a mile.

2.5 Summary of Project Area Issues and Opportunities

Overall, the project area presents some challenges for convenient and comfortable bicycle and pedestrian utilization, however, there also is a great opportunity for increasing active transportation use in San Andreas. The issues and opportunities identified by the project team and the community include the following:

- Although the historical numbers for bicycle and pedestrian-involved collisions are low, the volume of bicycle and pedestrian users is low in San Andreas. With the current vehicle collision rate in the San Andreas core and the conditions that factor into the collision rate, such as speeding drivers, it is expected that the collision rate for active transportation users may be high if usage is high.
- Outstanding community perception of reckless, speeding drivers in the project area may prevent many from choosing to walk or bike to their destination within the project area.
- The close geographic proximity of residential neighborhoods and community destinations in San Andreas provide a great opportunity for active transportation use, as average travel distances for a high number of residents of San Andreas are within a bikeable or walkable distance.
- This Plan identifies the infrastructure improvements needed to provide residents with a separated facility for active transportation use in the project area.

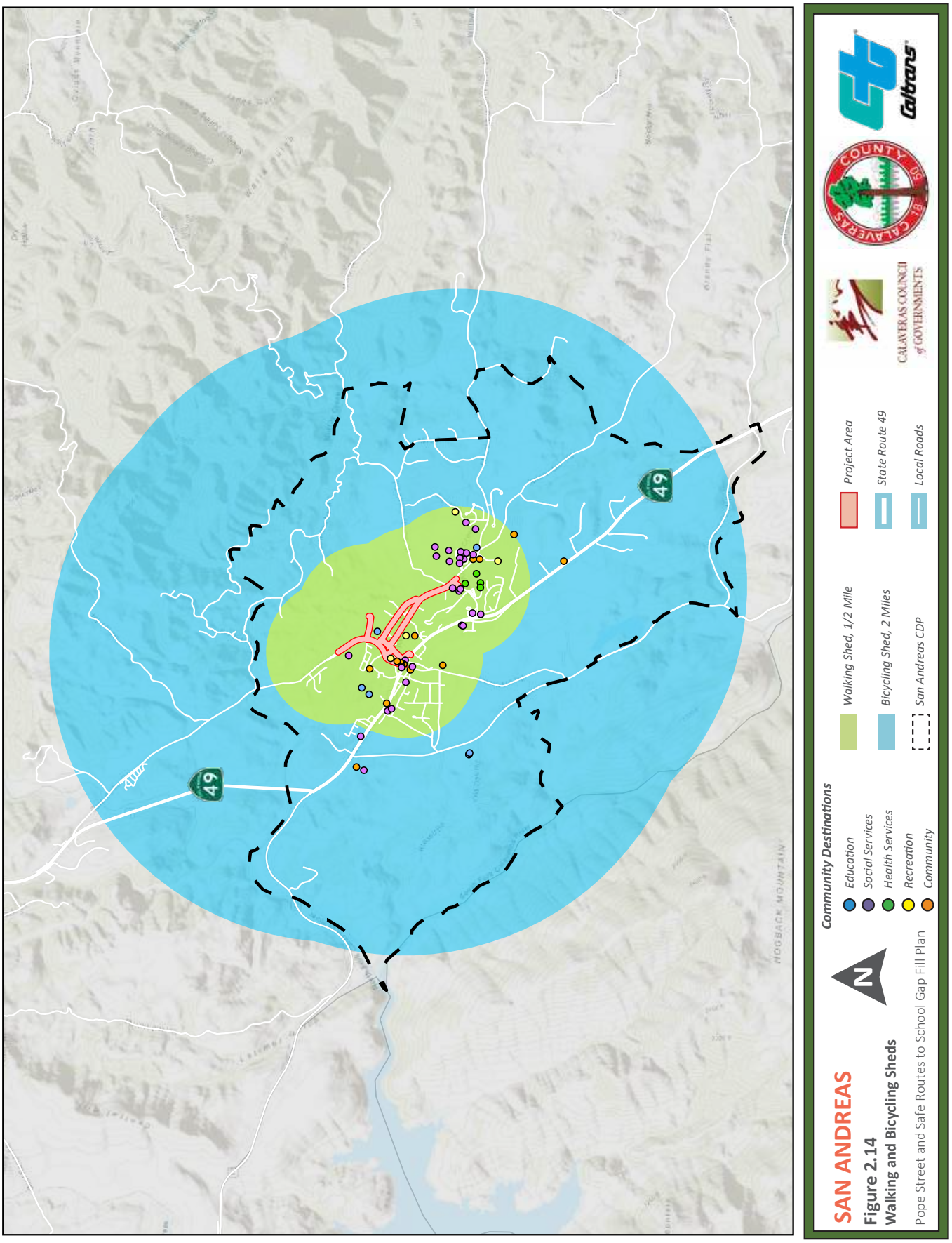

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Figure 2.14
Walking and Bicycling Sheds
Pope Street and Safe Routes to School Gap Fill Plan

3 Community Engagement

3.1 Community Outreach Results

Throughout the development of this Plan, project partners, stakeholders and community members were encouraged to participate in the process and provide input on the Plan and project development. This included individual contact with stakeholders such as San Andreas Elementary School administration, a series of community workshops and pop-up outreach events, student/parent and teacher surveys, a community questionnaire, a project website, informational direct mailers and door hangers, and a social media outreach platform. The input received through these various methods of community and stakeholder outreach painted a picture of what the community needs and wants for the project area are, and how safety and walkability and be increased for the students of San Andreas Elementary School and the surrounding community. The following table summarizes the major outreach events held during the planning process.

Table 3.1
Summary of Outreach Events

Meeting	Location	Date
Community Workshop #1	San Andreas Elementary School	July 29, 2019
Pop-Up Meeting #1	Pioneer Day	September 14, 2019
Community Workshop #2	San Andreas Elementary School	November 12, 2019
Pop-Up Meeting #2	Treats General Store	February 10, 2020
Community Workshop #3	San Andreas Elementary School	February 18, 2020

Community workshops were advertised and promoted in a variety of ways to utilize equitable community involvement. The first Community Workshop was advertised through an informational direct mailer which was sent to residents living in the project area. The third Community Workshop was advertised similarly through an informational door hanger left on the front door of residences in the project area. Direct mailers and door hangers included a link to the project website where detailed information about the project could be found, as well as contact information for the project team. In addition, all workshops were advertised through flyers posted in local newspapers and on social media, event notices posted to community calendars, and through stakeholder email blasts.

Each community workshop and pop-up meeting allowed the opportunity for members of the community to directly voice their opinions to the project team regarding what they thought the predominant existing issues in the project area are and how they would like to see them addressed. Once project design alternatives were developed, the community also gave feedback on the design components and overall effectiveness of the alternatives to meet the community needs. All comments were recorded, and an overall pattern of the most common comments received have been summarized in Table 3.2.

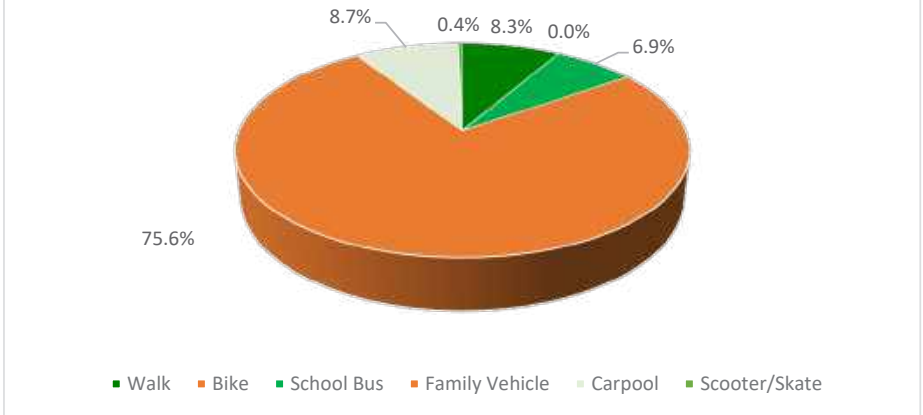
Table 3.2 Workshop Comments Summary
Comments Received
Speeding drivers are a major community concern throughout the project area; drivers speed down the hill westbound on Pope Street and Lewis Avenue; high school students and parents picking up younger children speed and use Pope Street as a bypass to SR 49, causing hazardous conditions at school dismissal times.
Traffic control and traffic calming devices are greatly desired by the community throughout the project area, including speedhumps, speed feedback signs, 4-way stops, and other methods.
Streets along the project area have poor lighting and drivers may not see pedestrians or bicyclists due to poor visibility. It also feels unsafe for pedestrians and bicyclists.
Crosswalks and separated bicycle/pedestrian facilities are needed.
Roads are narrow and parking is aready limited; the community strongly supports an off-road multi-use facility, especially connecting San Andreas Elementary School to the government facility.
The northside of Pope Street is preferable for bicycle/pedestrian facilities over the southside.
Signage/wayfinding is desired.

3.2 Survey Results

3.2.1 Student Tally

As part of this outreach process, San Andreas Elementary School teachers were provided with surveys from the National Center for Safe Routes to School (www.saferoutesinfo.org). The surveys are available in two formats: a questionnaire for parents regarding how their children travel to school, and a student travel tally sheet for teachers. Nine teacher tally sheets were completed including travel habits for 217 San Andreas students. Teachers surveyed their class travel patterns for the days of September 17-19, 2019 or September 24-26, 2019. The three-day averages from all students surveyed are represented below, in Figure 3.1. During the study period, no schoolchildren biked to school. The majority of children arrived and left school via a family vehicle (75.6%). A significant portion of children either carpooled (8.7%), walked (8.3%), or took the bus to school (6.9%). A small portion of students commuted to school by scooter or skating.

Figure 3.1
Daily Average Commute Patterns for San Andreas Elementary School Students



3.2.2 Parent Survey

The second format of surveys distributed to San Andreas Elementary School was the parent survey. The parent survey was available in English and Spanish. Teachers provided the parent surveys through students' take-home materials and were returned to the school for the project team to pick up and analyze. The parent survey included 8 questions regarding the students and their travel behaviors aimed and concluding how many students currently travel to school using active modes of transportation and how many may be able to utilize active transportation in the future with increased safety in the San Andreas Elementary School area. Sixty-four parent surveys were returned for students aged pre-K to 6th grade. The majority of parent replies had students in 4th or 5th grade.

While the teacher tally found that 8.3% of students walked to school and 0% biked to school, the parent survey found that 14% waked to school and 0% biked to school. This difference potentially stems from the fact that the teacher tally was a three-day focused survey that specifically asked the mode of transportation utilized by students only on those three days. The parent survey asked a more open-ended question, and potentially captured students who sometimes or frequently walk to school but in combination with other modes of transportation such as the bus or a parent's vehicle.

Although currently only a little over 8% of San Andreas students use active transportation to get to school compared to the 70% who live within walking or biking distance, many students have expressed a desire to walk or bike to school. The safe routes improvements proposed by the San Andreas Pope Street and Safe Routes to School Gap Fill Plan will address all of the major concerns parents have regarding the safety of the project area for pedestrians and bicyclists and has the potential for increasing active transportation use. For the complete parent survey results and tables, see Attachment A.

3.2.3 Community Questionnaire

A separate sixteen-question questionnaire was developed for the public at large to determine bicycle and walking habits and needs within in the project area. The questions asked community members what their current walking and bicycling habits are, what is challenging for walking and biking in the project area, and what could be done to improve walking and biking in the project area, as well as other questions. The questionnaire was developed in both hard-copy format and digital format. The hard-copy questionnaire was distributed at public meeting and pop-up events. The digital format, developed in SurveyMonkey, was posted to the project website, promoted on social media, and presented as an alternative option at public workshops and pop-up meetings. At the conclusion of the public outreach process, hard-copy questionnaires were entered into the SurveyMonkey database for analysis. Thirty-six questionnaires were ultimately completed and returned, collected from the community outreach events and online.

The questionnaire found that 70% of those surveyed (71.7%) utilize at least one street within the project area for walking/running. The most common response was Pope Street, which 62.9% of those surveyed walk or run on. Over 78% of those surveyed walk or run within the project area at least once a week (78.8%).

The most common response for what the community finds challenging for walking is the lack of sidewalks with 79.4%. Other top answers include dangerous conditions due to traffic (70.6%) and speeding vehicles (73.5%). The most common response for what the community finds challenging for bicycling is the lack of bike lanes/shoulders with 81%. Other top answers include aggressive drivers (66.7%) and speeding drivers (61.9%).

Top responses to what could be done to encourage walking in the project area was wider shoulders on roads, which was chosen by 82.4% of respondents. Another 76.5% responded that they may consider walking more if there were more sidewalks. Separate facilities for pedestrians, including a multi-use path, ranked as very high desires for the community.

For the complete community questionnaire results and tables, see Attachment A.

3.3 Priority Community Needs

The extensive public and community outreach process identified consistent needs and desires within the project area. The community voiced strong support for the Pope Street project, specifically a multiuse facility connecting San Andreas Elementary School to the government center, to address the safety issues in the project area, including speeding vehicles, narrow roadways with a lack of dedicated pedestrian and bicyclist space, and inadequate traffic control measures. The following list summarizes the priority desires and concerns voiced by the community:

- Speeding drivers are a major community concern throughout the project area; drivers speed down the hill westbound on Pope Street and Lewis Avenue; high school students and parents picking up younger children speed and use Pope Street as a bypass to SR 49, causing hazardous conditions at school dismissal times.
- Traffic control and traffic calming devices are greatly desired by the community throughout the project area, including speedhumps, speed feedback signs, 4-way stops, and other methods.
- Streets along the project area have poor lighting and drivers may not see pedestrians or bicyclists due to poor visibility. It also feels unsafe for pedestrians and bicyclists.
- Crosswalks and separated bicycle/pedestrian facilities are needed.
- Roads are narrow and parking is already limited; the community strongly supports an off-road multi-use facility, especially connecting San Andreas Elementary School to the government facility.
- The northside of Pope Street is preferable for bicycle/pedestrian facilities over the southside.
- Signage/wayfinding is desired.

For a full list of all comments received during community outreach events see Attachment A.

4 Recommended Projects and Programs

4.1 Project Development

4.1.1 Background

The primary goal of the Plan was to improve safety and comfort for pedestrians and bicyclists in the project area and within the community of San Andreas. To accomplish this, the Plan examined the feasibility of a multiuse path.

The project will improve walking and biking for the residents of San Andreas by providing a safe, walkable, and bikeable community core. Additional benefits to the community include decreased vehicle miles traveled, reduced particulate and greenhouse gas emissions, and improved access to alternate modes of transportation. The project will benefit students of San Andreas Elementary School by providing an improved environment for walking and biking to school, home, and elsewhere in San Andreas.

4.1.2 Constraints and Opportunities

The main concern identified early in the planning process for the Pope Street study was potential conflicts between path alternatives and existing features along the roadway, including large trees and private property improvements encroaching on the public right-of-way. To examine the potential conflicts and identify improvement opportunities, a full topographic survey of the project area was completed. This survey analyzed the available public right-of-way and other potential construction constraints such as utility components, driveways, existing residential improvements such as fences, and trees and other vegetation. To view the full topographical survey products, see Attachment D.

The thorough topographical study found that multiple possible multiuse path alternatives could be constructed within the existing constraints in the most cost-efficient manner without compromising the natural tree line. From here, the project team developed an early conceptual design including not only multiuse path alternatives possible within the existing right-of-way, but a collection of possible ancillary improvements to support the multiuse path, such as traffic calming devices and intersection control. These initial concept design alternatives were presented at the second Pope Street Plan Community Workshop held on November 12, 2019. Large format designs were available for community members to examine and provide feedback on. All comments received were reported and concept designs were revised to meet the needs and desires of the community. For early conceptual design graphic prior to project prioritization, see Attachment E.

4.2 Project Overview

An overall vision for the project area was developed with two alternatives each on two different sections. The overall project design features a dedicated bicycle and pedestrian pathway along Main Street connecting San Andreas Elementary School to State Router 49; California Street from Lewis Avenue south to the existing pedestrian bridge; Lewis Avenue from Main Street to its intersection with Pope Street; Treat Avenue from Pope Street to the existing sidewalk on south Treat Avenue near State Route 49; and on Pope Street from Main Street to the future planned path at the government center. Supplemental project components include an improved pedestrian bridge, high-visibility crosswalks at fourteen intersections

within the project area, curb ramps, traffic control improvements, speed humps, speed feedback signs, pedestrian lighting, and other roadway improvements.

Initially, three multiuse path design concepts were developed to address the lack of pedestrian and bicycle facilities along Pope Street corridor and to address the current conditions for active transportation users. Two alternative paths were developed for two separate sections of the proposed project, Alternatives A1 and A2 and B1 and B2 (described in the following sections).

The multiuse path along the Pope Street corridor constitutes the Core Project associated with this Plan, the element of the Plan that needs little additional planning work to be construction-ready and is the priority need identified by the community and stakeholders. Other potential supplemental projects may be considered later to improve the Core Project.

4.3 Core Project

4.3.1 Design Alternate A

Design Alternate A includes two options for the Pope Street multiuse path, Alternate 1a and Alternate 1b (see Figure 4.1). Alternate 1a aligns the multiuse path off-street in one segment of the project, several feet from Pope Street. This option traverses through the natural tree-line on the south east segment of the project, to the north of Pope Street and preserves more of the hillside (see Figure 4.2). Option 1b includes an on-street facility for the multiuse path that traverses the north side of Pope Street and requires cutting into the hillside (see Figure 4.3).

Figure 4.1

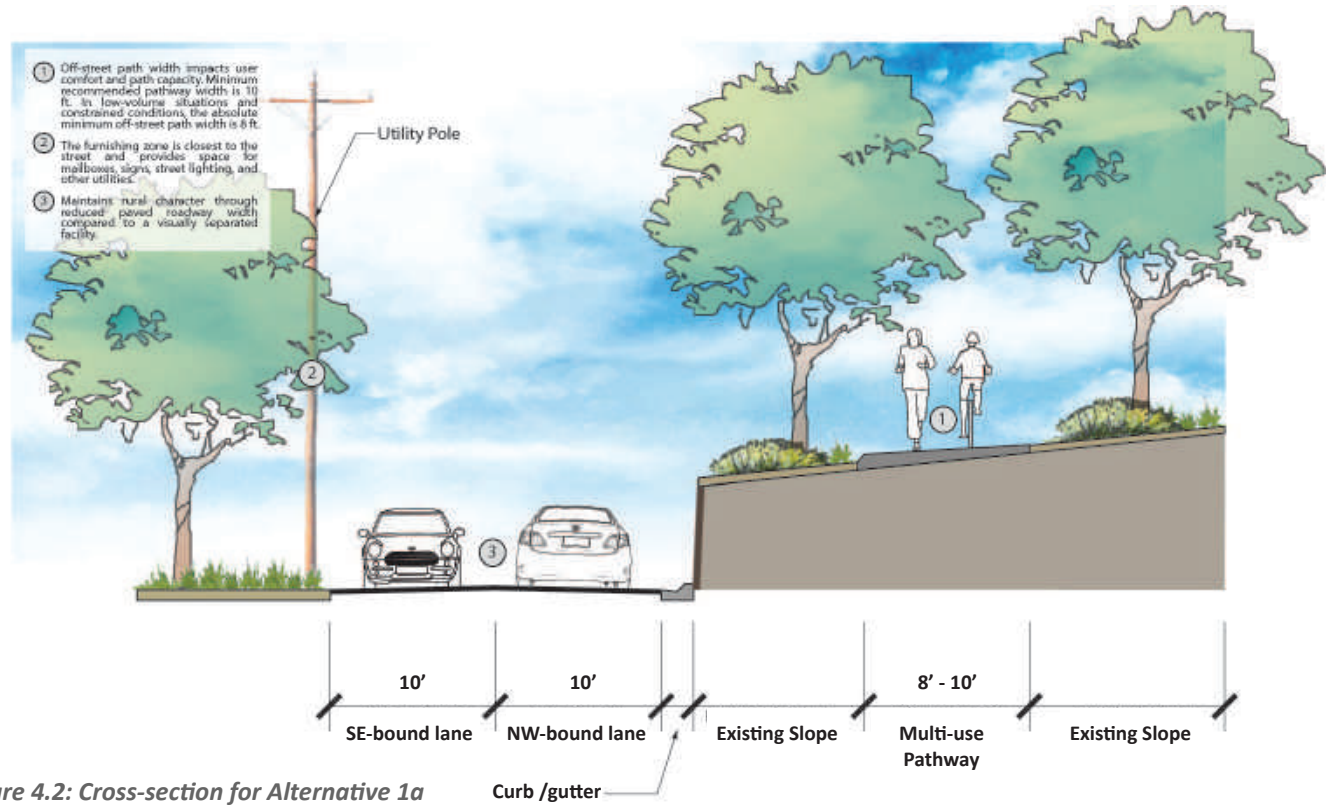


Figure 4.2: Cross-section for Alternative 1a

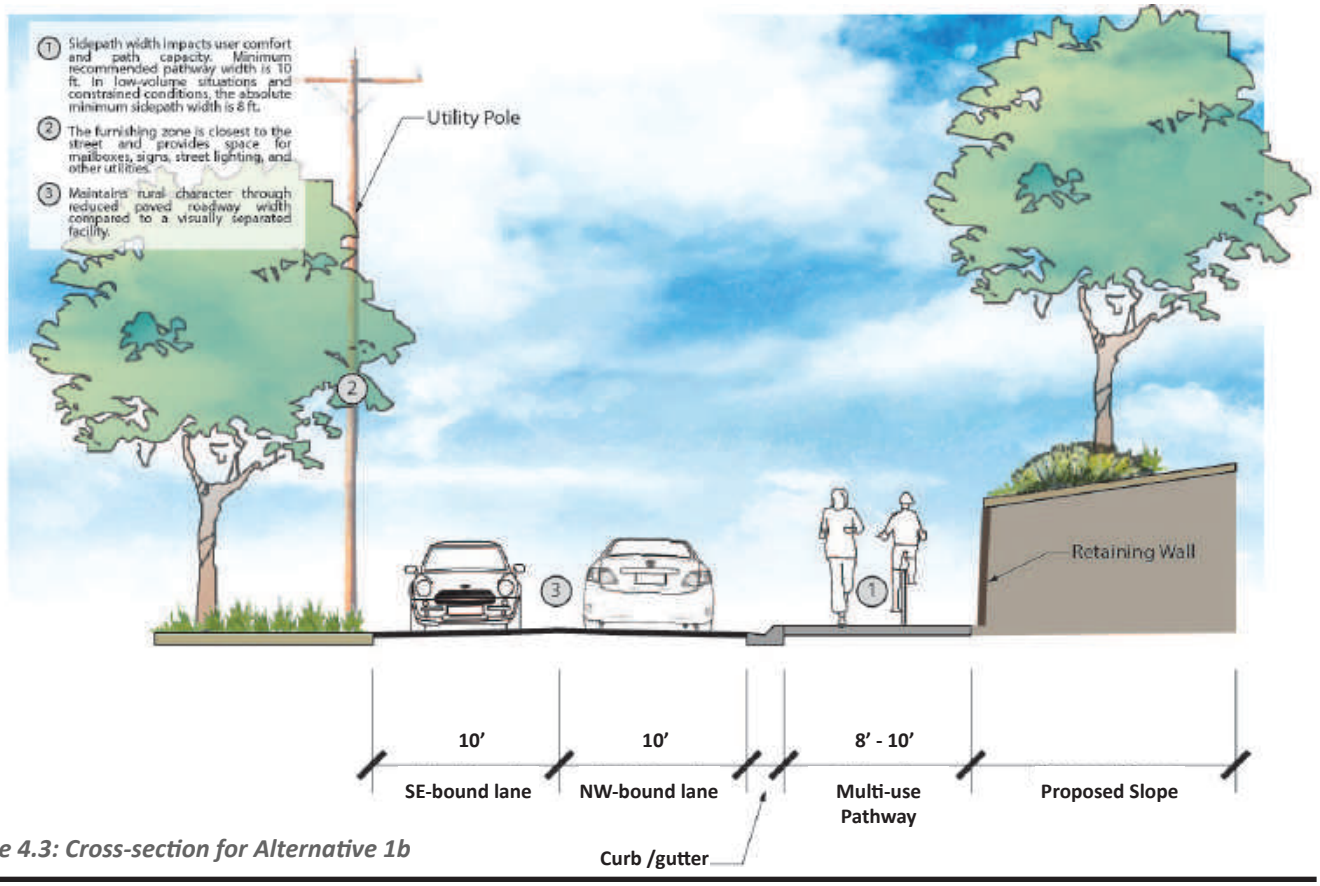


Figure 4.3: Cross-section for Alternative 1b

4.3.2 Design Alternate B

Design Alternate B includes two options for the Pope Street multiuse path, Alternate 2a and Alternate 2b (see Figure 4.4). Alternate 2a aligns the multiuse path on the north side of Pope Street (see Figure 4.5) and Alternate 2b aligns the multiuse path on the south side of Pope Street (see Figure 4.6). When the initial conceptual design was presented, the community expressed concerns over parking conflicts between the multiuse path and existing on-street parking use. This concern was internalized by the project team and used to develop the two alternatives, which were voted on by the community.

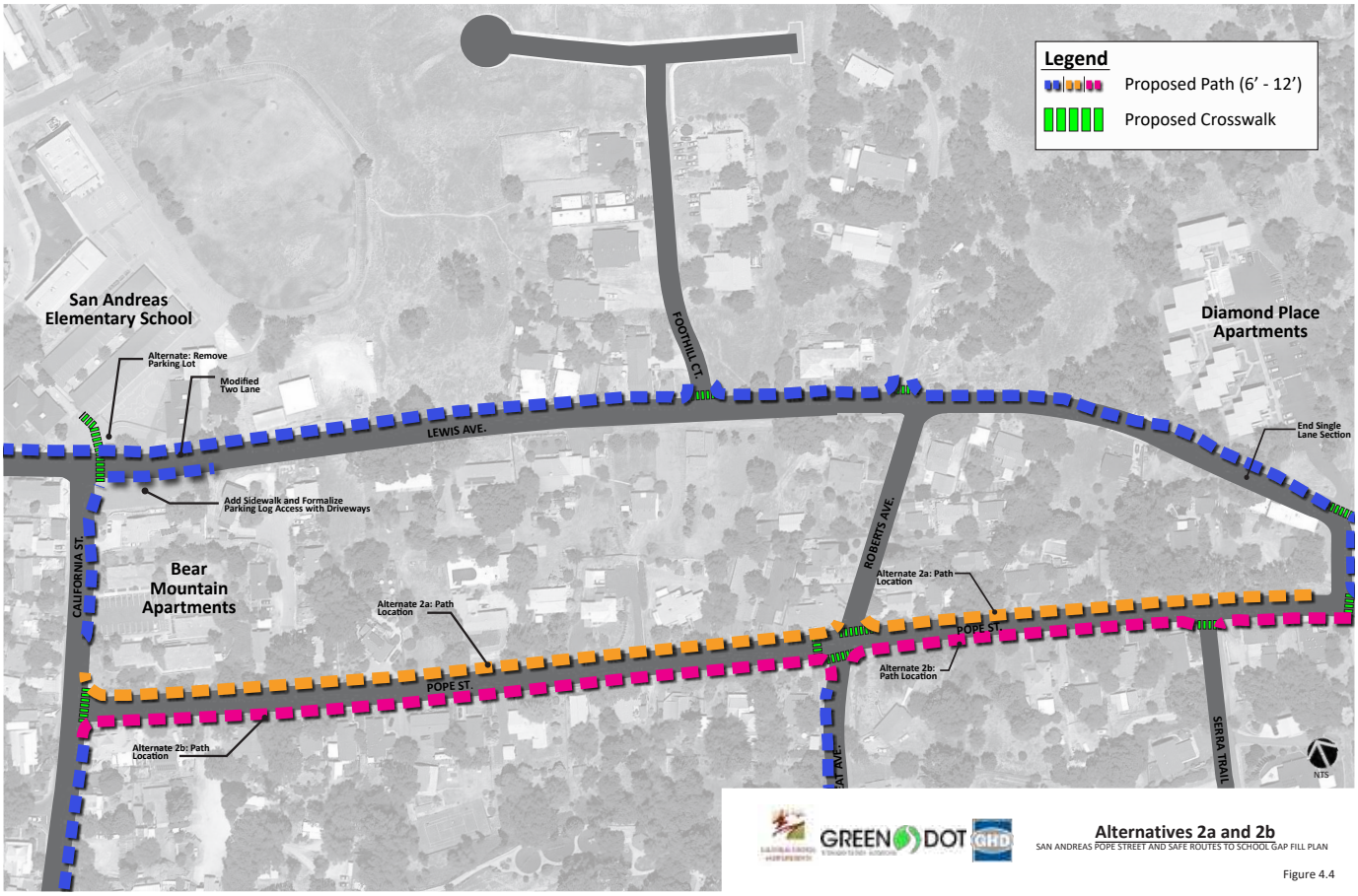


Figure 4.4

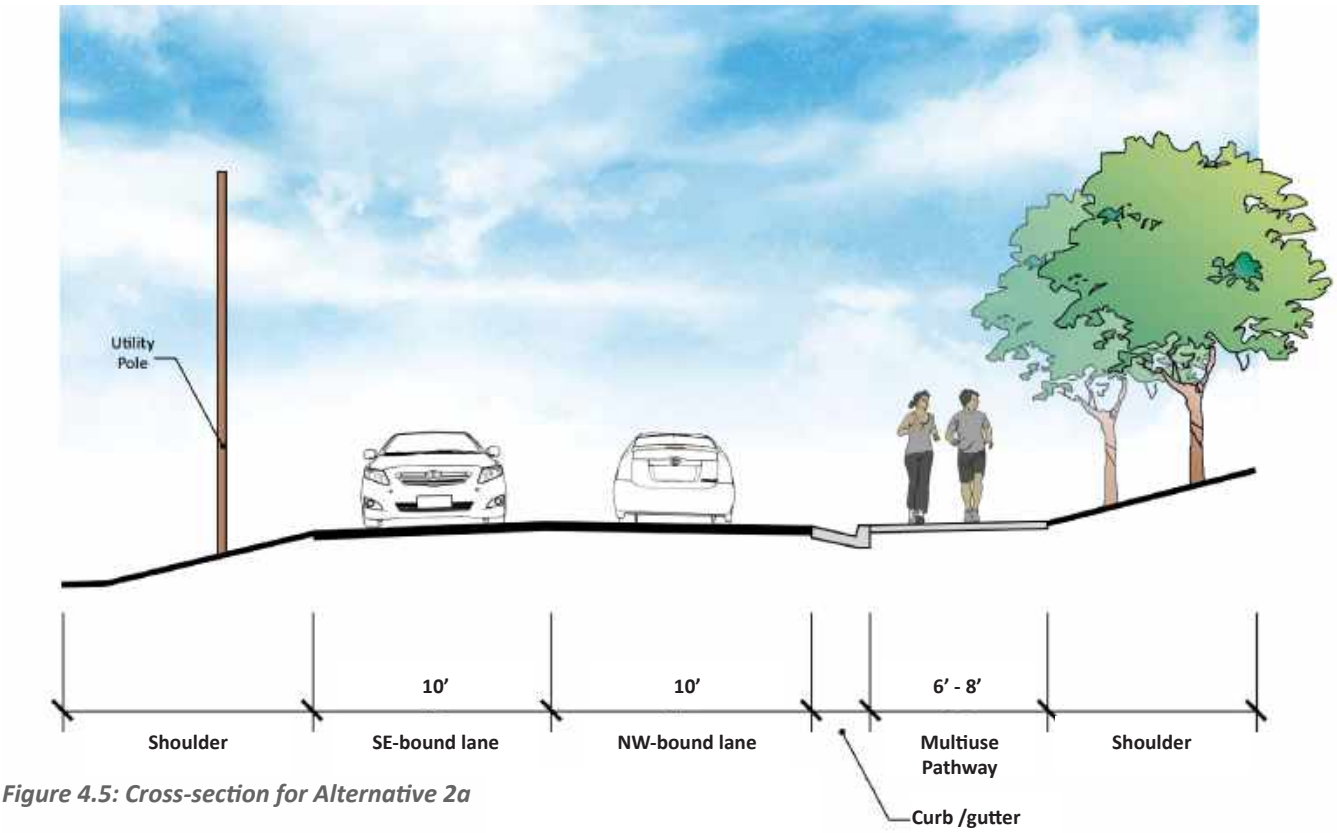


Figure 4.5: Cross-section for Alternative 2a

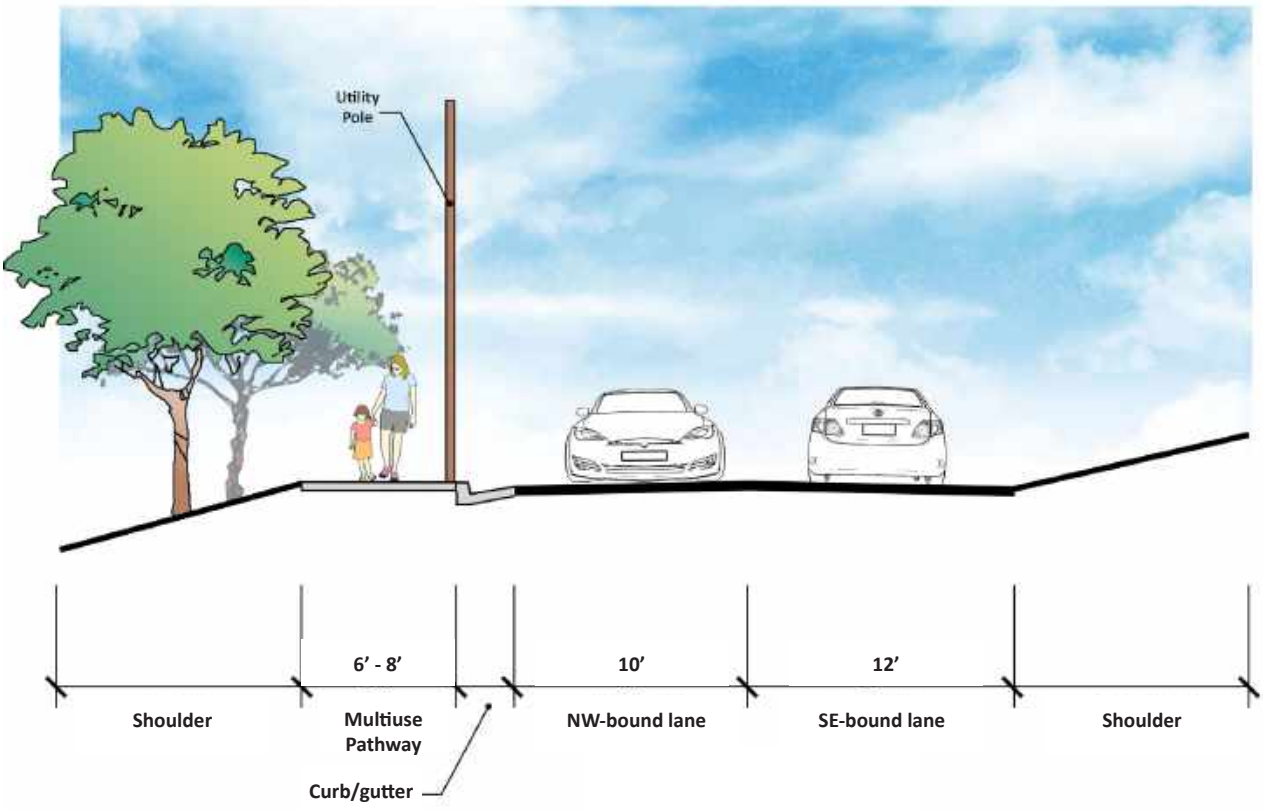
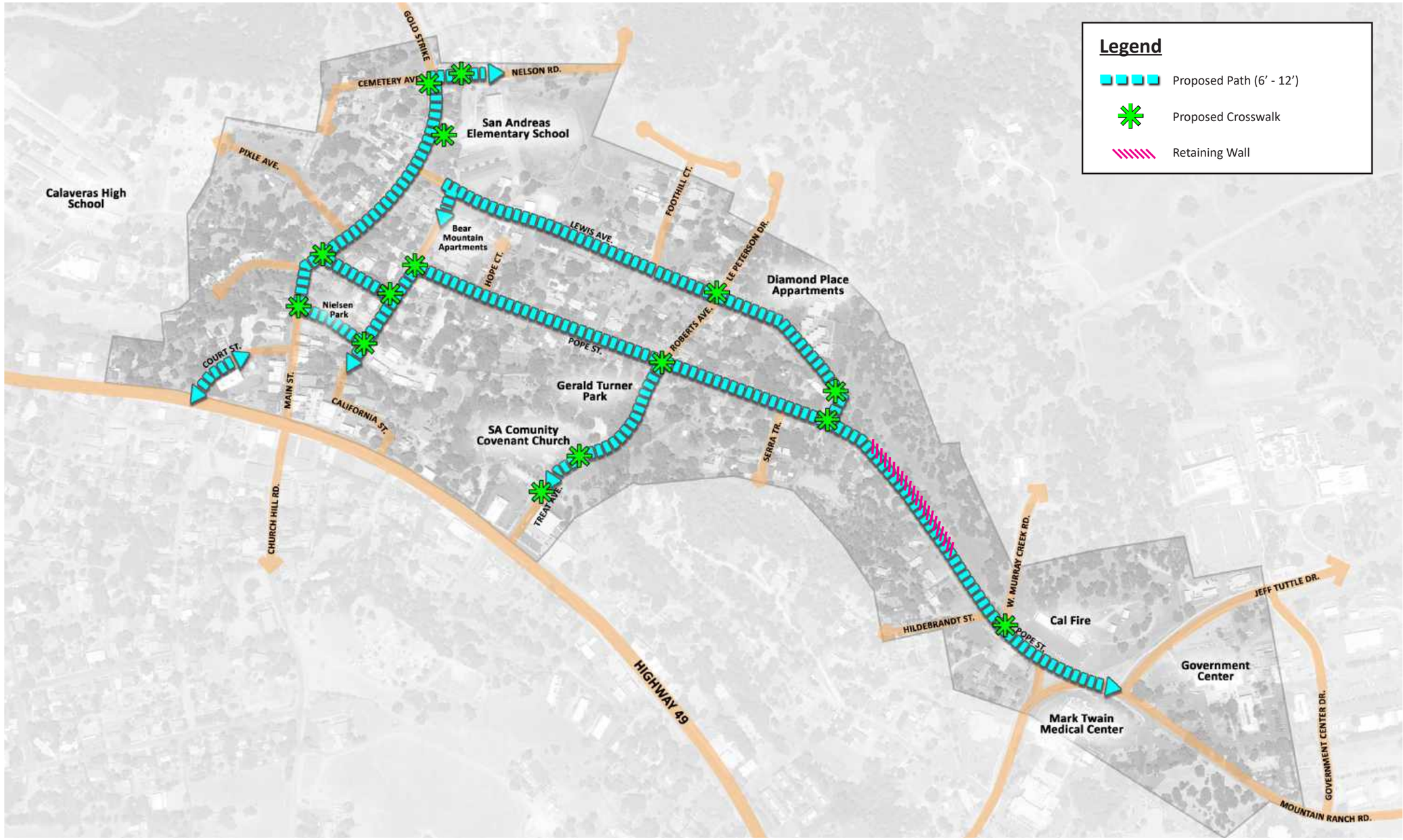


Figure 4.6: Cross-section for Alternative 2b

4.3.3 Selected Conceptual Design

Final concept designs including the design Alternatives A and B were presented at the third Pope Street Community Workshop, held on February 18, 2020. Community Workshop #3 concluded with a community vote on design alternatives. There was a unanimous vote to have the multiuse path on the north side of Pope Street, Alternate 2a (11 votes received and zero for the alternative location on the south side of Pope Street). Nine meeting attendees voted for the off-street path alternative on the section of the project on Pope Street between its intersections with Lewis Avenue and Mountain Ranch Road (Alternate 1a), while one voted for the path to be adjacent to the street (Alternate 1b). See Figure 4.7 for the selected multiuse path alternative and the additional essential components of the Core Project, including crosswalk installation and improvements at 15 intersections and the retaining wall supporting the multiuse path on Pope Street east of the intersection with Lewis Avenue.



CORE PROJECT

SAN ANDREAS POPE STREET AND SAFE ROUTES TO SCHOOL GAP FILL PLAN

NTS

Figure 4.7

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4.4 Supplemental Elements – Traffic Calming and Safety Improvements and Roadway Resurfacing

The Supplemental Elements of the Pope Street and Safe Routes to School Gap Fill Plan include the elements of the project that were identified to address additional safety and mobility concerns of the community in the project area, but that require additional future planning efforts. These improvements will supplement the Core Project (the multiuse path). Intersection treatments at four intersections – Pope Street and California Street, Pope Street and Treat Avenue, Pope Street and Lewis Avenue, and Pope Street and Hildebrandt Street – and traffic calming efforts along Pope Street and Main Street were identified by the community (see Figure 4.8). These project components, which may include speed humps or other traffic calming and intersection control treatments, will require future traffic studies to determine the appropriate project components. Pedestrian lighting and improving the pedestrian bridge on Main Street are also included as par of the Supplemental Project. The final Supplemental Element of the Pope Street project is the resurfacing of project area roadways. This portion of the project is the lowest priority for construction, as it does not directly address the pedestrian and bicyclist needs of the San Andreas Community.

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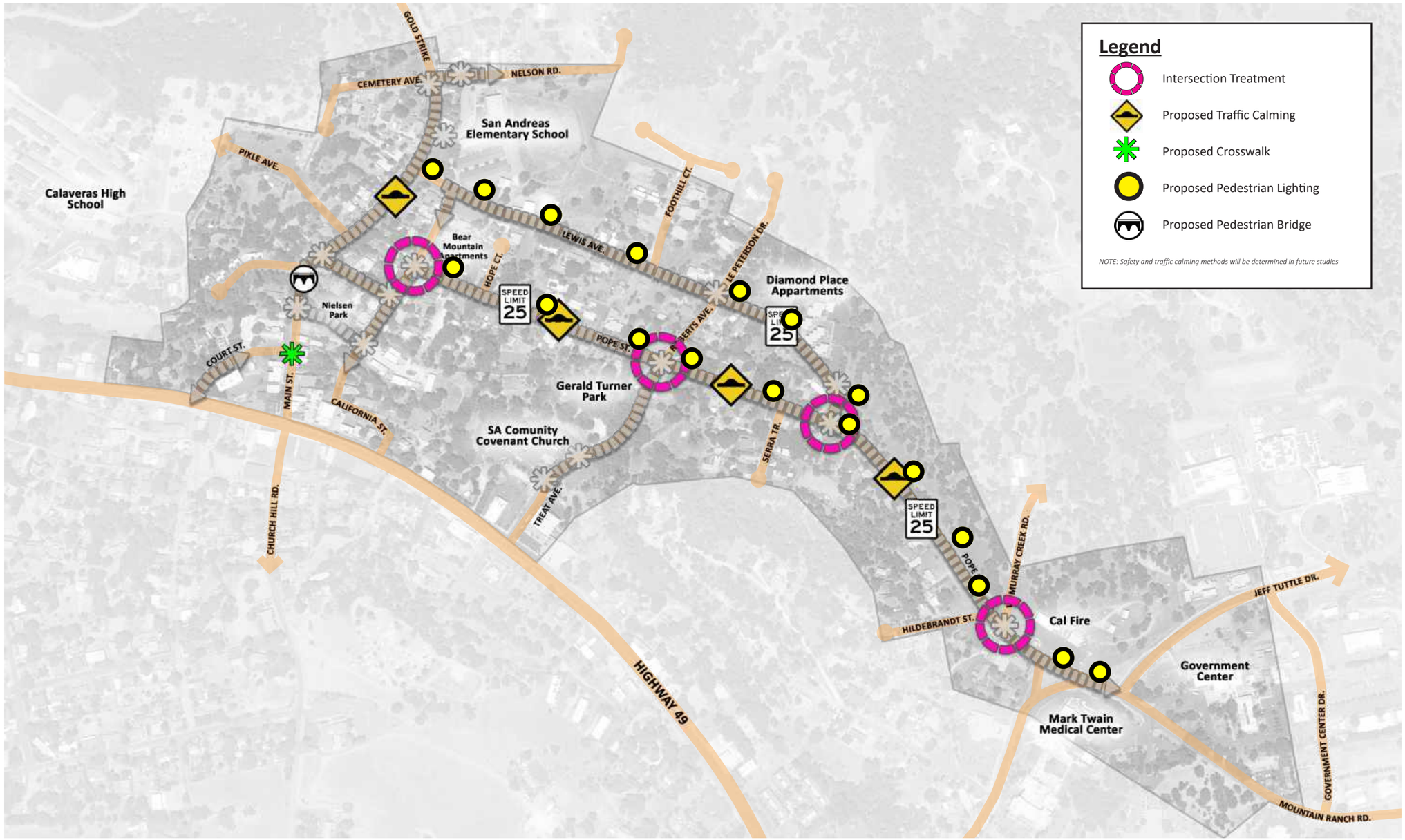

SUPPLEMENTAL PROJECT

SAN ANDREAS POPE STREET AND SAFE ROUTES TO SCHOOL GAP FILL PLAN

NTS

Figure 4.8

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4.5 Education, Encouragement, and Enforcement

4.5.1 Education and Encouragement

While the selected project concept addresses many of the current conditions creating barriers to active transportation use in San Andreas, some barriers may still exist not related to the project improvements. Inequitable access to bicycles and helmets, inadequate access to bicycle and pedestrian training, and the parental concerns identified during the community outreach for this Plan stand in the way of full utilization of the Pope Street improvements. In order to maximize the benefits offered by the Pope Street Improvements, it is recommended that non-infrastructure improvements are included in future efforts to implement the project, including education and awareness programs. These programs are aimed at familiarizing the community with walking and biking and showing San Andreas residents the many health and community benefits offered by active transportation first-hand.

Education programs enhance safety and mobility for pedestrians and bicyclists by educating motorists and non-motorists on safety standards, safety hazards, and desired behaviors and practices. With increased education and awareness, community members will become more confident biking and walking in high traffic areas. Educating both motorists and non-motorists on safety practices, laws, and general cycling skills will draw awareness to bicycle and pedestrian safety.

Education and encouragement programs can include organized community bike rides, bike rodeos, bicycle repair and maintenance training programs, and bicycle and helmet donation programs. Biking events will teach residents bicycle handling and traffic skills while increasing familiarity and comfort. Bike rodeos are safety clinics where the youth population engages in fun activities to practice their riding skills and learn the rules of the road. Bicycle repair and maintenance training programs provide hands-on activities. Young children learn how to pump a flat tire, realign bike chains, adjust seats, tighten loose bolts, and remove and change a flat tire. Providing models of desired behaviors and safety practices will foster a safe environment for knowledgeable and confident active transportation users and will make parents more likely to allow their children to walk or bike to school by easing safety concerns.

4.5.2 Enforcement

Although the historical rate of bicycle and pedestrian-involved collisions within the project area is low, they are likely to increase as active transportation use in the project area increases. Currently, bicycle and pedestrian-involved collisions in San Andreas are centered along State Route 49 and at intersections along Pope Street and Main Street. The community voiced concern for bicyclists and pedestrians on Lewis Avenue, Pope Street, Main Street and Mountain Ranch Road. A higher presence of California Highway Patrol cars at intersections with high collision frequency or intersections identified by the community will help enforce stricter speed limits.

Collision data on roadways within the project area should be analyzed before and after implementing education, encouragement, and enforcement programs, as well as infrastructure improvements. Data collected over several years may indicate a decrease in pedestrian and bicyclist involved collisions within school zones, suggesting the programs are highly effective at training confident and knowledgeable pedestrians and bicyclists.

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5 Funding Plan

5.1 Project Costs

The total estimated project cost, including cost of materials, construction engineering, contingencies, design and environmental for the Core Project is $4,291,813 (see Figure 5.1). The preliminary cost of construction items is $2,258,513 (see Figure 5.1). The estimated cost broken down by component is as follows:

DEPARTMENT OF TRANSPORTATION

PRELIMINARY ESTIMATE OF COST | SHEET _____OF_____

Bid Opening Date	Project ID	Budget Allocation	Date
District County 10 Calaveras	Route PM 49 19.40	Source of Funds	
Federal-aid Number	Description		

Item Number	Item Description	Unit	Quantity	Unit Price		Amount	
Core Project							
1	High Visibility Striping	LF	51,217	$1	0.25	$76,826	0.00
2	High Visibility Pavement Marking	SQFT	4,975	$8	0.50	$42,288	0.00
5	Retaining Walls	LF	1,150	$200	0.00	$230,000	0.00
6	Curb Ramp	EA	40	$8,000	0.00	$320,000	0.00
7	Multi-Use Path	SQFT	79,470	$20	0.00	$1,589,400	0.00

Length in Miles: ±1.66 Miles	SUBTOTAL	$2,258,513
	Contingencies 50 %	$1,129,300
	Construction Engineering 40 %	$904,000
Completed By: E. Gibbs	TOTAL	$4,291,813
Checked By: D. Kehrer	Approved:	

Figure 5.1: Preliminary Cost Estimates

5.2 Cost-Benefits Analysis

5.2.1 Model

To quantify benefits of any ATP project, the Caltrans California Life-Cycle Benefit/Cost Analysis Active Transportation Model was utilized to measure the benefits associated with this Study. The model uses multiple factors to estimate the benefits associated with an ATP project being built such as: emissions reduction, increased journey quality, health benefits, and induced active transportation trips (switching from vehicles to walking/biking).

This model was chosen because it is comprehensive but requires minimal inputs, which can be useful when dealing with rural areas that lack detailed transportation data. Most data, such as cost, length and improvement characteristics can be found in the project cost estimate details. Existing active transportation users in the project area were estimated using a combination of three sources: the Pope Street Plan questionnaire distributed by the project team, the Safe Routes to School surveys distributed to K-12 schools in the county, and the bicycle and pedestrian user counts taken by the project team. The project assumes construction will take place over approximately three years, with construction costs split evenly. Even if the actual construction length is altered, it was found to not significantly affect the results. Other assumptions in the model are based on previous economic transportation studies and statewide data.

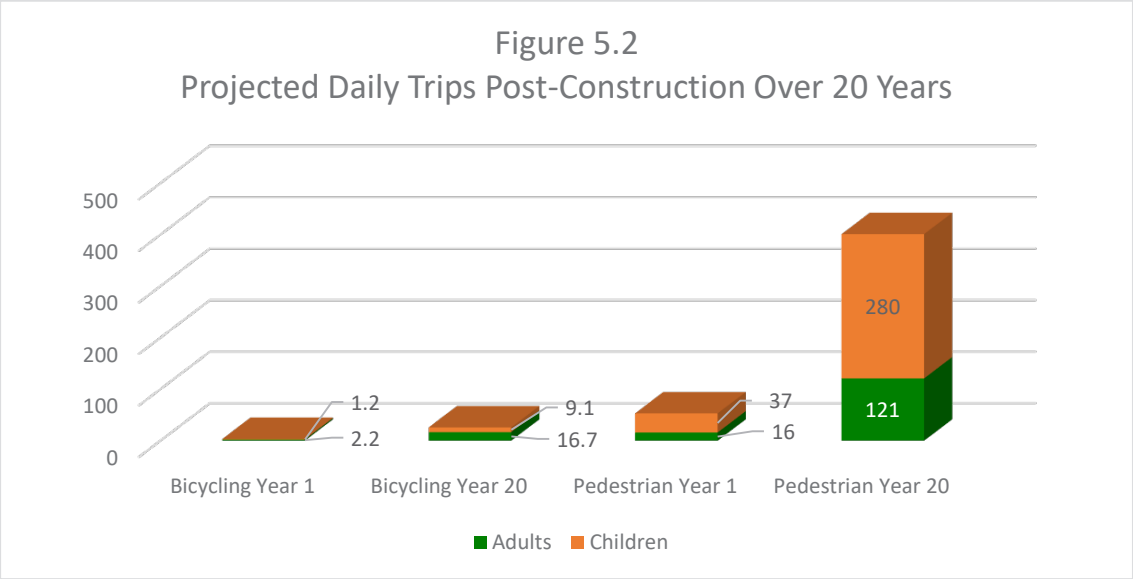
The outputs of this process allow analysis of how many vehicle miles traveled (VMT) will be reduced over time, assuming that more community members will switch to active transportation modes of travel due to the increase in active transportation infrastructure in the area.

5.2.2 Results

Table 5.1 displays the inputs used to estimate the impact building a multiuse path would have on active transportation in the community. A statewide growth rate was calculated from 2020-2039 using Department of Finance projections, yielding a 9% growth rate over the analysis period, or slightly under 0.5% average annual growth. The growth rate was applied to the current amount of active transportation users over a 20-year period, shown in Figure 5.2.

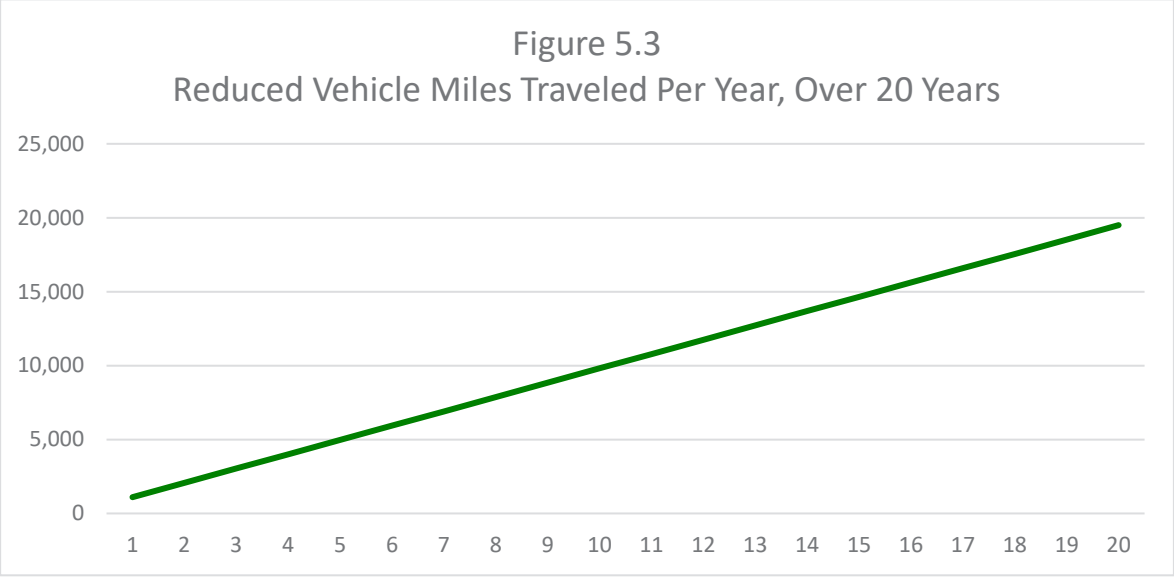
Table 5.1
Inputs Used

Characteristics	Inputs
Type of Project	New mulituse path
Total Project Length	Existing: 0.28 miles
	New: 1.66 miles
Project Location	Rural
Safe Route to School?	100.00%
Current Daily Bicycle Trips	2.2 Adults
	1.2 Children
Current Daily Pedestrian Trips	16 Adults
	37 Children
Projected Annual Growth Rate	9.00%



Pedestrian trips are estimated to grow more if the project is built because there are more existing pedestrian users than bicycling. It is projected that 20 years after construction is completed, an estimated 9 children and 17 adults bicycling as a daily mode of transportation and an estimated 280 children and 121 adults walking as a daily mode.

Along with estimating increase in active transportation trips, it is projected that the building the project will save 71.7 tons of CO2 emissions over 20 years, averaging out to roughly 3.5 tons of emissions per year. This translates to 1,500 reduced VMT in the first year of project completion (Figure 5.3). This number is projected to steadily increase year by year, and at year 20 over 19,500 VMT is estimated to be saved in a single year.



5.2.3 Benefits Analysis

The current value of benefits is estimated to be around $3,852,258. Table 5.2 displays the cumulative and average annual monetary benefits for qualitative characteristics. It is estimated that health benefits and the additional safety benefits will gross over $185,000 a year in benefits. The project plans to have additional infrastructure that will increase safety and therefore reduce accidents, and promote active transportation, increasing the health benefits associated with it. Combined with the increased in journey quality and a decrease in emissions, it is estimated that the San Andreas community will benefit by $192,613 a year on average due to the positive externalities associated with the project being built.

In addition to the quantifiable benefits related to improvements to health, safety, congestion and emissions, many other benefits are expected to be seen after the construction of the Pope Street improvements. Quality of life and social interactions will increase, and an unknown increase to recreational tourism and the associated economic benefits will be realized.

Table 5.2
Accumulative and Average Annual Benefits

Investment Analysis	Results After 20 Years	Average Annual
Journey Quality	$137,709	$6,885
Additional Delay Savings	$0.00	$0.00
Additional Safety Benefits	$2,615,658	$130,783
Health Benefits	$1,097,151	$54,858
Emission Cost Savings	$1,740.00	$87
Total Benefits	**$3,852,258**	**$192,613**

5.3 Funding

Competitive grant programs make up the bulk of funding sources for bicycle and pedestrian projects. However, some regions utilize regular formula funding to construct or supplement active transportation projects. In order to be competitive in a grant program, a project must be able to demonstrate strong community support, high potential for increasing safe active transportation use, and a benefit to the community. This project demonstrates each of these.

5.3.1 Federal Funding

Most Federal funding sources are administered through the Federal Highway Administration (FHWA). Many of these programs allocate funds to state level agencies for regional and local distribution. The Active Transportation Program (ATP), which is the major funding source for bicycle and pedestrian projects, was established in 2013 and consolidated existing federal and state programs including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA) and Safe Routes to School (SRTS). The ATP will be discussed further in ***Section 5.3. State Funding***

Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) program is an FHWA-administered program that provides funding for projects that will contribute to the attainment or maintenance of national air quality standards for ozone, carbon monoxide, and particulate matter. Calaveras County receives a small amount of CMAQ funding annually for projects that improve air quality. This funding, although insignificant to fund a project such as the San Andreas Pope Street project, could potentially be utilized as a "local match" to increase competitiveness on a grant program. A "local match" is funding that Calaveras County can commit towards a project to lessen the amount requested through a grant program, which will increase the score of that project within the grant program.

Regional Surface Transportation Program (RSTP)

On an annual basis, Calaveras County (as a region) is apportioned funds from the Regional Surface Transportation Program. This funding is then distributed to local agencies in Calaveras County for roadway, bicycle, pedestrian and transit projects.

5.3.2 State Funding

State funding sources are administered by the various State of California departments, including the California Transportation Commission (CTC) and Caltrans. State non-motorized monies sources include taxes, bonds and allocation of federal monies.

Active Transportation Program (ATP)

California received an average of $123 million a year over the five-year period from 2013-2018 for ATP projects. Due to the passage of SB 1 by California legislature in spring of 2017, funding for Cycle 5 in 2020 is expected to include about $440 million and funding expectations for future cycles is expected to increase significantly. SB 1 increased the gas tax and directs an additional $100 million dollars a year to the Active Transportation Program, or about $223 million per biennial cycle. The distribution of funds is highly competitive and is managed with the guidance of the ATP Program Guidelines developed by the California Transportation Commission (CTC). Funds are distributed using three category levels and eligible recipients submit applications to the CTC based on the following categories:

- Urban Regions (MPO administered) – 40% for urban areas with populations greater than 200,000.
- Small Urban and Rural Regions (State administered) – 10% to small/rural counties with populations of 200,000 or less.
- Statewide Competition (State administered) – 50% to any applicant based on a statewide competitive basis.

Calaveras County is a rural county, and therefore eligible for the 60% of ATP funds available for small urban/rural and statewide projects categories of the program.

Statewide Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a five-year capital improvement program for transportation projects funded with revenues from the Transportation Investment Fund and other sources. The STIP is updated and adopted by the California Transportation Commission (CTC) every two years and Regional Transportation Planning Agencies (RTPAs) prepare a Regional Transportation Improvement

Program (RTIP) for 75% of the statewide funding and submit it to the CTC. Bicycle and pedestrian projects are eligible under this program.

5.3.3 Local Funding

Local Transportation Fund (LTF)

The Local Transportation Fund (LTF) is derived from a ¼ cent of the general sales tax collected statewide. The Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the county based on population.

The purpose of these funds is to provide public transportation to residents and visitors of the County. The law also has a provision to allow for 2% of the County's LTF apportionment to be set aside for bicycle and pedestrian projects. Calaveras COG sets this funding aside to award to City and County bicycle and pedestrian projects. This funding is programmed through a CCOG call for projects that is conducted every three years.

ATTACHMENTS

Attachments for

San Andreas Pope Street and Safe Routes to School Gap Fill Plan

CALAVERAS COUNCIL of GOVERNMENTS

CALAVERAS COUNTY

Caltrans®

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Attachment A

OUTREACH SUMMARY

Outreach Summary

Throughout the development of this Plan, project partners, stakeholders and community members were encouraged to participate in the process and provide input on the Plan and project development. This included individual contact with stakeholders such as San Andreas Elementary School administration a series of community workshops and pop-up outreach events, student/parent and teacher surveys, a community questionnaire, a project website, informational direct mailers and door hangers, and a social media outreach platform. The following table summarizes the major outreach held for the Pope Street Study:

Table 1.1
Summary of Outreach Events

Meeting	Location	Date
Community Workshop #1	San Andreas Elementary School	July 29, 2019
Pop-Up Meeting #1	Pioneer Day	September 14, 2019
Community Workshop #2	San Andreas Elementary School	November 12, 2019
Pop-Up Meeting #2	Treats General Store	February 10, 2020
Community Workshop #3	San Andreas Elementary School	February 18, 2020

Community workshops were advertised and promoted in a variety of ways to utilize equitable community involvement. The first Community Workshop was advertised through an informational direct mailer which was sent to residents living in the project area. The third Community Workshop was advertised similarly through an informational door hanger left on the front door of residences in the project area. Direct mailers and door hangers included a link to the project website where detailed information about the project could be found, as well as contact information for the project team. In addition, all workshops were advertised through flyers posted in local newspapers and on social media, event notices posted to community calendars, and through stakeholder email blasts.

At each of the three Community Workshops, an introductory presentation was provided, and interactive exercises and a variety of meeting materials were utilized for collecting information from the community about the public needs and wants for the project area. At each workshop and pop-meeting, large-scale maps of the project area were available for meeting attendees to visualize the project area and provide comments directly on the area of concern. Later workshops and pop-up events also included the presentation of concept design alternatives. In addition, sign-in sheets, hard-copy questionnaires, comment cards, and informational pamphlets were available at all outreach events.

Pope Street Study Community Workshop #1

San Andreas Elementary School
Monday, July 29, 2019
5:00 - 7:00 PM

The Calaveras Council of Governments and Green DOT Transportation Solutions hosted a community workshop at the San Andreas Elementary School on Monday, July 29, 2019. Fourteen community members attended the workshop along with Calaveras Council of Governments, Green DOT Transportation Solutions, GHD, and Caltrans representatives.

The project team introduced the Pope Street Study to the community, identified concerns with existing bicycle and pedestrian infrastructure, and gathered community input. The meeting included a presentation on the benefits of walking and biking, existing conditions and barriers to mobility, and solutions for improving opportunities to walk and bike on Pope Street, Lewis Avenue, California Street, and Main Street. After the presentation, community members had the opportunity to break into small groups and interact with the planners and discuss the Plan in greater detail. Maps and surveys were made available at the meeting to help community members identify specific areas throughout the project area that present a concern for safe bicycle or pedestrian travel. Meeting attendees also had the option to go on a walking tour of the project area. Six hard-copy questionnaires and two walking tour surveys were completed.

Most common comments:

- Drivers speed down the hill westbound on Pope St. and Lewis Ave
- Poor lighting at night along the project area
- Cars park along project area roads, limiting the already narrow roadway/shoulder
- School dismissal time is unsafe – student drivers speed from the high school and the elementary school area is impacted during arrival/dismissal
- Pope Street is used as a bypass to SR 49
- Treat Ave is preferred by pedestrian over Main Street due to the stairs

Pop-Up Meeting #1 – Pioneer Day

Gerald Turner Park
Saturday, September 7, 2019
11:00 AM - 2:00 PM

A pop-up outreach booth was held at the San Andreas Pioneer Day on Saturday, September 7, 2019 at Gerald Turner Park. The event was hosted by the San Andreas Merchants Association and San Andreas Rotary Club. The event drew in a large crowd of San Andreas residents, many of them living along Pope Street and Lewis Avenue.

The booth included a large-scale map of the project area, infographics, comment cards, and a sign-in sheet. San Andreas residents identified common walking and biking routes within the project area, current barriers to mobility, and desired improvements. 11 hard-copy questionnaires were completed. The project team recorded 19 verbal comments made by Pioneer Day attendees. The comments are displayed below.

Most Common Comments:

- Residents would like to see a multi-use path from pope Street/Mountain Ranch Road to Pope Street/Lewis Avenue
- Drivers speed throughout project area and need to be slowed
- Multi-path trail connecting town to the library/government would be great
- Treat Avenue and Pope Street need crosswalks
- Generally, project area roadways are narrow and in need of sidewalks/off-street multi-use path
- The intersections of Pope Street/Treat Avenue and Pope Street/Mountain Ranch Road need traffic control/calming

Pope Street Study Community Workshop #2

San Andreas Elementary
Tuesday, November 12, 2019
4:30 PM - 6:30 PM

A workshop for community outreach was held at the on Tuesday, November 12, 2019 at San Andreas Elementary School. Fifteen community members attended the workshop along with Calaveras Council of Governments, Green DOT Transportation Solutions, GHD, and Caltrans representatives. Several of San Andreas residents, many of them living along Pope Street and Lewis Avenue, attended the workshop to provide feedback on the concept designs.

The workshop included a large-scale map of the project area, infographics, comment cards, and a sign-in sheet. San Andreas residents voiced their comments and concerns for the two concept designs presented, discussing factors such as speed control, sidewalk placement, and parking concerns. Three hard-copy questionnaires were completed, with the numbers in parenthesis representing the count of responses for each option. The project team recorded several verbal and written comments made by workshop attendees. The comments are displayed below.

Observations and comments from community members:

- Project area needs traffic calming measures – speedbumps, speed feedback signs, lower speed limit, etc.
- Separated pedestrian/bicycle facilities in project area, especially Lewis Ave.
- Need a 4-way stop at Treat/Pope.
- Sidewalk on Pope should be on the north side of the road.

Pop-Up #2 – Door Hangers and Treats General Store

Treats General Store

Monday, February 10, 2020
2:30 PM -5:30 PM

The project team visited San Andreas on Monday, February 10, 2020 to distribute door hangers to residents in the project area and also host a pop-up event at Treats General Store.

Past outreach strategies failed to reach some community members in the project area, so flyers were hand distributed to roughly 150 houses and apartments. This method of advertising proved successful, with several community members at the third workshop expressing they only heard about the project because they found a flyer on their door.

Afterwards, the project team set up a pop-up in front of the local Treats General Store. Many community members expressed the need for pedestrian paths in the project area. The project overall received support from those who stopped to speak with the project team. The comments received are displayed below.

Observations and comments from community members:

- The majority of community members we spoke with feel strongly against roundabouts
    - Avoid circular symbology in future designs, makes people think roundabouts are planned there
- Would like to see a four-way stop on Pope St & Roberts Ave
- Speed humps are desired
- Signage that's reflective
- Worried how the project will affect parking
- Many people felt Pope street was too narrow for any paths, felt doubtful about project
    - Suggested making Pope St a one way for more space

Pope Street Study Community Workshop #3

San Andreas Elementary
Tuesday, February 18, 2020
5:30 PM - 7:00 PM

A workshop for community outreach was held at the on Tuesday, February 18, 2020 at San Andreas Elementary School. Seventeen community members attended the workshop along with Calaveras Council of Governments, Green DOT Transportation Solutions, Calaveras County, and Caltrans representatives. Several of San Andreas residents, many of them living along Pope Street and Lewis Avenue, attended the workshop to provide feedback on the concept designs and vote for their preferred alternative.

The workshop included a presentation which described the concept design alternatives, including alignments, features, and cross-sections. A large-scale copy of the design concept alternatives, cross-sections, infographics, comment cards, hard-copy questionnaires, and a sign-in sheet were available at the meeting. Seven hard-copy questionnaires were completed. The project team recorded several verbal and written comments made by workshop attendees. The meeting concluded with a community vote on design alternatives. There was a unanimous vote to have the multiuse path on the north side of Pope Street (11-0). Nine meeting attendees voted for the off-street path section alternative, while one voted for the path to be adjacent to the street. The comments are displayed below.

Observations and comments from community members:

Drivers speed over the hill on Pope without visibility of what's ahead

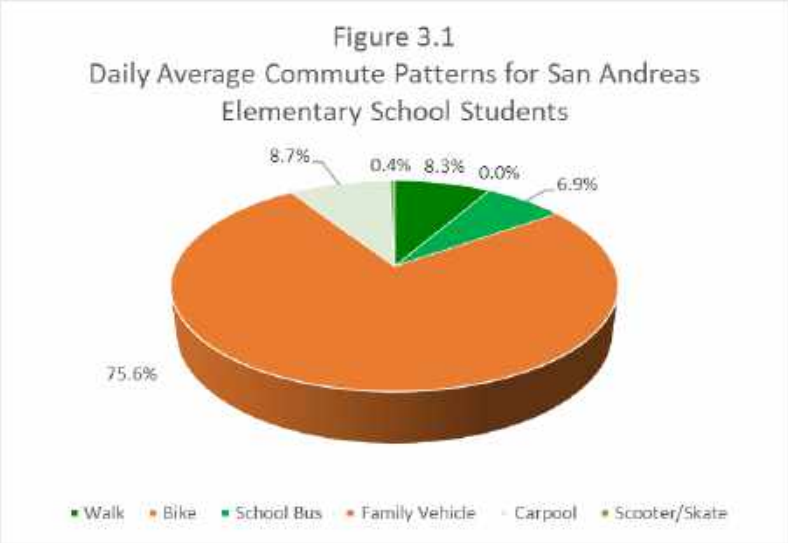
- More lighting is needed
- North side of Pope is preferable for bike/ped facilities
- Traffic control measures are needed for speeding drivers
- Signage/wayfinding is desired

Survey Results

Student Tally

The project team has reached out to San Andreas Elementary School to gather information regarding active transportation usage and needs. As part of this outreach process, the schools were provided with surveys from the National Center for Safe Routes to School (www.saferoutesinfo.org). The surveys are available in two formats: a questionnaire for parents regarding how their children travel to school, and a student travel tally sheet for teachers. The parent survey is available in English and Spanish. Teachers provided the parent surveys through students' take-home materials. Teachers will conduct a survey on student travel behavior to and from school.

Nine teacher tally sheets were completed including travel habits for 217 San Andreas students. Teachers surveyed their class travel patterns for the days of September 17-19, 2019 or September 24-26, 2019. The three-day averages from all students surveyed are represented below, in Figure 3.1. During the study period, no schoolchildren biked to school. The majority of children arrived and left school via a family vehicle (75.6%). A significant portion of children either carpooled (8.7%), walked (8.3%), or took the bus to school (6.9%). A small portion of students commuted to school by scooter or skating.



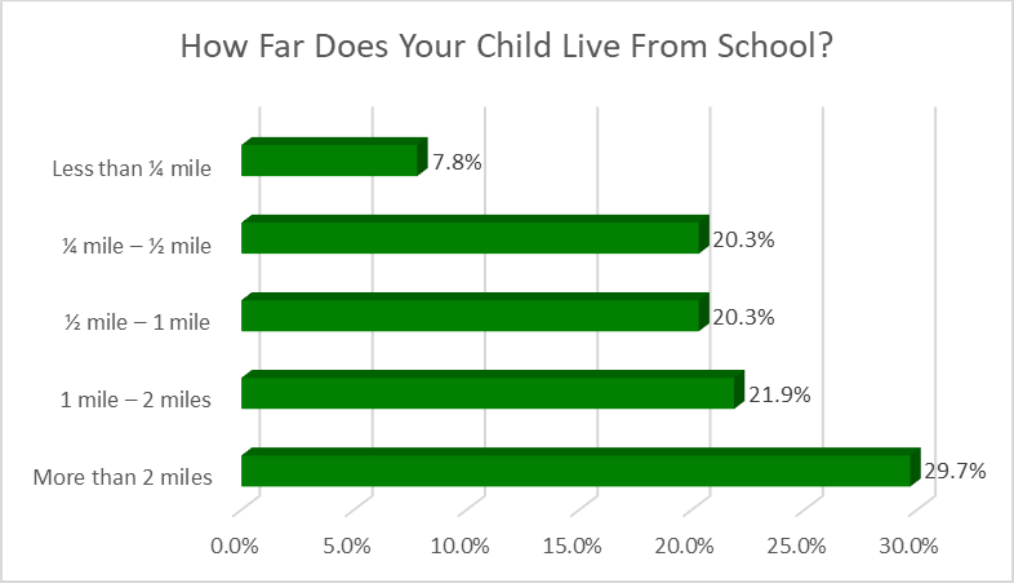
Parent Survey

The second format of surveys distributed to San Andreas Elementary School was the parent survey. The parent survey was available in English and Spanish. Teachers provided the parent surveys through students' take-home materials and were returned to the school for the project team to pick up and analyze. The parent survey included 8 questions regarding the students and their travel behaviors aimed and concluding how many students currently travel to school using active modes of transportation and how many may be able to utilize active transportation in the future with increased safety in the San Andreas Elementary School area. Sixty-four parent surveys were returned for students aged pre-K to 6th grade. The majority of parent replies had students in 4th or 5th grade. The following tables summarize important findings from the parent survey.

Home Location

The commonly accepted walking shed is ½ mile and the commonly accepted biking shed is 2 miles. Out of the sixty-four parents who returned surveys, twenty-six live near an intersection near San Andreas Elementary School, as seen in Table 3.3

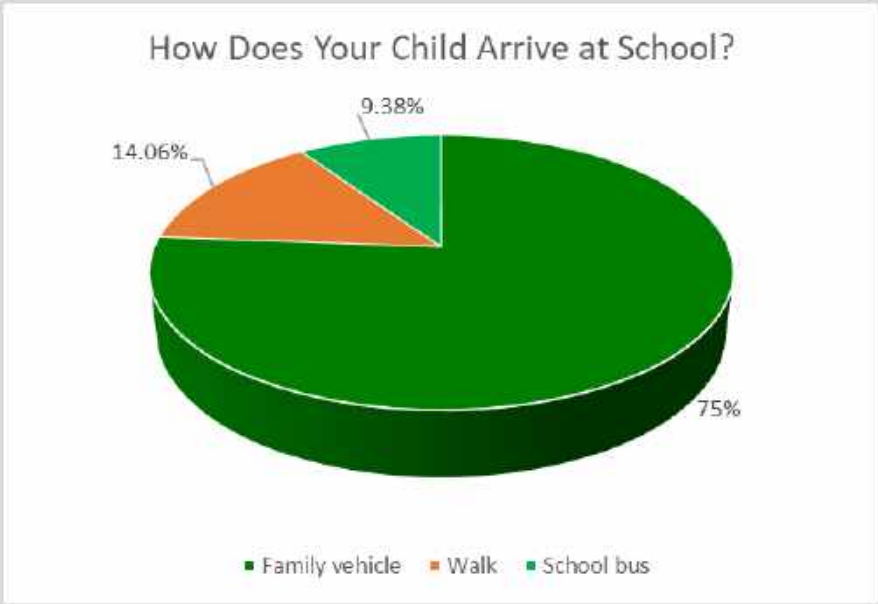
What Affects Your Decision to Allow Your Child to Walk or Bike to School?	
Issue	**Percent**
Speed of traffic along route	77.6%
Sidewalks or pathways	77.6%
Amount of traffic along route	71.4%
Safety of intersections and crossings	71.4%



Commute to School

In addition to the teacher tally, parents were also asked how their children commute to school. While the teacher tally found that 8.3% of students walked to school and 0% biked to school, the parent survey found that 14% waked to school and 0% biked to school (Figure 3.3). This difference potentially stems from the fact that the teacher tally was a three-day focused survey that specifically asked the mode of

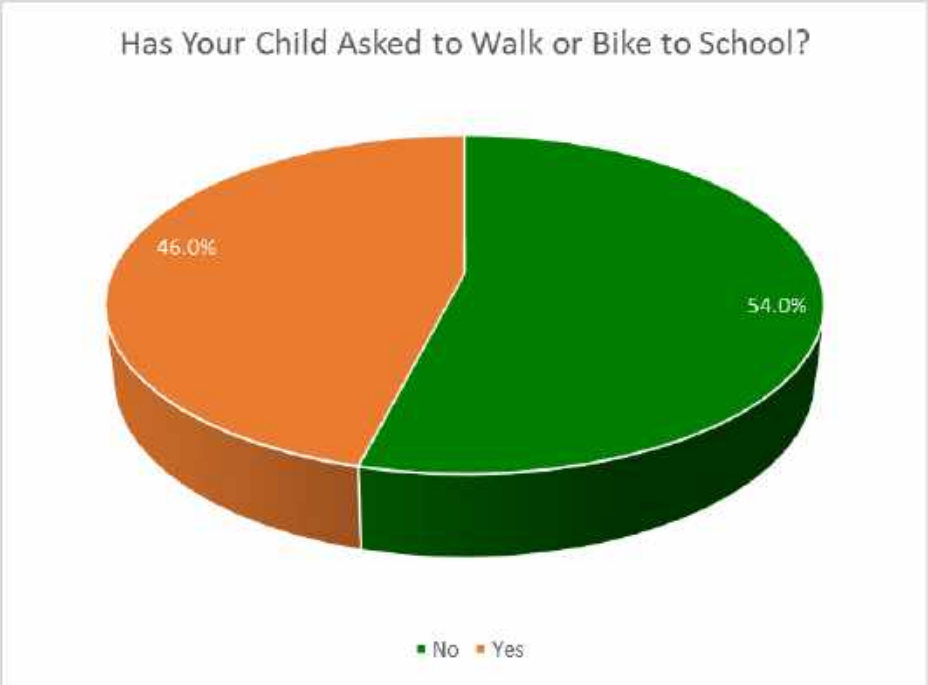
transportation utilized by students only on those three days. The parent survey asked a more open-ended question, and potentially captured students who sometimes or frequently walk to school but in combination with other modes of transportation such as the bus or a parent's vehicle.



Potential to Walk or Bike to School

Although currently only a little over 8% of San Andreas students use active transportation to get to school compared to the 70% who live within walking or biking distance, many students have expressed a desire to walk or bike to school. As seen in Figure 3.4, almost half of the surveyed parents had children that had asked about walking or biking to school (46%).

What Affects Your Decision to Allow Your Child to Walk or Bike to School?	
Issue	**Percent**
Speed of traffic along route	77.6%
Sidewalks or pathways	77.6%
Amount of traffic along route	71.4%
Safety of intersections and crossings	71.4%

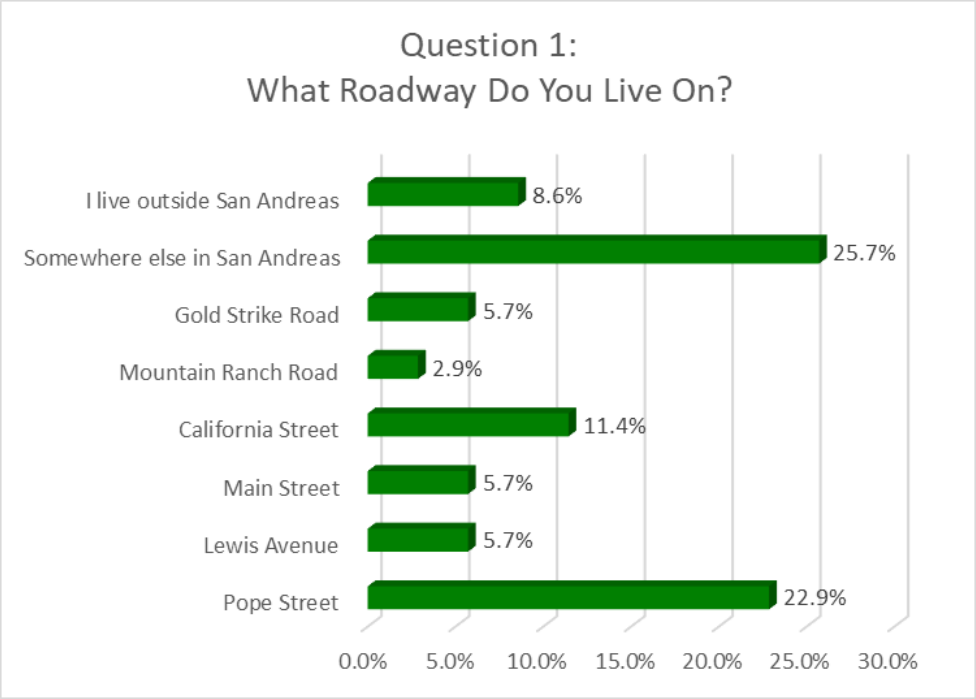


Community Questionnaire

A separate sixteen-question questionnaire was developed for the public at large to determine bicycle and walking habits and needs within in the project area. The questionnaire was developed in both hard-copy format and digital format. The hard-copy questionnaire was distributed at public meeting and pop-up events. The digital format, developed in SurveyMonkey, was posted to the project website, promoted on social media, and presented as an alternative option at public workshops and pop-up meetings. At the conclusion of the public outreach process, hard-copy questionnaires were entered into the SurveyMonkey database for analysis. Thirty-six questionnaires were ultimately completed and returned, collected from the community outreach events and online.

General Questions

As seen in the Question 1 chart below, 54.3% of people surveyed live within the project and an additional 25.7% live outside of the main project area core but within San Andreas.

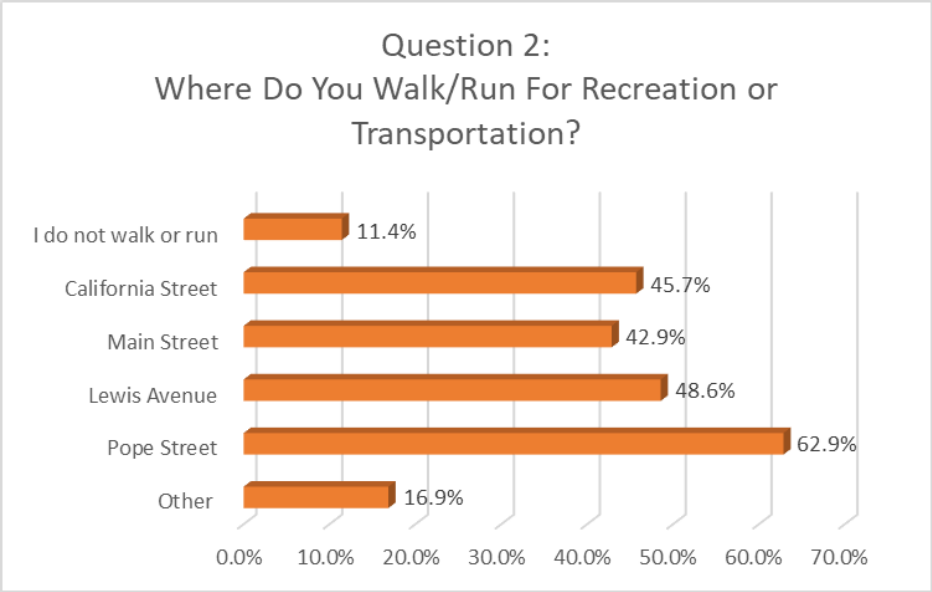


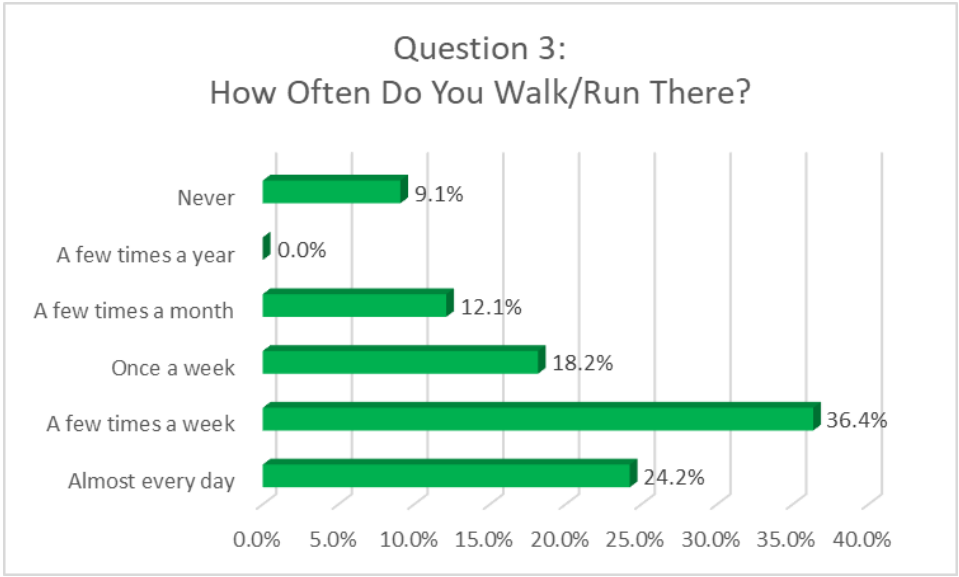
Walking Habits and Needs

Questions 2 through 7 prompted information on the walking habits of the community, what discourages community members from walking, what encourages walking, and what improvements could be made to increase walking in the project area.

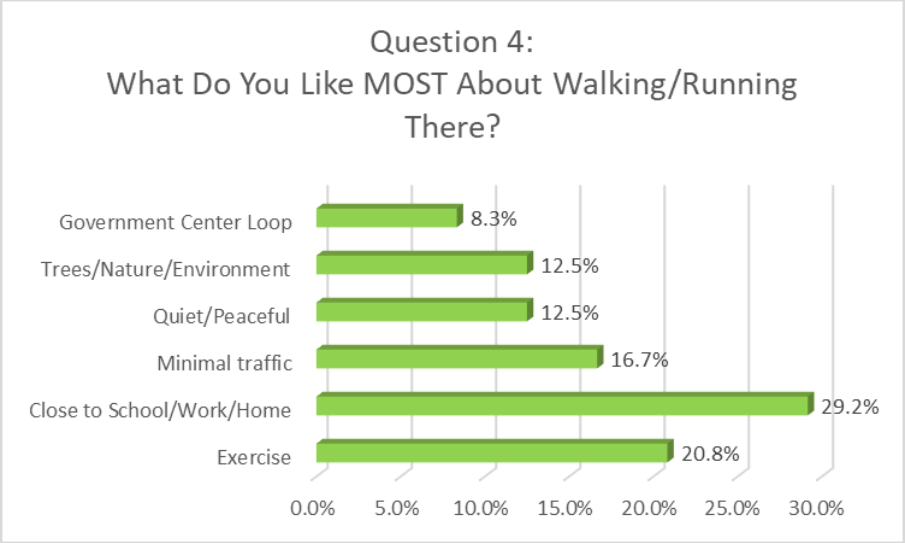
Question 2 asked the public which streets within the project area were utilized for walking or running, either for recreation or transportation purposes. Over 70% of those surveyed (71.7%) utilize at least one street within the project area for walking/running. The most common response was Pope Street, which 62.9% of those surveyed walk or run on.

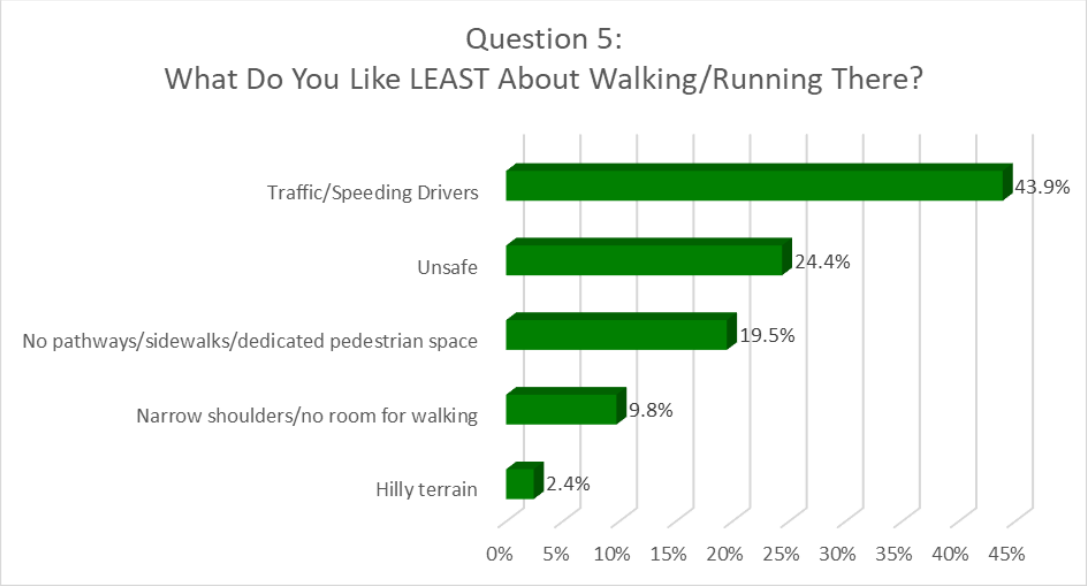
Question 3 surveyed how often project area streets were used for running or walking. Over 78% of those surveyed walk or run within the project area at least once a week (78.8%). The most common response was a few times per week, with 36.4% of those who took the questionnaire chose as a response.





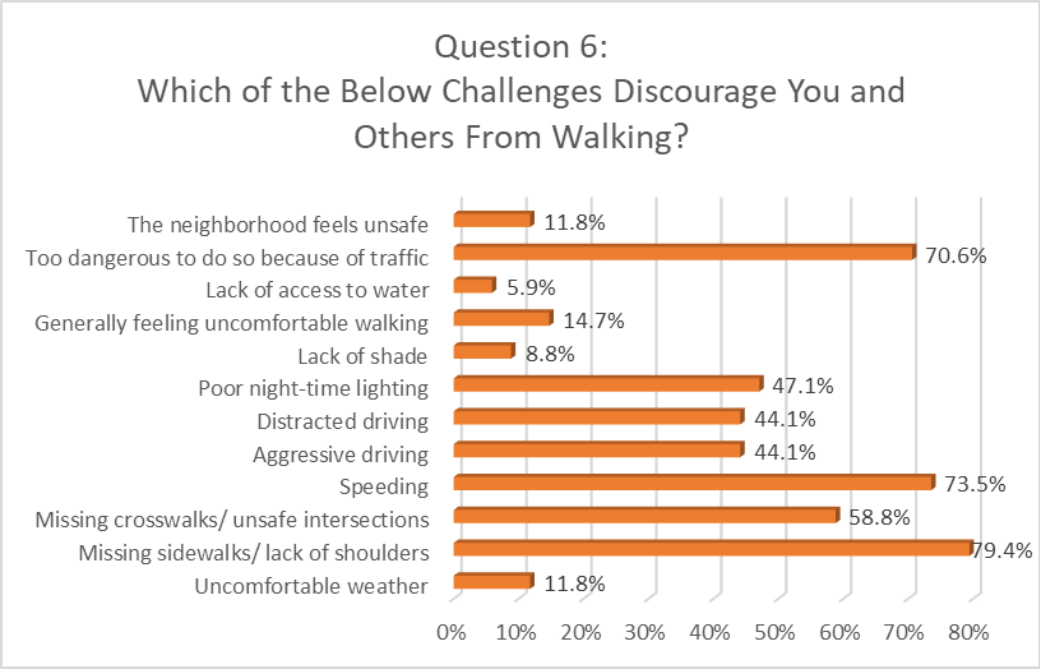
Question 4 and Question 5 asked the public what the most enjoyable and least enjoyable aspect of walking/running in the project area are, respectively. These two questions were open-ended and similar answers were group together and tallied. As seen in the Question 4 chart below, the most common response for the most enjoyable feature of walking/running downtown was convenience; the streets within the project area are close to the school/work/home locations of those surveyed. Over 29% of those surveyed responded with a similar answer, also indicating many adults who live within the project area walk for commuting. Nearly all respondents indicated a safety concern when answering Question 5, which asked what the public likes least about walking/running in the project area. The top answer was traffic/speeding drivers which accounted for 43.9% of responses. Another 24.4% responded with a more general answer, indicating the project area was "unsafe," which likely includes speeding drivers, but also includes answers such as inadequate lighting and loiterers in the area. Almost 30% would like a dedicated active transportation use space – 19.5% dislike the lack of pathways or sidewalks and another 9.8% dislike the narrow shoulders on roadways within the project area.

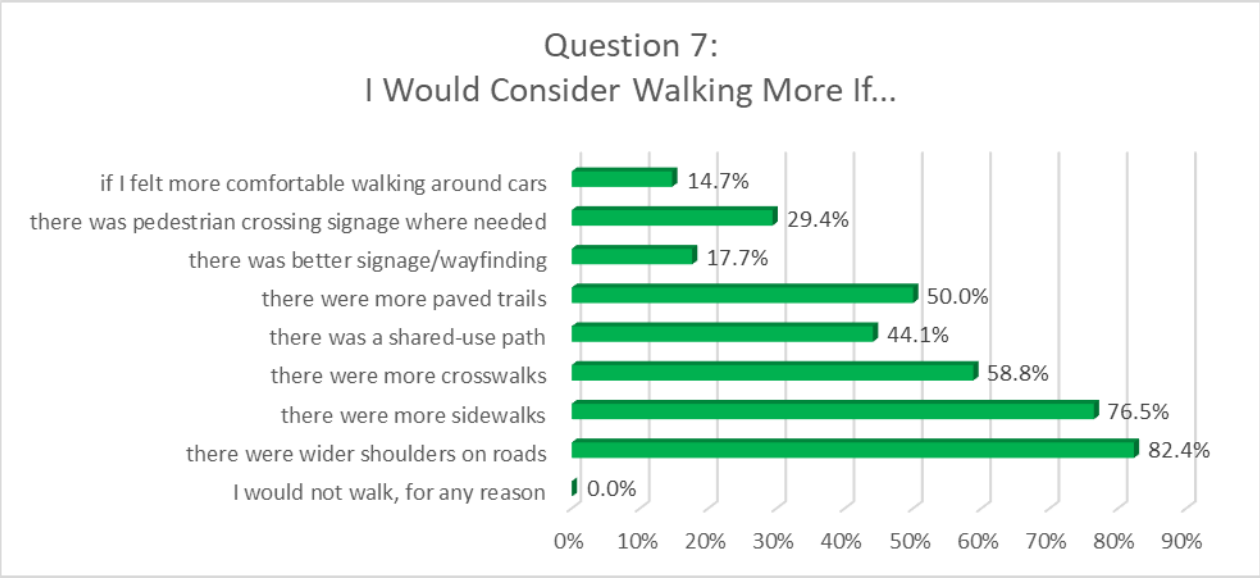




Question 6 and Question 7 asked the public what challenges discourage them and others from walking, and what could be improved to make respondents walk in the project area more, respectively. Respondents were able to choose multiple options for Questions 6 and 7. As seen in the Question 6 chart below, the most common response for what the community finds challenging for walking is the lack of sidewalks with 79.4%. Other top answers include dangerous conditions due to traffic (70.6%) and speeding vehicles (73.5%).

Question 7 asked what could be done to encourage walking in the project area. The top answer was wider shoulders on roads, which was chosen by 82.4% of respondents. Another 76.5% responded that they may consider walking more if there were more sidewalks. Separate facilities for pedestrians, including a multi-use path, ranked as very high desires for the community.



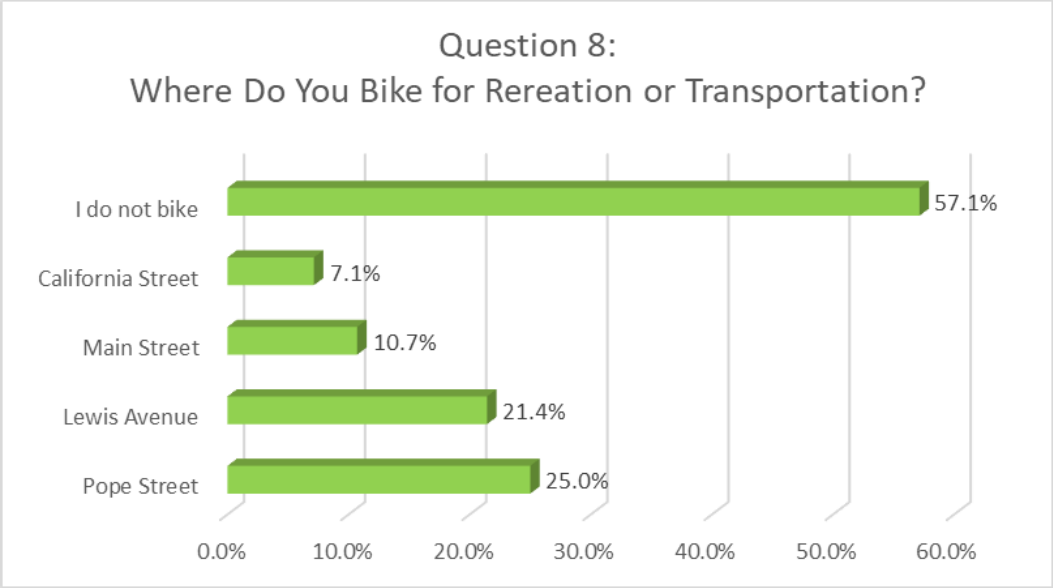


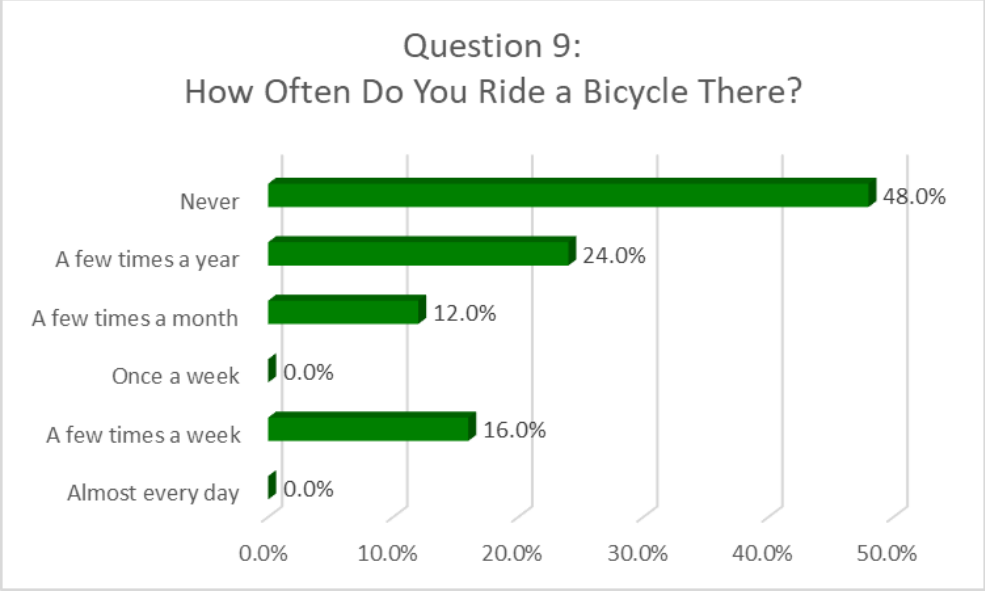
Bicycling Habits and Needs

Questions 8 through 13 prompted information on the bicycling habits of the community, what discourages community members from bicycling, what encourages bicycling, and what improvements could be made to increase bicycle use in the project area.

Question 8 asked the public which streets within the project area were utilized for bicycling, either for recreation or transportation purposes. Over 40% of those surveyed (42.9%) utilize at least one street within the project area for bicycling. The most common response for those who do bicycle in the project area was Pope Street, which 25% of those surveyed ride a bicycle on.

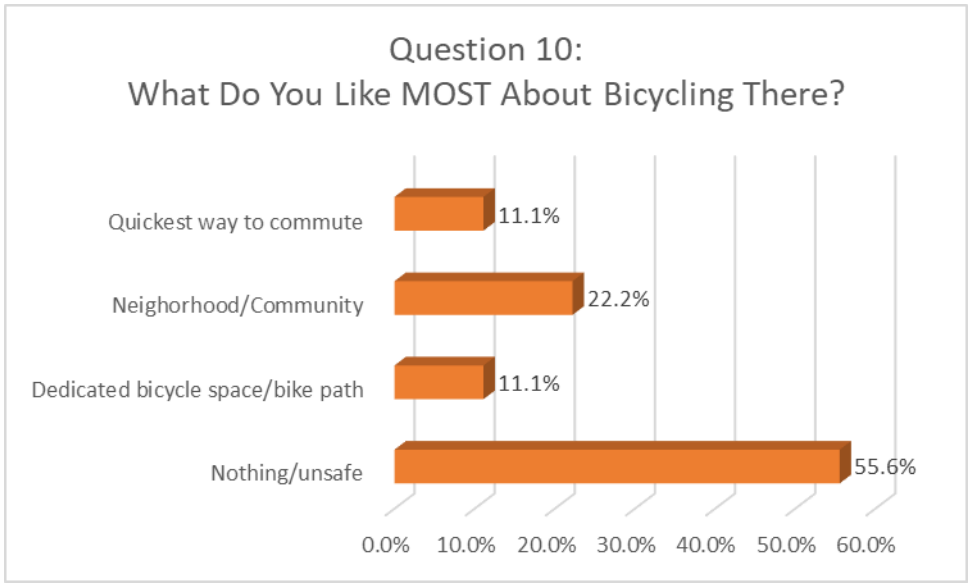
Question 9 surveyed how often project area streets were used for bicycling. Although bicycling is in general less utilized than walking, 28% of those surveyed ride a bicycle within the project area at least a few times a month.

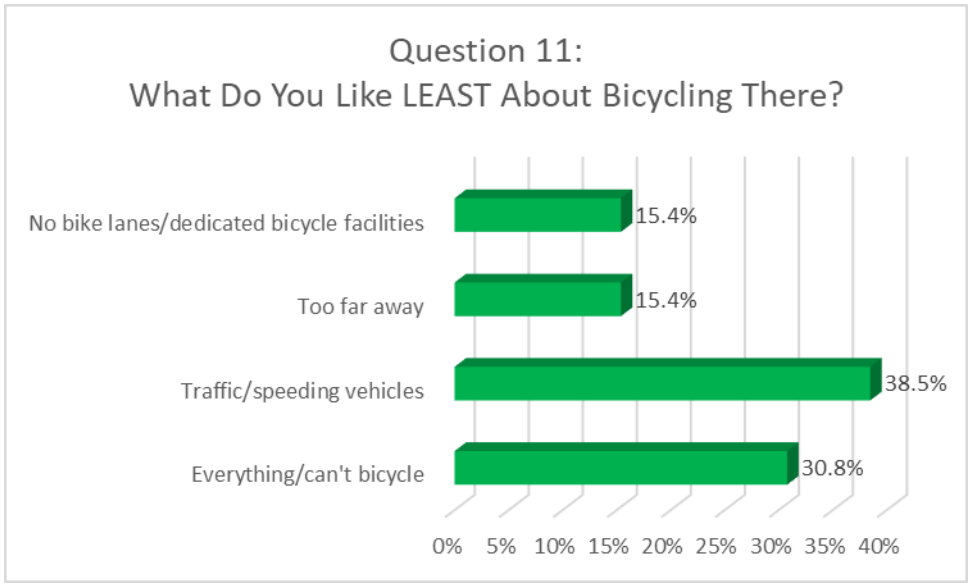




Question 10 and Question 11 asked the public what the most enjoyable and least enjoyable aspect of bicycling in the project area are, respectively. These two questions were open-ended and similar answers were group together and tallied. As seen in the Question 10 chart below, the most common response for the most enjoyable feature of bicycling the streets within the project area was nothing. Most respondents found the project area too unsafe for bicycling. The minority of questionnaire respondents who do bicycle regularly enjoy the neighborhood/community bonding enhanced by bicycling.

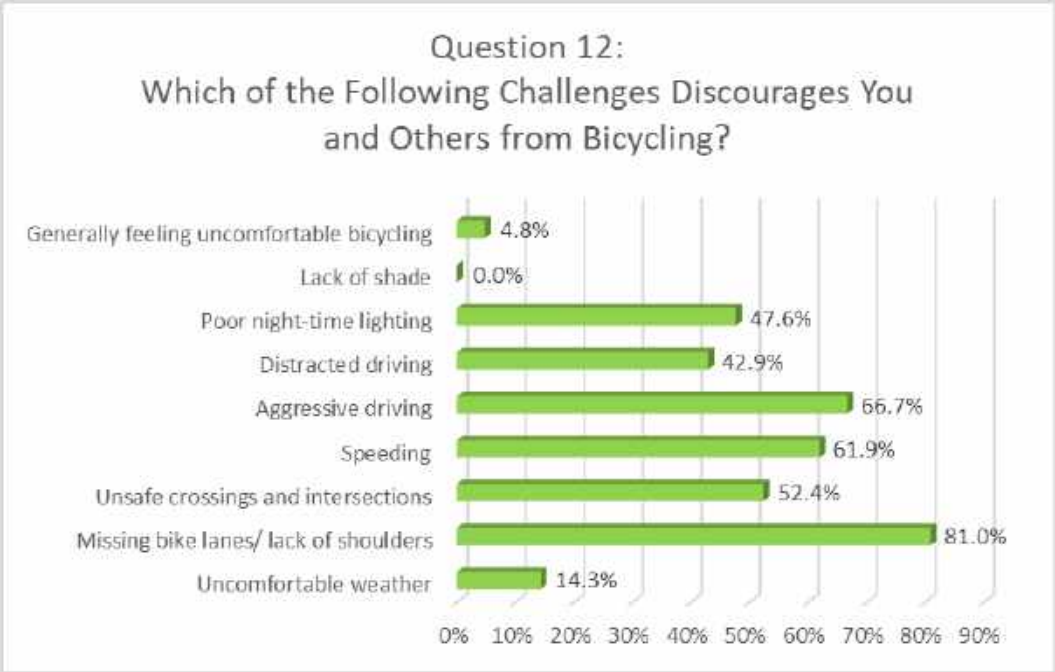
Nearly all respondents indicated a safety concern when answering Question 11, which asked what the public likes least about bicycling in the project area. The top answer was traffic/speeding drivers which accounted for 38.5% of responses. Over 30% responded that bicycling was too unsafe to attempt in the project area. Another 15.4% would like a dedicated bicycle facility such as bike lanes, wider shoulders, or a multi-use path.

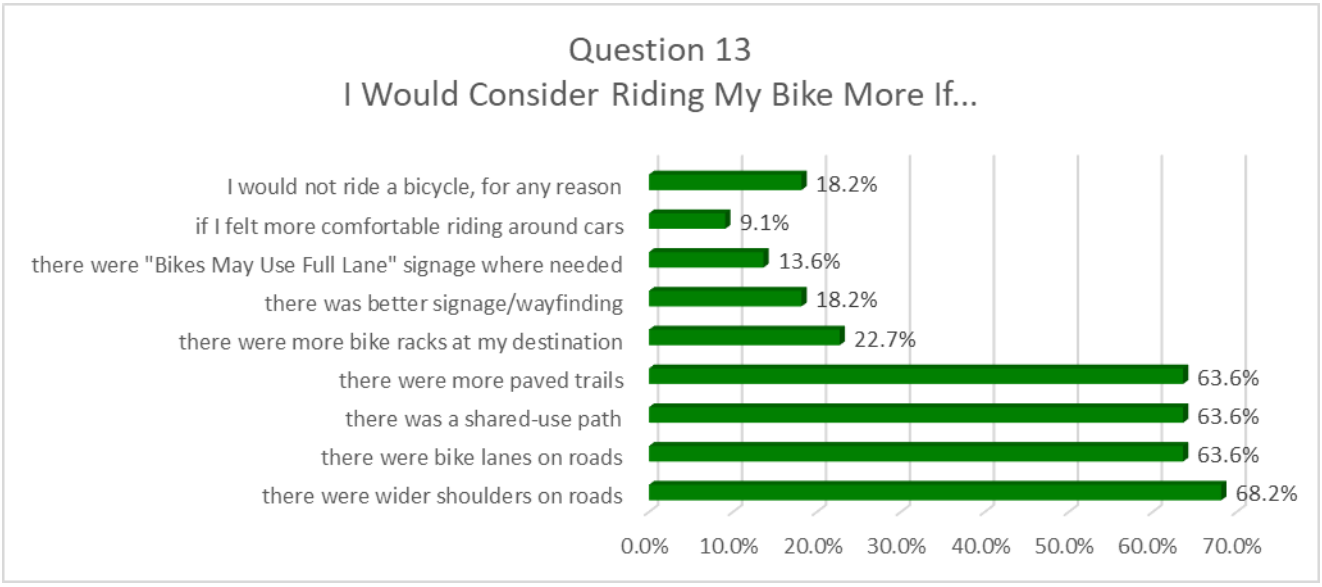




Question 12 and Question 13 asked the public what challenges discourage them and others from bicycling, and what could be improved to make respondents bike in the project area more, respectively. Respondents were able to choose multiple options for Questions 12 and 13. As seen in the Question 12 chart below, the most common response for what the community finds challenging for bicycling is the lack of bike lanes/shoulders with 81%. Other top answers include aggressive drivers (66.7%) and speeding drivers (61.9%).

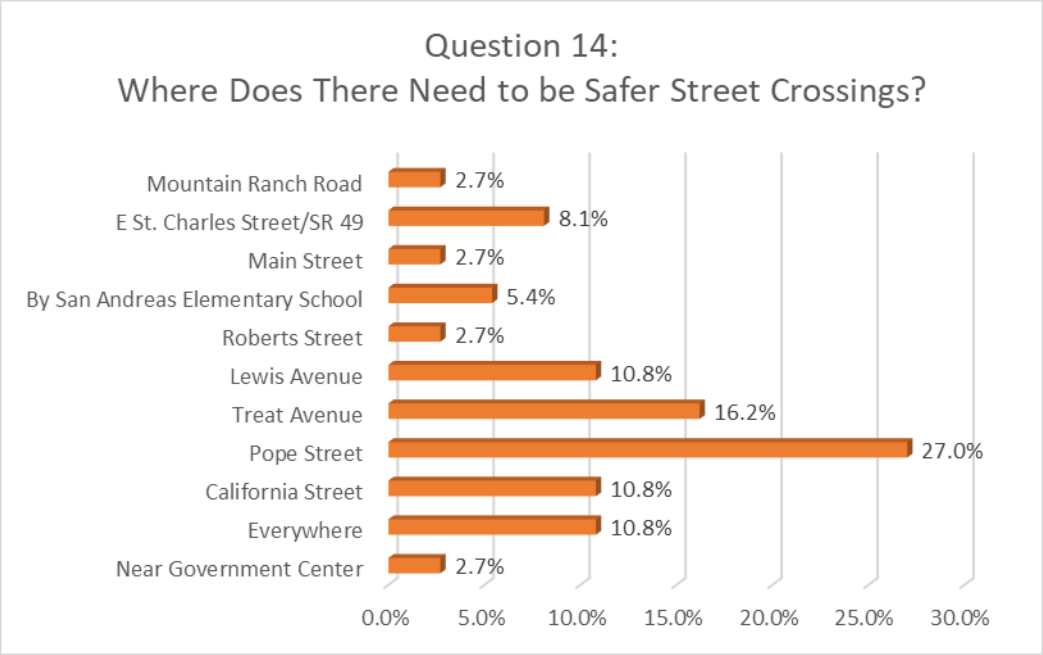
Question 13 asked what could be done to encourage bicycling in the project area. The top answer was wider shoulders on roads, which was chosen by 68.2% of respondents. Another 63.6% responded that they may consider walking more if there were more paved trails; a shared-use path; or bike lanes. Separate facilities for bicyclists ranked as very high desires for the community.

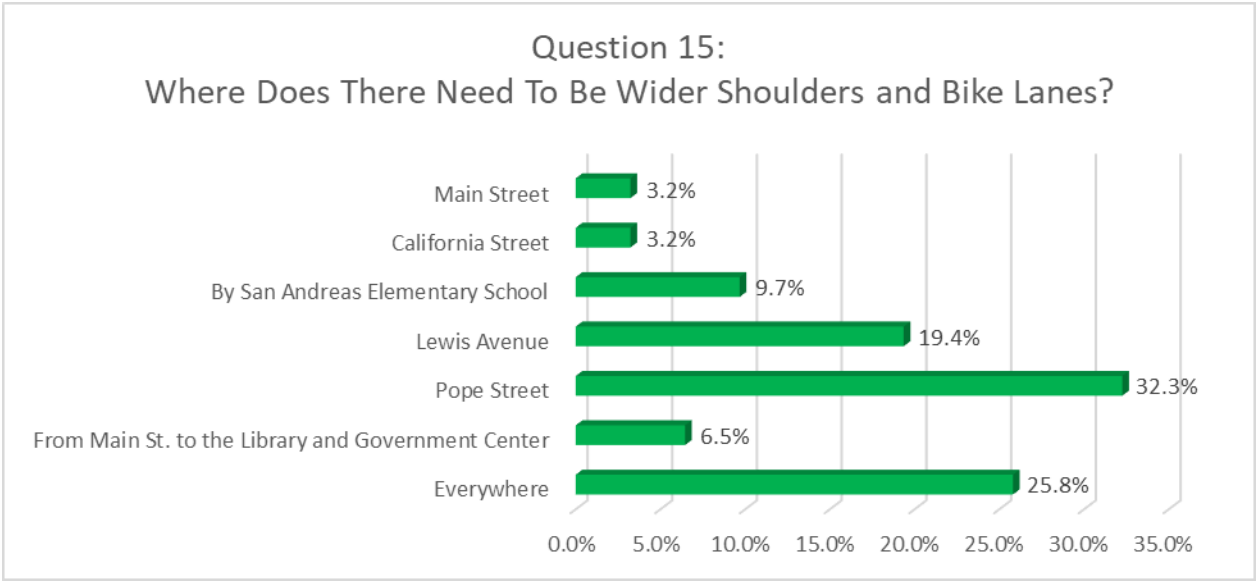


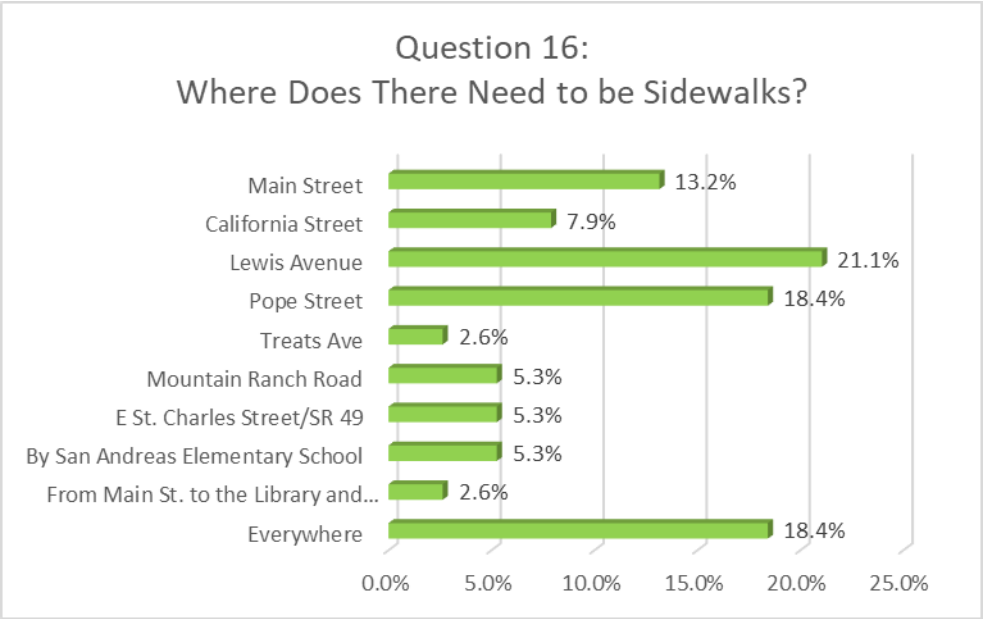


Improvement Questions

Questions 14 through 16 were open-ended questions that asked the public which priority intersections and roadways need improvements the most. Question 14 asked the public where there needs to be safer street crossings. The top answer was Pope Street (27%) by a fairly large margin, followed by Treat Avenue (16.2%) and Lewis Ave, California Street, and "everywhere" tied for third with 10.8% each. Question 15 asked where the top priority locations for wider shoulders and bike lanes should be. Once again, the top answer by a fairly large margin was Pope Street (32.3%), followed by "everywhere," (25.8%), and Lewis Avenue (19.4%). Question 16 asked the public where sidewalk improvements are most needed. Lewis Avenue was the top response the community identified as in need of sidewalks, with 21.1% of responses, followed by "everywhere," and Pope Street tied for second with 18.4%.






Question 16:
Where Does There Need to be Sidewalks?
Main Street
California Street
Lewis Avenue
Pope Street
Treats Ave
Mountain Ranch Road
E St. Charles Street/SR 49
By San Andreas Elementary School
From Main St. to the Library and...
Everywhere
13.2%
7.9%
21.1%
18.4%
2.6%
5.3%
5.3%
5.3%
2.6%
18.4%
0.0%
5.0%
10.0%
15.0%
20.0%
25.0%

Pope Street Study Community Workshop Comment Summary
Community Workshop #1 - July 29, 2019
Drivers speed down the hill westbound on Pope Street and Lewis Avenue.
Pope Street between Mountain Ranch Road and Lewis Avenue is unsafe, especially at dusk and dawn due to poor lighting. Deer and joggers frequently occupy this stretch.
People park along Pope Street and block the shoulder area, forcing pedestrians and bicyclists into the street, especially between Treat Avenue and California Street. Additionally, vehicles are often parked diagonally instead of parallel, blocking even more space that could be utilized by pedestrians/bicyclists.
In general, the project area roadways are too narrow and drivers speed.
The intersection at Lewis Avenue and Pope Street needs a traffic light, speed bumps, other traffic calming, etc. – drivers do not stop or slow down here.
When the high school is dismissed, students speed in every direction from the high school, either to avoid SR 49 or to race to it.
Turning left onto Treat Avenue from Pope Street is nearly impossible because of speeding drivers on Pope
Drivers speed down from Diamond Ranch to reach SR 49.
Pope Street is used as a quick bypass to avoid having to turn left on SR 49.
The San Andreas Elementary School area is impacted during arrival and dismissal, but especially at dismissal time (2 pm) because parents compete with traffic coming from the high school. Parents have resorted to picking up schoolchildren on Treat Avenue and SR 49. In addition to inadequate and unorganized space for parents to park and pick up schoolchildren, busses are parked along Pope Street.
The paved path on the west side of Main Street becomes a mud puddle during the rainy season. In addition, gravel from driveways is pushed into the pathway. The path needs a maintenance plan to keep it cleared of gravel and overgrown vegetation.
Many meeting attendees utilize and enjoy the path by the library/government center, but would like to see it connected to the rest of San Andreas.
There is currently no safe place to walk on Pope Street; visibility is poor and it's too easy for drivers to speed down the hill.
Pope Street needs traffic calming measures to divert drivers back to SR 49 – need to make it less attractive to speed – narrow the road, redesign the intersections of California Street, Treat Avenue, Lewis Avenue, and Mountain Ranch Road, etc.
The one-way portion of Lewis Street is non-functional; drivers still drive both directions, causing unsafe conditions. However, it does increase safety for schoolchildren, as the crosswalk at Lewis Avenue/California Street is frequented by schoolchildren.
There are kids who walk to San Andreas Elementary School, along Pope Street from the Diamond Place
Students come from the back of the school down to the multi-use path on Main Street.
The path from the school to Treat Avenue is frequented by students – they walk down Pope Street to Treat Avenue because it's not as steep as Main Street and doesn't have the stairs.
Foot traffic on Treat Avenue is heavy – sidewalks are in poor condition and are cracking with vegetation
Drivers make unsafe/speeding turns from Pope Street onto Treat Avenue; the intersection on Rogers/Treat Avenue and Pope Street needs a four-way stop.
Main Street and California Street are too narrow for significant/ADA improvements, unless it is shut down for pedestrian use-only.
The intersection of Pope/Main Street needs a bus stop so that students can be bussed transferred from bus to parent in a location with more space for parents to park.

A few comments regarding a preferred alternative for a multi-use path were received; the community supports a path along the north side of Pope Street from the government center to Lewis Avenue through the mostly empty lots, cutting through the Diamond Place Apartments close to Lewis Avenue and continuing up the north side of Lewis Avenue to Foothill Court, up Foothill Court and to the left to cut through to the back of the school. The path could be coordinated with the impending development on Foothill Court.
Community members with motorized wheelchairs require wider paths to travel safely.
Lewis Avenue has less vehicle traffic and is a desirable location for a bike lane or multi-use path. The northeast side of Lewis Avenue has vacant property – great for road widening.
Community Workshop #1 - Walking Tour Comments - July 29, 2019
Pope Street from Mountain Ranch Road to Lewis Avenue: very dangerous blind spots, no shoulders, heavy traffic
Intersections of Pope Street and Mountain Ranch Road: unsafe crossings to existing sidewalks, crosswalks
Intersection of Treat Avenue and Pope Street: blind hill NW and SE at intersection, high speeds turning onto Treat Avenue from Pope Street
Pope Street from Hildebrandt Street to Treat Avenue: large amount of foot traffic on Pope Street with no
Treat Avenue: sidewalk is broken and hazardous
Little Pope @ Main Street intersection roadside facilities are big ditches and dangerous for pedestrians.
Many people walk along Pope Street.
Pope Street - Mountain Ranch Road to Lewis Avenue: very dangerous blind spots, no shoulders, heavy traffic
Pope Street - Pope Street/Mountain Ranch Road intersection: unsafe crossings to existing sidewalks, crosswalks
Pope Street - Pope Street/Treat Avenue intersection: blind hill NW and SE at intersection, high speeds turning onto Treat Avenue from Pope Street
Treat Ave. - Sidealk is broken
Pop-Up Meeting #1 - Pioneer Day - September 7, 2019
Resident lives on the corner of Serra Trail and Pope Street: would like to see a multi-use path from Pope Street/Mountain Ranch Road to Pope Street/Lewis Avenue
Cars speeding from Mountain Ranch Road need to be slowed down.
Make the intersection of Treat Avenue and Pope Street a 4-way controlled stop. Plenty of car accidents with people trying to turn onto Pope Street.
Lewis Avenue needs sidewalks near the elementary school. The one-way makes it very congested.
The stop sign on California Street/Pope Street is too far into the road.
Pope and California Streets need sidewalks.
There needs to be a safer route for running. Maybe a loop trail from Main Street to Pope Street to the highway. High schoolers run the loop from Main Street-Lewis Avenue-Mountain Ranch Road-E St Charles Street and back.
Connect a trail from Pope Street to the existing library trail and hospital.
Resident lives on Lewis Avenue: a multi-use trail connecting to the library trail would be great
Pope Street/California Street to Pope Street/Treat Avenue: there is nowhere to walk and it is hard to push a stroller here. This section needs a sidewalk or wider/paved shoulders.
There are no crosswalks on Pope Street. Parents don't feel safe letting their children walk to school.
Cars coming from Mountain Ranch Road onto Pope Street travel 35-50 mph in a 25 mph zone.
There is not enough room on Pope Street for a sidewalk or path. Lewis Avenue would be the best location. The project would also be more school-oriented.
Installing a path that connects to the library and government center may draw in undesirable groups/homeless. People already walk on Pope Street and cause problems.
The intersection of Pope Street and Mountain Ranch Road needs to be narrower. Maybe turn it into a T-intersection so trucks are less inclined to use Pope Street as a bypass and reduce speeding.
Treat Avenue needs a crosswalk. Elementary and high school students walk here.
Make a bike trail from Foothill Court to the back gate of the elementary school. This will help get kids off of

Elementary schoolchildren walk from Lewis Avenue-California Street-Pope Street-Treat Avenue. We need a walking path for this route.
The day care walks on Lewis Avenue with large groups of small children daily. The one-way section of Lewis Avenue needs safer walking paths.
Community Workshop #2 - November 12, 2019
Benches along path can help those who cannot make the whole walk uphill without rest. The east side of Pope (from Mountain Ranch Rd to Lewis) seems ideal for a pathway with an occasional bench.
Use NextDoor app to connect better with the community located in project area.
Speed feedback signs, speedbumps desired to reduce speeding in the area.
Speedbumps along Lewis or anywhere near the elementary school.
Too much speeding on Lewis St., speed limit sign reads 15mph but not enough enforcement by the police.
Additionally, would like to see the speed limits lowered to 15 mph from Mountain Ranch Rd to Gold Strike Rd to Highway 49 and all the adjoining streets.
Concerns over garbage cans/collection, will there be a buffer by the path for placement?
Support for a walking area on the north side of Lewis St., will set elementary students off grade and road.
A couple residents of Pope St. said they would not mind having the sidewalk be on their property on the north side of Pope.
Keep the rural look on Lewis St.
Need 4-way stop at Treat/Pope St., people use Pope as a Highway bypass, will help with speed and sight
Cross-country team currently runs on Lewis/Pope St.
Show the public examples of safety enhancements.
Survey the area for feedback on on-street parking needs.
Would like to see renderings/photo examples of conceptual design.
Make Pope St. a one-way.
There is a concern over J-walking in the project area.
Redirect the current school traffic, too many parents parking on Lewis St., make a drop off only zone.
Many people park on Tuner Park side of Pope.
Lewis Ave shared path would definitely need some sort of barriers, ect, to bar cars from parking on the path during the elementary schools pick-up & drop off times. This is already a big issue for both passing cars and more comfortable around cars
Pop-Up #2 - Door Hangers and Treats General Store - February 10, 2020
The majority of community members we spoke with feel strongly against roundabouts
Avoid circular symbology in future designs, makes people think roundabouts are planned there
Would like to see a four-way stop on Pope St & Roberts Ave
Speed humps are desired
Signage that's reflective
Worried how the project will affect parking
Many people felt Pope street was too narrow for any paths, felt doubtful about project
Suggested making Pope St a one way for more space
Community Workshop #3 - November 12, 2019
Visibility compromises safety due to hill terrain
Specifically between Pope Ct. & Pope St.
Drivers speed over hills not knowing what's on the other side
Steep hill on Lewis also an issue
More lighting would help

It would eliminate on-street parking by Main St.
Sewage utility may pose an issue if project built on north side
A speed hump on Pope St. by Main St. where speeding is an issue would be a better solution to the problem than the current stop sign
Drivers currently speed through stop signs
Highschool students use the streets between California and Pope as a shortcut when driving
Often speeding/running stop signs
Why public prefers a physical slow down method (speed humps)
Concerns over trash & mail location if project is built on northside
Speeding an issue in front of volunteer center, makes it difficult to pull out of driveway
Would like to have trash cans for pedestrian/bicyclist along path
Concerns over people using the trashcans for residential use
If alternative is picked for path (off-road) there is a concern over slope/grade
Could be strenuous for some
Lack of visibility from road
Concern that pedestrian/bicyclist will bypass alternative path for underdeveloped area next to road
Worried about how it will affect property wall on corner of California & Pope St.
Owner likes their property wall because traffic makes it a dangerous area & they have a daycare
Blind spot by dead end near California/Pope as you pull up to Treats
Speed humps desired
Signage when entering project area that explains the area is pedestrian/bicycle friendly that has been developed for improved ATP use
Wayfinding
Helps bring awareness to community about local projects
Will make visitors driving through more conscious of the area
Contact parent teacher club to improve outreach to the school parents
Water Utility income report for data research
Workshop Comments Summary/Top Comments
Speeding drivers are a major community concern throughout the project area; drivers speed down the hill westbound on Pope Street and Lewis Avenue; high school students and parents picking up younger children speed and use Pope Street as a bypass to SR 49, causing hazardous conditions at school dismissal times.
Traffic control and traffic calming devices are greatly desired by the community throughout the project area, including speedhumps, speed feedback signs, 4-way stops, and other methods.
Streets along the project area have poor lighting and drivers may not see pedestrians or bicyclists due to poor visinility. It also feels unsafe for pedestrians and bicyclists.
Crosswalks and separated bicycle/pedestrian facilities are needed.
Roads are narrow and parking is aready limited; the community strongly supports an off-road multi-use facility, especially connecting San Andreas Elementary School to the government facility.
The northside of Pope Street is preferable for bicycle/pedestrian facilities over the southside.
Signage/wayfinding is desired.

Sample Meeting Materials

Direct Mailer

SAN ANDREAS **Pope Street Study**

COMMUNITY WORKSHOP

MONDAY, JULY 29, 2019

5:00 pm - 7:00 pm
San Andreas Elementary School
255 Lewis Avenue, San Andreas, CA




You are invited!

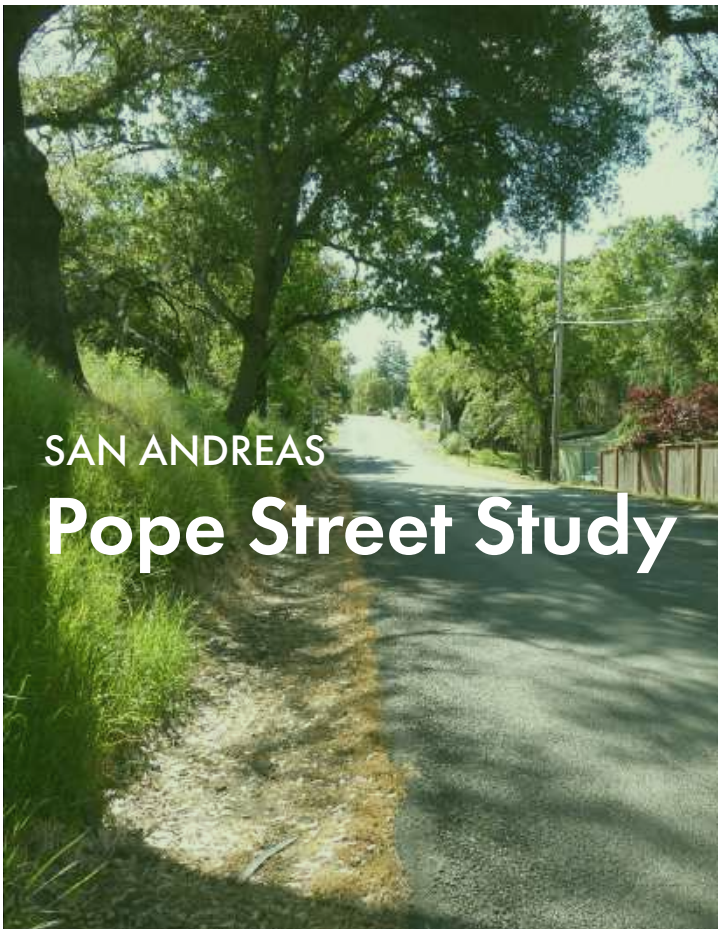
PURPOSE

The Calaveras Council of Governments and Calaveras County are hosting a workshop to introduce the Pope Street Study to the community, identify concerns with existing bicycle and pedestrian infrastructure, and gather community input. Meeting attendees will have the option to go on a walking tour of the project area.

BACKGROUND

The Pope Street Study will evaluate the feasibility of walking and biking facilities along Pope Street and Lewis Avenue in San Andreas, and to the San Andreas Elementary School. This effort will look to improve the safety of non-motorized travel between residential neighborhoods and community destinations linked by this corridor.

www.PopeStreetConnectivity.com Amber Collins 209-754-2094 acollins@calacog.org



Calaveras Council of Governments
444 East Street Charles Street
San Andreas, CA 95249

CALAVERAS COUNCIL of GOVERNMENTS

San Andreas

Pope Street Study

The Pope Street Study evaluates the feasibility of walking and biking facilities along Pope Street and Lewis Avenue in San Andreas, and to the San Andreas Elementary School. This effort will look to improve the safety of non-motorized travel between residential neighborhoods and community destinations linked by this corridor.

WE WANT TO HEAR FROM YOU!

Join us at our upcoming communtity meeting

Tuesday, February 18th
5:30-6:30pm
San Andreas Elementary, Room 17

What do you think? Let us know at

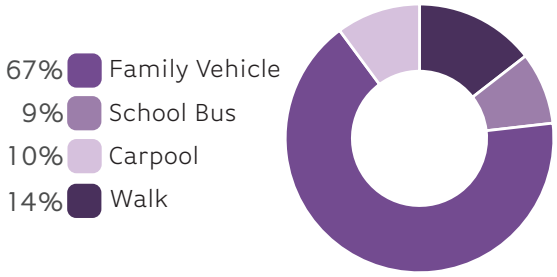
popestreetconnectivity.com

Amber Collins • 209-754-2094 • acollins@calacog.org

San Andreas

Pope Street Study

In Fall 2019, a survey was distributed to San Andreas Elementary school parents, asking for information on their children's walking and biking commute patterns to school. Below are some of the highlights from the 63 survey respondents.



68% thought walking and biking was either healthy or very healthy for their child

71% of respondents live 2 miles or less from school, but less than **14%** of students ride or bike to school

57% of respondents said if **SAFETY** of intersections & sidewalks were improved, they'd probably let their child walk/bike to school

What do you think? Let us know at

popestreetconnectivity.com

Amber Collins • 209-754-2094 • acollins@calacog.org

SAN ANDREAS
Pope Street Study

The Pope Street Study will position San Andreas for funding bicycle and pedestrian projects that will improve the comfort and efficiency of traveling by bicycle and foot throughout the community. Projects being evaluated specifically focus on connecting San Andreas Elementary School to residential, commercial and recreational destinations in town.

Benefits of Investing in Transportation Infrastructure

HEALTH
Invest in overall quality of life. Increase physical activity while reducing obesity, diabetes and asthma.

ACCESSIBILITY
Increase access to employment, education, medical, recreation and transit centers.

SAFETY
Decrease pedestrian and bicycle injuries, collisions and fatalities by identifying transportation issues.

ENVIRONMENTALLY FRIENDLY
Reduce air pollution by minimizing fuel consumption and vehicle use.

TRANSPORTATION OPPORTUNITIES
Promote non-motorized transportation as a San Andreas priority.

TRANSPORTATION EQUITY
Meets the needs of the transportation disadvantaged, including youths, elderly, persons with disabilities and the economically disadvantaged.

Example Improvements:

- Multi-use path
- Designated bike lanes
- Controlled intersections
- ADA compliant sidewalks
- Street trees
- Speed feedback signs
- Pedestrian signage
- Bike lane signage
- High visibility crosswalks
- Restriping

www.PopeStreetConnectivity.com
Amber Collins 209-754-2094 acollins@calacog.org

CALAVERAS COUNCIL of GOVERNMENTS

Flyer

SAN ANDREAS **Pope Street Study**

COMMUNITY WORKSHOP

PURPOSE

The Calaveras Council of Governments and Calaveras County are hosting a workshop to introduce the Pope Street Study to the community, identify concerns with existing bicycle and pedestrian infrastructure, and gather community input.

MONDAY
JULY 29, 2019
5:00 pm - 7:00 pm
San Andreas Elementary School
255 Lewis Avenue
San Andreas, CA

BACKGROUND

The Pope Street Study will evaluate the feasibility of walking and biking facilities along Pope Street and Lewis Avenue in San Andreas, and to the San Andreas Elementary School. This effort will look to improve the safety of non-motorized travel between residential neighborhoods and community destinations linked by this corridor.




For more information, visit
www.PopeStreetConnectivity.com
Amber Collins • 209-754-2094 • acollins@calacog.org

CALAVERAS COUNCIL of GOVERNMENTS

Attachment A

SAN ANDREAS **Pope Street Study**
Community Workshop

Comment Form **Name:** _____ **Date:** _____

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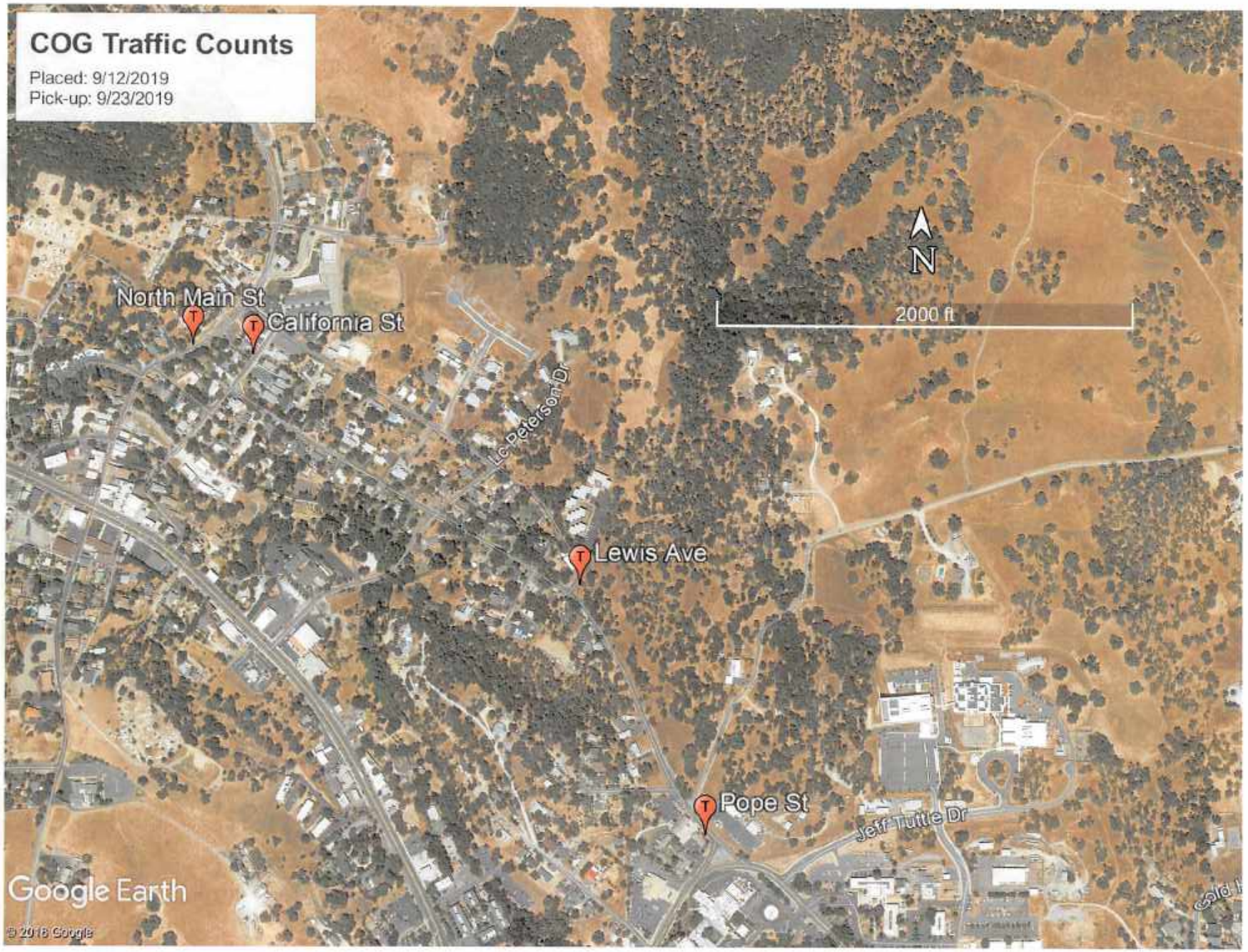
Attachment B

VEHICLE COUNTS

Attachment B



Calaveras County Public Works
891 Mountain Ranch Rd
San Andreas, CA 95249

Site Code: 0750 0919
Station ID: 18090

Latitude: 0' 0.0000 South

Start	16-Sep-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	North Bou	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo
12:00 AM	0	5	0	2	1	1	0	1	3	1	0	1	3	4	1	2
01:00	2	0	0	1	0	0	1	0	1	1	2	5	2	1	1	1
02:00	1	0	0	0	0	1	3	0	1	0	1	1	1	1	1	0
03:00	1	0	1	0	1	0	0	0	1	0	0	0	0	1	1	0
04:00	2	0	2	0	1	0	2	1	2	0	0	0	1	0	1	0
05:00	6	4	4	2	4	1	4	2	6	3	3	3	1	1	4	2
06:00	15	7	11	5	10	7	13	6	9	4	2	3	1	3	9	5
07:00	**84**	**68**	**66**	**40**	**81**	**43**	**74**	**41**	**53**	31	4	3	9	4	**53**	**33**
08:00	42	58	29	23	33	17	34	27	30	**36**	13	2	5	4	27	24
09:00	39	16	22	9	16	8	12	11	27	14	15	**11**	21	4	22	10
10:00	52	25	28	7	37	11	30	10	27	17	28	3	**24**	**15**	32	13
11:00	36	27	31	23	27	18	35	15	42	18	**31**	10	22	8	32	17
12:00 PM	54	20	35	22	30	16	28	15	**61**	19	21	11	**30**	11	37	16
01:00	41	**38**	41	11	45	16	50	14	41	**24**	**28**	11	29	13	39	18
02:00	**58**	36	**55**	**35**	**59**	**32**	**62**	**30**	26	21	24	7	21	7	**44**	**24**
03:00	38	26	33	24	39	26	35	29	37	20	28	12	21	7	33	21
04:00	44	18	32	28	46	22	46	26	39	18	15	14	16	**14**	34	20
05:00	34	25	37	17	45	11	48	14	26	20	23	**16**	18	8	33	16
06:00	24	19	30	16	11	17	20	17	18	13	20	10	10	2	19	13
07:00	12	9	16	9	16	10	21	8	13	5	12	4	11	7	14	7
08:00	9	4	9	1	1	1	6	7	6	6	8	6	9	3	7	4
09:00	3	2	6	3	8	3	7	6	8	4	8	5	9	2	7	4
10:00	1	1	5	5	1	5	5	3	5	3	2	3	1	1	3	3
11:00	1	1	4	3	1	2	2	2	2	3	2	1	0	0	2	2
Lane	599	409	497	286	513	268	538	285	484	281	290	142	265	121	456	255
Day	1008		783		781		823		765		432		386		711	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	08:00	11:00	09:00	10:00	10:00	07:00	07:00
Vol.	84	68	66	40	81	43	74	41	53	36	31	11	24	15	53	33
PM Peak	14:00	13:00	14:00	14:00	14:00	14:00	14:00	14:00	12:00	13:00	13:00	17:00	12:00	16:00	14:00	14:00
Vol.	58	38	55	35	59	32	62	30	61	24	28	16	30	14	44	24

Comb. Total	1008	783	781	823	765	432	386	711

ADT ADT 711 AADT 711

Attachment B

Calaveras County Public Works
891 Mountain Ranch Rd
San Andreas, CA 95249

Site Code: 0752 0919
Station ID: 18089

Latitude: 0' 0.0000 South

Start	16-Sep-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	North Bou	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo
12:00 AM	4	4	1	4	2	5	1	5	2	3	1	5	0	9	2	5
01:00	2	3	2	2	2	4	6	3	4	5	4	9	6	8	4	5
02:00	3	3	0	1	1	3	2	2	2	2	1	4	3	5	2	3
03:00	0	0	2	1	1	0	1	1	1	0	1	0	0	1	1	0
04:00	1	1	1	2	1	0	1	1	1	1	0	0	1	1	1	1
05:00	3	1	4	2	4	5	4	6	2	2	5	2	3	1	4	3
06:00	6	8	10	10	4	7	13	6	8	4	4	5	1	4	7	6
07:00	23	16	19	16	23	18	21	14	19	11	4	7	8	3	17	12
08:00	**70**	**95**	**68**	**92**	**74**	**90**	**67**	**83**	**51**	**83**	13	7	12	11	**51**	**66**
09:00	46	41	40	63	23	36	35	48	37	39	27	9	18	18	32	36
10:00	42	44	44	39	33	50	34	41	38	42	27	**34**	37	24	36	39
11:00	56	50	33	52	37	46	40	45	48	59	**39**	34	**47**	**30**	43	45
12:00 PM	49	47	47	69	49	50	52	44	56	58	**36**	39	30	34	46	49
01:00	45	61	44	60	44	61	45	59	45	64	34	41	33	40	41	55
02:00	58	**93**	**58**	**93**	**68**	**92**	**80**	62	49	**74**	30	39	**39**	45	**55**	**71**
03:00	**63**	67	56	64	55	53	45	61	**58**	74	27	28	34	37	48	55
04:00	44	72	57	78	42	64	46	**77**	49	57	31	**44**	22	**49**	42	63
05:00	48	51	54	56	60	59	62	51	46	62	26	42	28	44	46	52
06:00	40	47	43	40	30	48	32	40	44	41	23	28	21	25	33	38
07:00	17	42	19	39	19	40	22	48	20	30	19	31	18	23	19	36
08:00	14	19	14	19	6	22	8	17	19	27	16	12	15	8	13	18
09:00	7	11	12	10	7	11	11	14	12	18	8	13	6	4	9	12
10:00	1	9	5	9	4	9	6	10	7	17	12	17	9	4	6	11
11:00	1	5	3	8	3	7	5	8	8	7	1	7	0	0	3	6
Lane	643	790	636	829	592	780	639	746	626	780	389	457	391	428	561	687
Day	1433		1465		1372		1385		1406		846		819		1248	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00	10:00	11:00	11:00	08:00	08:00
Vol.	70	95	68	92	74	90	67	83	51	83	39	34	47	30	51	66
PM Peak	15:00	14:00	14:00	14:00	14:00	14:00	14:00	16:00	15:00	14:00	12:00	16:00	14:00	16:00	14:00	14:00
Vol.	63	93	58	93	68	92	80	77	58	74	36	44	39	49	55	71

Comb. Total	1433	1465	1372	1385	1406	846	819	1248
ADT	ADT 1,247	AADT 1,247						

Calaveras County Public Works
891 Mountain Ranch Rd
San Andreas, CA 95249

Site Code: 0749 0919
Station ID: 18091

Latitude: 0' 0.0000 South

Start	16-Sep-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	North Bou	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo
12:00 AM	2	1	3	0	5	0	2	1	3	2	0	1	4	0	3	1
01:00	1	4	1	0	1	0	1	1	2	0	2	0	3	1	2	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0
03:00	2	3	0	0	0	0	0	0	0	0	1	1	0	0	0	1
04:00	0	0	3	0	2	0	3	0	2	0	0	0	2	2	2	0
05:00	2	5	2	0	4	0	2	0	1	0	0	0	1	0	2	1
06:00	2	3	3	1	6	2	2	0	5	1	3	0	6	2	4	1
07:00	17	10	26	4	43	4	43	5	28	2	7	1	3	0	24	4
08:00	21	**12**	**42**	10	**45**	6	**52**	5	**38**	**9**	11	2	5	1	**31**	**6**
09:00	17	5	30	9	28	3	15	4	27	3	13	2	16	4	21	4
10:00	18	3	16	5	30	**7**	27	5	25	5	18	1	**19**	**8**	22	5
11:00	**39**	11	24	**13**	19	2	27	**6**	20	4	**21**	**4**	14	4	23	6
12:00 PM	17	14	27	9	12	**9**	22	6	**52**	5	12	1	14	4	22	7
01:00	30	**15**	29	3	30	9	22	5	25	**7**	14	4	**23**	**10**	25	**8**
02:00	**42**	11	**39**	**11**	**49**	5	**39**	4	25	5	**24**	**10**	19	8	**34**	8
03:00	32	7	36	8	34	6	25	3	21	6	20	3	18	7	27	6
04:00	29	11	22	2	27	8	21	5	32	7	21	3	20	8	25	6
05:00	28	10	16	5	35	3	24	**8**	16	6	15	8	13	4	21	6
06:00	23	5	19	8	21	4	17	4	14	2	15	1	11	3	17	4
07:00	17	6	12	2	14	7	17	3	15	3	16	8	8	4	14	5
08:00	8	2	17	5	10	1	18	3	14	5	12	3	5	2	12	3
09:00	8	1	5	2	5	1	5	2	11	3	18	4	5	3	8	2
10:00	3	0	3	0	5	0	3	1	1	1	8	1	1	1	3	1
11:00	6	1	3	1	3	0	1	0	5	2	2	0	0	0	3	1
Lane	364	140	378	99	428	77	388	71	382	78	253	58	211	76	345	87
Day	504		477		505		459		460		311		287		432	
AM Peak	11:00	08:00	08:00	11:00	08:00	10:00	08:00	11:00	08:00	08:00	11:00	11:00	10:00	10:00	08:00	08:00
Vol.	39	12	42	13	45	7	52	6	38	9	21	4	19	8	31	6
PM Peak	14:00	13:00	14:00	14:00	14:00	12:00	14:00	17:00	12:00	13:00	14:00	14:00	13:00	13:00	14:00	13:00
Vol.	42	15	39	11	49	9	39	8	52	7	24	10	23	10	34	8

Comb. Total	504	477	505	459	460	311	287	432

ADT ADT 429 AADT 429

Attachment B

Calaveras County Public Works
891 Mountain Ranch Rd
San Andreas, CA 95249

Site Code: 0012 0919
Station ID: 18063

Latitude: 0' 0.0000 South

Start	16-Sep-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	North Bou	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo
12:00 AM	1	1	0	3	0	2	1	2	0	2	2	3	0	3	1	2
01:00	3	1	1	2	2	2	0	0	1	0	2	1	1	4	1	1
02:00	0	1	0	0	0	0	2	1	2	0	1	1	1	0	1	0
03:00	0	0	0	0	2	0	3	1	1	0	1	0	2	0	1	0
04:00	2	1	3	2	1	1	0	2	2	2	1	0	0	1	1	1
05:00	11	5	15	7	8	6	11	6	10	4	2	1	0	0	8	4
06:00	18	19	12	14	19	20	19	13	13	10	4	2	2	2	12	11
07:00	**73**	**141**	**85**	**155**	69	**139**	**73**	**141**	63	**122**	10	11	9	7	55	**102**
08:00	61	81	83	85	**89**	74	71	80	**74**	104	19	20	19	14	**59**	65
09:00	35	48	29	22	39	45	30	26	22	31	14	17	23	15	27	29
10:00	41	36	50	46	31	23	33	43	37	41	24	**29**	12	20	33	34
11:00	22	46	43	47	33	52	48	48	47	56	**32**	27	**24**	**23**	36	43
12:00 PM	44	49	40	47	32	51	35	35	**81**	66	26	27	25	**35**	40	44
01:00	38	65	53	57	47	61	37	54	57	**84**	**31**	**36**	27	31	41	55
02:00	66	**91**	72	**95**	74	**96**	71	74	52	61	24	27	**31**	31	56	**68**
03:00	**85**	75	**82**	83	**85**	86	**93**	**80**	46	43	25	23	16	33	**62**	60
04:00	45	67	46	66	56	77	52	58	43	46	17	31	19	28	40	53
05:00	31	47	30	49	44	78	34	55	26	42	16	29	28	31	30	47
06:00	37	39	28	34	30	42	33	37	36	33	19	33	11	23	28	34
07:00	28	23	22	35	28	39	16	35	17	29	18	31	15	21	21	30
08:00	7	17	11	21	15	20	8	18	13	26	14	31	10	15	11	21
09:00	8	13	8	13	8	16	6	16	5	21	11	14	4	14	7	15
10:00	6	4	3	1	3	4	3	9	6	5	9	11	7	16	5	7
11:00	2	1	3	3	1	1	3	0	3	5	2	5	0	0	2	2
Lane	664	871	719	887	716	935	682	834	657	833	324	410	286	367	578	728
Day	1535		1606		1651		1516		1490		734		653		1306	
AM Peak	07:00	07:00	07:00	07:00	08:00	07:00	07:00	07:00	08:00	07:00	11:00	10:00	11:00	11:00	08:00	07:00
Vol.	73	141	85	155	89	139	73	141	74	122	32	29	24	23	59	102
PM Peak	15:00	14:00	15:00	14:00	15:00	14:00	15:00	15:00	12:00	13:00	13:00	13:00	14:00	12:00	15:00	14:00
Vol.	85	91	82	95	85	96	93	80	81	84	31	36	31	35	62	68

Comb. Total	1535	1606	1651	1516	1490	734	653	1306

ADT ADT 1,312 AADT 1,312

Attachment C

ACTIVE TRANSPORTATION COUNTS

Pope Street Study Bicycle and Pedestrian Count Form

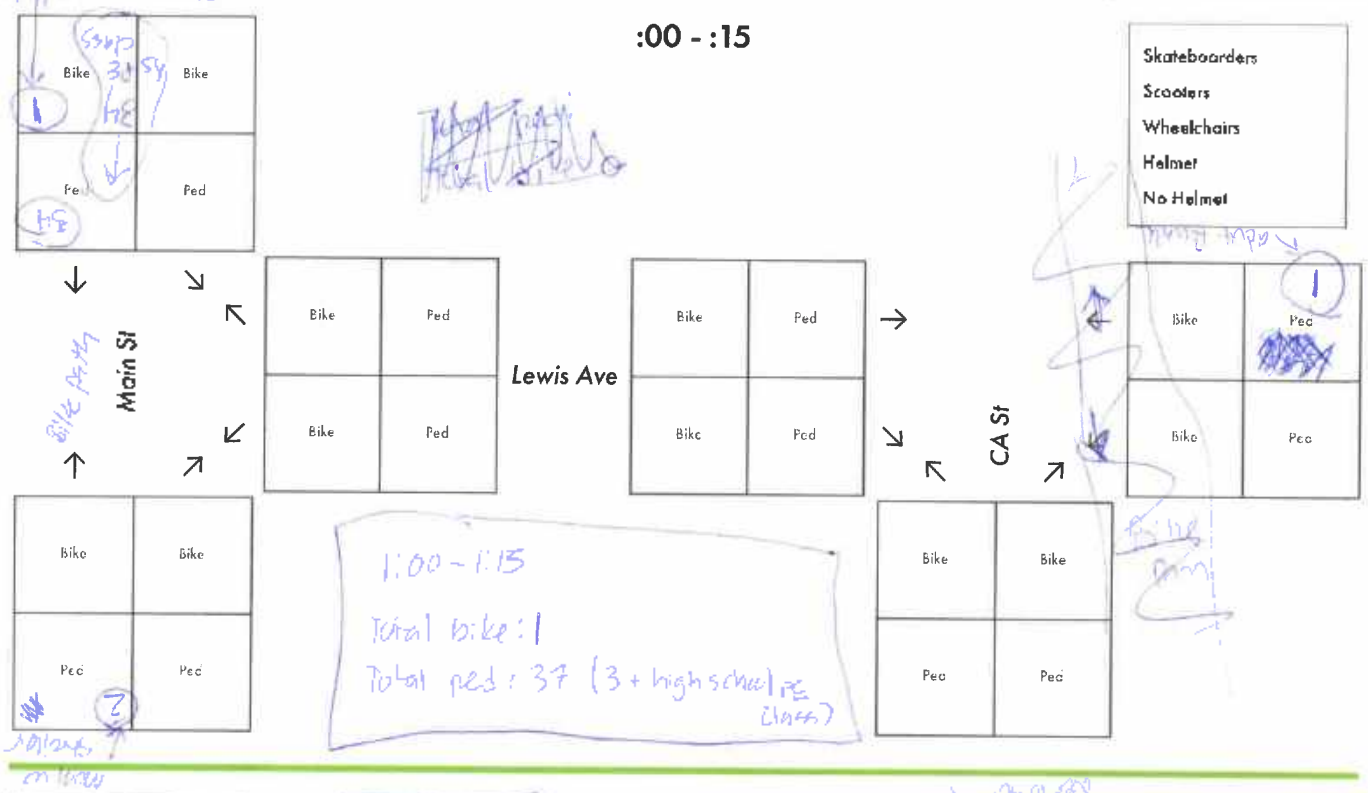
CA St/Lewis Ave

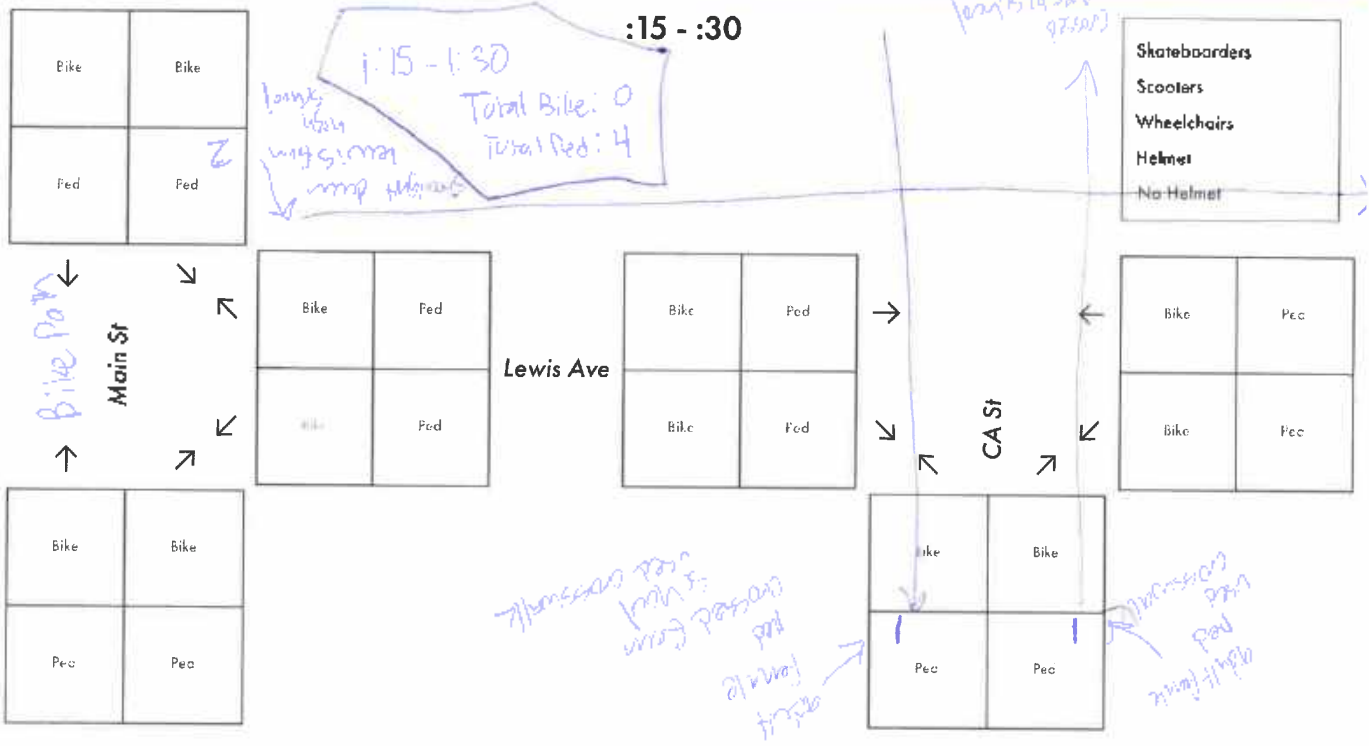
Start Time 1:00 pm

End Time 2:00 pm

Date August 6, 2019 Tuesday

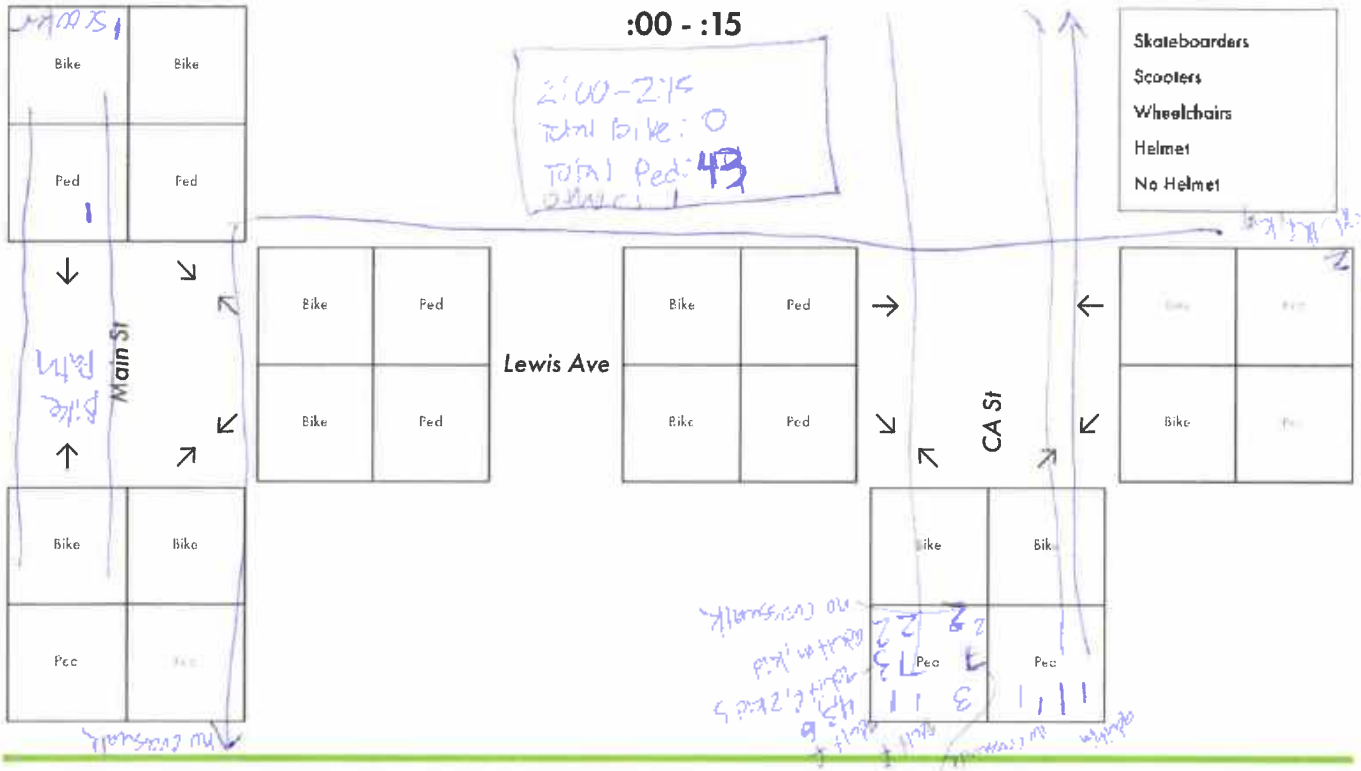
Weather 90 and clear, sunny/hot

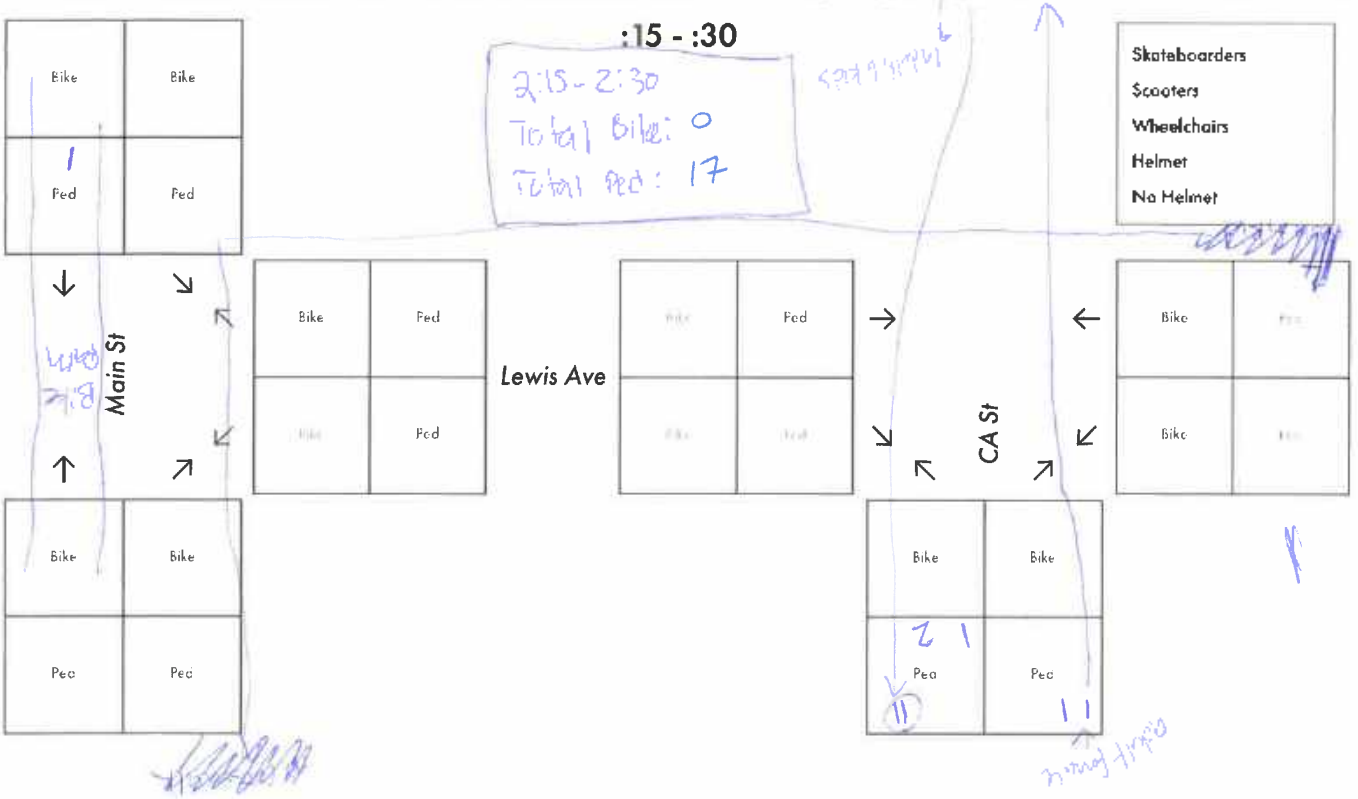




Pope Street Study Bicycle and Pedestrian Count Form — CA St/Lewis Ave

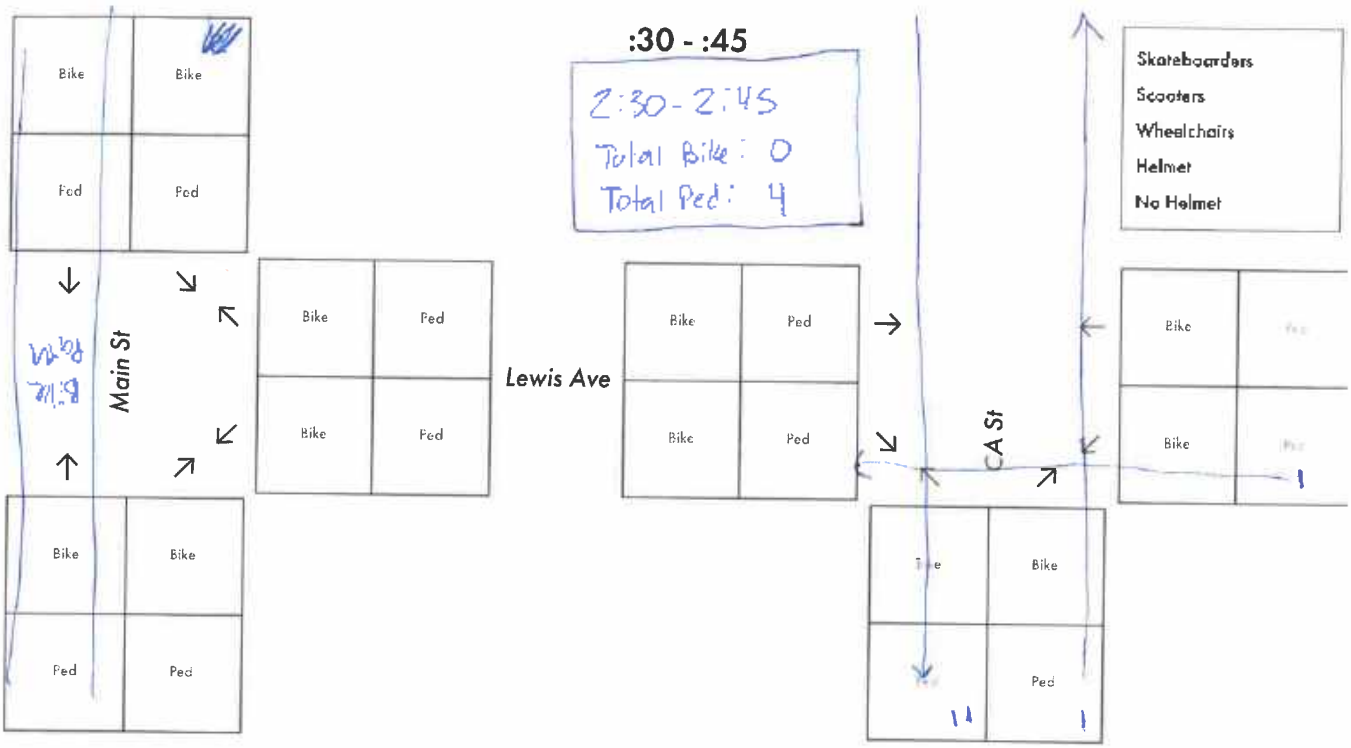
Start Time 2:00pm
End Time 3:00pm
Date 8-06-19, Tuesday
Weather 90 and clear, Hot/sunny

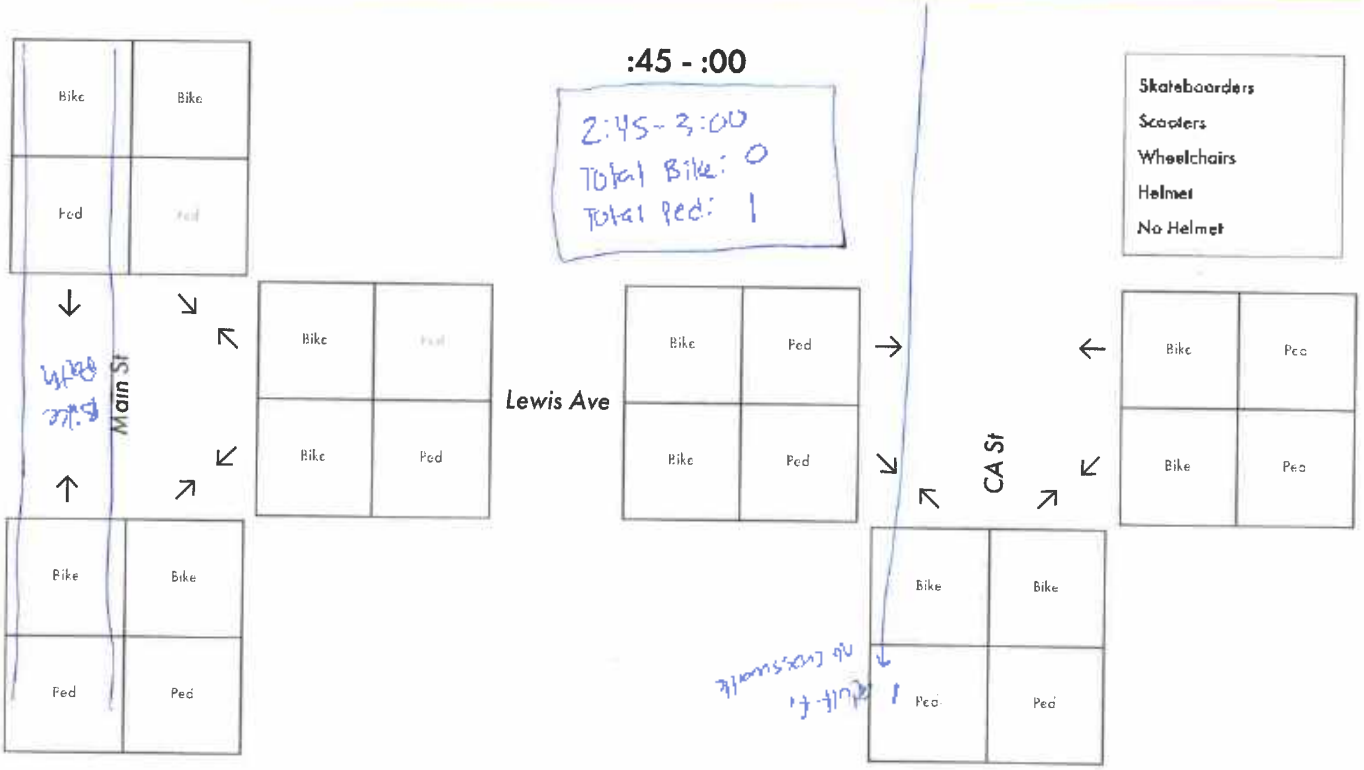




Pope Street Study Bicycle and Pedestrian Count Form

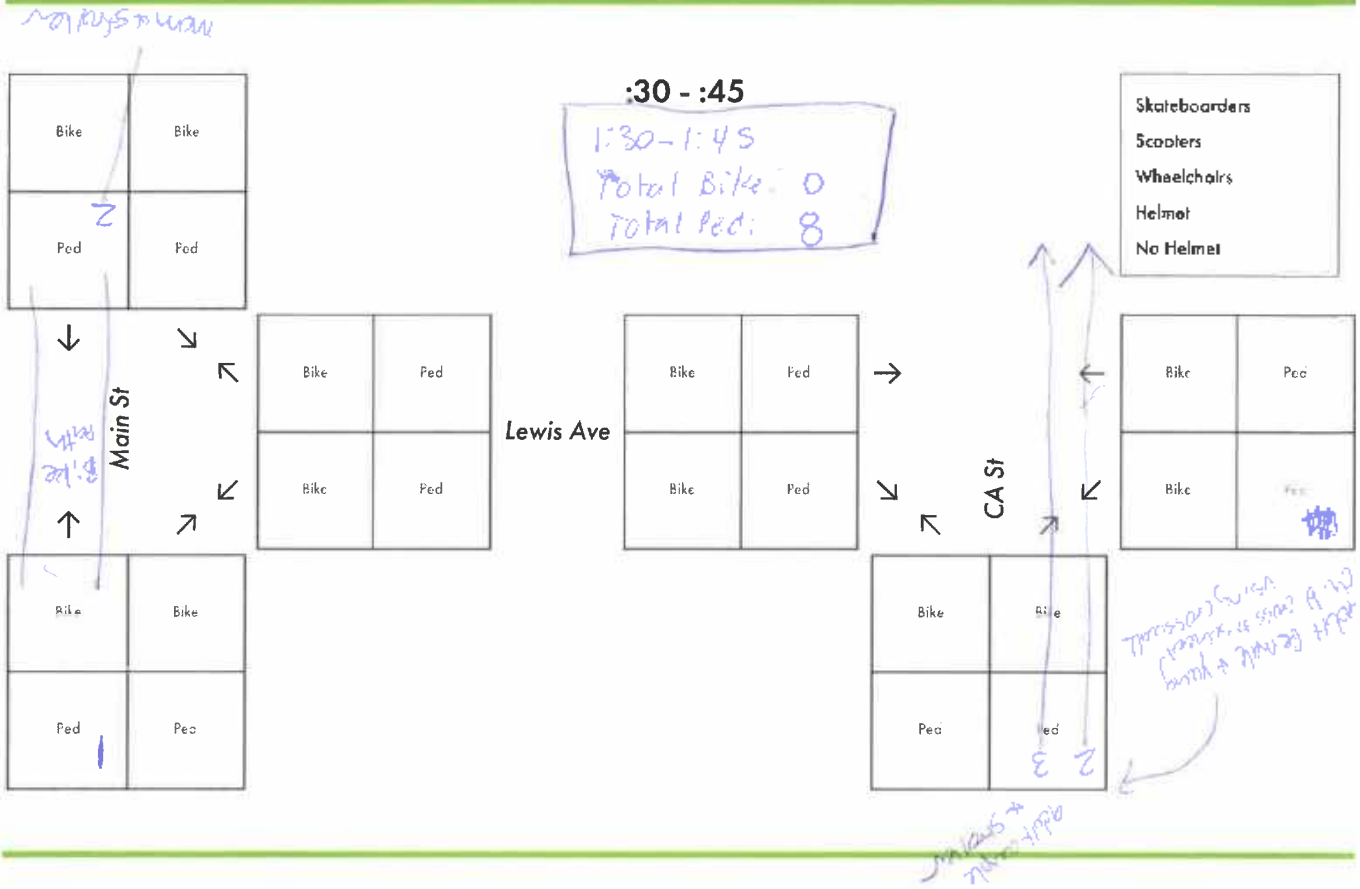
CA St/Lewis Ave

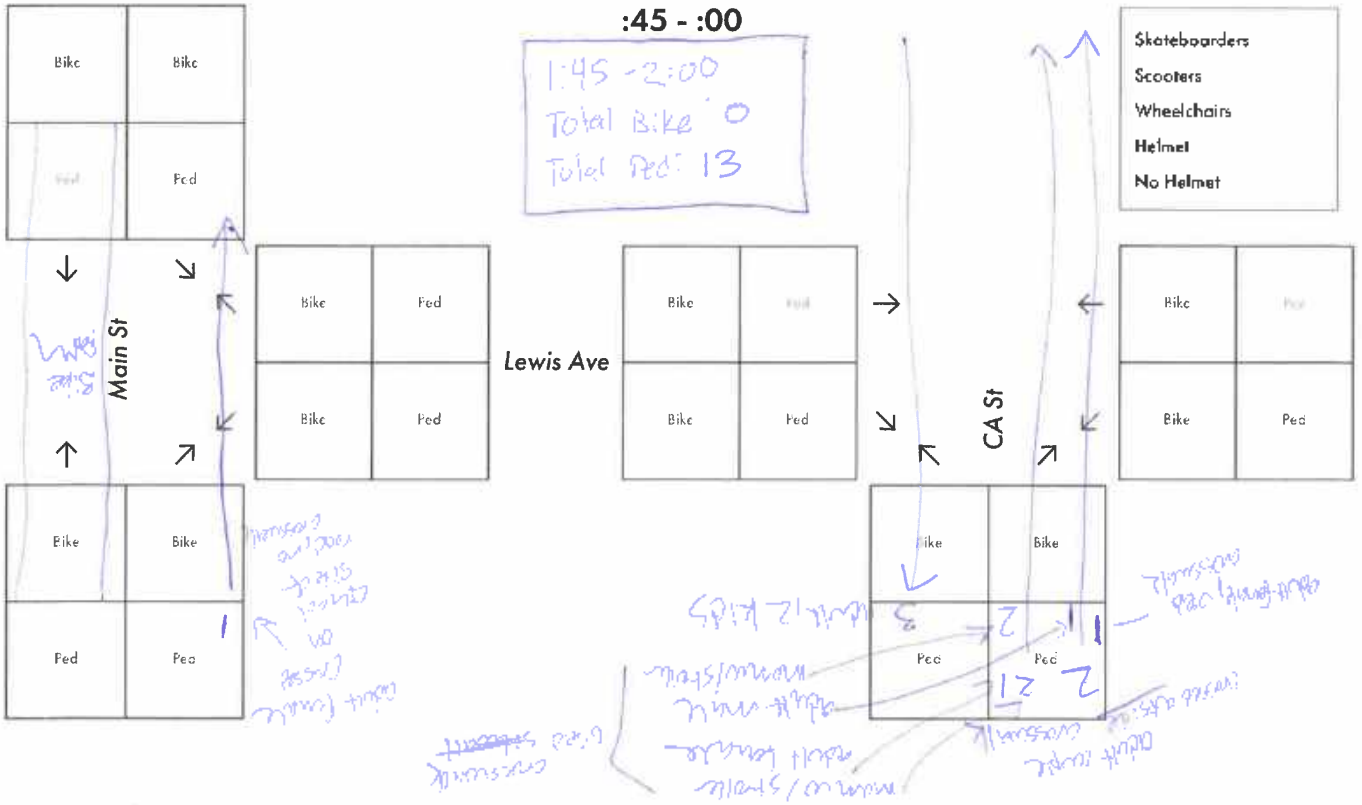




Pope Street Study Bicycle and Pedestrian Count Form

CA St/Lewis Ave





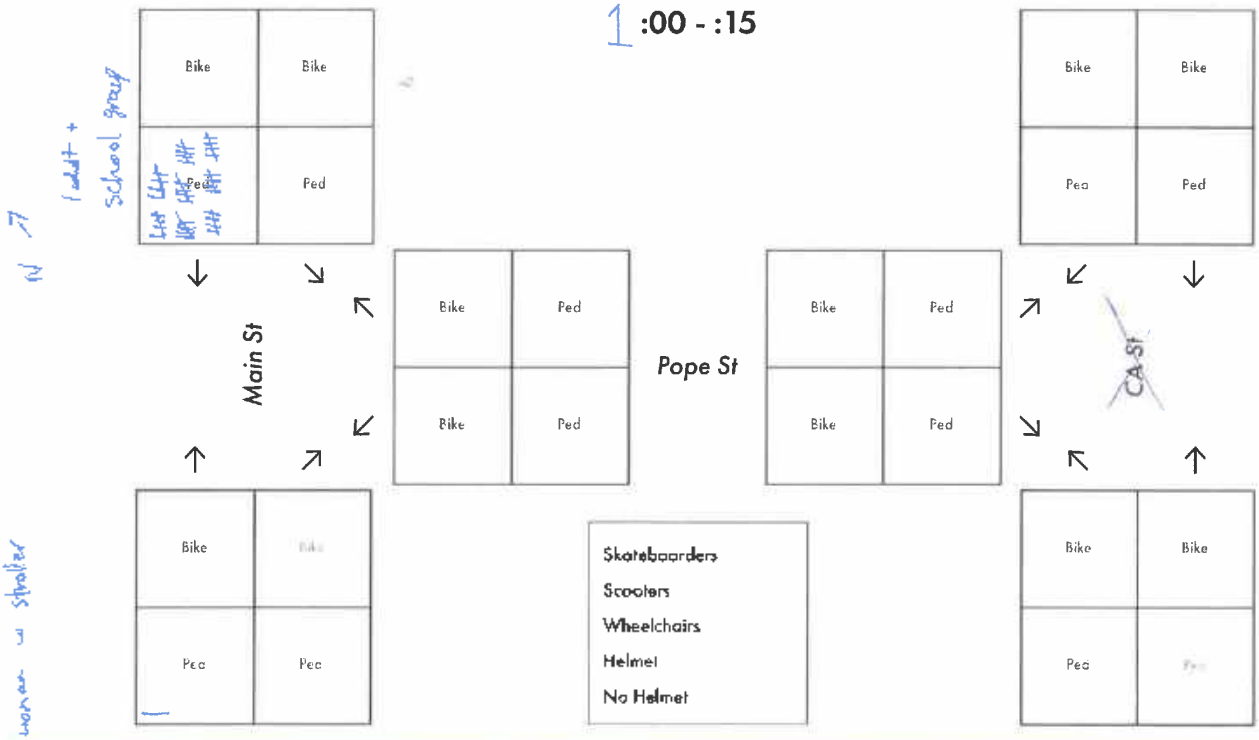
Pope Street Study Bicycle and Pedestrian Count Form

Main St/Pope St

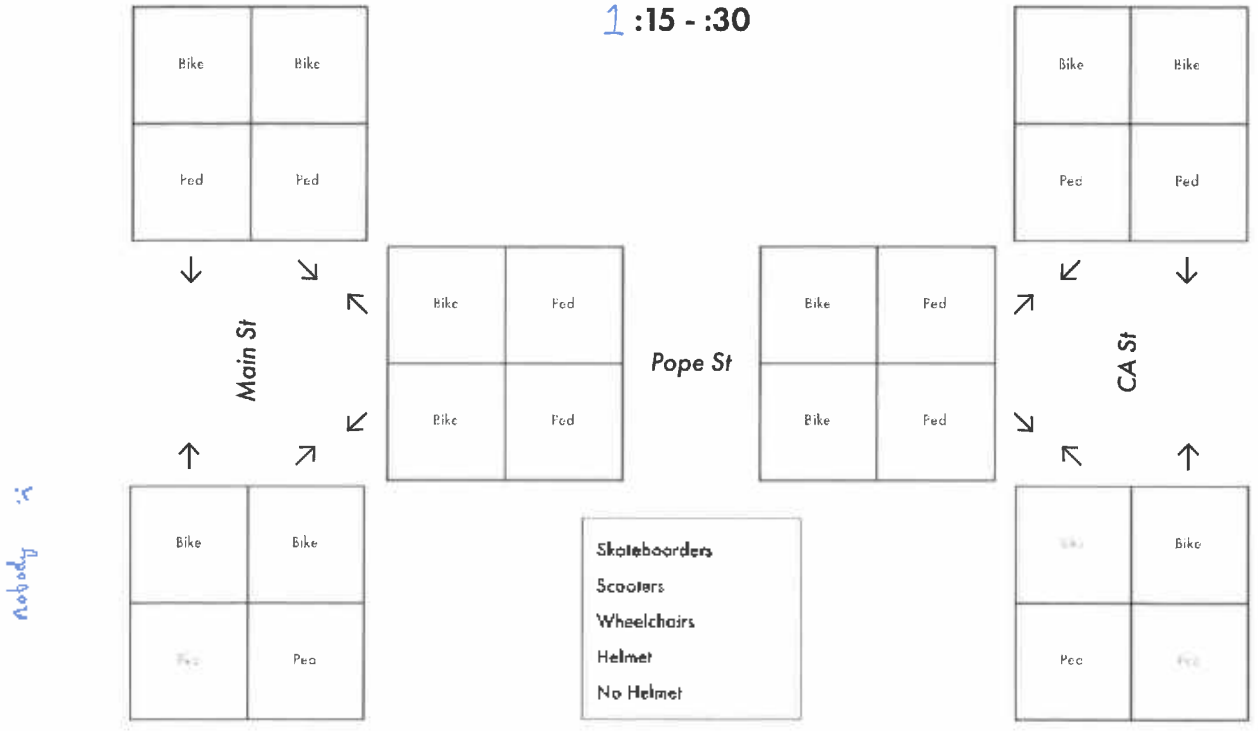
Start Time 1:00 pm
End Time 2:00 pm

Date 8/6/2019
Weather Clear, 96°

1:00 - :15

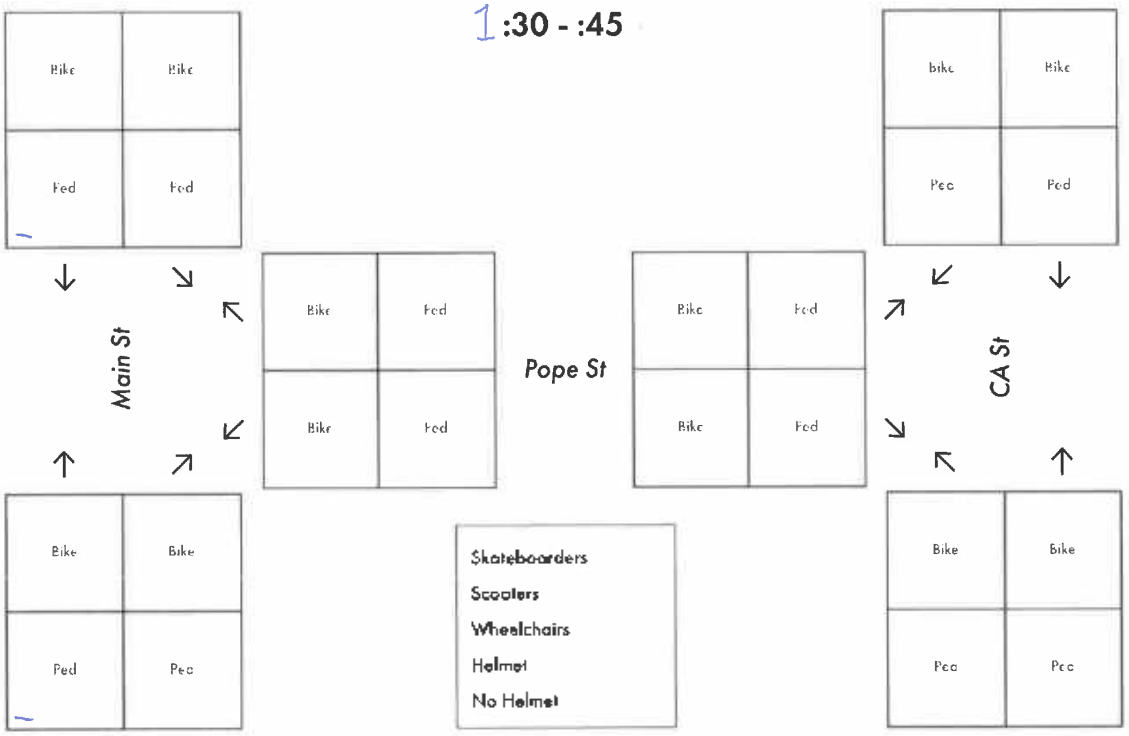


1:15 - :30

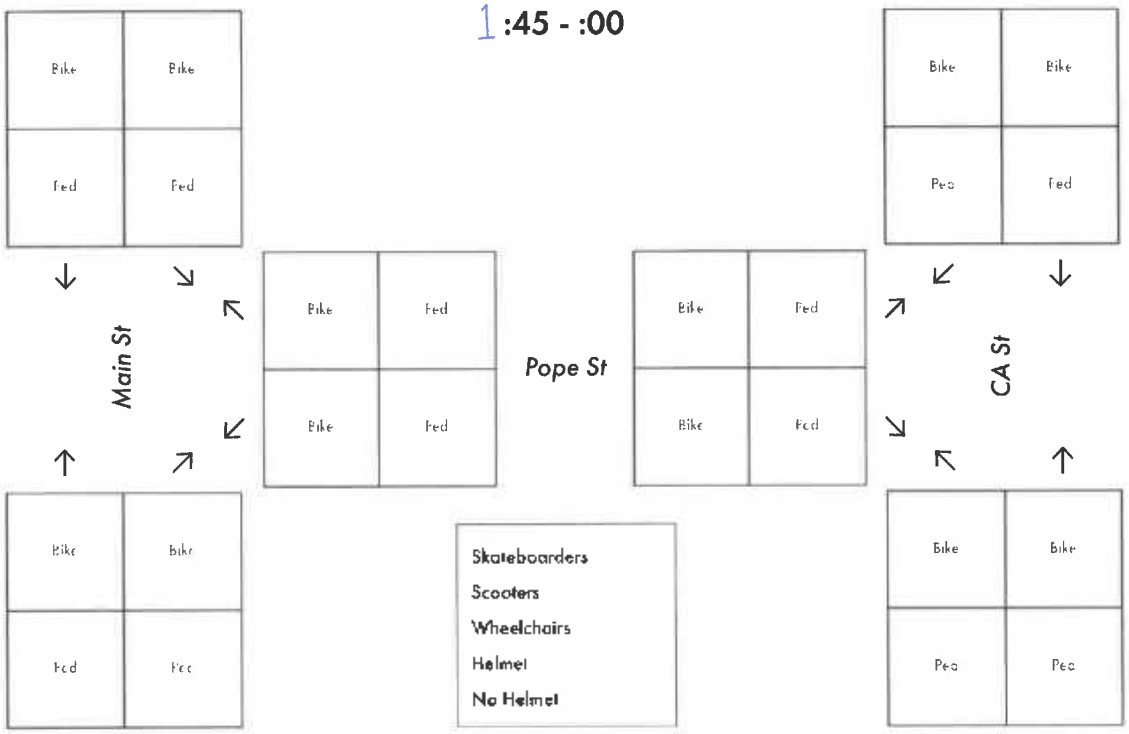


Pope Street Study Bicycle and Pedestrian Count Form — Main St/Pope St

1:30 - :45



1:45 - :00

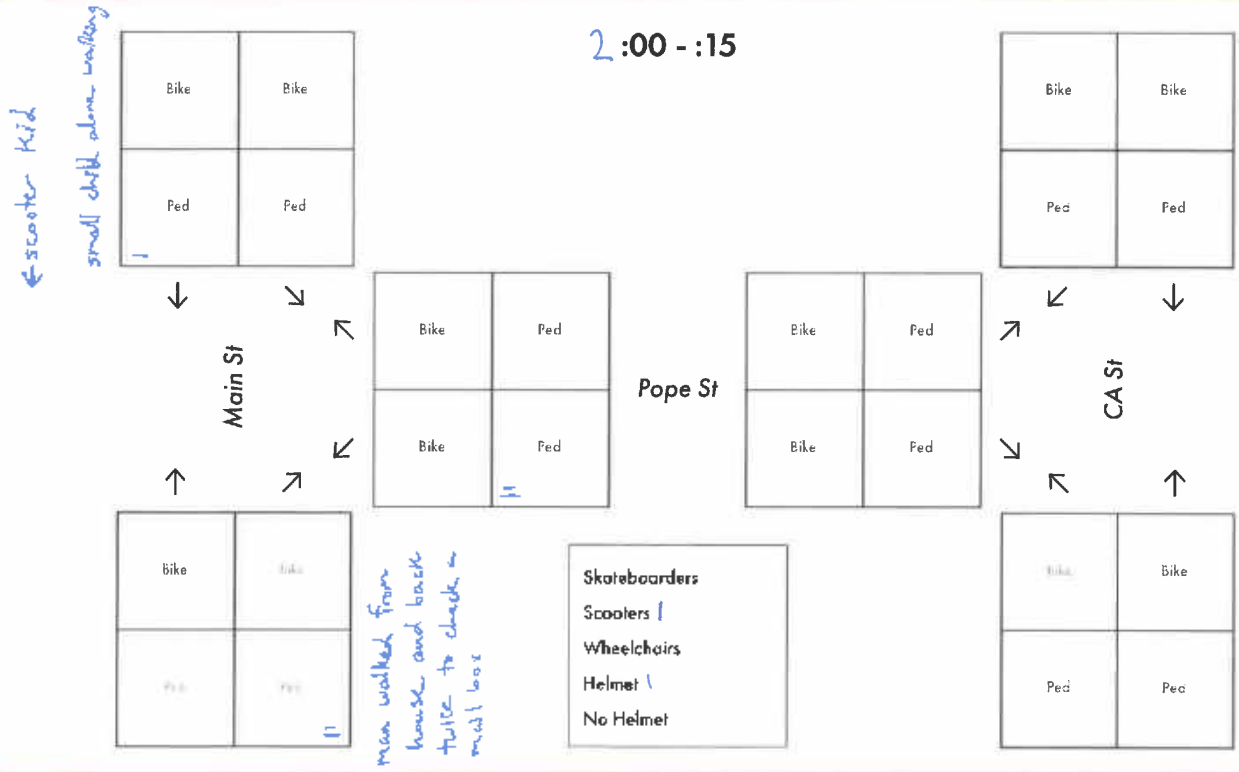


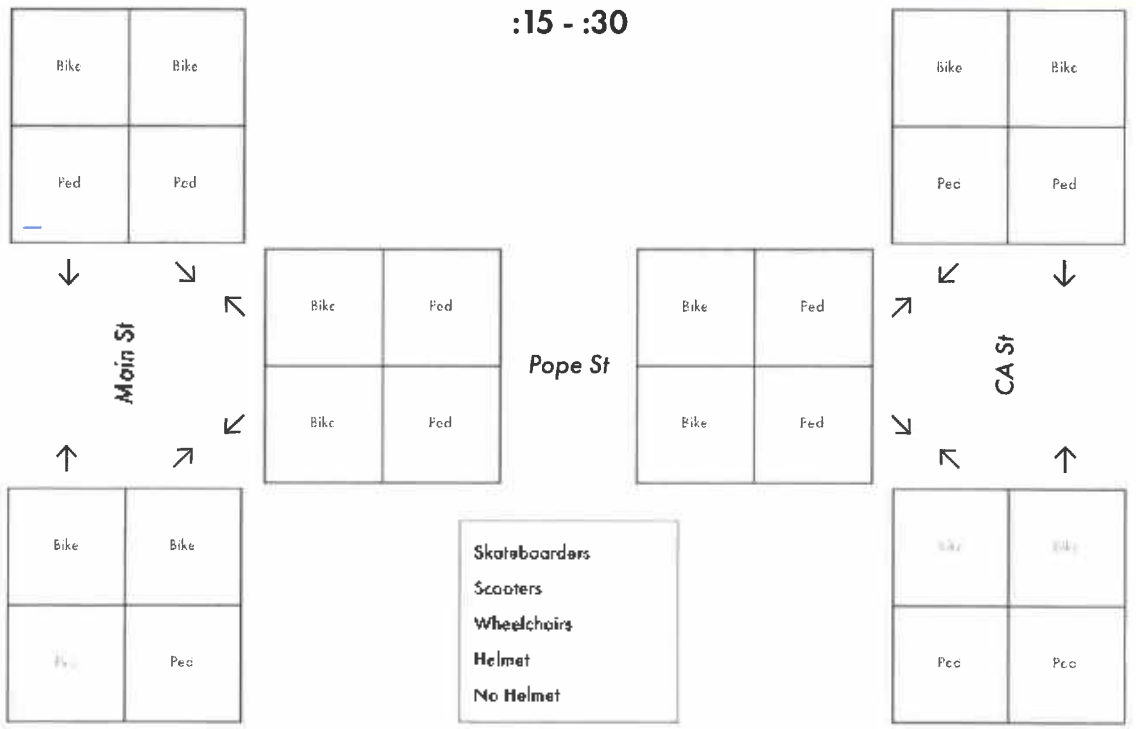
Pope Street Study Bicycle and Pedestrian Count Form

Main St/Pope St

Start Time 2:00 pm
End Time 3:00 pm

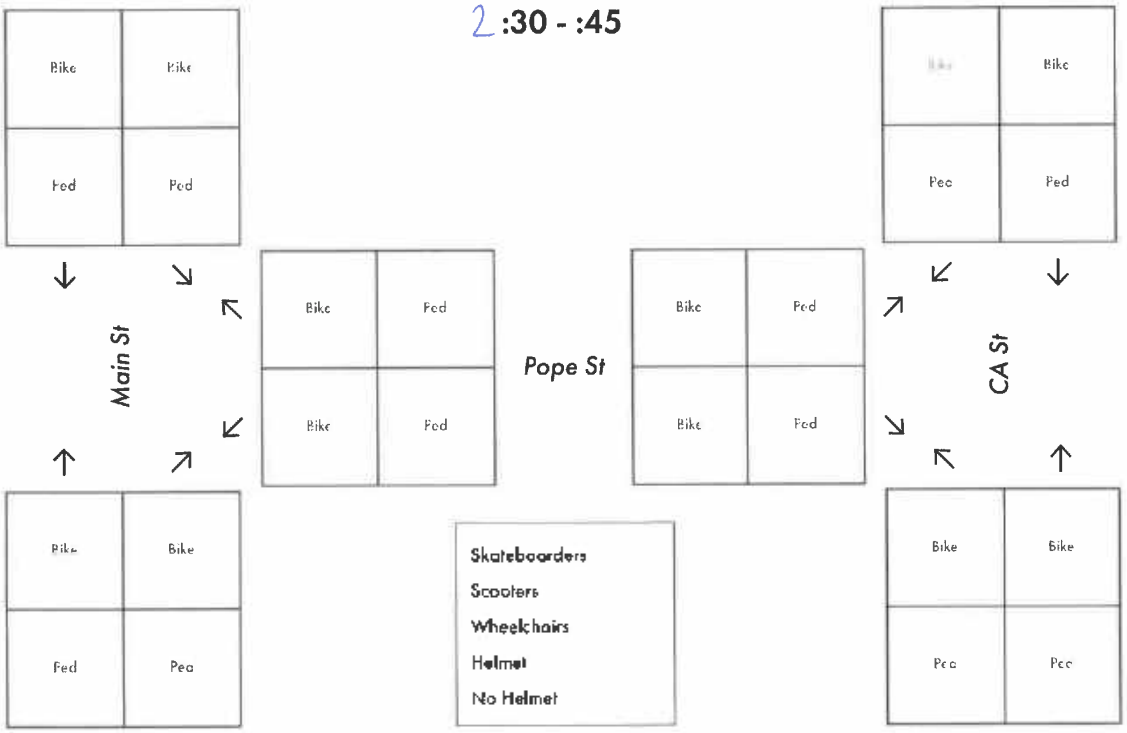
Date 8/6/2019
Weather Clear, 96°



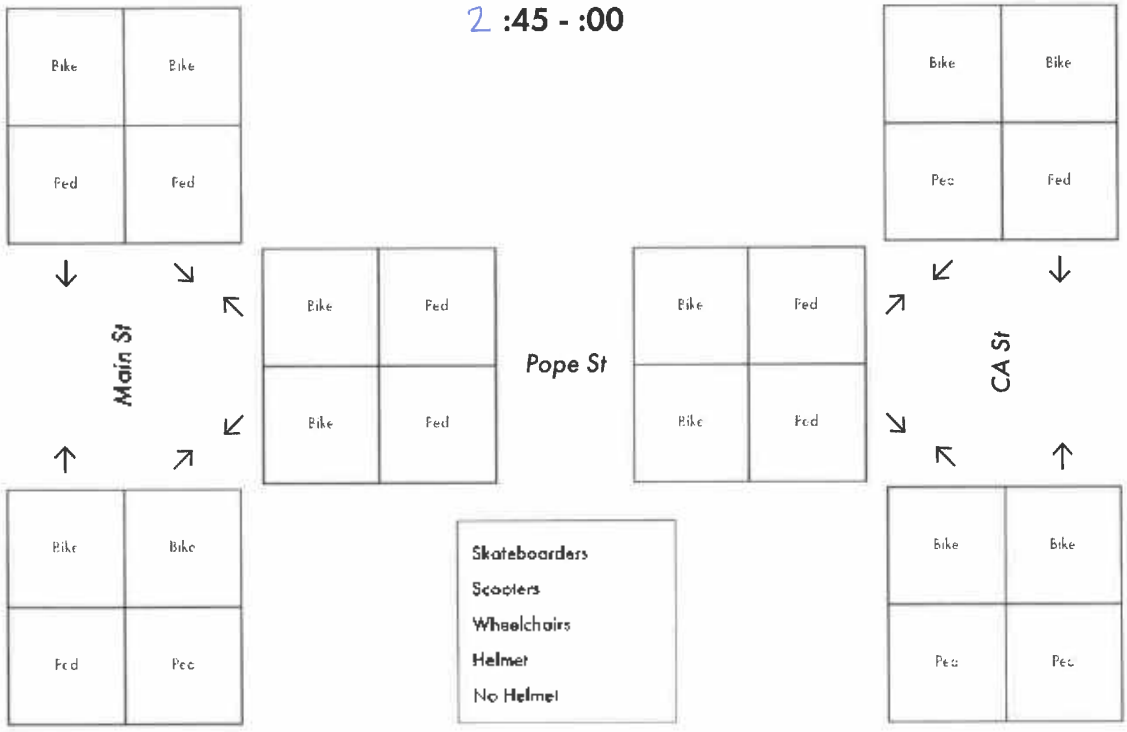


Pope Street Study Bicycle and Pedestrian Count Form — Main St/Pope St

2 :30 - :45



2 :45 - :00



Pope Street Study Bicycle and Pedestrian Count Form

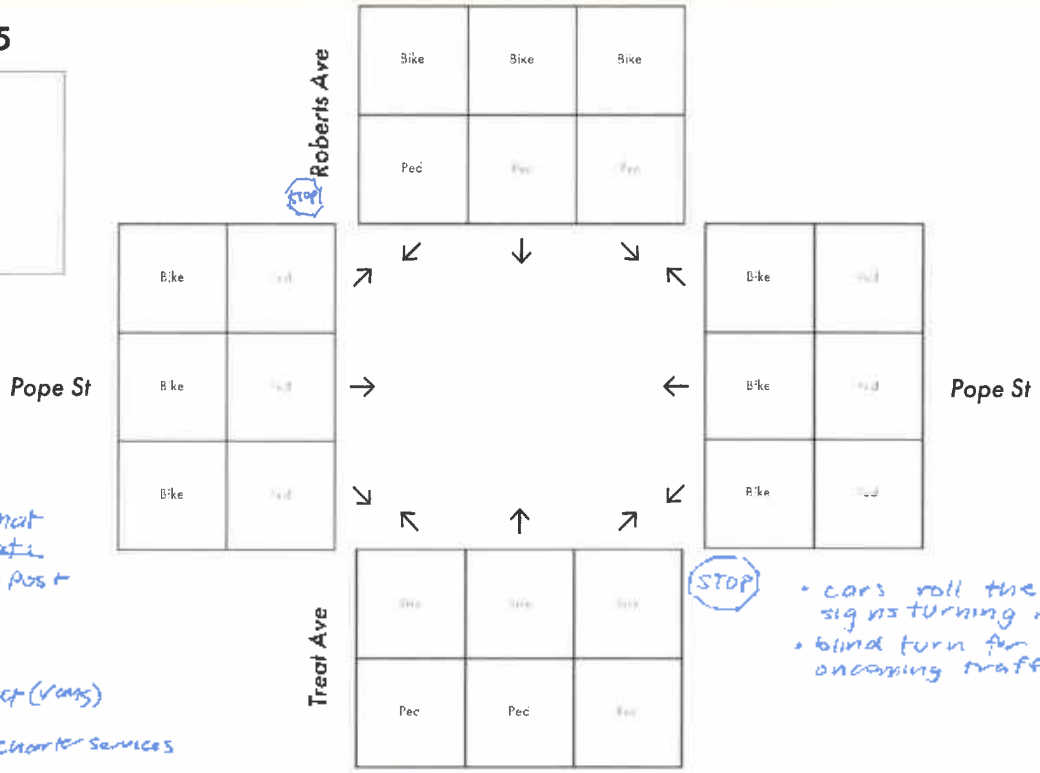
Treat Ave/Pope St

Start Time 1:00 Date 8/6/19

End Time 2:00 Weather 98°F

1:00 -1:15

- Skateboarders
- Scooters //
- Wheelchairs
- Helmet
- No Helmet

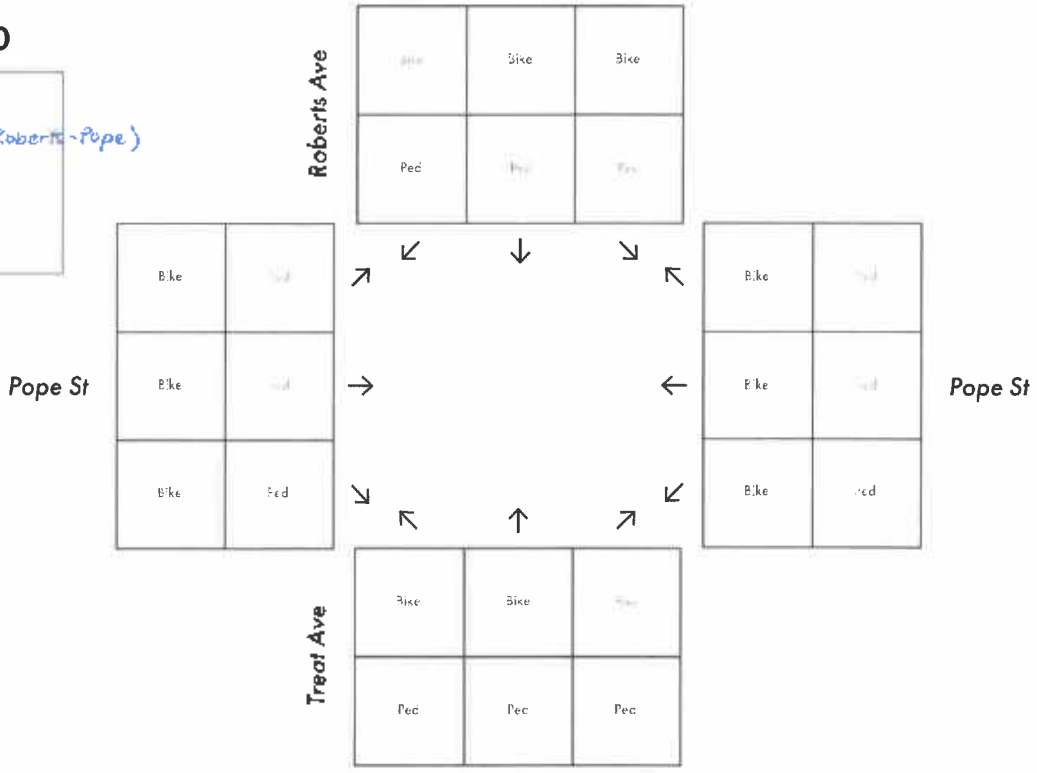


- ~~Delivery~~ trucks that take Pope/Treat:
  - Sonora Trading Post
  - Aramark
  - Alhambra
  - Tow trucks
  - Calaveras connect (vans)
  - Fire Trucks
  - Blue Mtn Inc. Charter Services
  - School BUS

- cars roll the stop signs turning right
- blind turn for oncoming traffic on Pope

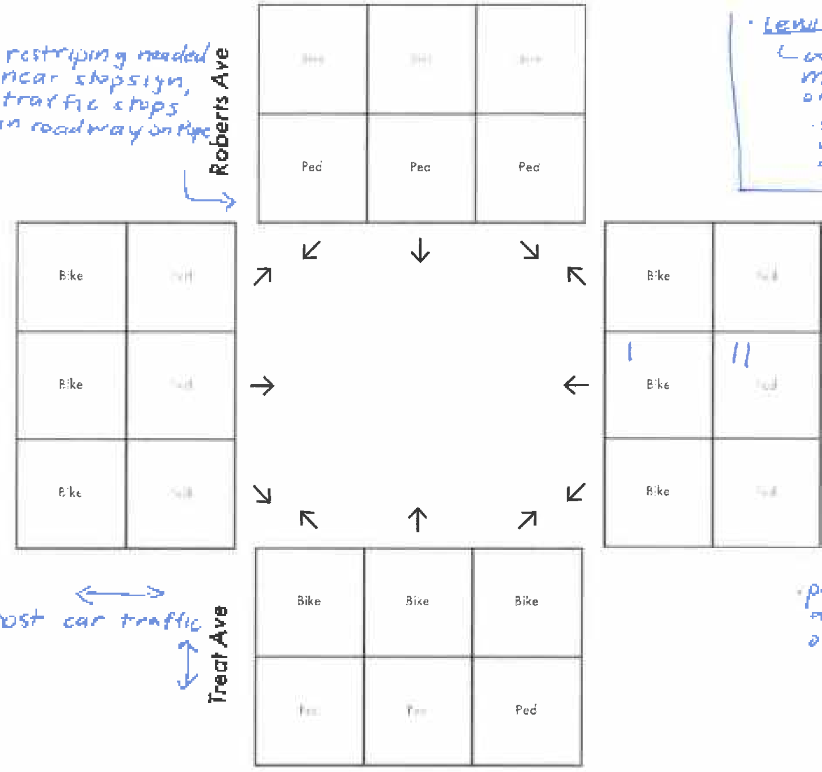
1:15 -1:30

- Skateboarders
- Scooters 1 (Roberts-Pope)
- Wheelchairs
- Helmet
- No Helmet



1:30 - 1:45

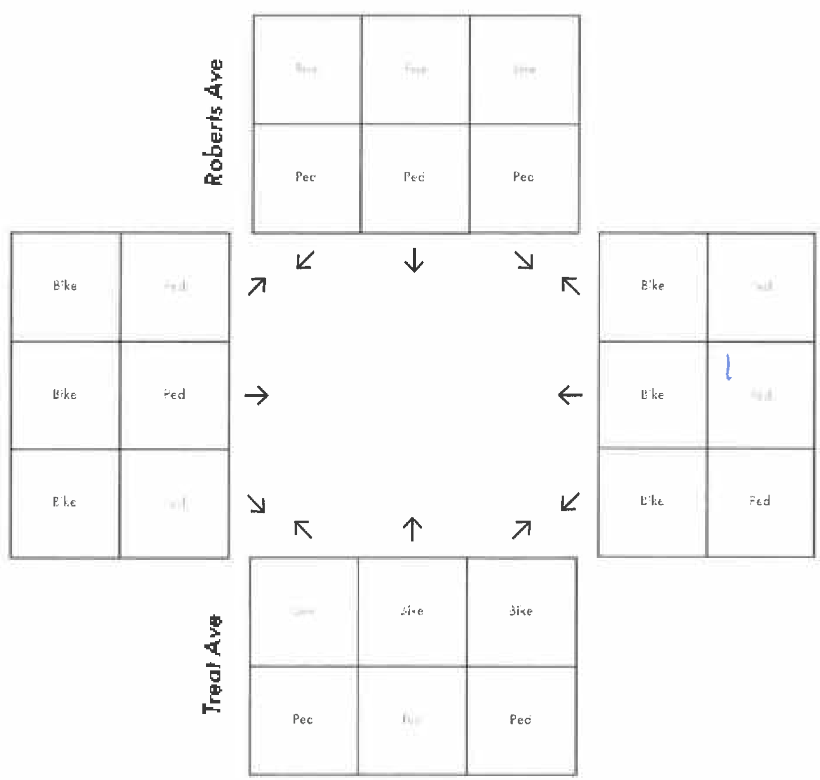
Skateboarders	
Scooters	
Wheelchairs	
Helmet	I
No Helmet	



- restriping needed near stop sign, traffic stops in roadway on Pope
- Lewis/CA intersection
  - community member commenting on one-way section
  - sees people going wrong direction 2x a day (lives there)
- most car traffic
- ped walk against traffic on left side.

1:45 - 2:00

Skateboarders	
Scooters	
Wheelchairs	
Helmet	
No Helmet	



Pope Street Study Bicycle and Pedestrian Count Form

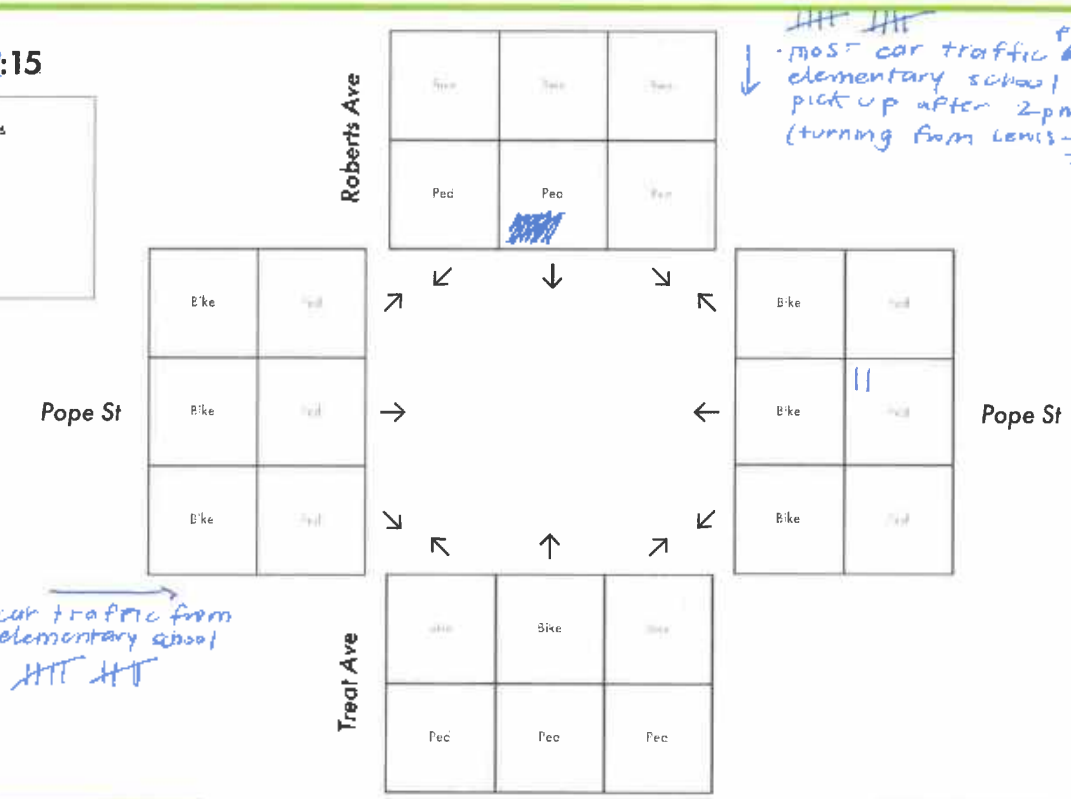
Treat Ave/Pope St

Start Time 2:00 Date 9/6/19

End Time 3:00 Weather 95°F

2:00 - 2:15

- Skateboarders
- Scooters
- Wheelchairs
- Helmet
- No Helmet

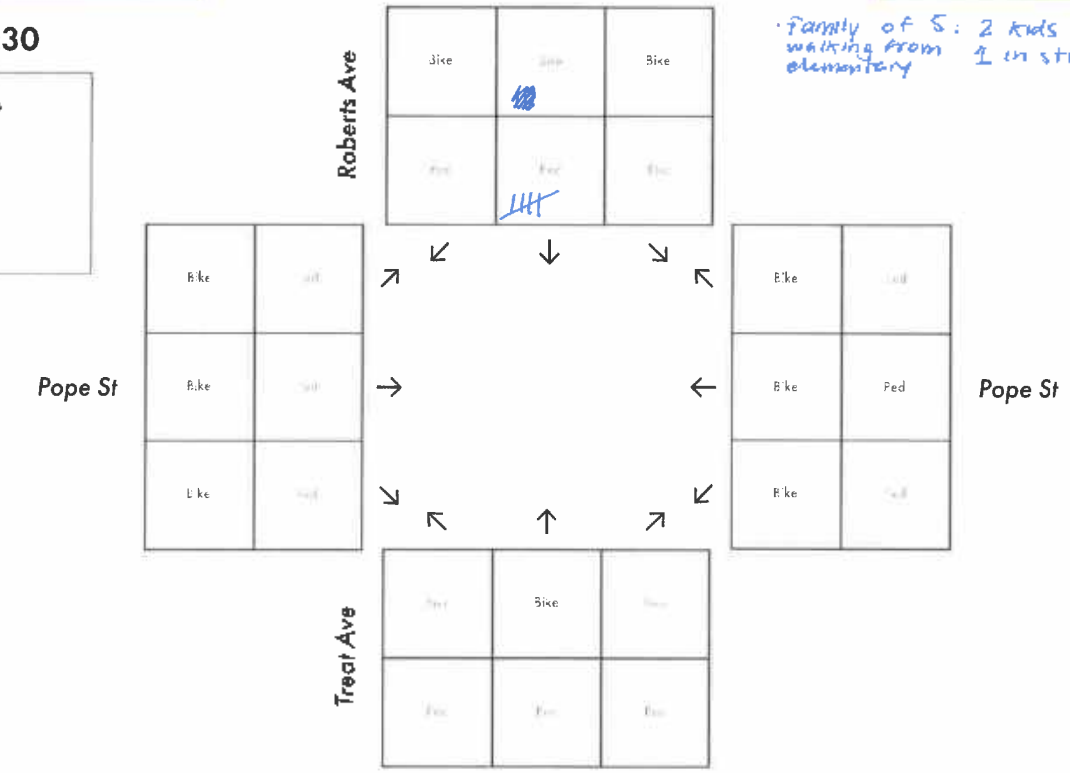


- most car traffic from elementary school pick up after 2pm (turning from Lewis - Roberts - Treat)

- car traffic from elementary school

2:15 - 2:30

- Skateboarders
- Scooters
- Wheelchairs
- Helmet
- No Helmet



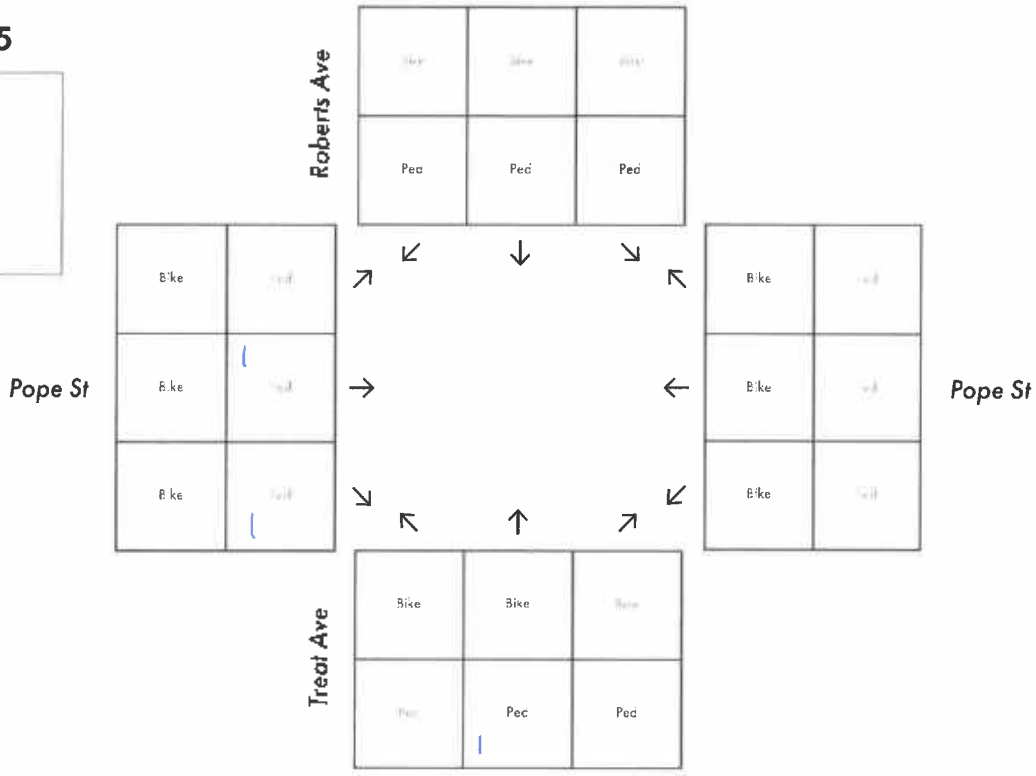
- family of 5: 2 kids walking walking from elementary 1 in stroller

Pope Street Study Bicycle and Pedestrian Count Form

Treat Ave/Pope St

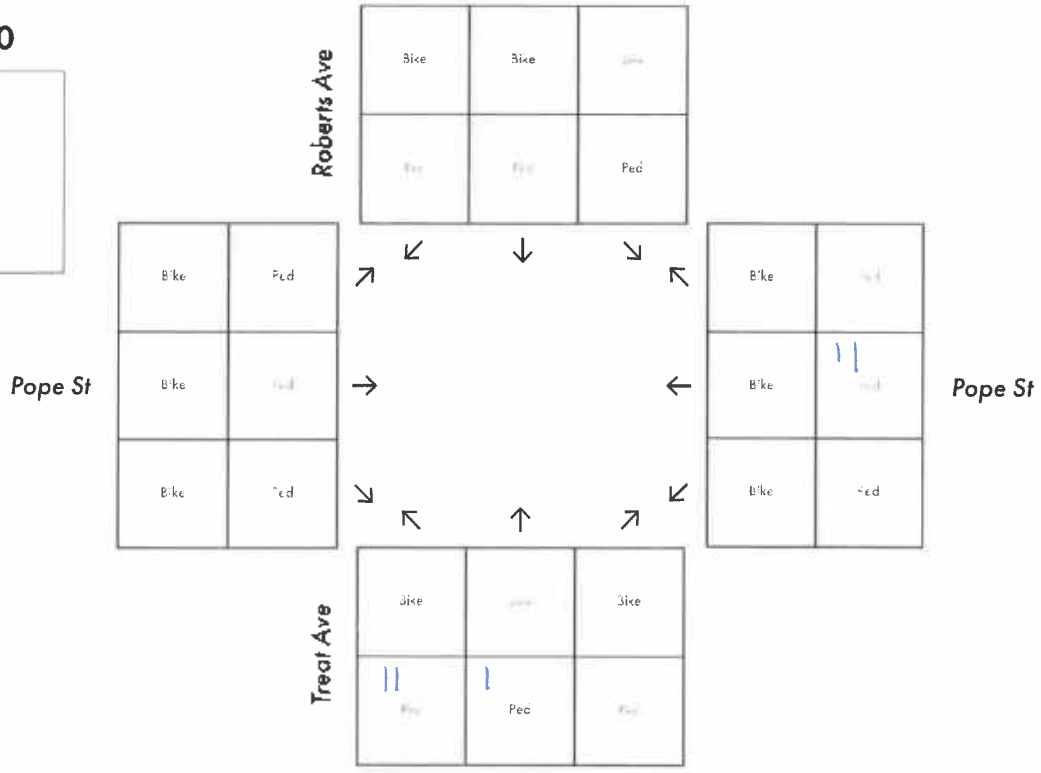
2:30 - 2:45

- Skateboarders
- Scooters
- Wheelchairs
- Helmet
- No Helmet



2:45 - 3:00

- Skateboarders
- Scooters
- Wheelchairs
- Helmet
- No Helmet



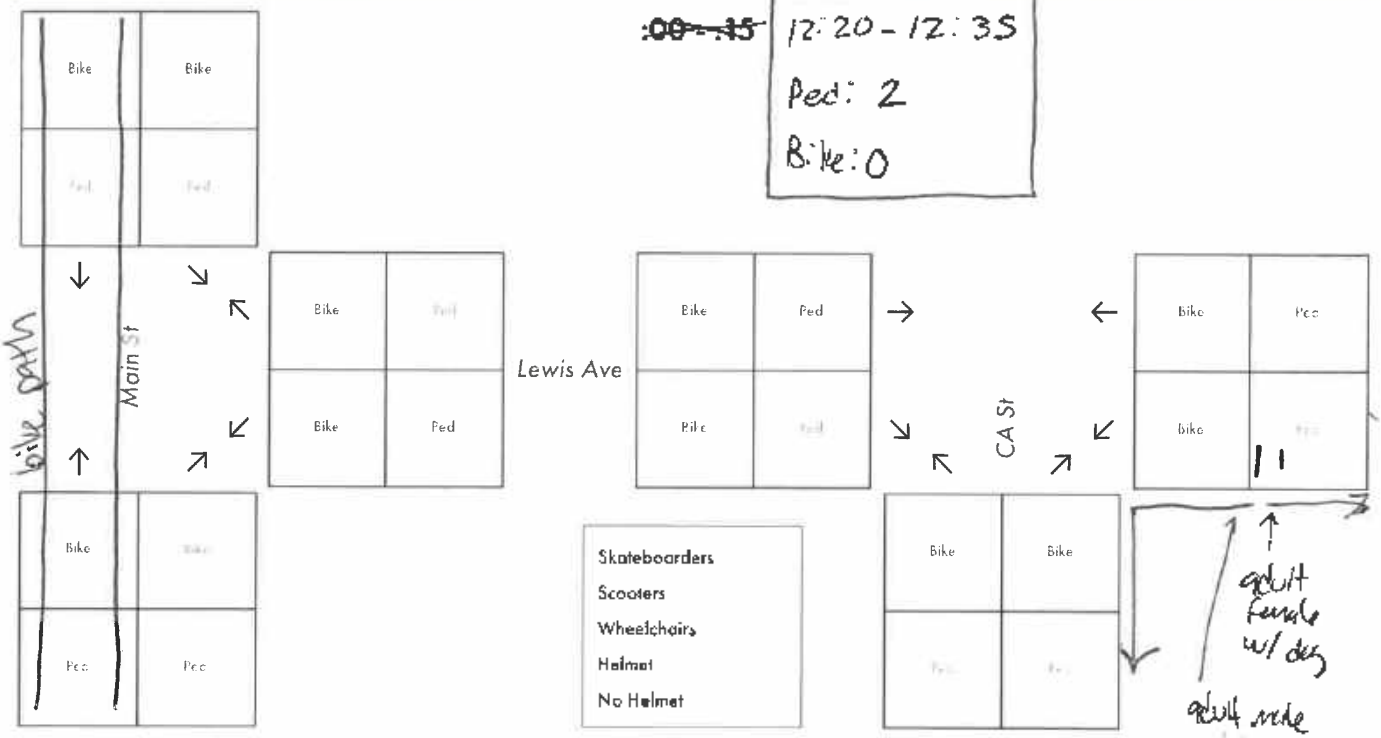
Pope Street Study Bicycle and Pedestrian Count Form

CA St/Lewis Ave

Start Time 12:20
End Time 2:20

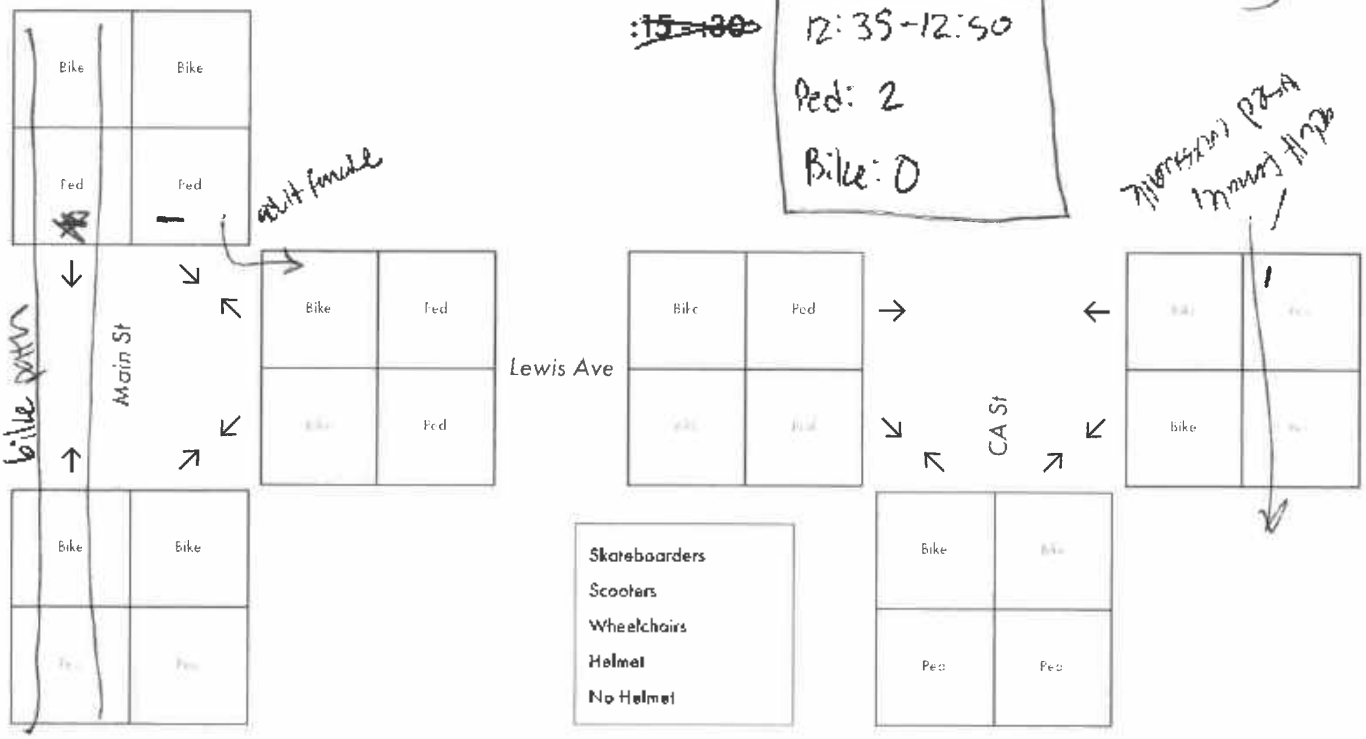
Date 9-10-19, Tuesday
Weather sunny and temperate, 75-80°F

~~:00 - :15~~ 12:20 - 12:35
Ped: 2
Bike: 0



Skateboarders
Scooters
Wheelchairs
Helmet
No Helmet

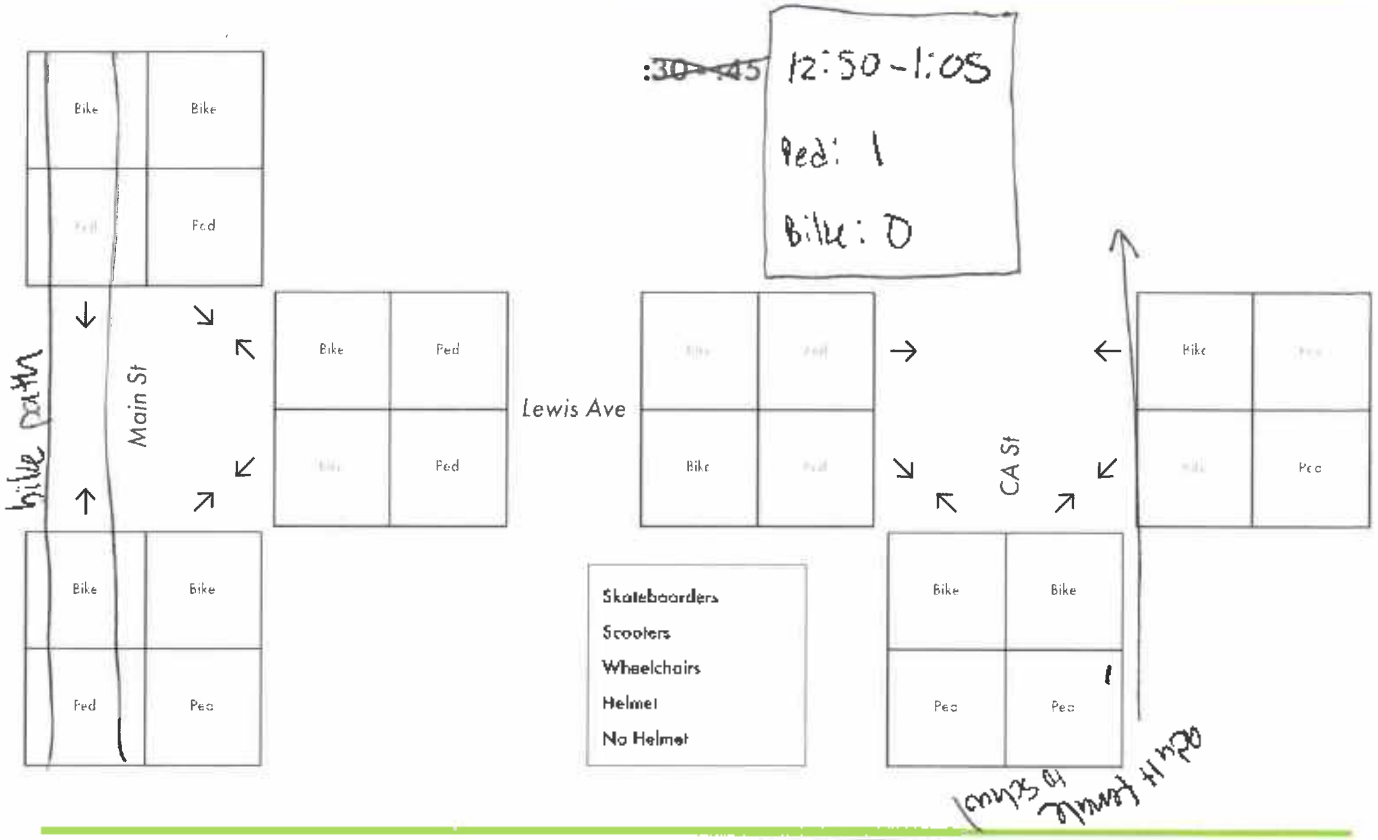
~~:15 - :30~~ 12:35 - 12:50
Ped: 2
Bike: 0

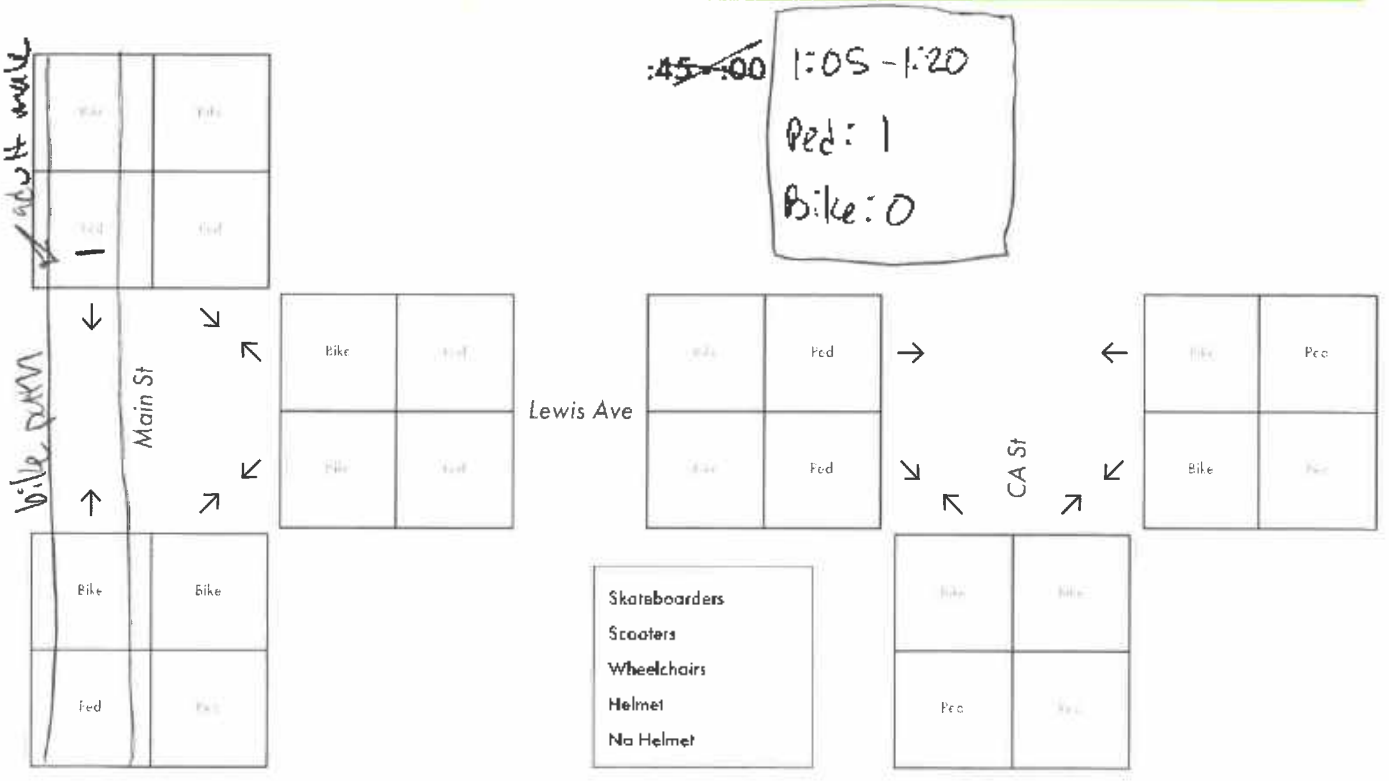


Skateboarders
Scooters
Wheelchairs
Helmet
No Helmet

Pope Street Study Bicycle and Pedestrian Count Form

CA St/Lewis Ave





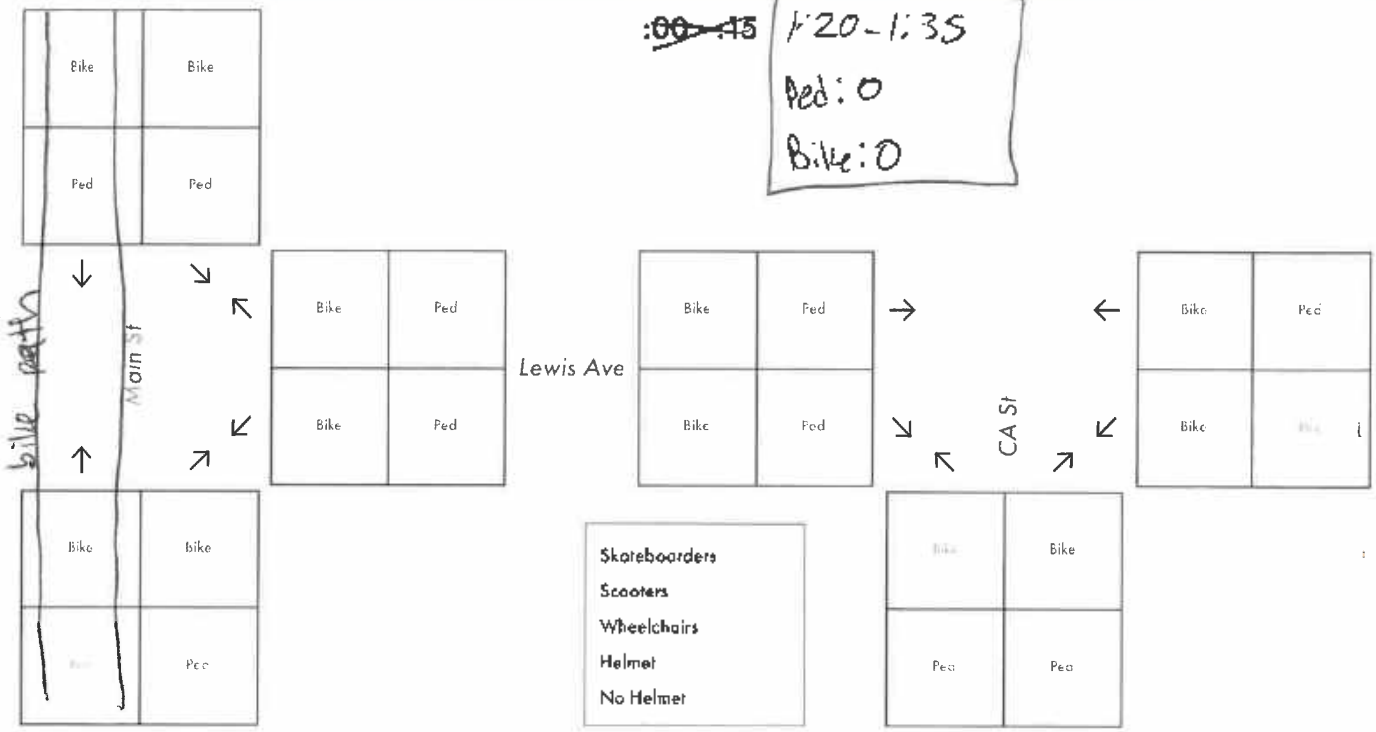
Pope Street Study Bicycle and Pedestrian Count Form

CA St/Lewis Ave

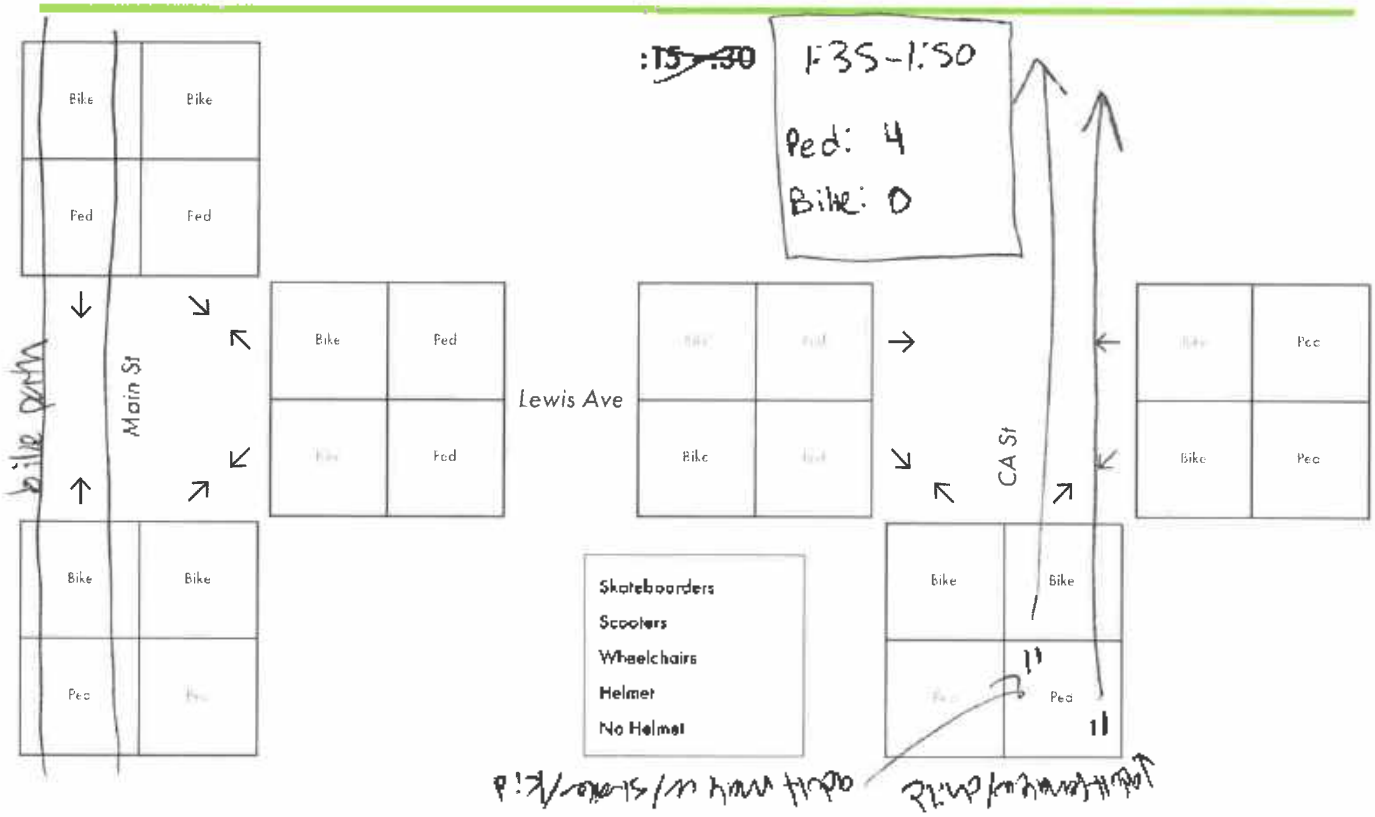
Start Time 12:20
End Time 2:20

Date 9-10-19, Tuesday
Weather Sunny and Temperate, 75-90°F

~~:00-:15~~ 1:20-1:35
Ped: 0
Bike: 0



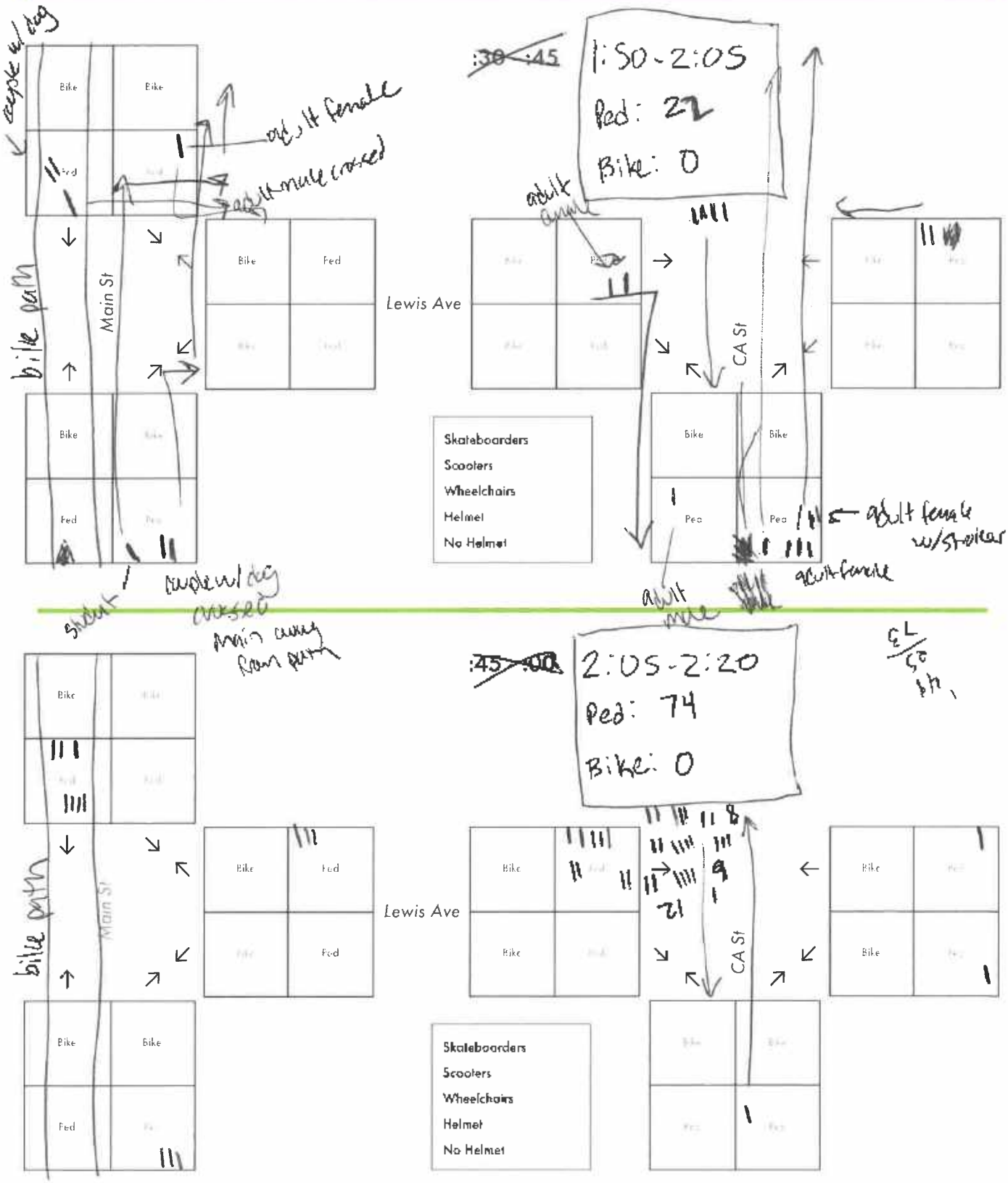
~~:15-:30~~ 1:35-1:50
Ped: 4
Bike: 0



Attachment C

Pope Street Study Bicycle and Pedestrian Count Form

CA St/Lewis Ave



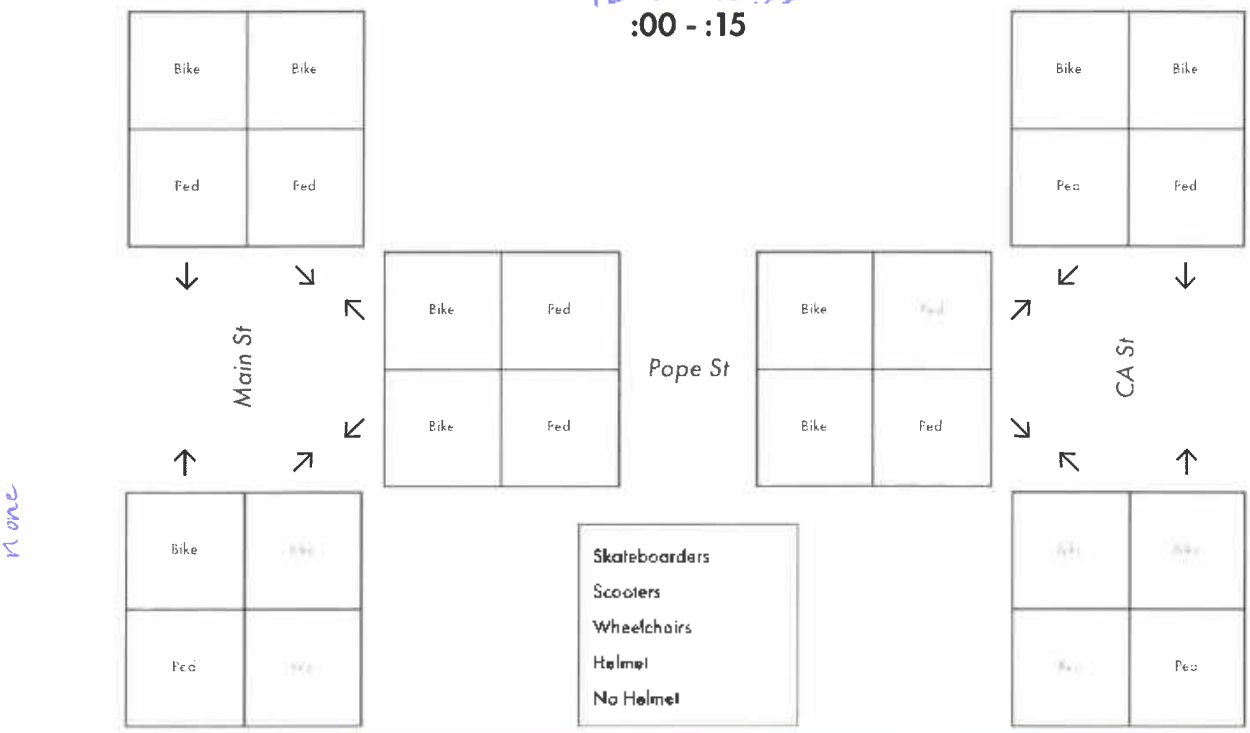
Pope Street Study Bicycle and Pedestrian Count Form — Main St/Pope St

Start Time 12:20 — Date 9/10/19

End Time ~~1:20~~ 1:20 — Weather warm + clear 74°

12:20-12:35

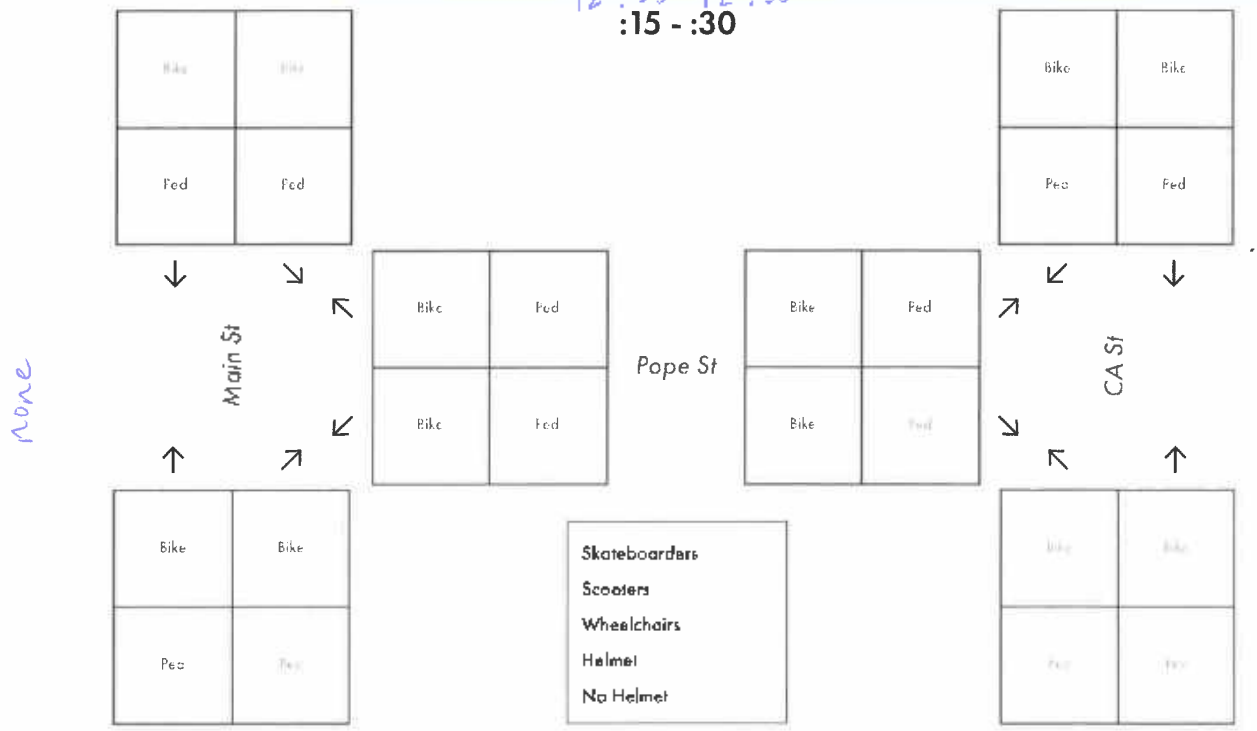
:00 - :15



none

12:35-12:50

:15 - :30

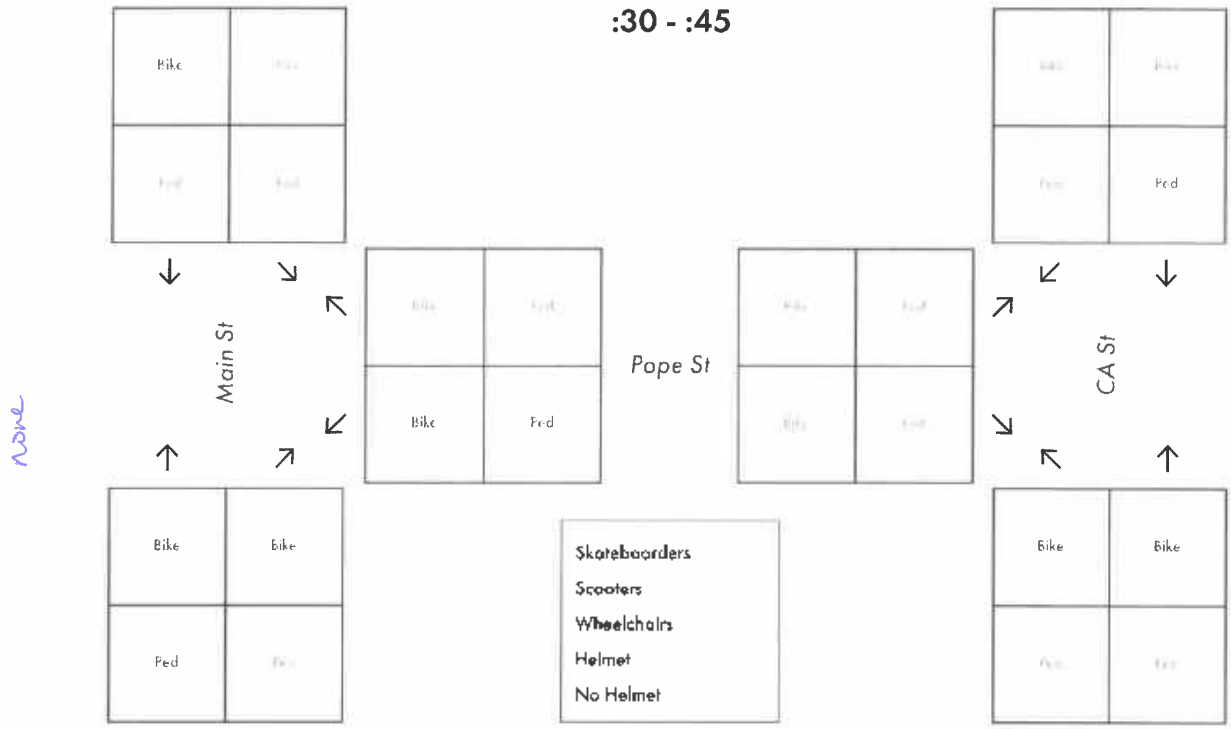


none

Pope Street Study Bicycle and Pedestrian Count Form Main St/Pope St

12:50-1:05

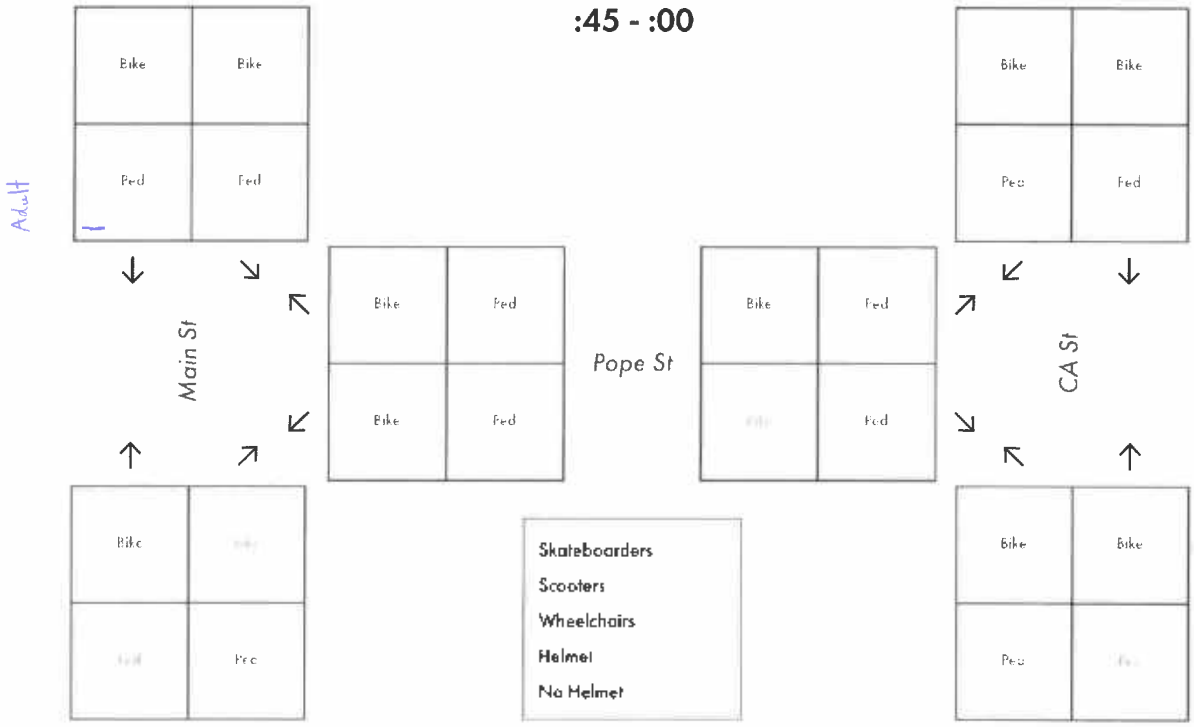
:30 - :45



none

1:05 - 1:20

:45 - :00



Adult 1

Attachment C

Pope Street Study Bicycle and Pedestrian Count Form

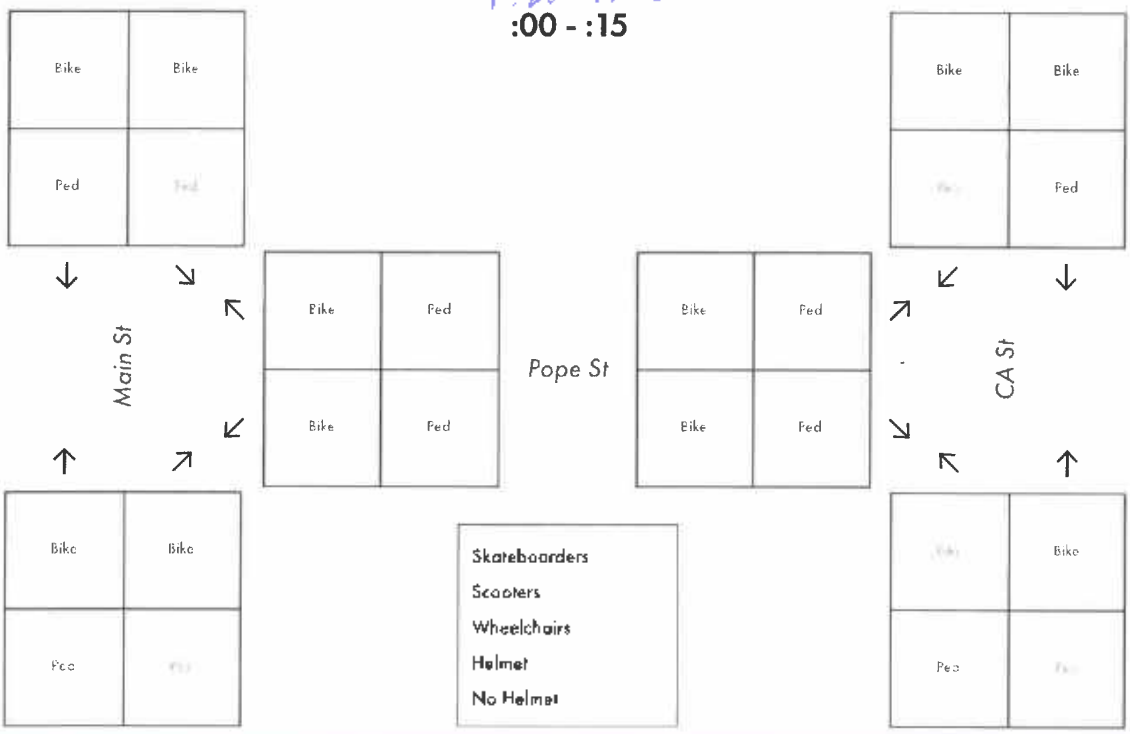
Main St/Pope St

Start Time 1:20 Date 9/10/2019

End Time 2:20 Weather Clear 75°, breezy

1:20 - 1:35

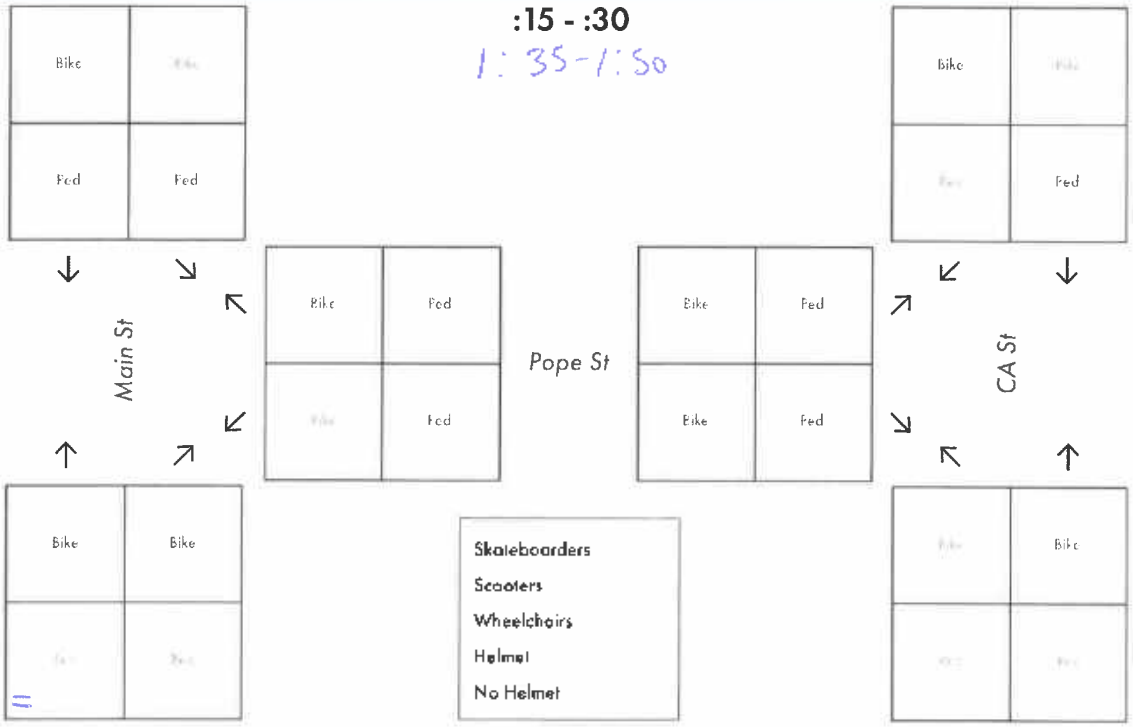
:00 - :15



none

:15 - :30

1:35 - 1:50



2 adults walking dog

11

Pope Street Study Bicycle and Pedestrian Count Form — Main St/Pope St

1:50 - 2:05

:30 - :45

Main St — Pope St — CA St

Main St (north)	
Bike	Bike
Ped	Ped

CA St (north)	
Bike	Bike
Ped	Ped

Pope St (west)	
Bike	Ped
Bike	Ped

Pope St (east)	
Bike	Ped
Bike	Ped

Main St (south)	
Bike	Bike
Ped IIII	Ped

youths

CA St (south)	
Bike	Bike
Ped	Ped

Skateboarders
Scooters
Wheelchairs
Helmet
No Helmet

2:05 - 2:20

:45 - :00

Main St (north)	
Bike	Bike
Ped HHT II	Ped

small child, young woman + uncle, 2 young adults + 2 children

CA St (north)	
Bike	Bike
Ped	Ped

Pope St (west)	
Bike	Ped
Bike	Ped

Pope St (east)	
Bike	Ped
Bike	Ped

Main St (south)	
Bike	Bike
Ped	Ped —

adult

CA St (south)	
Bike	Bike
Ped	Ped

Skateboarders
Scooters
Wheelchairs
Helmet
No Helmet

Pope Street Study Bicycle and Pedestrian Count Form

Treat Ave/Pope St

Start Time 12:20
End Time 1:20

Date 9/10/19
Weather 70°F

12:20 – 12:35

~~12:30 – 12:35~~

Skateboarders
Scooters
Wheelchairs
Helmet
No Helmet

Roberts Ave

Bike		
	Ped	

1

Roberts Ave Elementary Car Traffic
↓
↘
↙

Pope St

Bike	
Bike	
Bike	

Pope St

Bike	
Bike	1
Bike	

Pope St Elementary Car Traffic
↗
→
↘

Treat Ave

Bike		
Ped	Ped	1

Treat Ave Truck Traffic

~~12:30 – 12:35~~ 12:35 – 12:50

Skateboarders
Scooters
Wheelchairs
Helmet
No Helmet

Roberts Ave

Bike		Bike
		Ped

Roberts Ave Elementary Car Traffic
↓
↘
↙

Pope St

Bike	Ped
Bike	Ped
Bike	

1

Pope St

Bike	Ped
Bike	ed

Pope St Elementary Car Traffic
↗
→
↘

Treat Ave

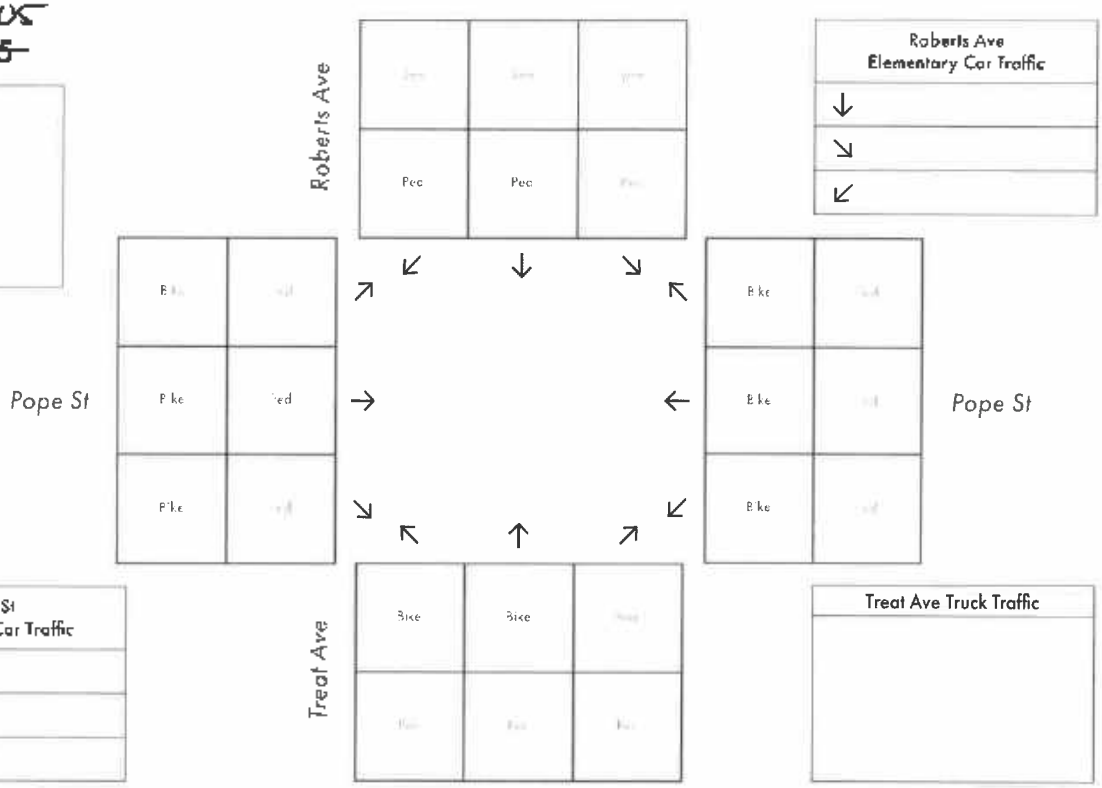
	Bike	Bike
1		
Ped	Ped	Ped

Treat Ave Truck Traffic
Firetruck
~~Bed Bug Ale~~ Truck
Brewery

Pope Street Study Bicycle and Pedestrian Count Form — Treat Ave/Pope St

12:50–1:05
~~:30 - :45~~

Skateboarders
Scooters
Wheelchairs
Helmet
No Helmet



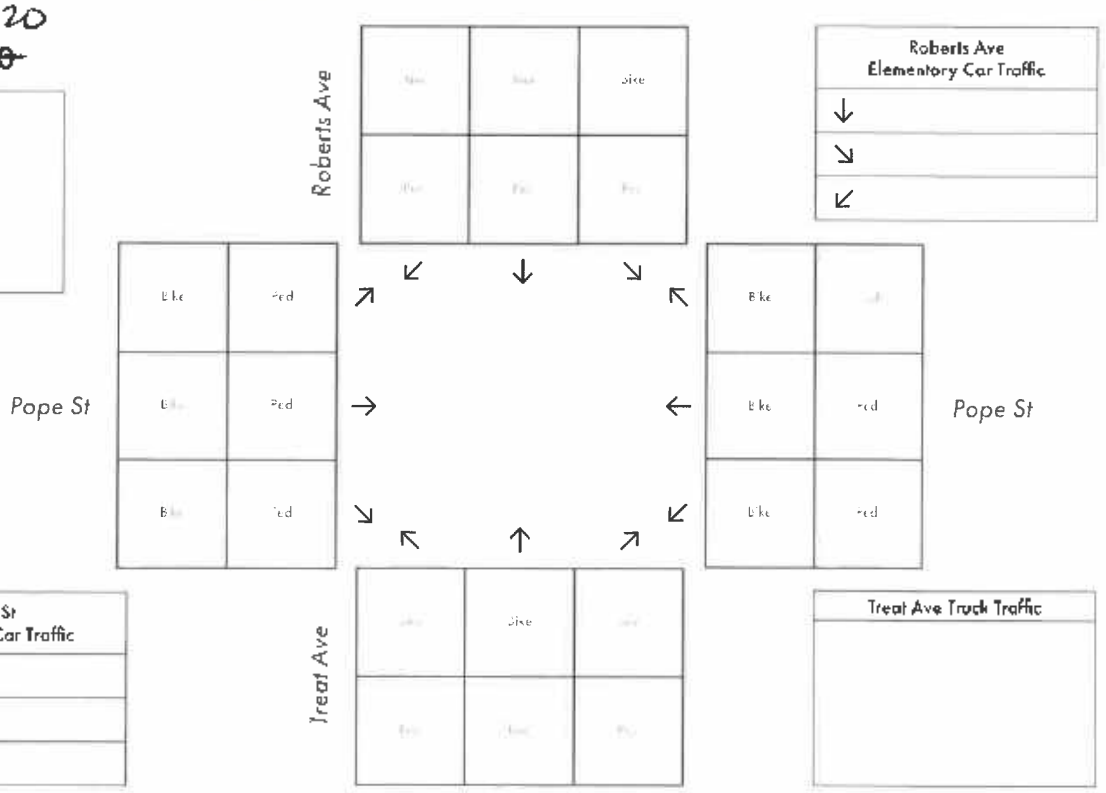
Roberts Ave Elementary Car Traffic
↙
↘
↙

Pope St Elementary Car Traffic
↗
→
↘

Treat Ave Truck Traffic

1:05 – 1:20
~~:45 - :00~~

Skateboarders
Scooters
Wheelchairs
Helmet
No Helmet



Roberts Ave Elementary Car Traffic
↙
↘
↙

Pope St Elementary Car Traffic
↗
→
↘

Treat Ave Truck Traffic

Pope Street Study Bicycle and Pedestrian Count Form

Treat Ave/Pope St

Start Time 1:20
End Time 2:20

Date 9/10/19
Weather 75°F

1:20 – 1:35
~~:00 – :15~~

Skateboarders
Scooters
Wheelchairs
Helmet
No Helmet

Roberts Ave

Bike	Bike	
	Ped	

Roberts Ave Elementary Car Traffic
↓
↘
↙

Pope St

Bike	Ped
Bike	

Pope St

Bike	
Bike	Ped

Pope St Elementary Car Traffic
↗
→
↘

Treat Ave

	Bike	Bike
Ped		

Treat Ave Truck Traffic
Fedex

1:35 – 1:50
~~:15 – :30~~

Skateboarders
Scooters
Wheelchairs
Helmet
No Helmet

Roberts Ave

Ped		Ped

Roberts Ave Elementary Car Traffic
↓
↘
↙

Pope St

Bike	
Bike	Ped
Bike	

Pope St

Bike	
Bike	
Bike	

Pope St Elementary Car Traffic
↗
→
↘

Treat Ave

	Bike	Bike

Treat Ave Truck Traffic

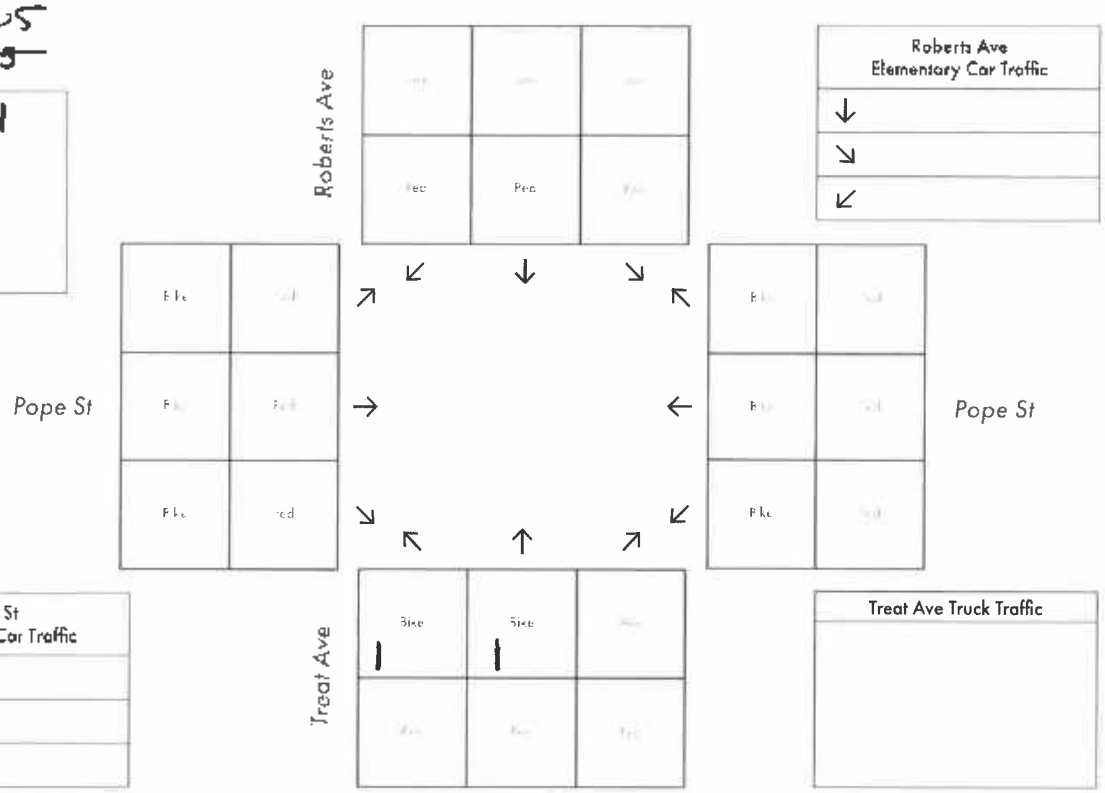
Pope Street Study Bicycle and Pedestrian Count Form

Treat Ave/Pope St

1:50 – 2:05

~~:30 – :45~~

Skateboarders	1
Scooters	
Wheelchairs	
Helmet	
No Helmet	



Roberts Ave Elementary Car Traffic	
↓	
↘	
↙	

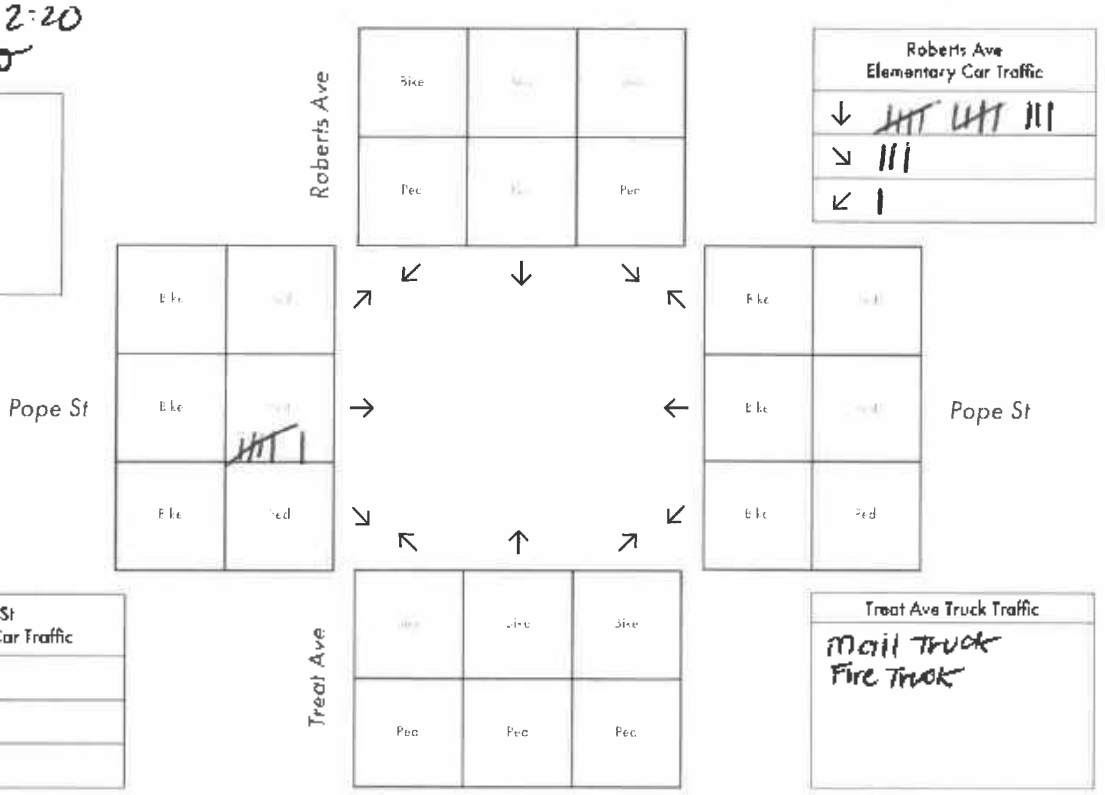
Pope St Elementary Car Traffic	
↗	
→	
↘	

Treat Ave Truck Traffic

2:05 – 2:20

~~:45 – :00~~

Skateboarders	
Scooters	1
Wheelchairs	
Helmet	
No Helmet	



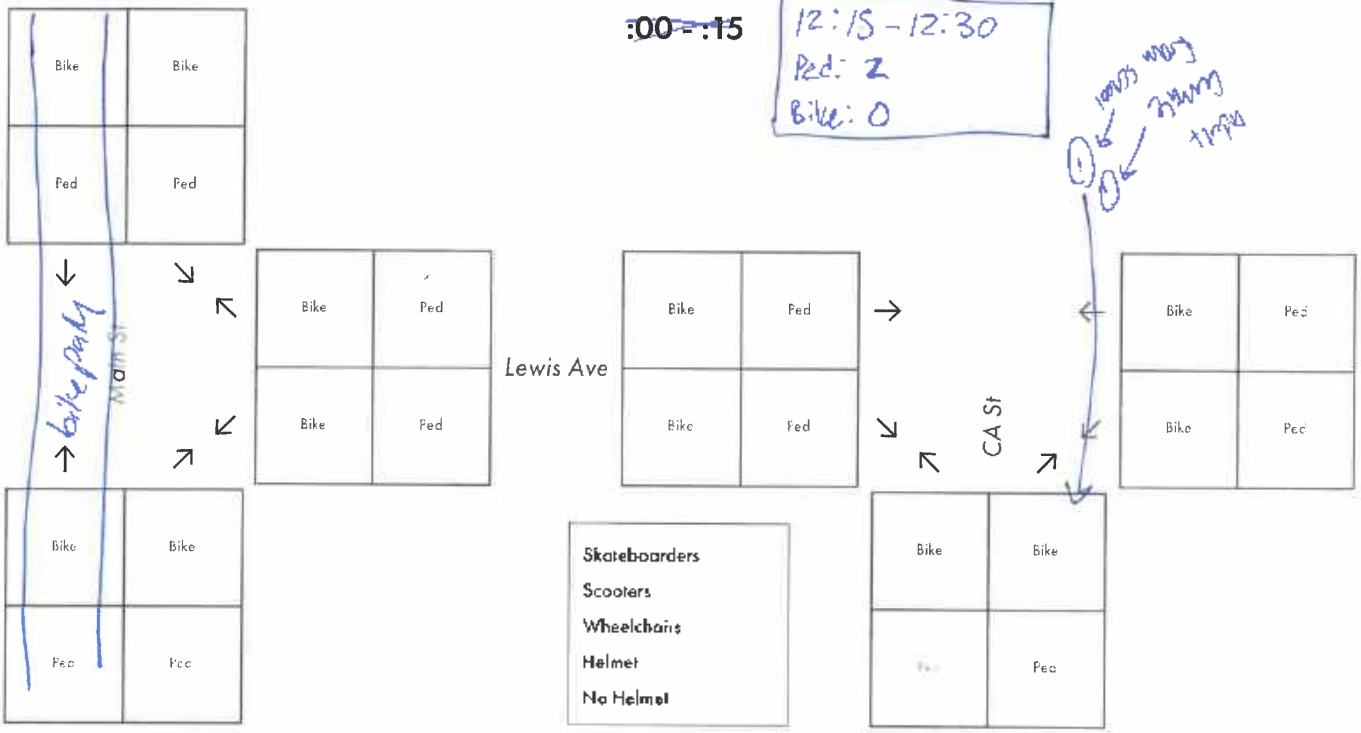
Roberts Ave Elementary Car Traffic	
↓	𝍸 𝍸 III
↘	III
↙	1

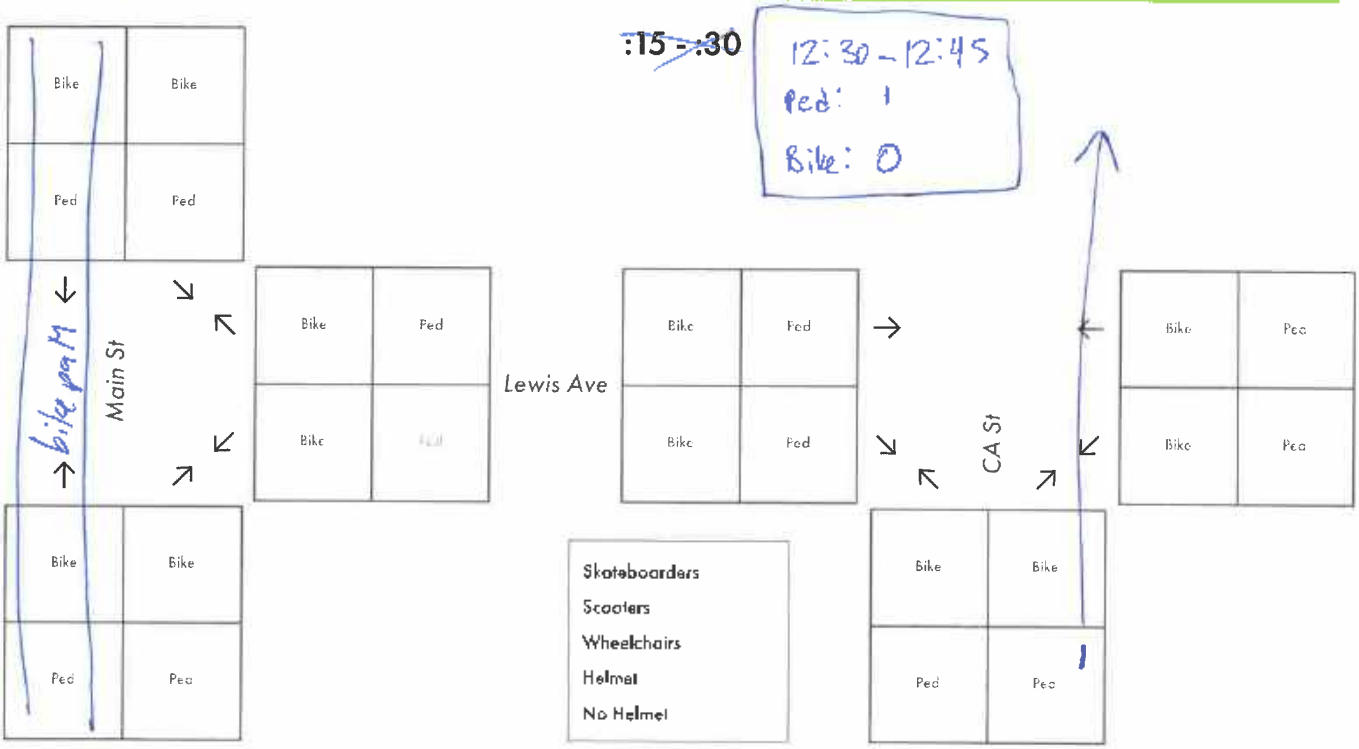
Pope St Elementary Car Traffic	
↗	
→	𝍸
↘	

Treat Ave Truck Traffic
Mail Truck
Fire Truck

Pope Street Study Bicycle and Pedestrian Count Form — CA St/Lewis Ave

Start Time 12:15 pm
End Time 1:15 pm
Date 10-2-19
Weather 70° F and sunny/clear



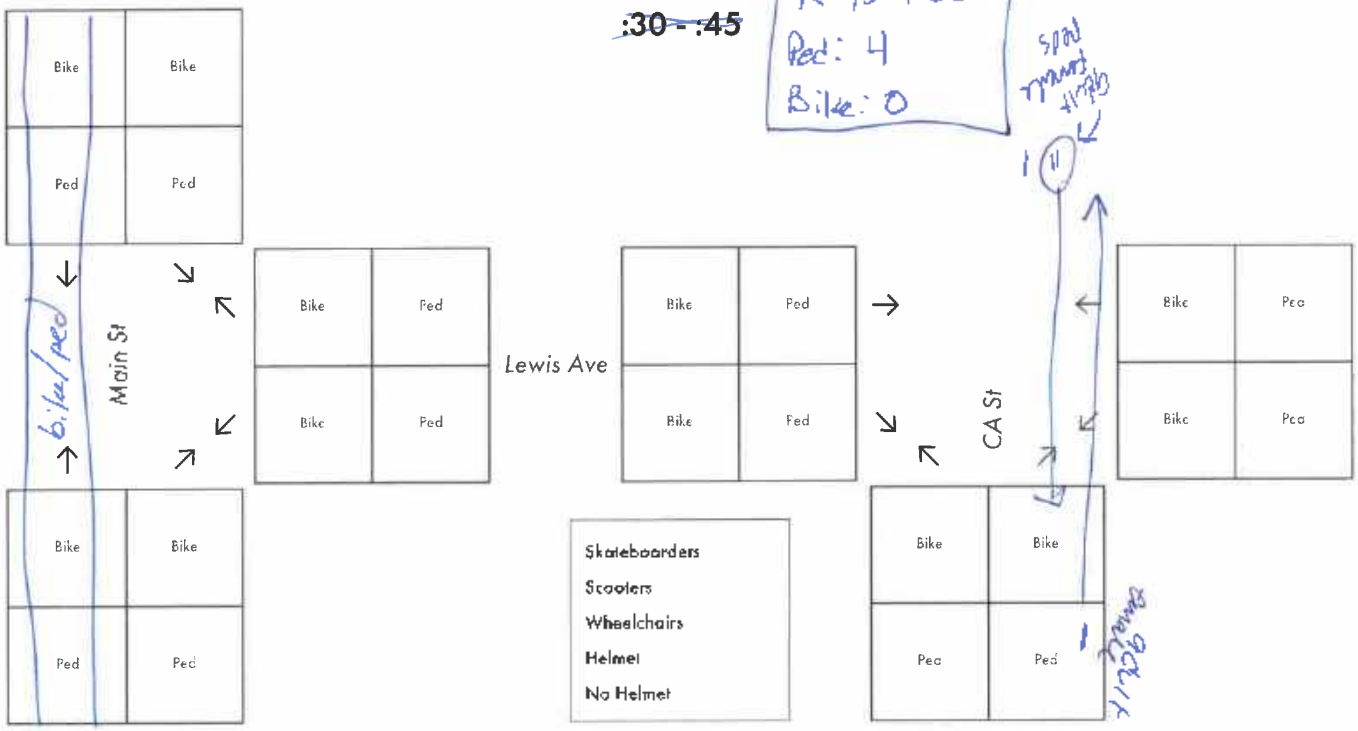


Pope Street Study Bicycle and Pedestrian Count Form

CA St/Lewis Ave

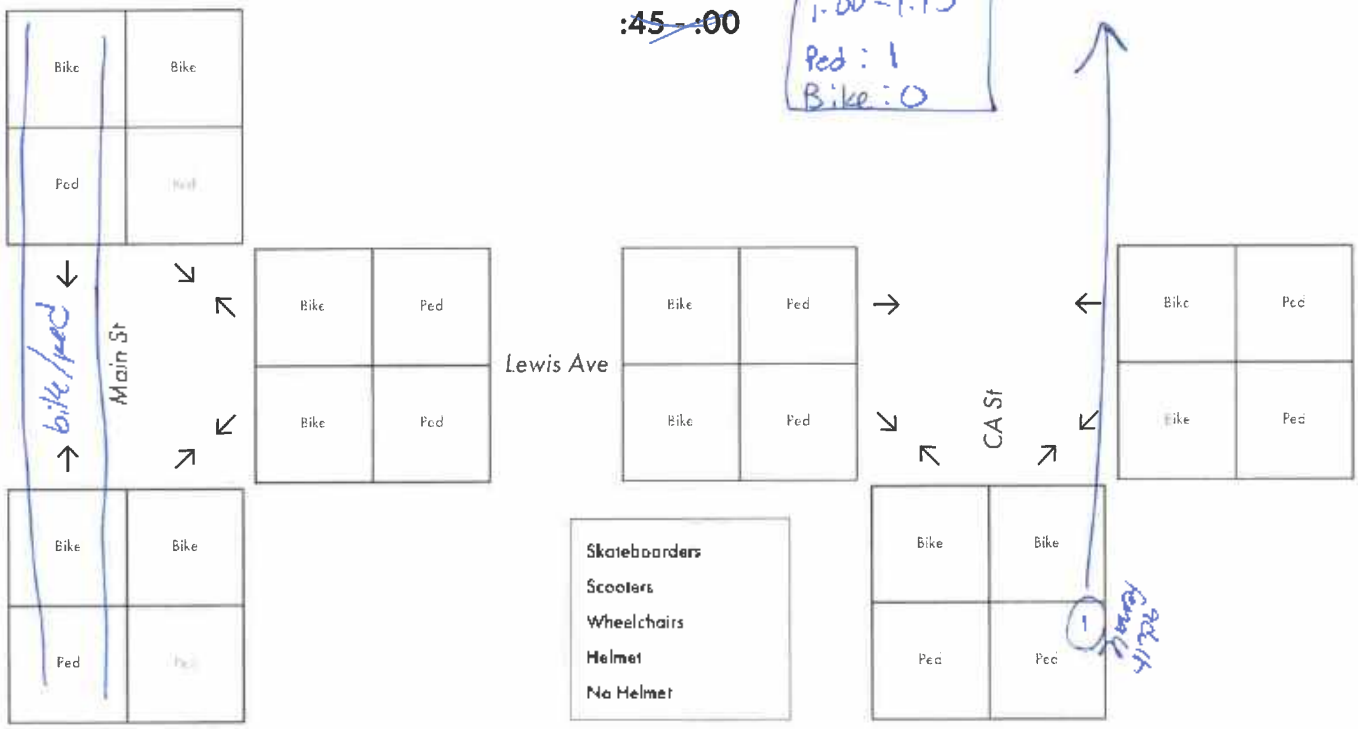
~~:30 - :45~~

12:45-1:00
Ped: 4
Bike: 0



~~:45 - :00~~

1:00-1:15
Ped: 1
Bike: 0

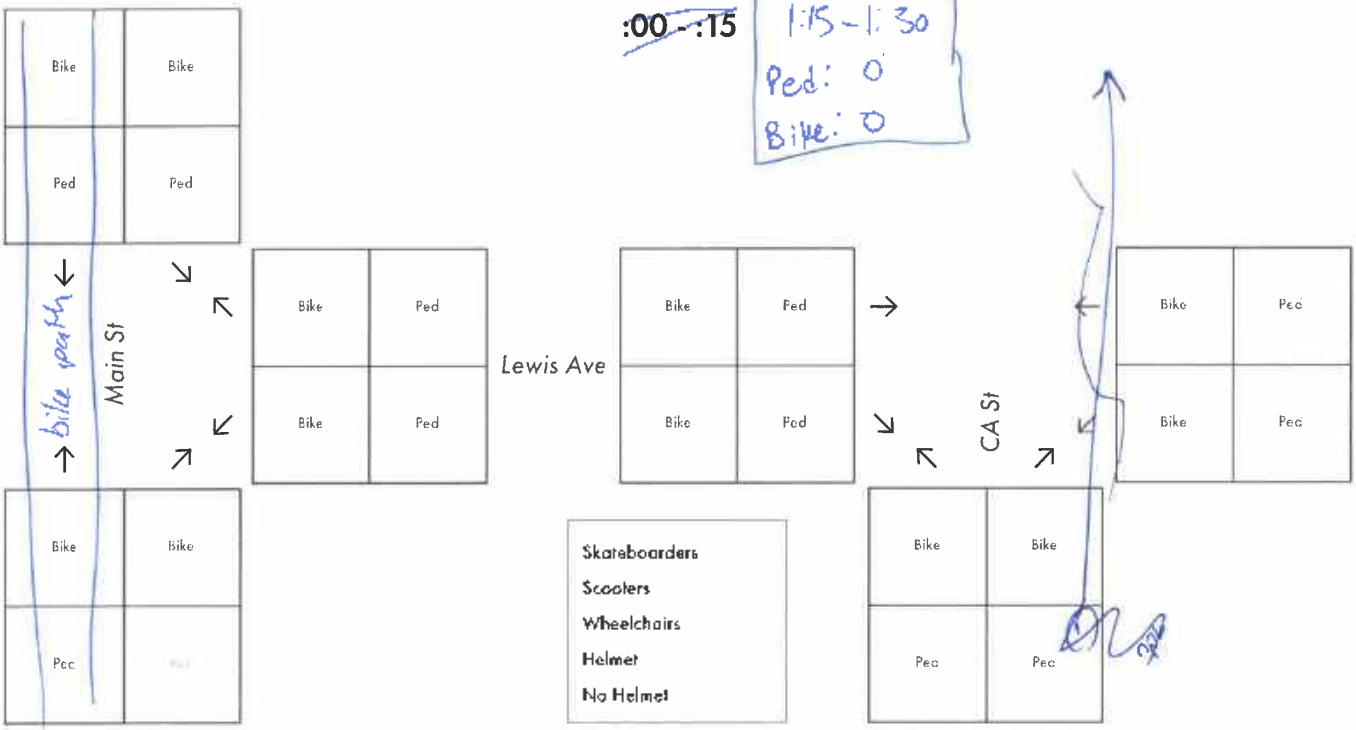


Pope Street Study Bicycle and Pedestrian Count Form — CA St/Lewis Ave

Start Time 1:15 pm
End Time 2:15 pm
Date 10-2-19
Weather Clear and Sunny, ~70°F

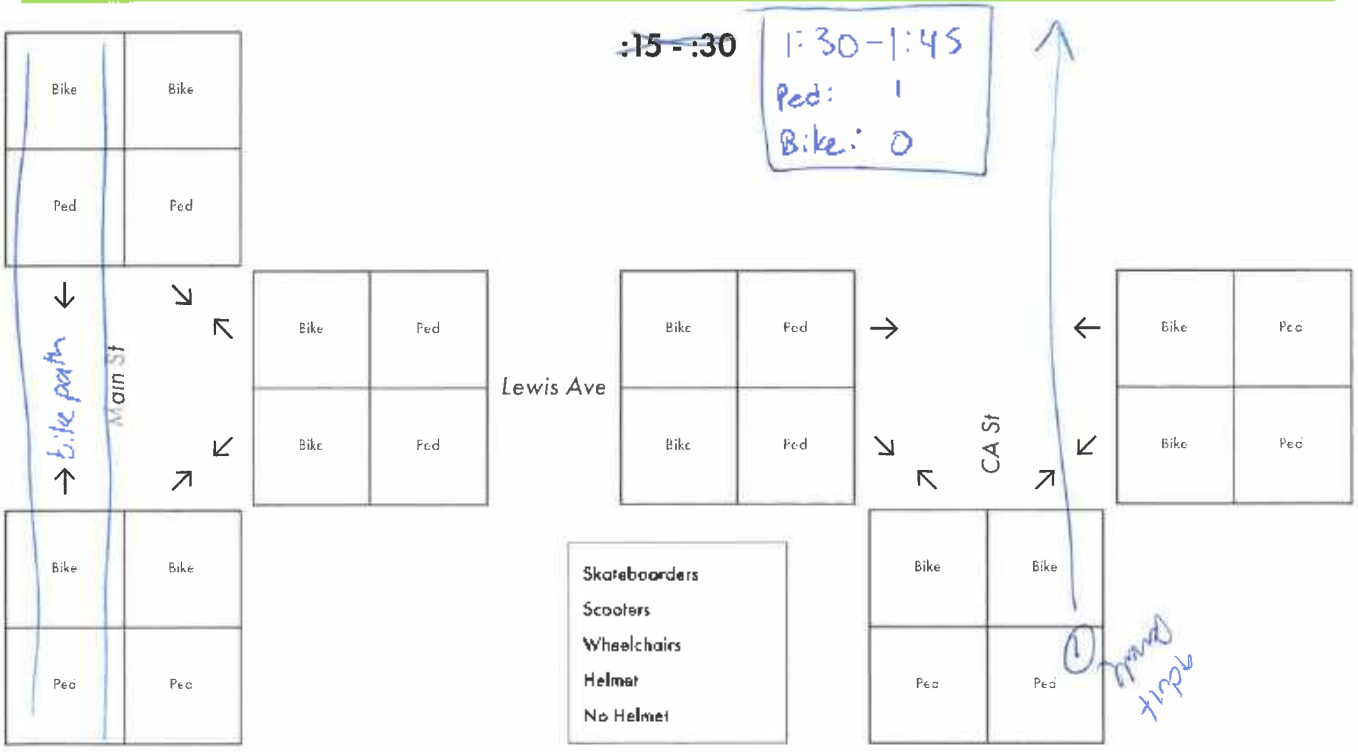
~~:00 - :15~~

1:15 - 1:30
Ped: 0
Bike: 0

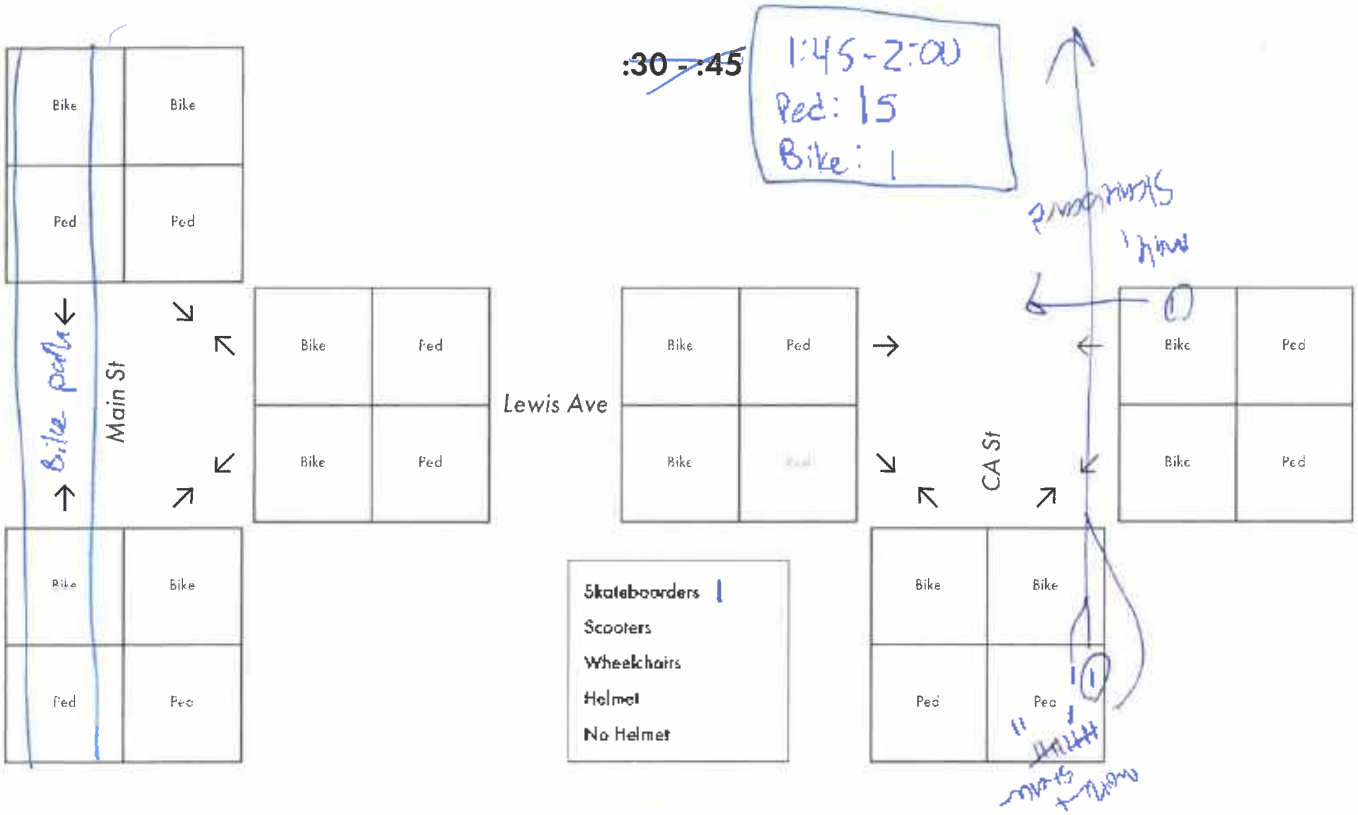


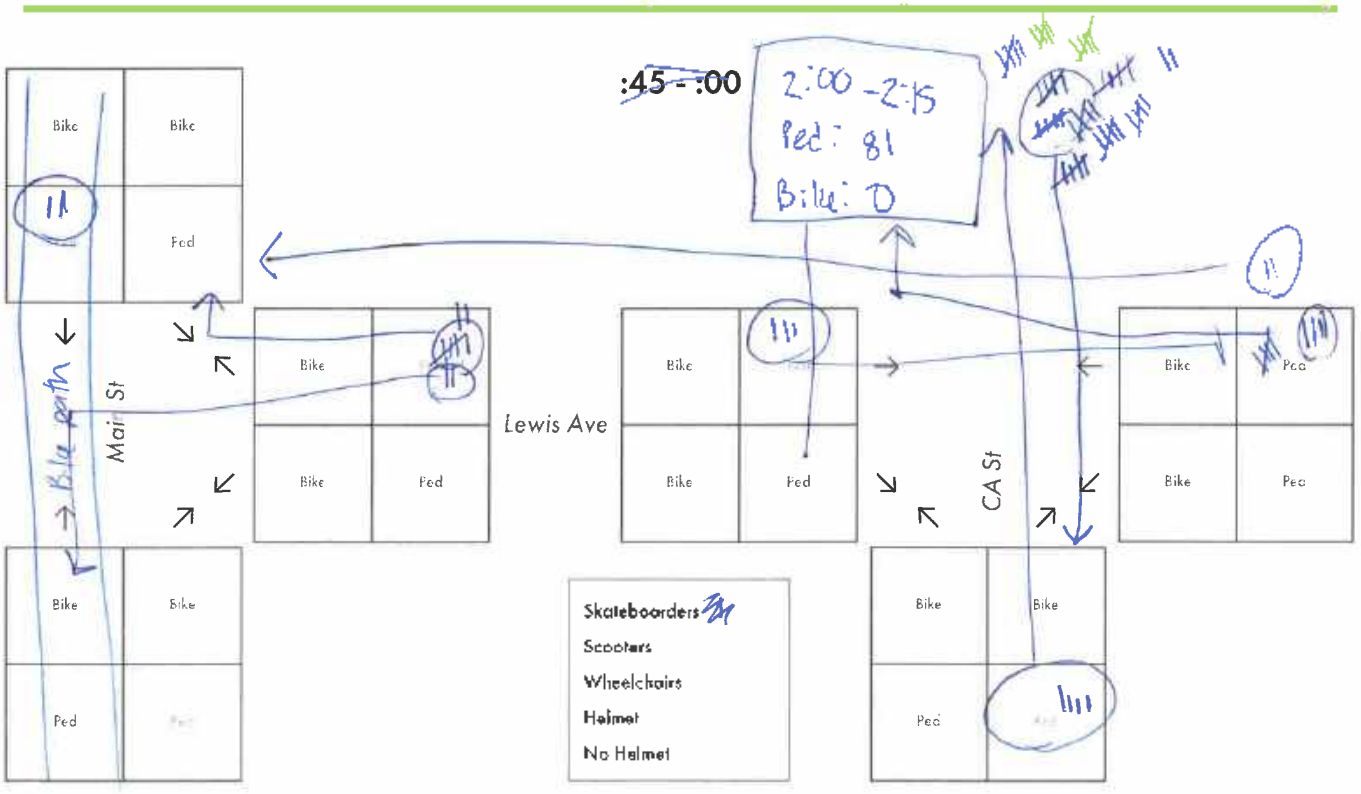
~~:15 - :30~~

1:30 - 1:45
Ped: 1
Bike: 0



Pope Street Study Bicycle and Pedestrian Count Form — CA St/Lewis Ave



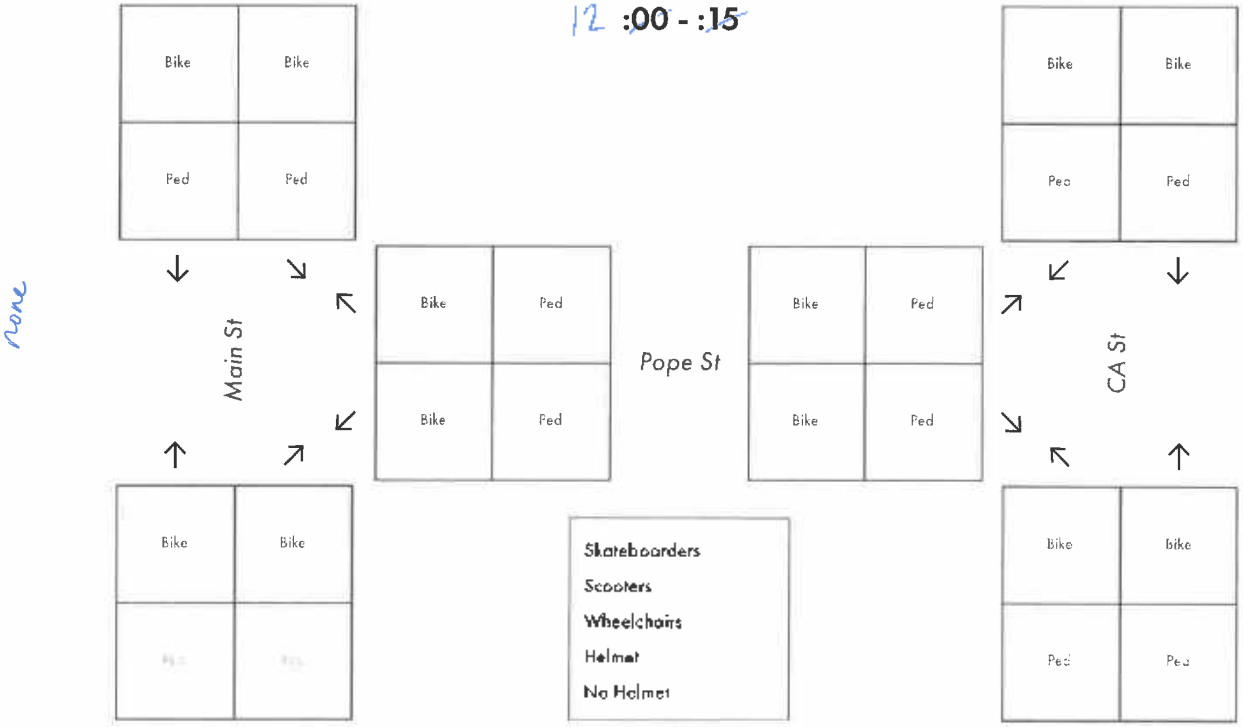


Pope Street Study Bicycle and Pedestrian Count Form — Main St/Pope St

Start Time 12:15 pm — Date 10/2/2019

End Time 2:15 pm — Weather Clear 70°

12 :00 - :15 (15 30)



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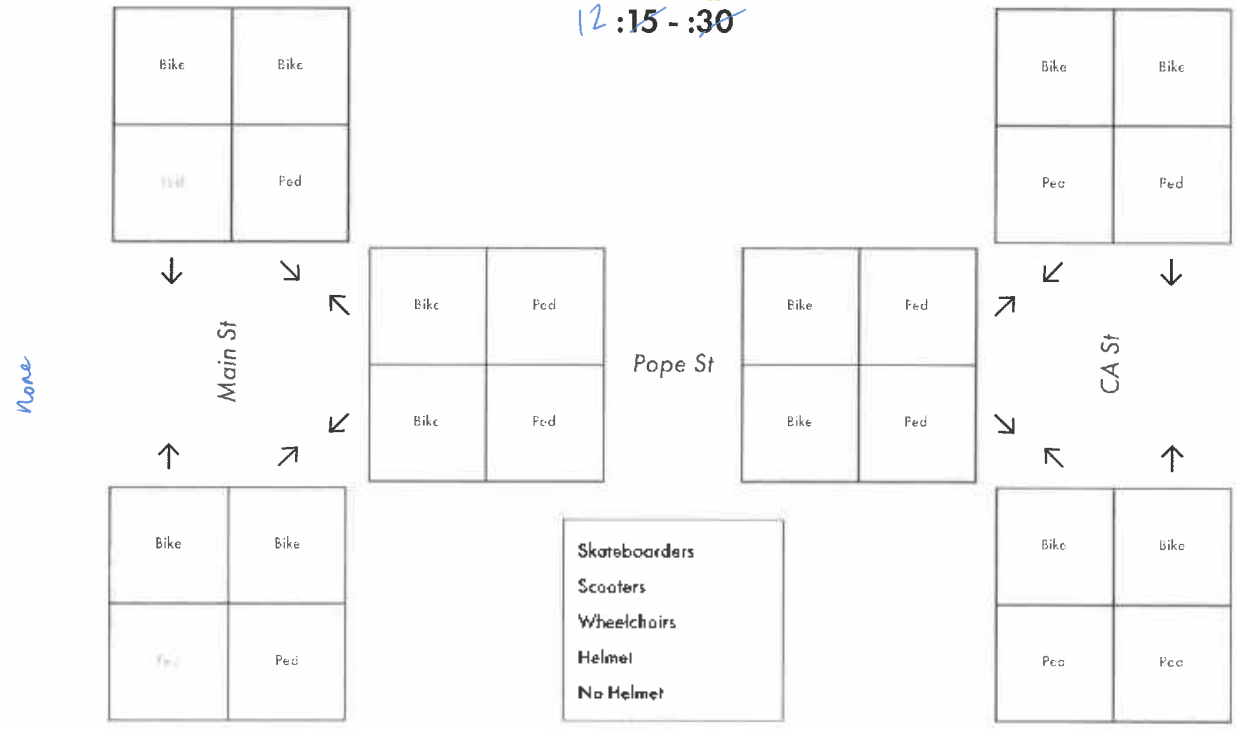
12 :15 - :30 (30 45)



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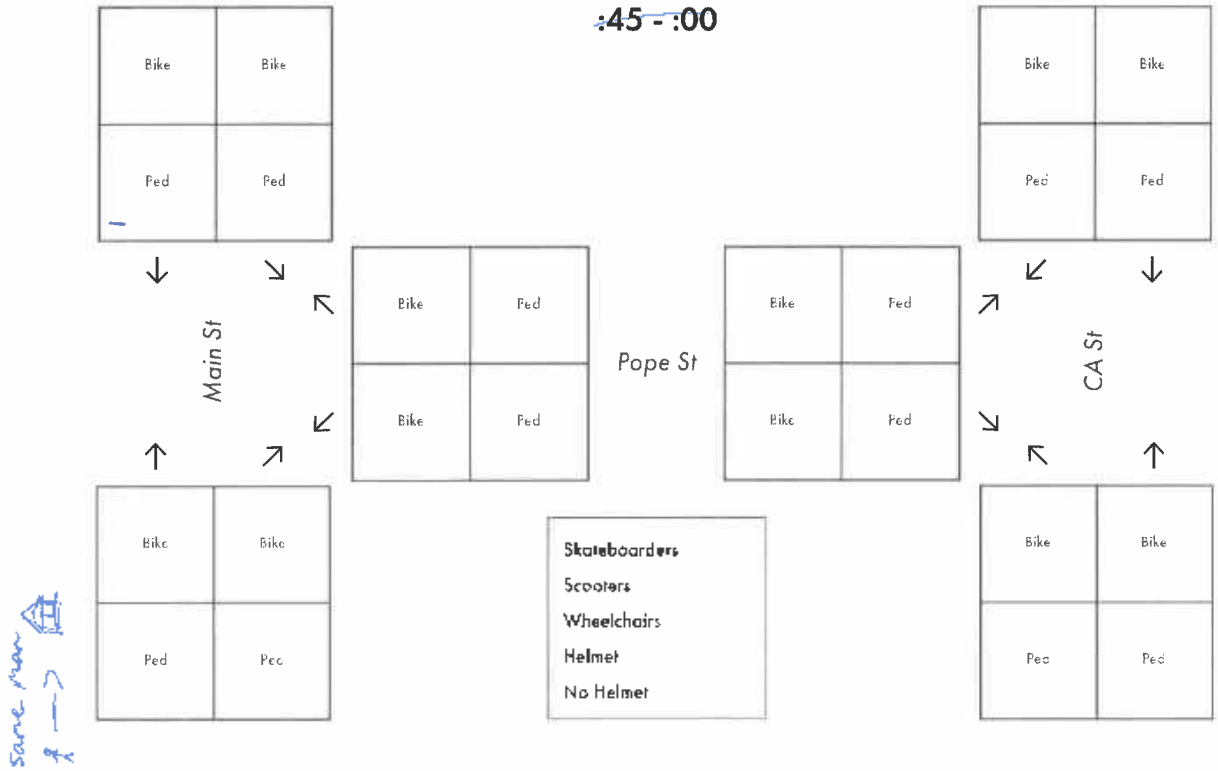
Pope Street Study Bicycle and Pedestrian Count Form Main St/Pope St

12:45 - 1:00

:30 - :45

1:00 - 1:15

:45 - :00



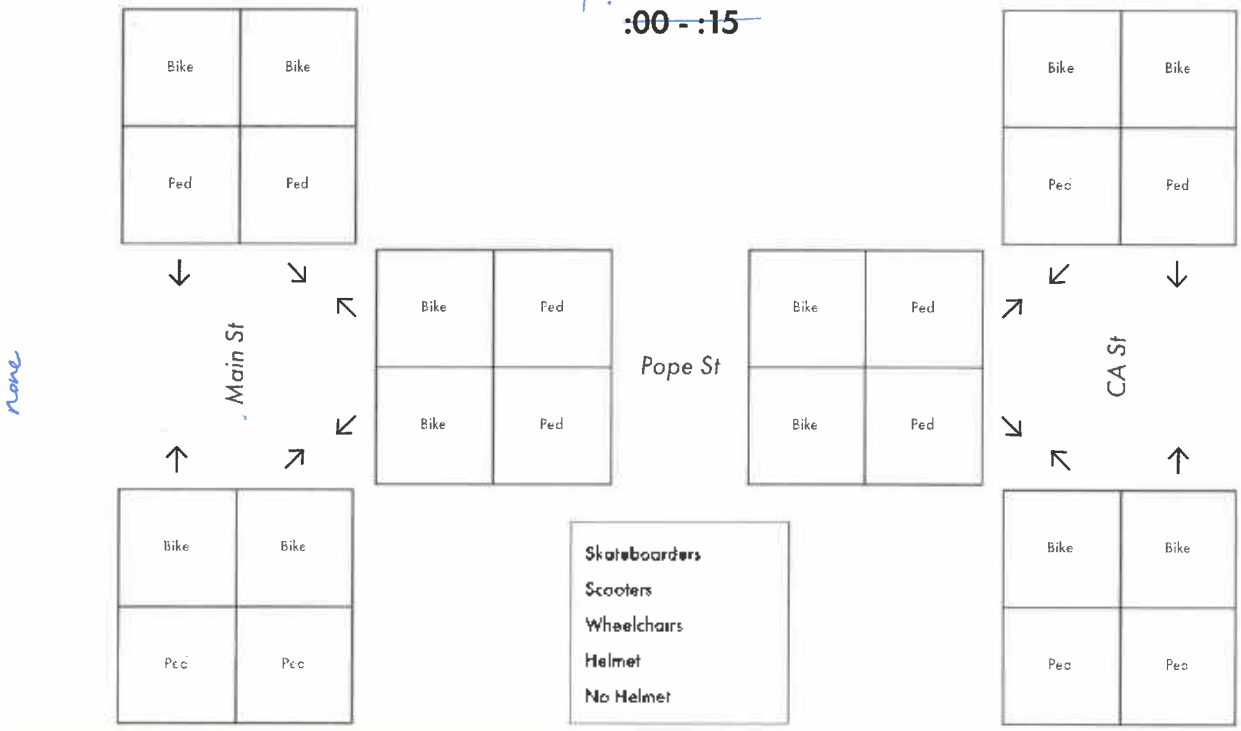
Pope Street Study Bicycle and Pedestrian Count Form

Main St/Pope St

Start Time 12:15 pm
End Time 2:15 pm

Date 10/2/19
Weather Clear 70°

1:15 - 1:30
~~:00 - :15~~



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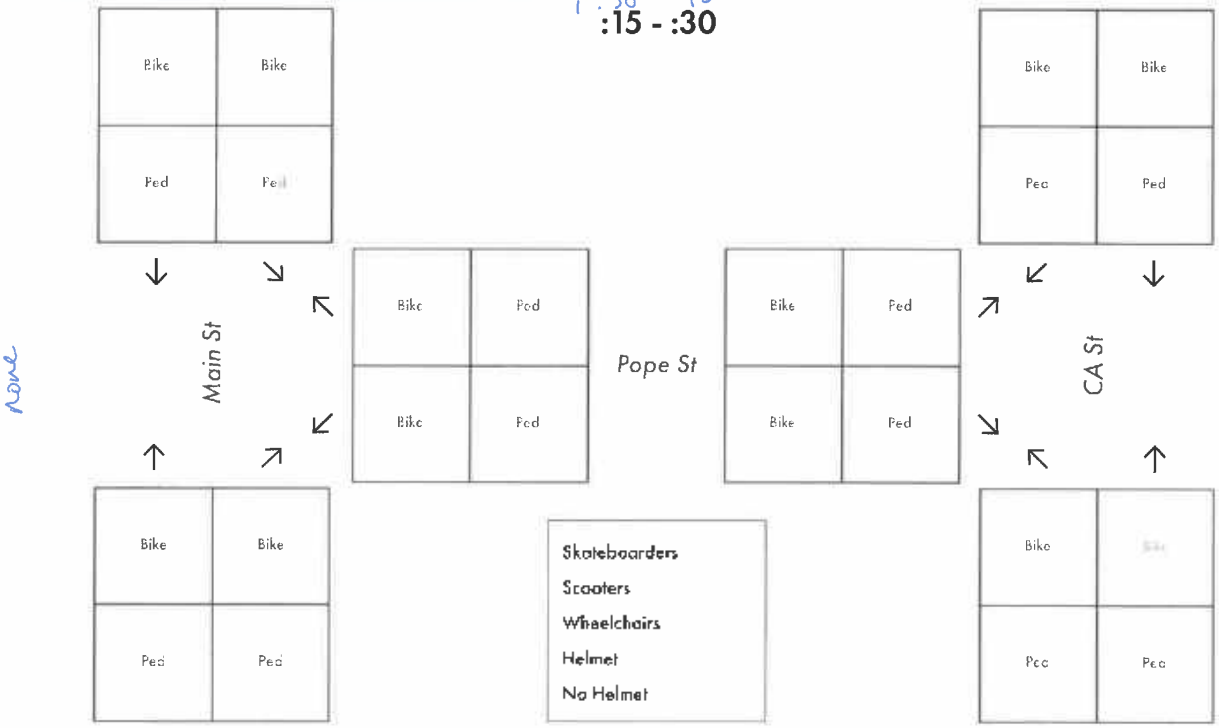
1:30 - 45
:15 - :30



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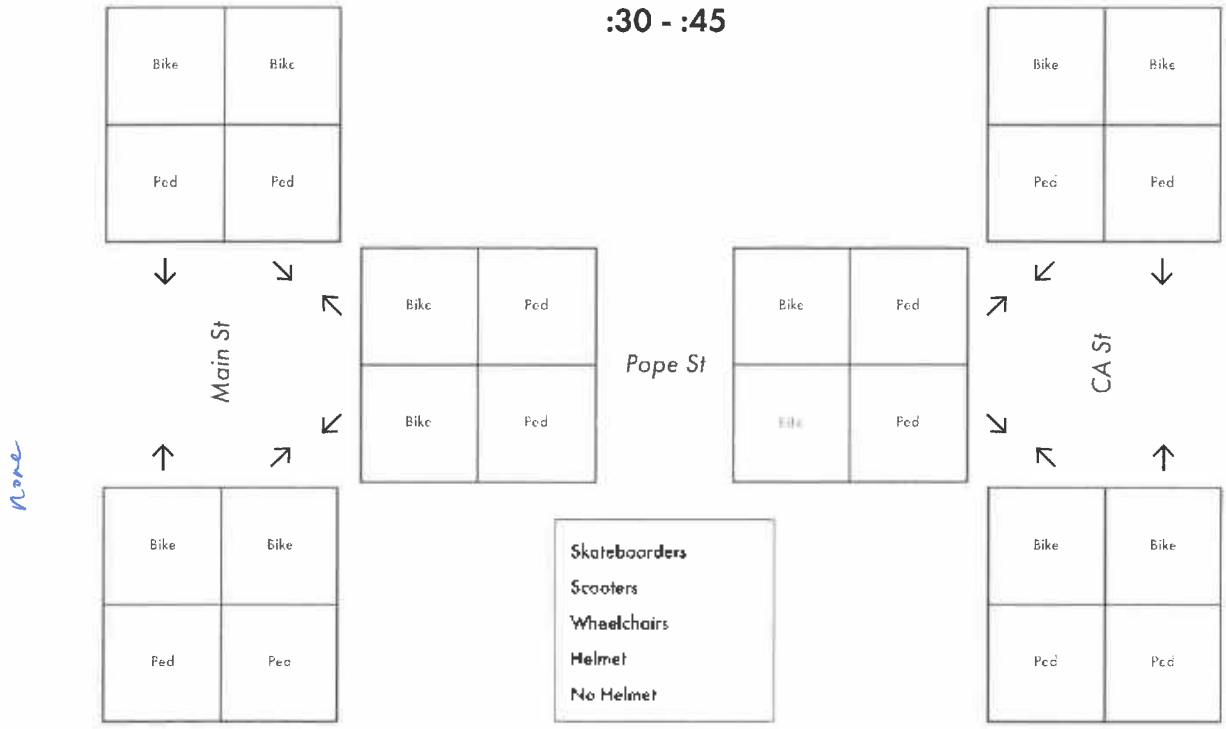
Pope Street Study Bicycle and Pedestrian Count Form Main St/Pope St

1:45 - 2:00

:30 - :45



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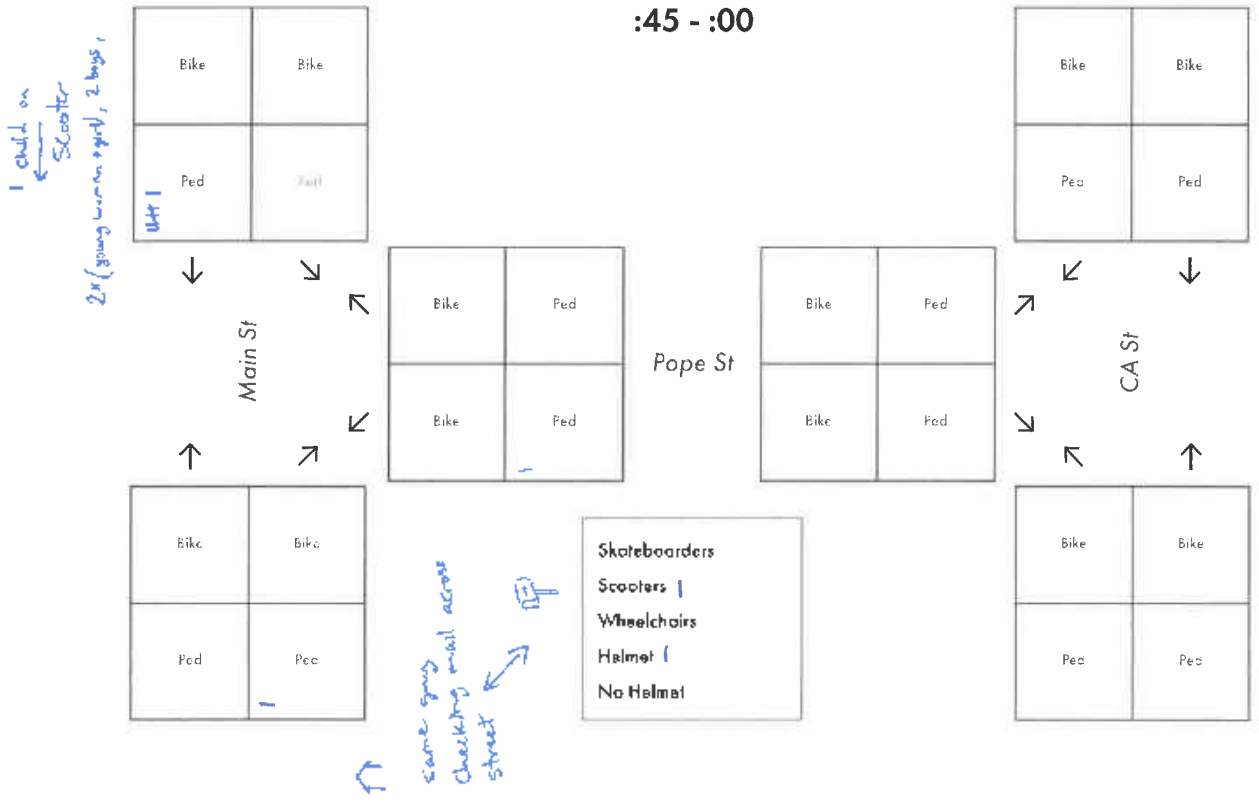
2:00 - 2:15

:45 - :00



1 child on Scooter
2x (young women + girl), 2 boys,

came going checking mail across street

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Attachment D

TOPOGRAPHIC SURVEY

ABBREVIATIONS:

AC – ASPHALT CONCRETE	PIV – POST INDICATOR VALVE
BFP – BACKFLOW PREVENTOR	PG&E – PACIFIC GAS & ELECTRIC
CA – CABLE	PL – PROPERTY LINE
CB – CATCH BASIN	PLNTR – PLANTER
C.I. – CURB INLET	PP – POWER POLE
CL – CENTER LINE	PUE – PUBLIC UTILITY EASEMENT
CLF – CHAIN LINK FENCE	R/W – RIGHT OF WAY
CONC – CONCRETE	(R) – REFERENCE
CWB – CROSS WALK BUTTON	S.B.L. – SETBACK LINE
D.I. – DROP INLET	SD – STORM DRAIN LINE
DWY – DRIVEWAY	SDCO – STORM DRAIN CLEAN OUT
E – ELECTRIC LINE	SDMH – STORM DRAIN MANHOLE
EB – ELECTRIC BOX	SMT – SURFACE MOUNTED TRANSFORMER
EM – ELECTRIC METER	SS – SANITARY SEWER LINE
EP – EDGE OF PAVEMENT	SSCO – SANITARY SEWER CLEANOUT
EV – ELECTRIC VAULT	SW – SIDEWALK
FC – FACE OF CURB	T – TELEPHONE LINE
FDC – FIRE DEPT. CONNECTION	TEL – TELEPHONE BOX
FH – FIRE HYDRANT	TC – TOP OF CURB
FL – FLOWLINE	TP – TELEPHONE POLE
FOV – FIBER OPTIC VAULT	TPOC – TRUE POINT OF COMMENCEMENT
G – GAS LINE	TR – TELEPHONE RISER
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GP – GUARD POST	TSB – TRAFFIC SIGNAL CONTROL BOX
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HCR – HANDICAP RAMP	UG – UNDERGROUND UTILITY
IRR – IRRIGATION	VG – VALLEY GUTTER
ICV – IRRIGATION CONTROL VALVE	W – WATER MAIN
JP – JOINT POLE	WIF – WROUGHT IRON FENCE
JT – JOINT TRENCH	WM – WATER METER
MW – MONITORING WELL	WV – WATER VALVE
OH – OVERHEAD UTILITY	YL – YARD LIGHT

SYMBOLS:

- ● – FD. PROPERTY CORNER (AS NOTED)
- WV – WATER VALVE
- – STORM DRAIN MANHOLE
- – FIRE HYDRANT
- – MANHOLE
- – SANITARY SEWER MANHOLE
- – TELEPHONE MANHOLE
- 12" – TREE & TRUNK SIZE
- – SURFACE MOUNTED TRANSFORMER
- – INDICATES MAIL BOX
- – INDICATES RETAINING WALL
- – HATCH INDICATES BRUSH/VEGETATION
- – HATCH INDICATES CONCRETE SURFACE
- – – SS – – – UNDERGROUND SANITARY SEWER LINE
- – – SD – – – UNDERGROUND STORM DRAIN LINE
- – – W – – – UNDERGROUND WATER LINE
- – – G – – – UNDERGROUND GAS LINE
- – – T – – – UNDERGROUND TELEPHONE LINE
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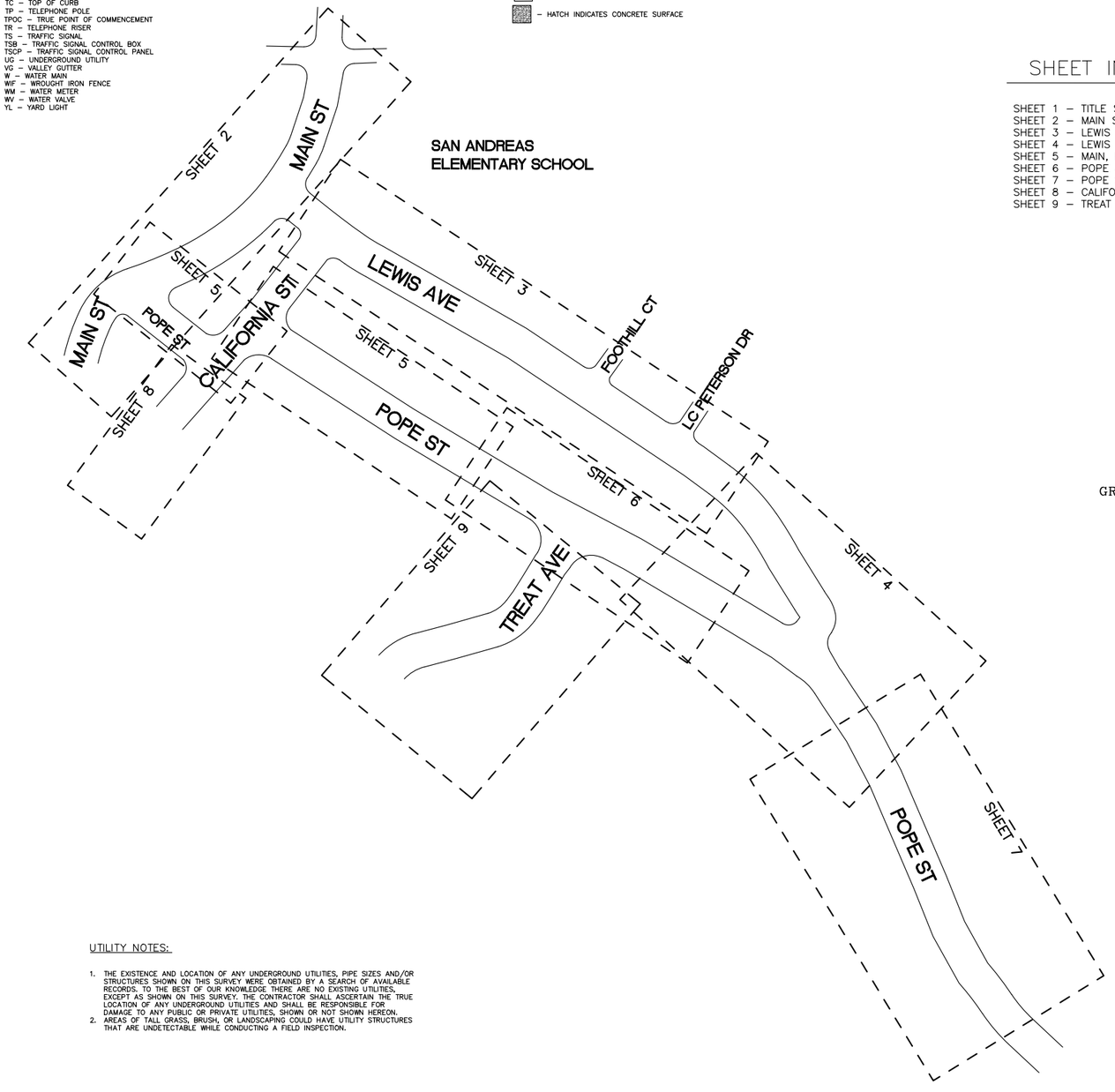
- ——— – INDICATES TOP OF SLOPE
- ——— – INDICATES TOE OF SLOPE



SHEET INDEX:

GRAPHIC SCALE

0 180

UTILITY NOTES:

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, PIPE SIZES AND/OR STRUCTURES SHOWN ON THIS SURVEY WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES, EXCEPT AS SHOWN ON THIS SURVEY. THE CONTRACTOR SHALL ASCERTAIN THE TRUE LOCATION OF ANY UNDERGROUND UTILITIES AND SHALL BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.
2. AREAS OF TALL GRASS, BRUSH, OR LANDSCAPING COULD HAVE UTILITY STRUCTURES THAT ARE UNDETECTABLE WHILE CONDUCTING A FIELD INSPECTION.

LICENSED LAND SURVEYOR
Craig T. Johnson
EXP. 12-31-19
L.S. #8638
STATE OF CALIFORNIA

REV #	BY	DATE	DESCRIPTION
1	BY		
2	BY		
3	BY		
4	BY		

DATE: 10/16/19
SCALE: 1"=30'
DESIGNED:
DRAWN: CTJ
CHECKED: CTJ
PROJ. MGR: CTJ
FILE PATH:

JOHNSON LAND SURVEYING
JLS
25 BELLARMINE CT.
CHICO, CA 95928
530-828-3626

TOPOGRAPHIC SURVEY

SAN ANDREAS CALAVERAS CALIFORNIA

1 OF 9 SHEETS

JLS-1103

Attachment D

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ABBREVIATIONS:

AC – ASPHALT CONCRETE	PIV – POST INDICATOR VALVE
BFP – BACKFLOW PREVENTOR	PG&E – PACIFIC GAS & ELECTRIC
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SYMBOLS:

- – FD. PROPERTY CORNER (AS NOTED)
- – STORM DRAIN MANHOLE
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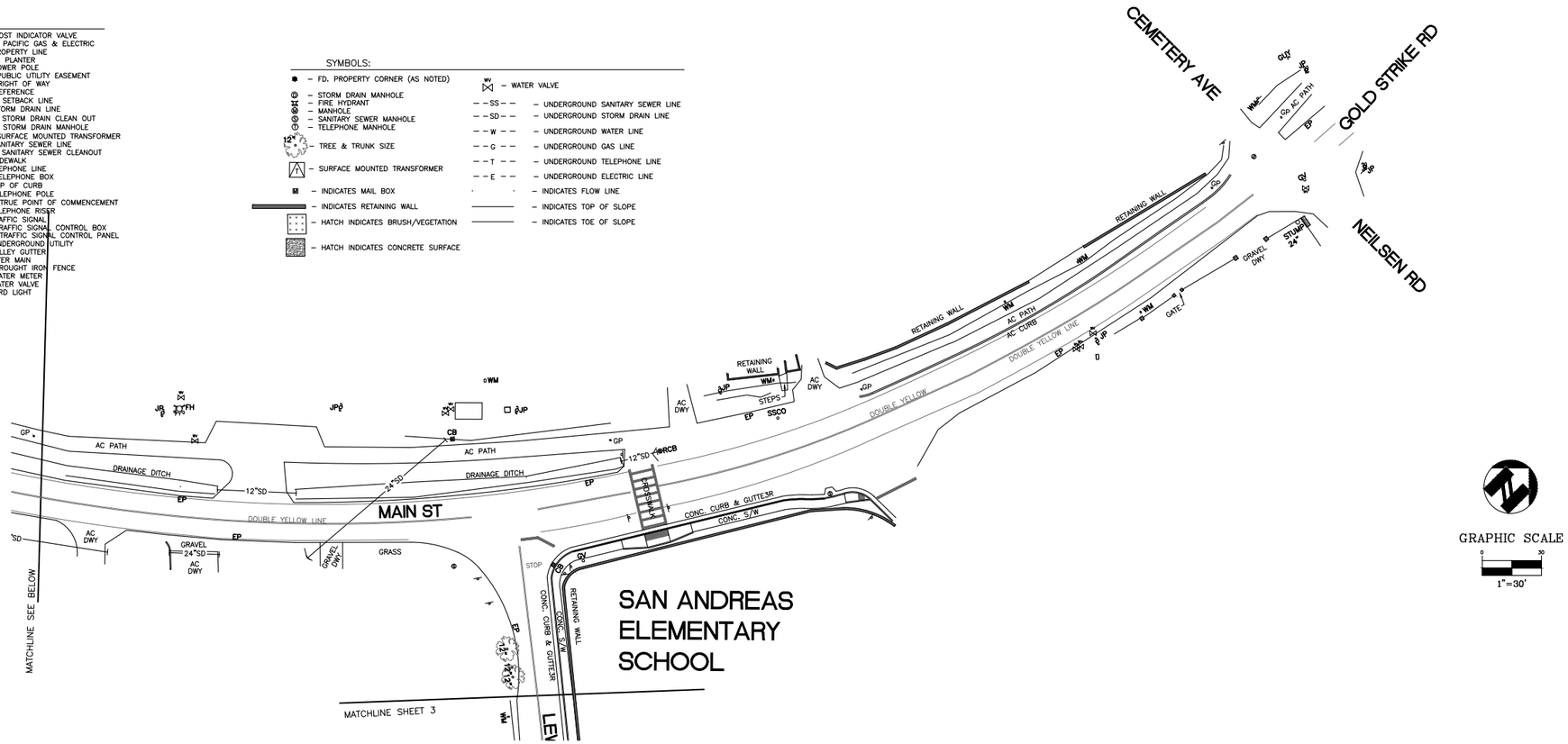

GRAPHIC SCALE

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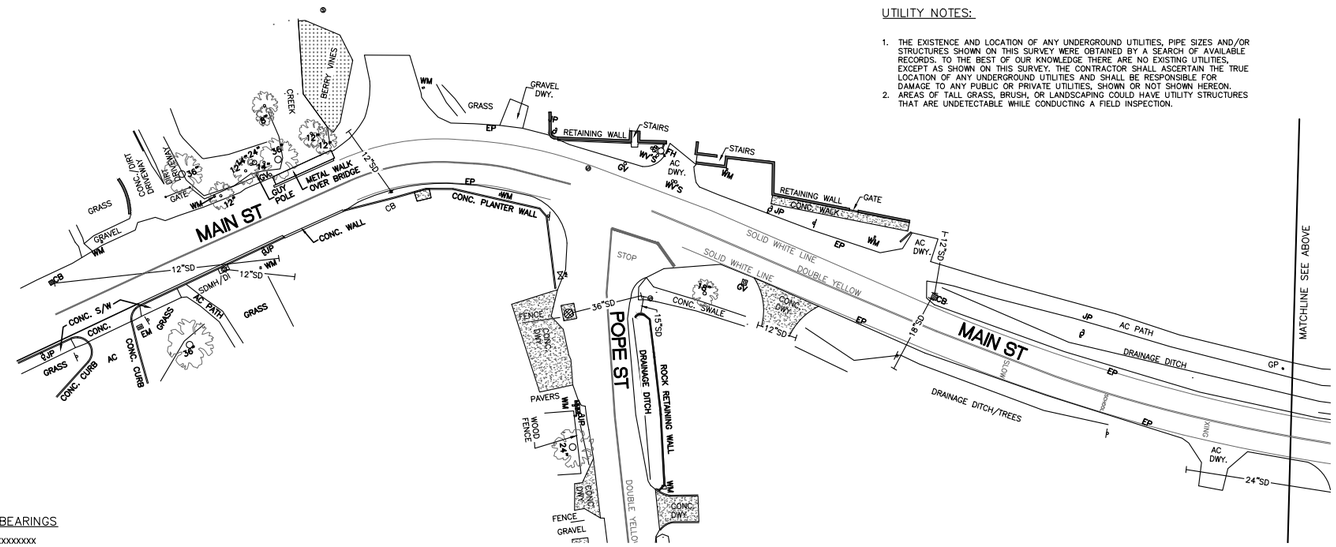

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GRAPHIC SCALE

0 30

1"=30'

BENCHMARK

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

ELEVATION = XXXXXXX

BASIS OF BEARINGS

XXXXXXXXXXXXXXXXXXXX

LICENSED LAND SURVEYOR
Craig T. Johnson
EXP. 12-31-19
L.S. #8638
STATE OF CALIFORNIA

DATE	REV #	BY	DESCRIPTION
10/16/19	1	BY	

DATE: 10/16/19
SCALE: 1"=30'
DESIGNED:
DRAWN: CTJ
CHECKED: CTJ
PROJ. MGR: CTJ
FILE PATH:

JOHNSON LAND SURVEYING
25 BELLARMINE CT.
CHICO, CA 95928
530-828-3626

TOPOGRAPHIC SURVEY

SAN ANDREAS CALAVERAS CALIFORNIA

2 OF 9 SHEETS

JLS-1103

Attachment D

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SYMBOLS:

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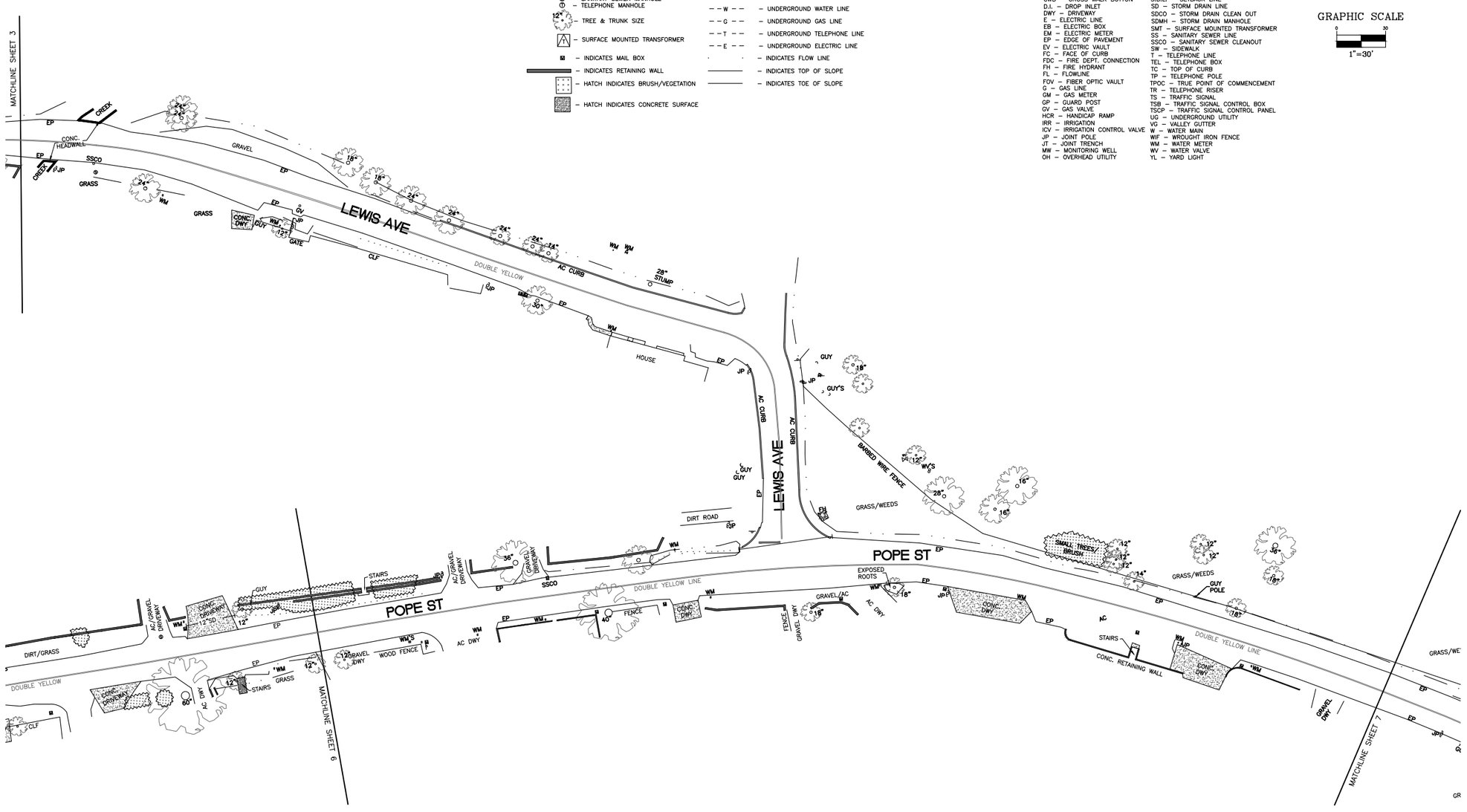
GRAPHIC SCALE
0 30
1"=30'



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LICENSED LAND SURVEYOR
Craig T. Johnson
EXP. 12-31-19
L.S. #8638
STATE OF CALIFORNIA

DATE:	10/16/19	REV #	BY	DATE	DESCRIPTION
SCALE:	1"=30'	1	BY		
DESIGNED:		2	BY		
DRAWN:	CTJ	3	BY		
CHECKED:	CTJ	4	BY		
PROJ. MGR:	CTJ	5	BY		
FILE PATH:					

JOHNSON LAND SURVEYING
25 BELLARMINE CT.
CHICO, CA 95928
530-828-3626

TOPOGRAPHIC SURVEY

SAN ANDREAS CALAVERAS CALIFORNIA

4 OF 9 SHEETS

JLS-1103

Attachment D

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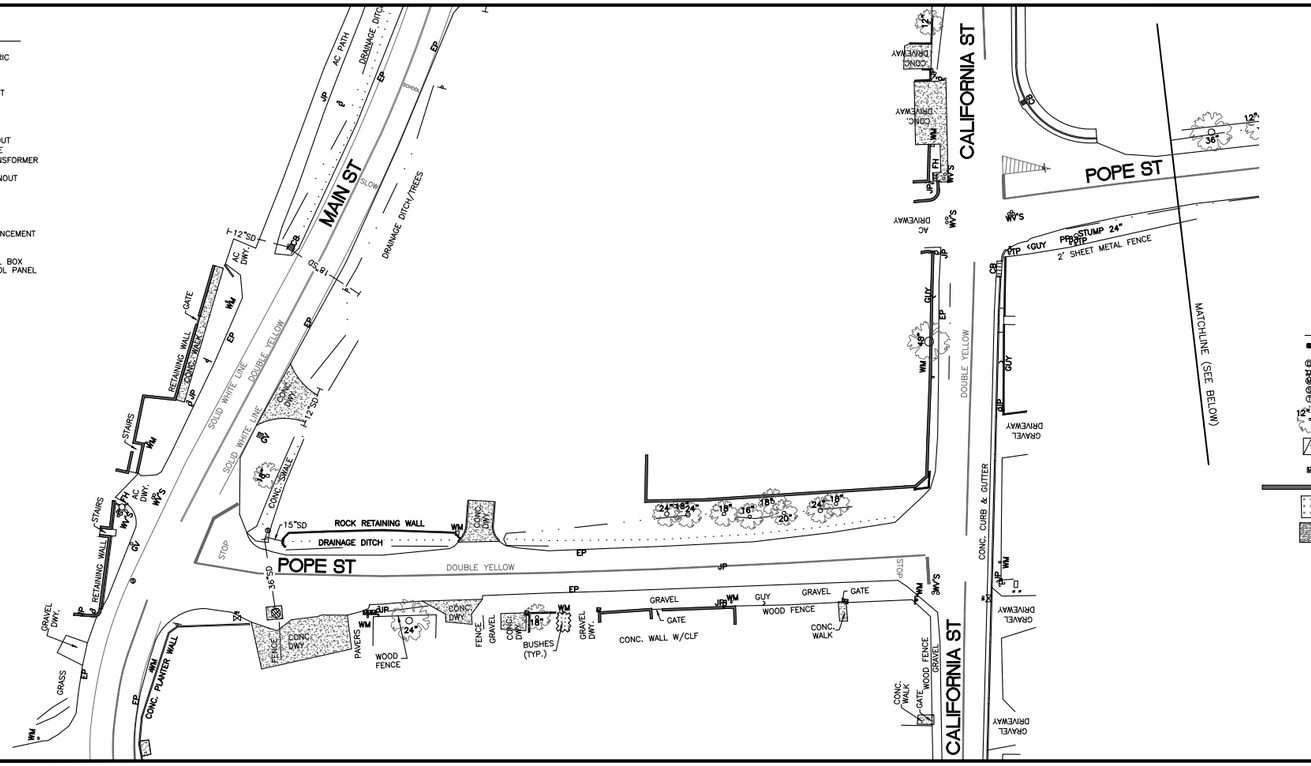

GRAPHIC SCALE
0 30
1"=30'

SYMBOLS:

- FD. PROPERTY CORNER (AS NOTED)
- STORM DRAIN MANHOLE
- FIRE HYDRANT
- SANITARY SEWER MANHOLE
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- TREE & TRUNK SIZE
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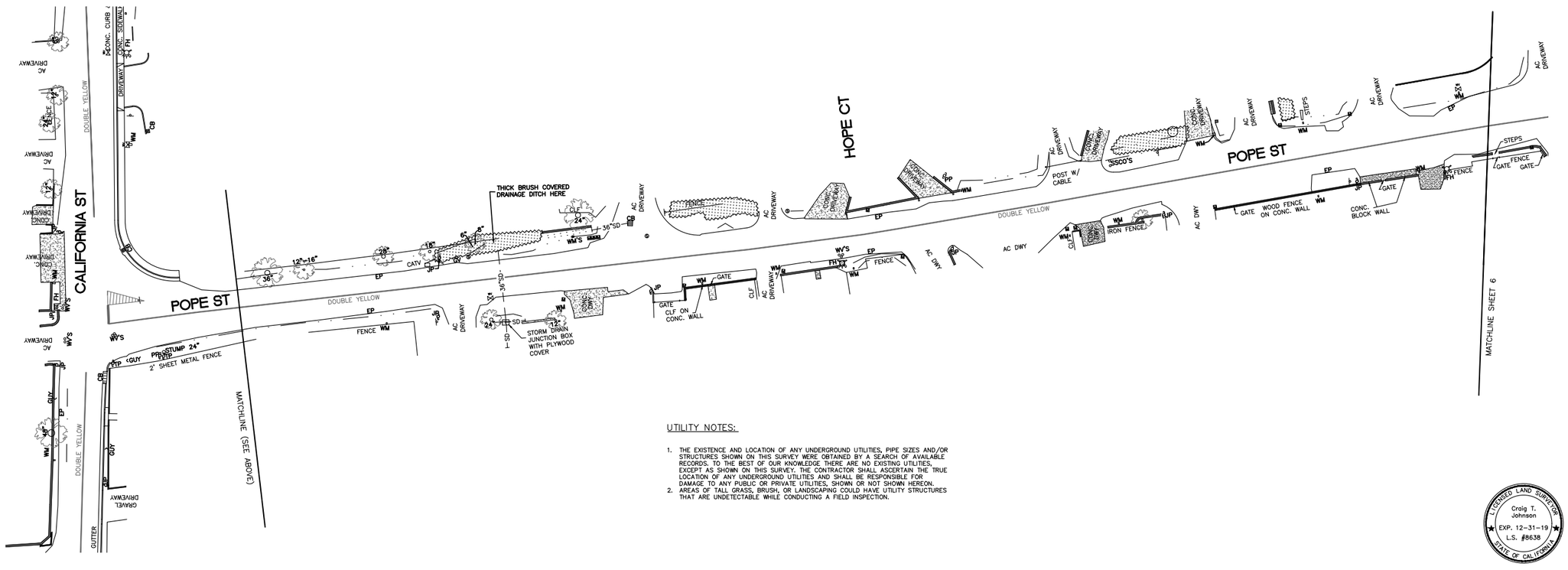

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LICENSED LAND SURVEYOR
Craig T. Johnson
EXP. 12-31-19
L.S. #8638
STATE OF CALIFORNIA

DATE:	10/16/19
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DESIGNED:	
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PROJ. MGR:	CTJ
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REV #	BY	DATE	DESCRIPTION
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JOHNSON LAND SURVEYING
25 BELLARMINE CT.
CHICO, CA 95928
530-828-3626

TOPOGRAPHIC SURVEY

SAN ANDREAS CALAVERAS CALIFORNIA

5 OF 9 SHEETS

JLS-1103

Attachment D

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SYMBOLS:

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GRAPHIC SCALE

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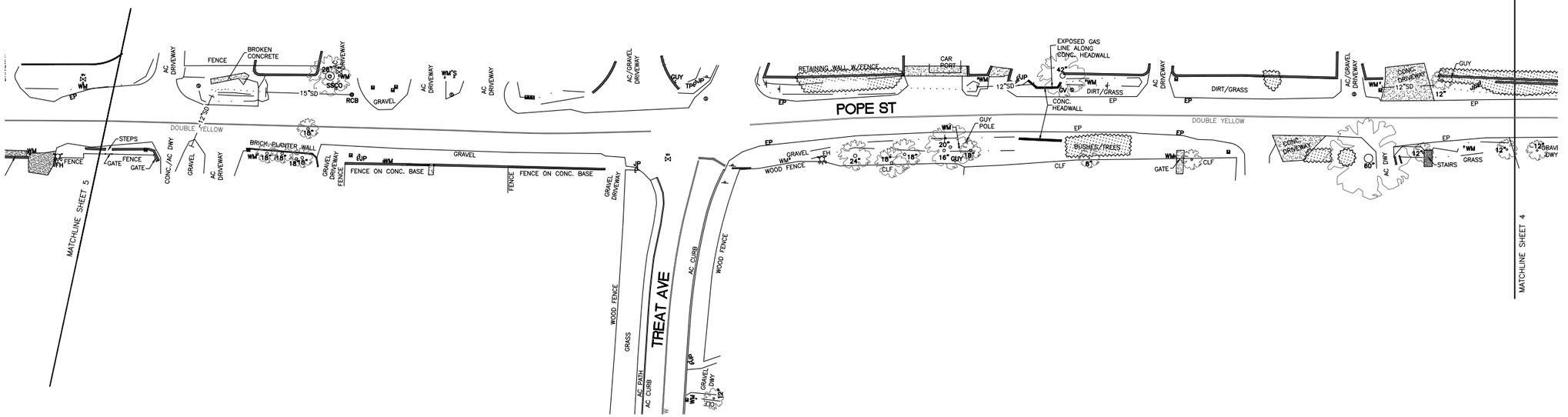

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I, LICENSED LAND SURVEYOR, Craig T. Johnson, EXP. 12-31-19, L.S. #8638, STATE OF CALIFORNIA

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JOHNSON LAND SURVEYING
25 BELLARMINE CT.
CHICO, CA 95928
530-828-3626

TOPOGRAPHIC SURVEY

SAN ANDREAS CALAVERAS CALIFORNIA

6 OF 9 SHEETS

JLS-1103

Attachment D

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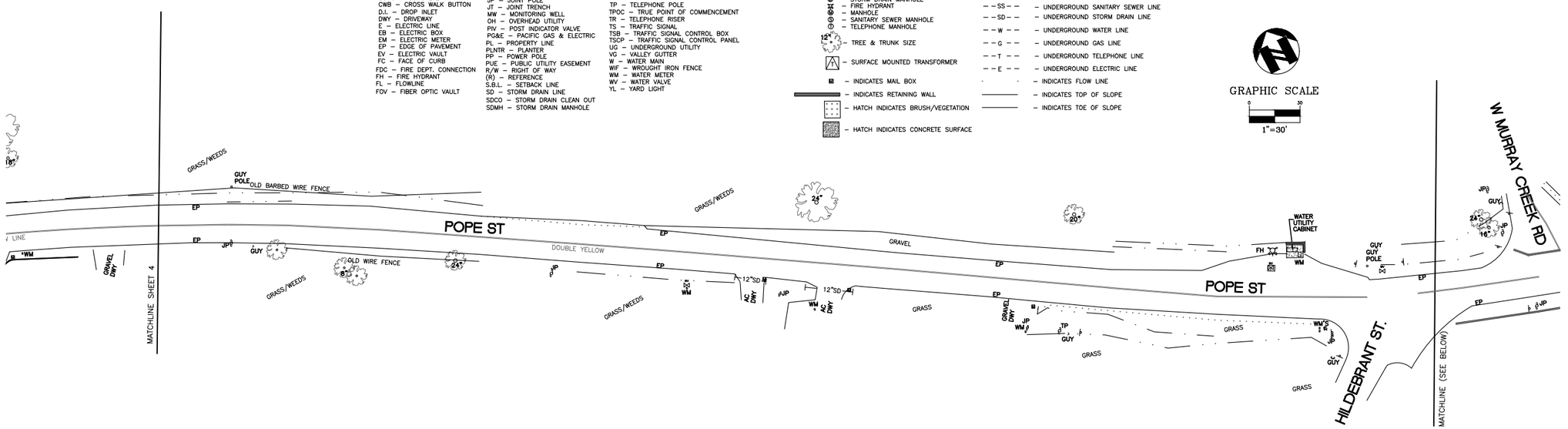

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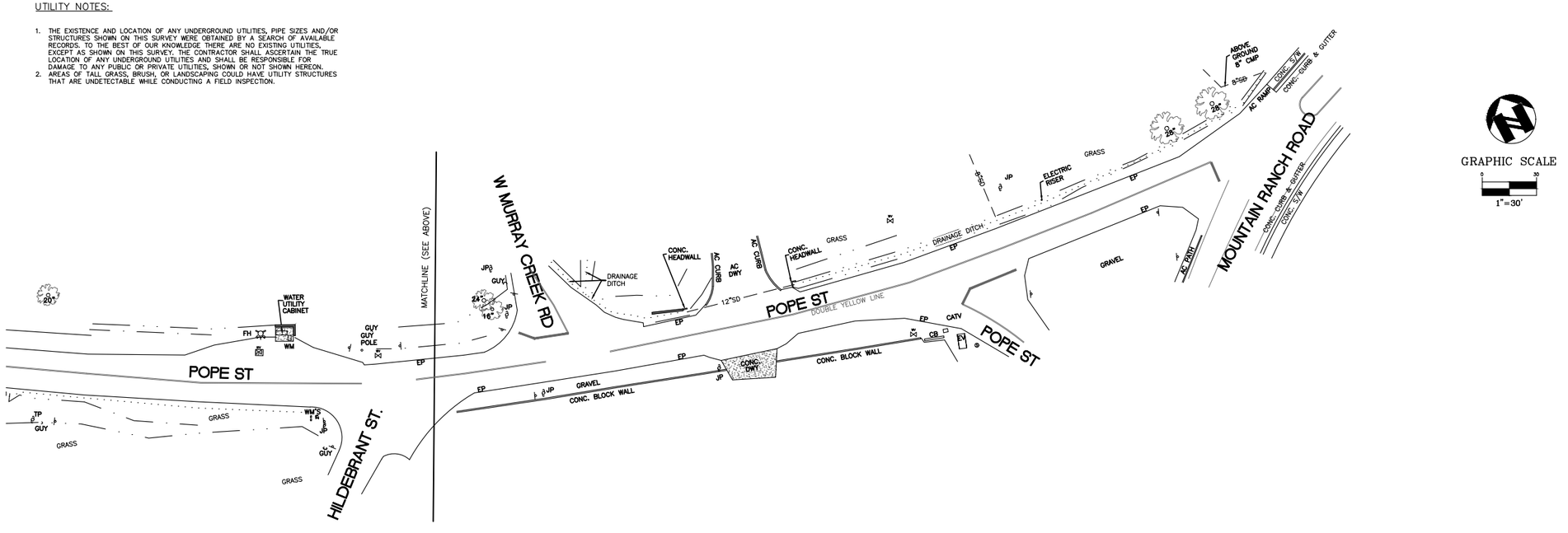

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JOHNSON LAND SURVEYING
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TOPOGRAPHIC SURVEY

SAN ANDREAS CALAVERAS CALIFORNIA

7 OF 9 SHEETS

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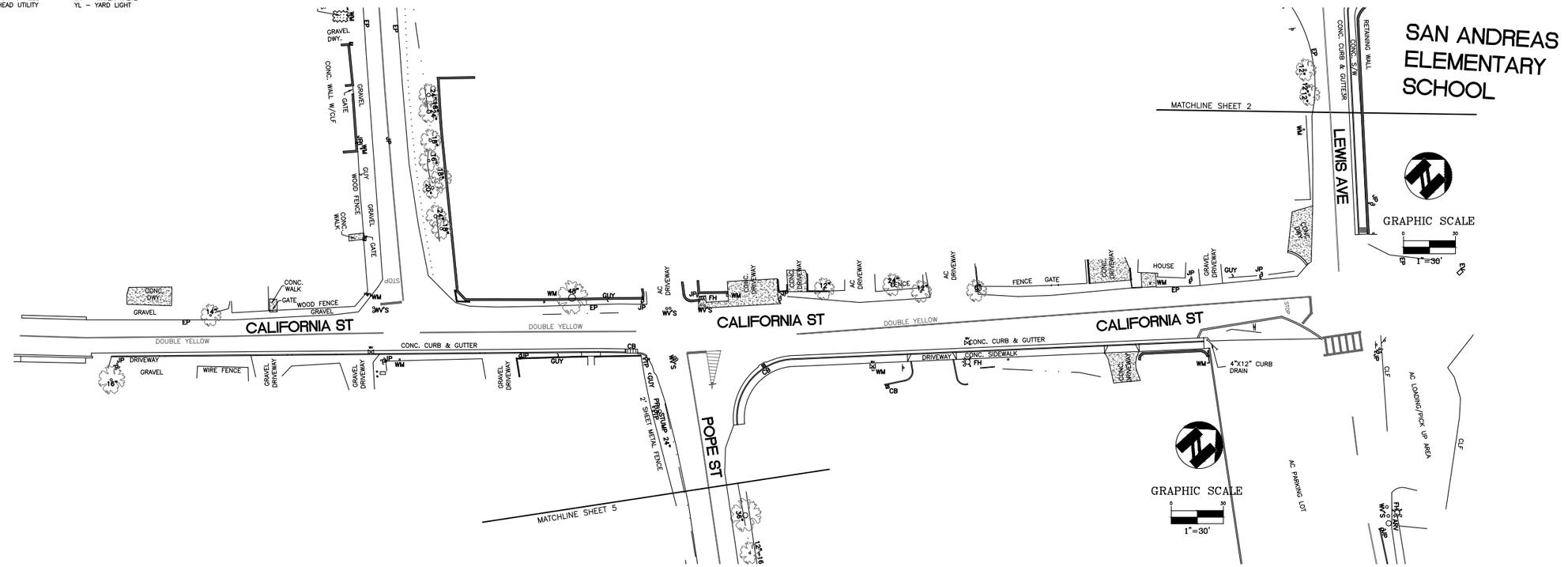

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TOPOGRAPHIC SURVEY

SAN ANDREAS CALAVERAS CALIFORNIA

8 OF 9 SHEETS

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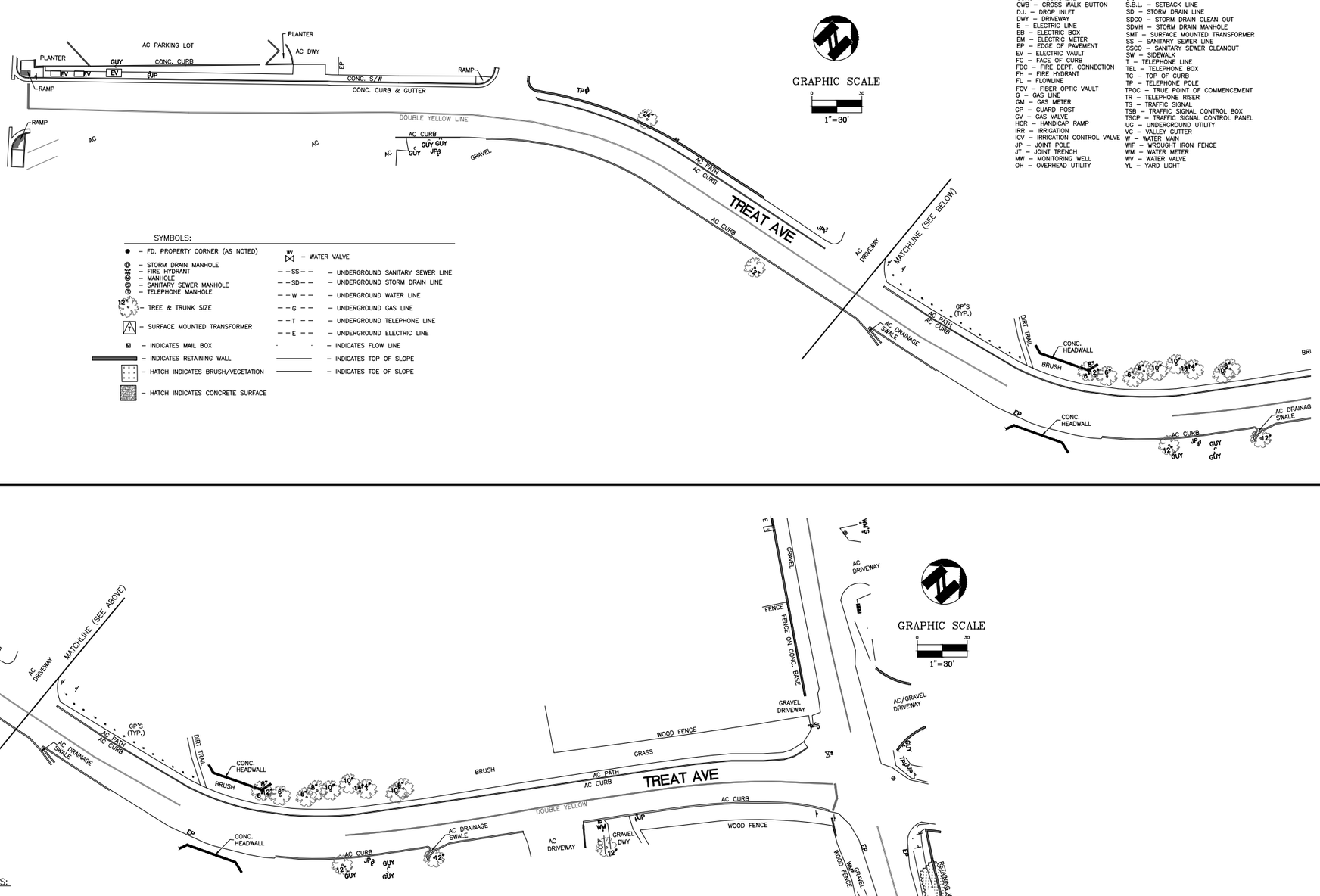

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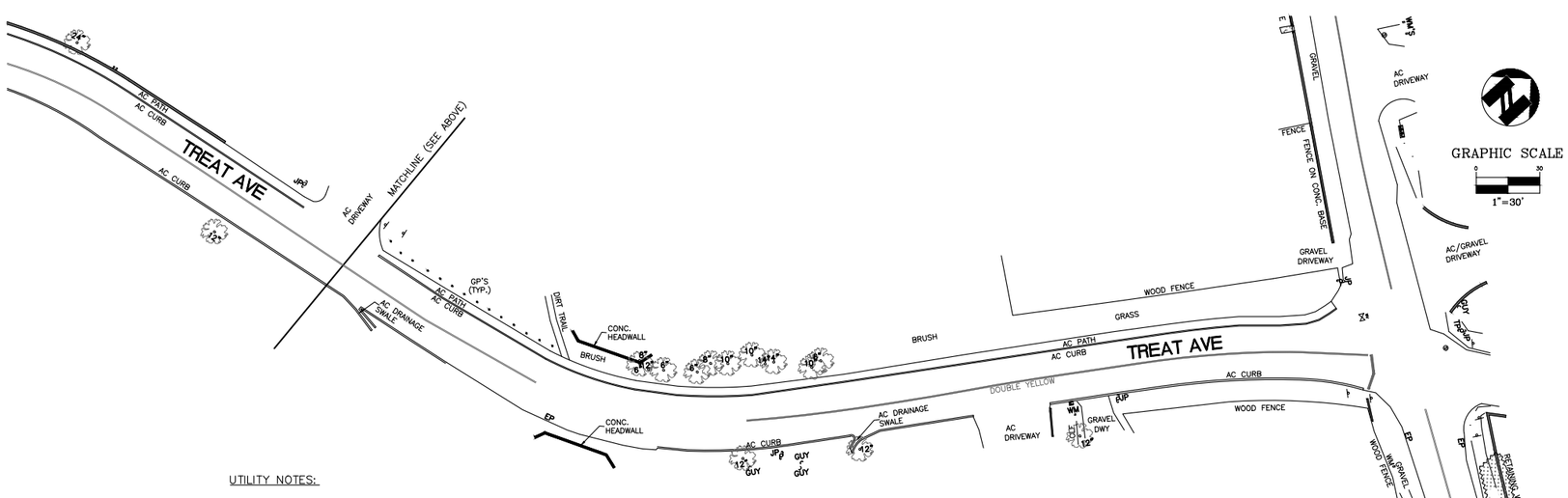

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Craig T. Johnson
EXP. 12-31-19
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TOPOGRAPHIC SURVEY

SAN ANDREAS CALAVERAS CALIFORNIA

9 OF 9 SHEETS

JLS-1103

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Attachment E

EARLY DESIGN CONCEPTS

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PROJECT TYPICAL SECTION

LEGEND:

- EXISTING CROSSWALK
- EXISTING SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED CLASS 1 BIKE TRAIL
- EXISTING BRIDGE
- FUTURE CLASS 1 BIKE TRAIL (SEPARATE PROJECT)
- FUTURE CROSSWALK (SEPARATE PROJECT)

PROPOSE CLOSE DRIVEWAY
EXISTING CROSSWALK TO REMAIN
ALTERNATIVE ALIGNMENT PROPOSED FOR SINGLE POINT DRIVEWAY LOCATION
CALAVERAS HIGH SCHOOL
ABANDON EXISTING TRAIL ON HILL
PROPOSED SINGLE POINT DRIVEWAY LOCATION
PROPOSED PEDESTRIAN/BIKE BRIDGE
CONNECTS TO EXISTING BRIDGE
SAN ANDREAS ELEMENTARY SCHOOL
END SINGLE-LANE SECTION
BEAR MOUNTAIN APARTMENTS
SPEED FEEDBACK SIGN
DIAMOND PLACE APARTMENTS
ROADWAY SHIFT WEST
HERDS MACHINE & WELDING
POSSIBLE TREE REMOVAL
GERALD TURNER PARK
SA COMMUNITY COVENANT CHURCH
EXISTING SIDEWALK TO REMAIN
NARROW ROADWAYS, STEEP GRADES
WELLS FARGO BANK
PROTECT EXISTING BRIDGE
STEEP GRADES
POTENTIAL TO SHIFT ROADWAY TO AVOID TREES
TREATS TRUE VALUE GENERAL STORE
ALTERNATE ALIGNMENT: STREET-SIDE WITH RETAINING WALL
SPEED FEEDBACK SIGN
ALTERNATE ALIGNMENT: STREET- SIDE PATH WITH RETAINING WALL
CAL FIRE
CONNECT TO PROJECT BY OTHERS
GOVERNMENT CENTER
EXISTING SIDEWALK TO REMAIN
SAN ANDREAS CENTRAL LIBRARY

TRAFFIC CALMING EXAMPLES

SPEED FEEDBACK SIGNS


TRAFFIC CIRCLES


MEDIANS


RAISED INTERSECTIONS


CHOKER / CHICHANE


BULB-OUTS

RAISED CROSSINGS


SPEED BUMPS / HUMPS

CALAVERAS COUNCIL of GOVERNMENTS

GREEN DOT transportation solutions

GHD

SAN ANDREAS POPE STREET AND SAFE ROUTES TO SCHOOL GAP FILL PLAN

OVERALL PROJECT

Project No. **11196292**
Report No. **2667**
Date **NOV 2019**

Figure 4.1

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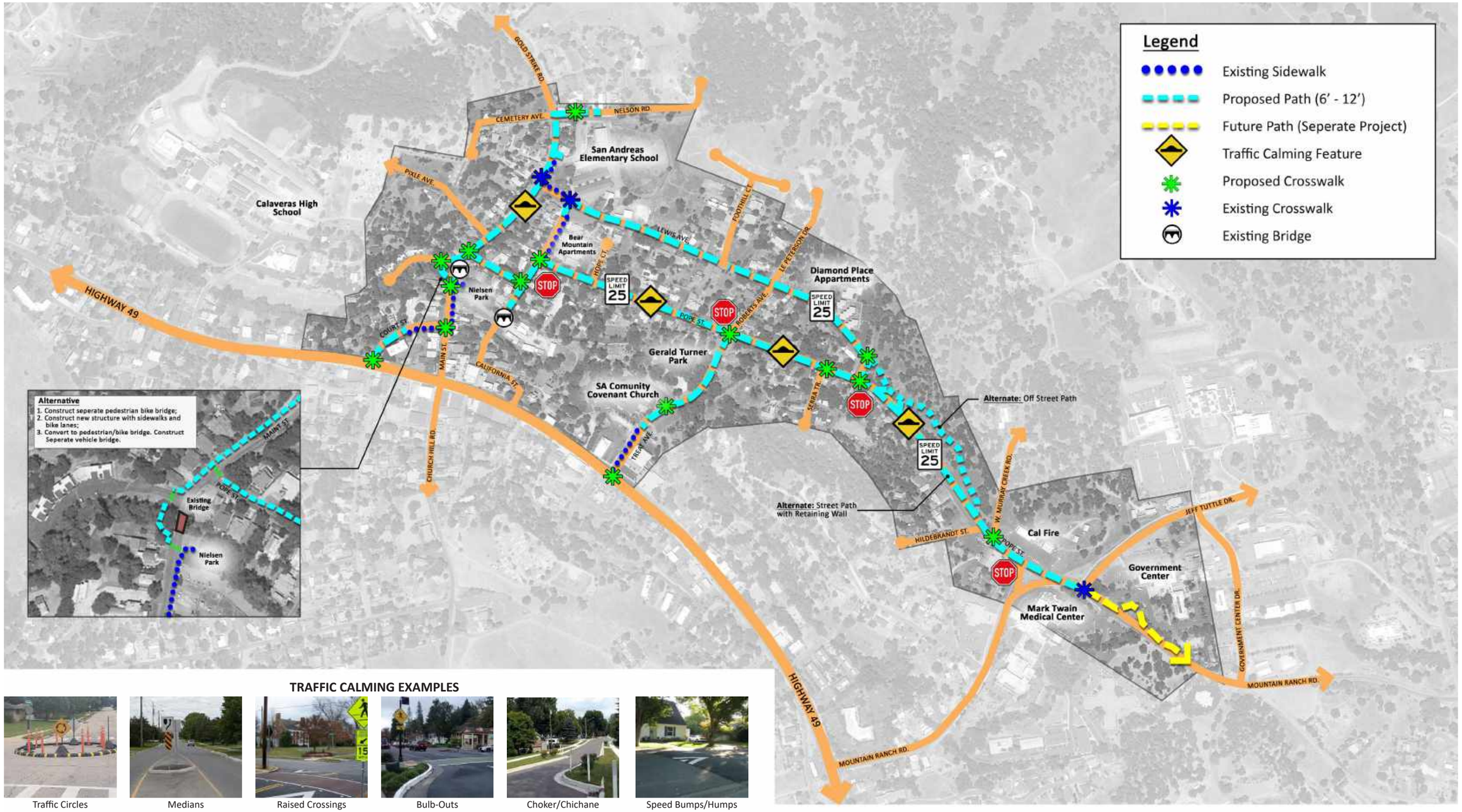

TRAFFIC CALMING EXAMPLES

Traffic Circles | Medians | Raised Crossings | Bulb-Outs | Choker/Chichane | Speed Bumps/Humps

GREEN DOT transportation solutions

GHD

OVERALL PROJECT

SAN ANDREAS POPE STREET AND SAFE ROUTES TO SCHOOL GAP FILL PLAN

NTS

Figure 4.2

CALAVERAS COUNCIL of GOVERNMENTS

Attachment E

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