

Calaveras County Regional Transportation Plan Online Community Survey Analysis

SURVEY METHODOLOGY

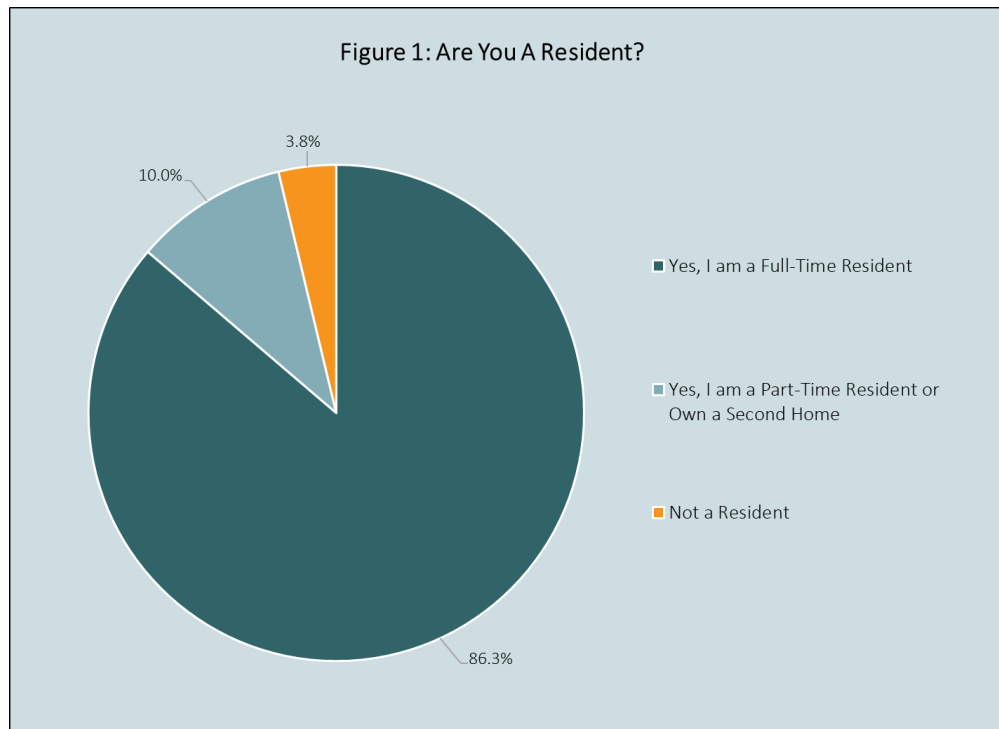
As part of an effort to obtain input from Calaveras County residents and stakeholders, an online community survey was developed with input from the Calaveras Council of Governments (CCOG) staff. Links to the survey were distributed to stakeholders, advertised in local newspapers (both print and digital) and posted on the CCOG website. The survey asked respondents to answer a series of questions about their personal and household transportation needs and experiences. The survey was available online for the months of July and August 2020. A copy of the survey included at the end of this appendix.

SURVEY ANALYSIS

A total of 113 survey responses were received and the results are discussed in detail below.

Are You a Resident?

Respondents were asked whether they are a full or part time resident. As shown in Figure 1, the majority of those who took the survey were full-time residents (86.3 percent). Part-time residents and/or second homeowners made up 10 percent of those surveyed, followed by 3.8 percent who indicated that they were neither a full-time or part-time resident.



Where Do you Live and Work?

Table 1 indicates where respondents live and work. As shown, 30.4 percent who took the survey live in Murphys, followed by 29.1 percent living in Arnold. Of those taking the survey, 12.7 percent lived outside of Calaveras County. Roughly 43 percent of survey respondents are not currently working (retired or

unemployed), followed by 22.2 percent working outside of Calaveras County. About 15.3 percent currently work in Murphys followed by 6.9 percent working in Arnold and 4.2 percent working in Stockton.

Calaveras County Communities	Where Do You Live?		Where Do You Work?	
	#	%	#	%
San Andreas	2	2.5%	2	2.8%
Angels Camp	7	8.9%	1	1.4%
Valley Springs	5	6.3%	0	0.0%
Murphys	24	30.4%	11	15.3%
Arnold	23	29.1%	5	6.9%
Avery	3	3.8%	1	1.4%
Copperopolis	1	1.3%	0	0.0%
Mokelumne Hill	0	0.0%	-	-
Mountain Ranch	0	0.0%	-	-
West Point	1	1.3%	-	-
Stockton	-	-	3	4.2%
Sonora	-	-	1	1.4%
Sacramento	-	-	1	1.4%
I live/work outside of Calaveras County	10	12.7%	16	22.2%
I do not live in Calaveras County	3	3.8%	-	-
I am not working in any community	-	-	31	43.1%

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Commute Patterns

Table 2 shows commute patterns of the 79 respondents who noted both where they live and work. Of those who responded, 44.6 percent do not currently work and another 21.5 percent of people either work outside of Calaveras County, or in a community not listed in the survey. Of those who do commute to and from work, many commute to work in the same community that they live within, primarily Murphys, followed by Arnold, and Avery.

Where do you live?	Where do you work?									
	Angels Camp	Arnold	Avery	Copperopolis	Murphys	San Andreas	Valley Springs	West Point	I Work in a Another Community	I am currently not working
Angels Camp	1	0	0	0	0	0	0	0	0	0
Arnold	0	5	1	0	1	0	0	0	0	0
Avery	0	0	2	0	0	0	0	0	0	0
Copperopolis	0	0	0	0	0	0	0	0	1	0
Murphys	0	0	0	0	9	1	0	0	0	0
San Andreas	0	0	0	0	1	0	0	0	1	0
Valley Springs	0	0	0	0	0	0	0	0	0	3
West Point	0	0	0	0	0	1	0	0	0	0
I do not live in Calaveras County	0	0	0	0	0	0	0	0	0	0

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Commute Length

When asked how long it takes to drive to work, 31.8 percent of respondents stated that their commute takes less than 15 minutes (Table 3). Another 31.8 percent of those surveyed indicated that their commute takes between 16 and 30 minutes, with 20.6 percent stating that their commute takes between 31 and 45 minutes. The longest commute time was two hours, of which only 2.8 percent of respondents currently commute. The average commute time among the survey respondents was approximately 30 minutes.

Table 3: How Long is Your Commute?

Commute Length	Responses	
	#	%
Less than 15 minutes	34	31.8%
16 - 30 minutes	34	31.8%
31 - 45 minutes	22	20.6%
46 - 60 minutes	8	7.5%
1hr - 1 hr 15 minutes	1	0.9%
1hr 16 minutes - 1hr 30 minutes	3	2.8%
1hr 31 minutes - 1hr 45 minutes	1	0.9%
1hr 46 minutes - 2 hours	1	0.9%
Over 2 hours	3	2.8%

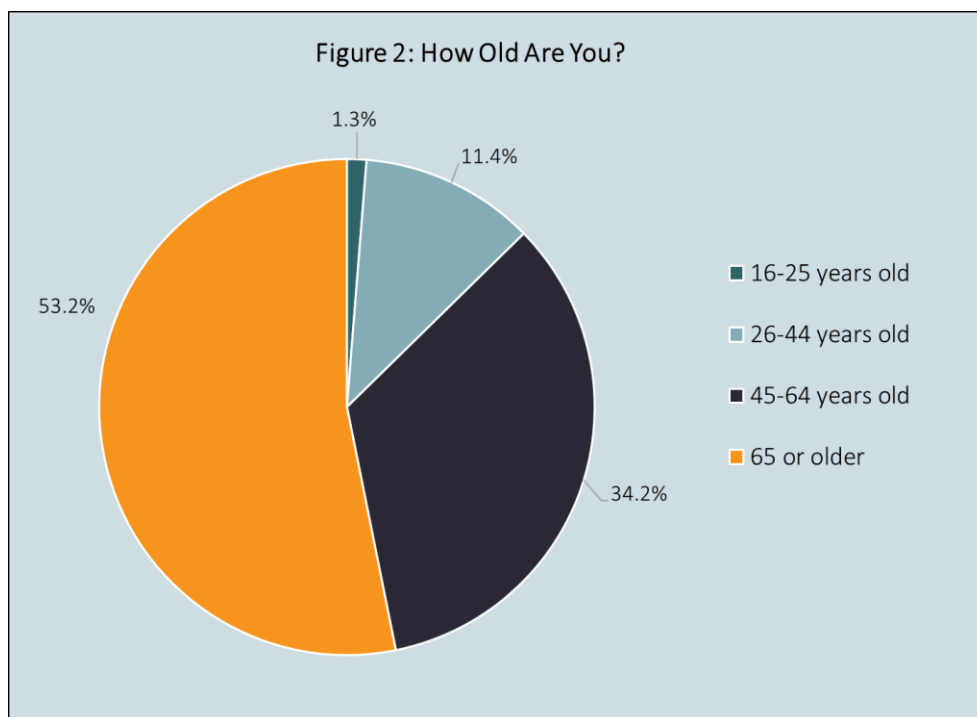
Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Household Demographics

The following questions were asked to get a better idea of who was taking the survey and what their household characteristics are.

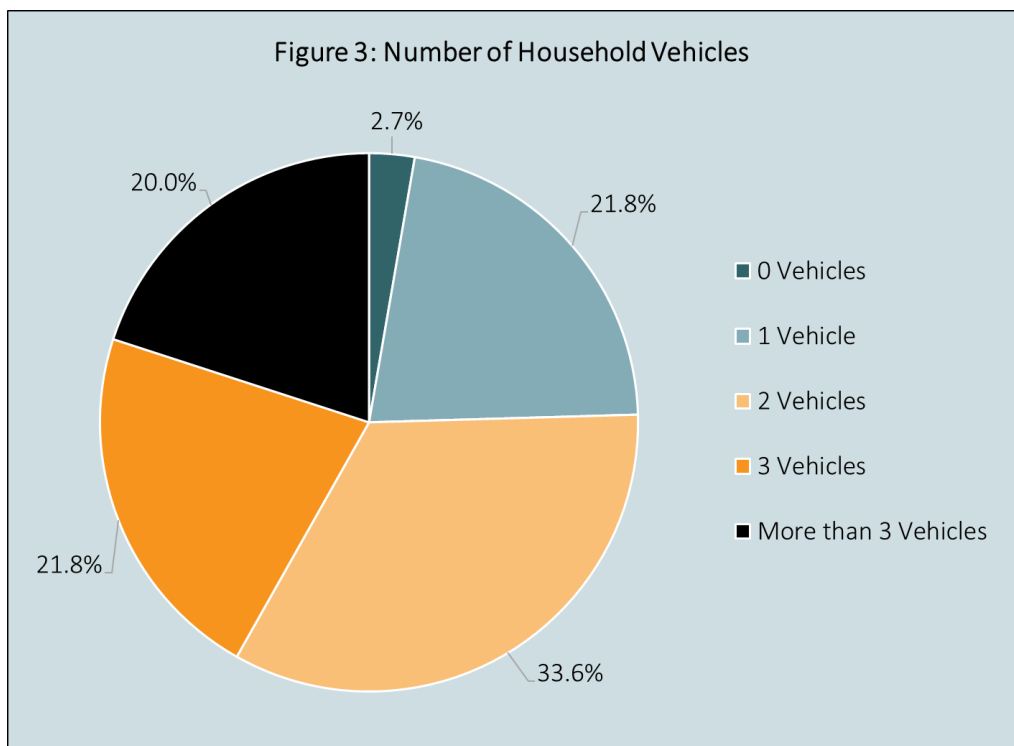
How Old Are You?

When asked how old respondents were, 53.2 percent were age 65 or older, followed by 34.2 percent between the ages of 45 and 64 years old and 11.4 percent between the ages of 26 and 44 years (Figure 2). Only 1.3 percent of those taking the survey were between 16 and 25 years old and no respondents were under the age of 16. As Census data indicates that 26 percent of Calaveras County residents are 65 years of age or older, this indicates that the survey respondents are over-represented among the elderly.



Number of Household Vehicles

Household number of vehicles are shown in Figure 3. Roughly 33.6 percent respondents who indicated that they had two vehicles in their household, followed by 21.8 percent had 3 vehicles and 20 percent had more than three vehicles in their household. Of those surveyed, 2.7 percent had no vehicle access in their household. This indicates that the vast majority of respondents are not dependent on public transit or non-motorized transportation.



How Easy or Difficult is it For You to Get Around without a Car?

More than half (51.9 percent) of those surveyed indicated that it can be very difficult to get around Calaveras County without a car, as shown in Table 4. Another 22.5 percent stated that it is somewhat difficult. A total of 15.7 percent of respondents mentioned it was somewhat easy and very easy for them to get around Calaveras County.

Experience	Responses	
	#	%
Very easy	4	4.5%
Somewhat easy	10	11.2%
Neither easy nor difficult	6	6.7%
Somewhat difficult	20	22.5%
Very difficult	46	51.7%
Don't know/Not sure	3	3.4%

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Why Do You Drive?

Table 5 summarizes reasons behind respondents driving behavior. As shown, 17 percent indicated that their destination is too far away making taking alternative forms of transportation too inconvenient. Another 14.3 percent stated that the lack of pedestrian and bicycle facilities is their reasoning for driving. Other reasons included busy roads (12.3 percent), hills and terrain (12 percent), driver behaviors (10 percent), and the need for personal vehicles for shopping and dropping off children (9.3 percent).

Reasons	Responses	
	#	%
My destination is too far away/I do not have time/inconvenient	51	17.0%
Scarce bicycle or pedestrian facilities (bike lanes, trails, or sidewalks)	43	14.3%
Roads are too busy/too much traffic	37	12.3%
Hills and terrain	36	12.0%
Driver behaviors (speeding, unsafe driving, etc.)	30	10.0%
I need a car for other reasons (shopping, drop off child, etc.)	28	9.3%
Transit is not convenient enough	24	8.0%
Health issues	14	4.7%
Bad weather	12	4.0%
I don't own a bike	10	3.3%
Unsafe neighborhood/safety/poor lighting	8	2.7%
Lack of amenities (restroom, shower, bike rack, etc.)	7	2.3%

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Transportation by Mode

Respondents were asked how often they use each transportation mode (personal vehicle, bicycle, walking, or carpooling). Their answers are summarized in Table 6. As shown, 87.7 percent indicated that they never use public transit, followed by 76.1 percent who indicated that they never carpool. Roughly 50 percent indicated a private vehicle as their mode of transportation 100 percent of the time. This data also indicates that of the 12.3 percent that use public transit, most use it for 5 to 30 percent of all their trips. A majority (62.2 percent) of respondents walk for at least some of their trips, while 31.9 percent bicycle for at least some of their trips.

	%	Personal Vehicle			Public	
		Walked	Bicycled	Transit	Carpooled	
0%	2.0%	37.8%	68.1%	87.7%	76.1%	
5%	3.0%	17.6%	7.2%	1.5%	10.4%	
10%	0.0%	23.0%	5.8%	1.5%	1.5%	
15%	0.0%	2.7%	1.4%	0.0%	3.0%	
20%	2.0%	4.1%	5.8%	3.1%	3.0%	
25%	3.0%	5.4%	2.9%	3.1%	0.0%	
30%	1.0%	0.0%	2.9%	1.5%	1.5%	
35%	0.0%	2.7%	1.4%	0.0%	0.0%	
40%	1.0%	1.4%	0.0%	0.0%	1.5%	
45%	0.0%	0.0%	0.0%	0.0%	0.0%	
50%	2.0%	0.0%	4.3%	0.0%	3.0%	
55%	0.0%	0.0%	0.0%	0.0%	0.0%	
60%	1.0%	0.0%	0.0%	0.0%	0.0%	
65%	0.0%	1.4%	0.0%	0.0%	0.0%	
70%	4.0%	0.0%	0.0%	0.0%	0.0%	
75%	5.0%	1.4%	0.0%	0.0%	0.0%	
80%	7.0%	0.0%	0.0%	0.0%	0.0%	
85%	3.0%	0.0%	0.0%	0.0%	0.0%	
90%	13.0%	1.4%	0.0%	1.5%	0.0%	
95%	3.0%	1.4%	0.0%	0.0%	0.0%	
100%	50.0%	0.0%	0.0%	0.0%	0.0%	

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

How Concerned are You About Transportation Issues?

Respondents were asked to rank how concerned they were about various transportation issues. The most concerning transportation issue indicated by survey respondents were conflicts between vehicles and bicycles along roadway shoulders (62.6 percent), as shown in Table 7. This was followed by there not being enough separated bicycle paths (53.8 percent), and lack of adequate pavement conditions on local roads (51.1 percent). The most “somewhat concerning” transportation issues included emergency evacuation options (40.4 percent), high vehicle speeds through communities (37.8 percent), and a lack of truck passing lanes (35.1 percent). In Table 7 below, red indicates the least amount of people rating a particular level of concern and the yellow indicates the most amount of people indicating a particular level of concern by transportation issue.

Transportation Issues	Very concerning	Somewhat concerning	Not very concerning	Not at all concerning
Not enough separated bicycle paths	53.8%	19.8%	12.1%	14.3%
Conflicts between vehicle and bicycles on roadways with shoulder	62.6%	24.2%	6.6%	6.6%
Unsafe conditions for children traveling to school	36.7%	34.4%	17.8%	11.1%
Discontinuous sidewalks	36.3%	28.6%	16.5%	18.7%
More crosswalks in communities	18.9%	30.0%	27.8%	23.3%
Not enough crosswalks in the communities	21.6%	25.0%	34.1%	19.3%
Insufficient wheelchair ramps and other ADA accessible facilities	17.0%	33.0%	25.0%	25.0%
Not enough public transit options	20.2%	31.9%	29.8%	18.1%
Sufficiency of walkways, pathways, etc. to transit stops	32.3%	22.6%	28.0%	17.2%
Seasonal traffic congestion on state highways	45.2%	30.1%	19.4%	5.4%
Not enough truck climbing lanes	37.2%	35.1%	19.1%	8.5%
Sufficient emergency evacuation options	45.7%	40.4%	9.6%	4.3%
Pavement conditions on local streets and roads	51.1%	32.6%	13.0%	3.3%
High vehicle speeds through communities	41.1%	37.8%	15.6%	5.6%

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

What One Transportation Problem Would You Fix?

Respondents were asked to identify their top priority transportation issue in Calaveras County. A list of responses is included as an attachment to this memo. When asked which one transportation issue respondents would fix if they could, 41.2 percent stated that they would increase the amount of bicycle and pedestrian paths throughout the county. While most respondents generally requested more bicycle and pedestrian facilities, others mentioned specific areas that would benefit from increase bicycle and pedestrian activities. These areas include communities such as Arnold, Dorrington, and Murphys as well as along Highway 4 and Highway 26. Another transportation issue residents thought of as high priority is the implementation of the Wagon Trail Project (17 percent), followed by lowering and enforcing lower speed limits (11.8 percent). Others suggested actions such as increasing the number of passing lanes, improving parking signage, widening road shoulders, and expanding public parking in downtown areas.

What Transportation Barriers Do You Experience in your Community?

Respondents were asked what transportation barriers they encounter in their community. Complete answers to this question are included at the end of this memo. Similar to the question related to fixing transportation problems above, 54.5 percent indicated a lack of pedestrian and bicycle paths, followed by the poor state of roads needing repair (12.1 percent), and a lack of access to transit stops and services (12.1 percent).

Others responded that high speeds along major roadways (6.1 percent), poorly maintained sidewalks (3 percent) and a lack of access to the planning process (3 percent) were all major barriers to transportation within Calaveras County. Another 6.1 percent mentioned that they currently have no barriers to transportation.

Prioritizing Improvements

Each respondent was asked how they would spend \$100 on various types of transportation improvements. As shown in Table 6, on average respondents would spend around \$33 on fixing existing roads, followed by \$15 on widening highway shoulders for bicycles, and \$11 on increasing the number of lanes on state highways. The least amount of money was budgeted towards improving the overall transit system (\$6), building new roads (\$4), or improving airport facilities (\$2).

Improvement	Avg. Dollars Spent
Fix existing roads	\$33
Widen shoulders on highways for bicycles	\$15
More lanes on state highways	\$11
Improve pedestrian facilities	\$10
Improve separated bicycle facilities	\$10
More guardrails, striping, signage etc.	\$6
Improve overall transit system	\$6
Build new local roads	\$4
Improve local airport facilities	\$2

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Locations of Recommended Improvements

Respondents were given the opportunity to use an online map to indicate specific locations where roadway and bicycle/pedestrian improvements or repairs were needed. Respondents were allowed to place as many markers as they wished. Figures 4 and 5 display the results for the east and west sides of the county, respectively. Along the SR 4 corridor in the eastern portion of the county, respondents indicated that Forest Meadows has a high need for wider shoulders. Many respondents would like to see a bike path between Arnold and Dorrington as well as in the Forest Meadows and Murphys areas. Pavement repairs have been noted along Sheep Ranch Road and Armstrong Road as well as on the local streets in Arnold.

In the western portion of the county, requests for a new roadway and passing lanes were indicated along Wagon Trail alignment of SR 4 between Copperopolis and Angels Camp. Stop signs or signals were also requested at multiple locations in San Andreas.



0 1.5 3 6 Miles

FIGURE 4
Desired Improvement Locations –
East County

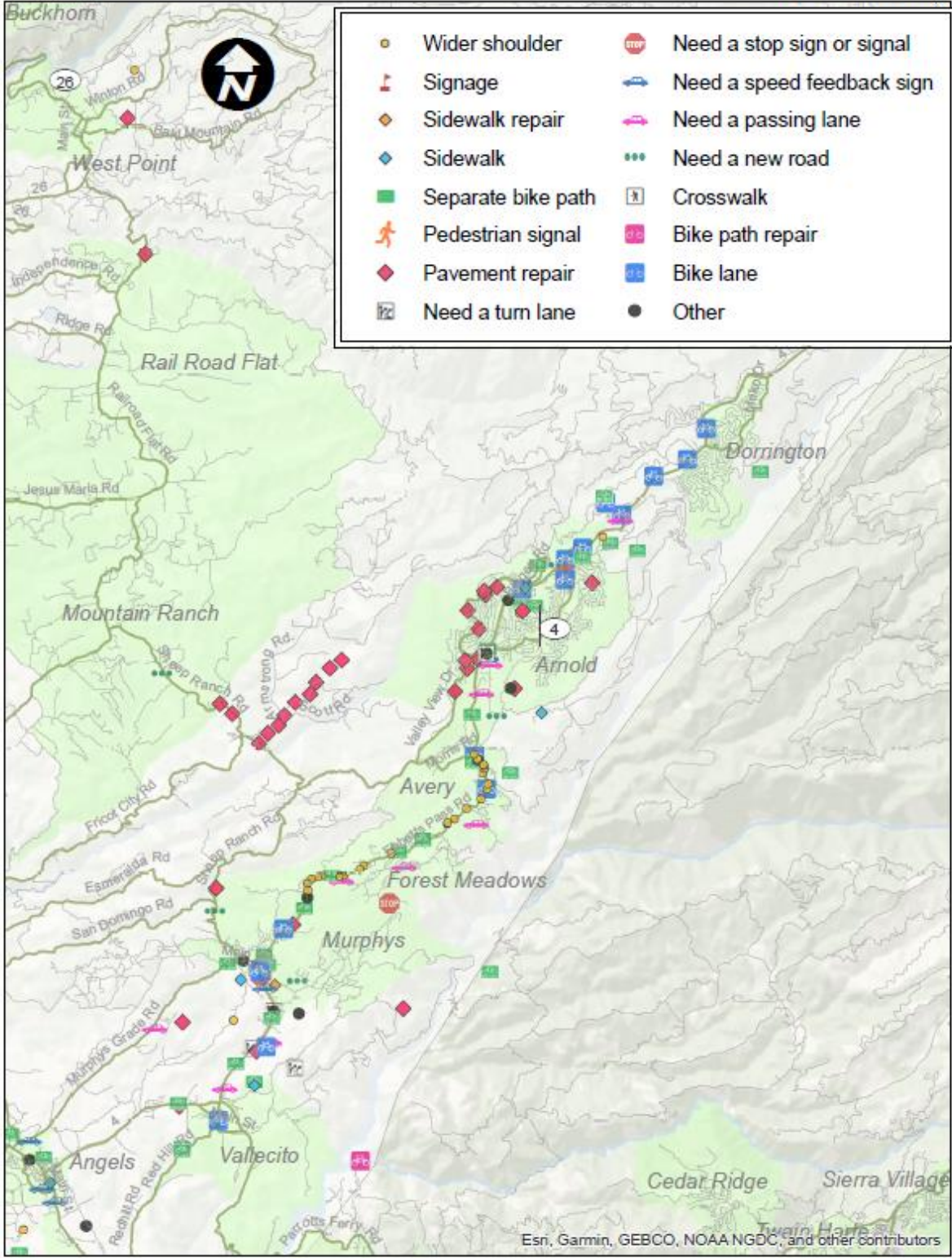
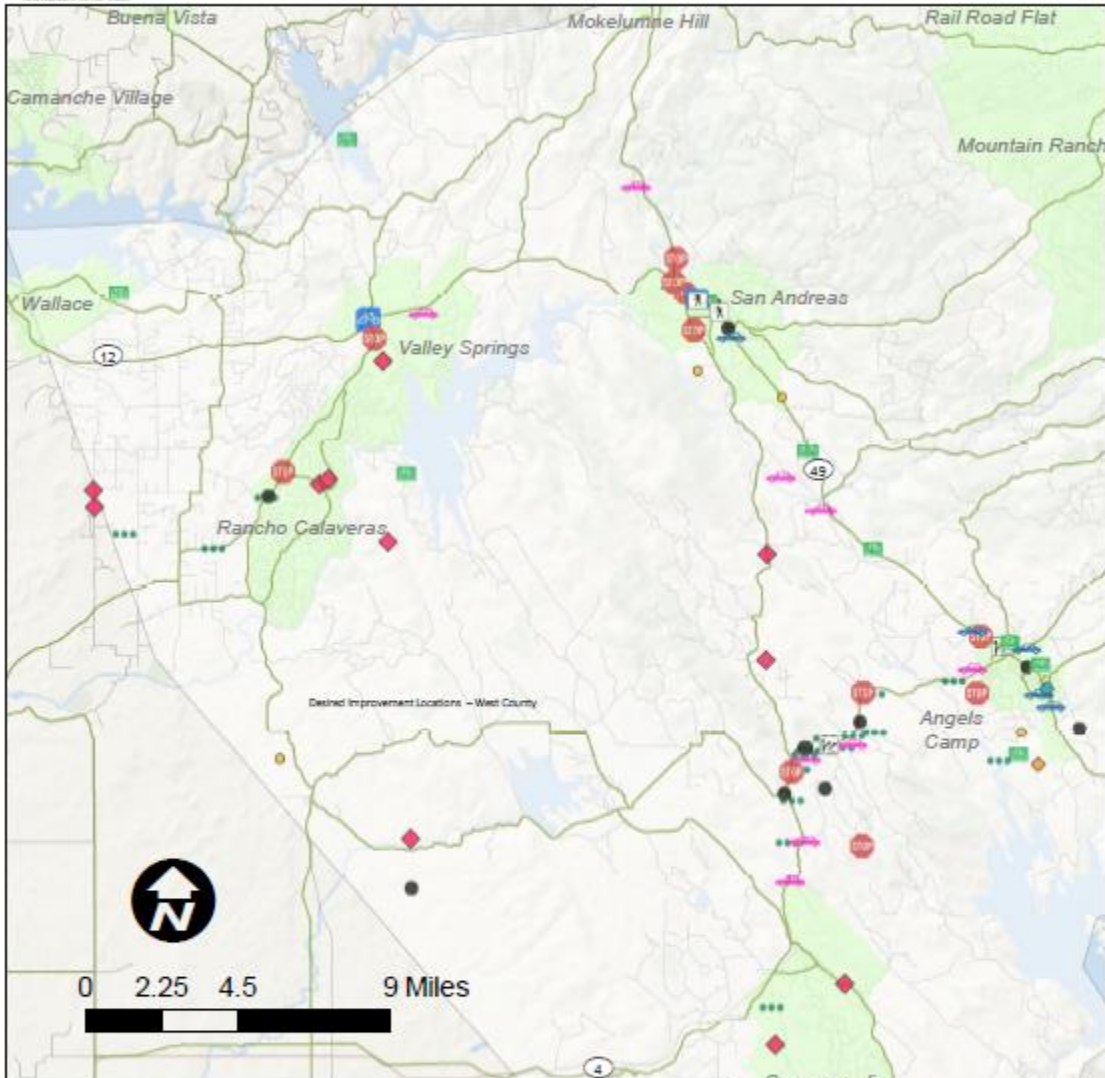




FIGURE 5

Desired Improvement Locations – West County

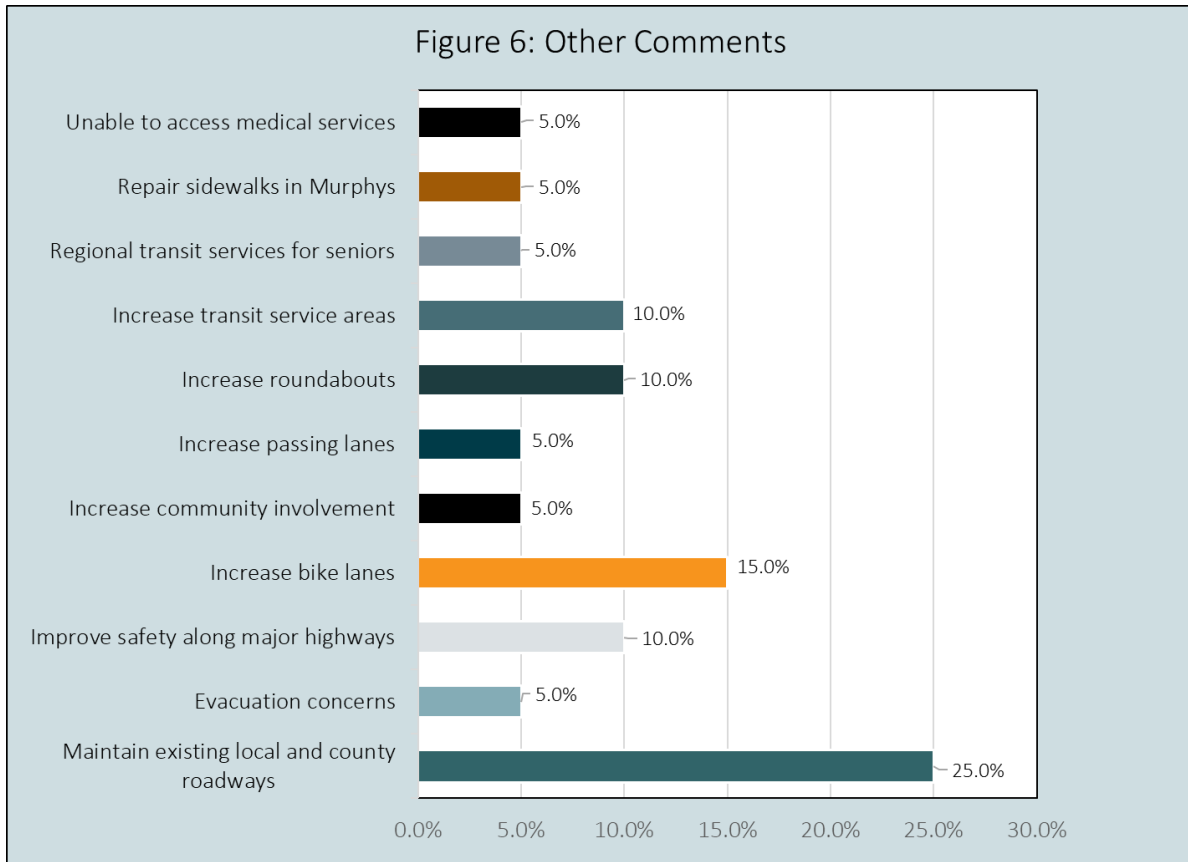


	Wider shoulder		Need a stop sign or signal
	Signage		Need a speed feedback sign
	Sidewalk repair		Need a passing lane
	Sidewalk		Need a new road
	Separate bike path		Crosswalk
	Pedestrian signal		Bike path repair
	Pavement repair		Bike lane
	Need a turn lane		Other

SEBCO, NOAA NGDC, and other contributors.

Is there anything else you would like to add?

Each respondent was asked whether they had additional input for consideration. Figure 6 summarizes these comments. Of the 30 responses, 25 percent indicated wanting more consistent maintenance of local and county roads. This was followed by increasing the amount of bicycle lanes (15 percent), improving safety along major highways (10 percent), increasing roundabouts (10 percent), and increasing transit services (10 percent). Respondents were also interested in increasing community involvement, passing lanes, roundabouts, and transit service areas.



ATTACHMENT A: PUBLIC COMMENTS

If you could fix one transportation problem in Calaveras County, what would it be?

Earlier buses in the mornings especially connections with the Columbia bus and people who have to get to work earlier in Sonora. I noticed that there are some people who really need that.

Speed and not enough transit choices

Turn lane at Hwy 4 and Live oak Dr.

Re-lay asphalt on roads in subdivisions in Arnold, not just patch here and there - the roads are horrible and have been neglected for 40 years.

Lack of bicycle lane between Arnold & Dorrington.

Roads are beat up

Fix the streets

Stop cars from passing on the right side of a car making a left hand turn. Especially Murphys. Too many times near accidents involving children with bikes crossing in front of a stopped car signaling a left turn being passed by speeding cars to the right almost crashing into the kids.

Slow the speed down and ticket those who don't obey them especially weekenders.

Adequate roadway shoulders for safe bicycle travel.

Better public transportation options.

Straighten 4 between Copperopolis and Angels Camp

Straighten Route 4 between Copperopolis and Angels Camp. Every time I use it, I feel unsafe, and fear an accident caused by oncoming traffic.

Crowned roads with no shoulder

Quicker pothole repairs

Make bicycle lanes or walking/cycling paths. If the option was available, more people would use it.

Widen hwy 49 between Angles and San Andreas and shoulders and turn out lanes.

Get all the old people off the road, they either need to do the speed limit, move over, or stay home!

Speeding through neighborhoods

Lack of bike/hiking paths



Reduce the speed limit on HWY4 through Arnold. Speeding Logging trucks are a problem.

More public transit

Potholes

Hello, wagon wheel. Hwy 4 How many more have to die?

Commercial Air Service

Promote bicycle traffic by building linked bike paths, especially within the town of Murphys.
More bike paths.

More passing lanes. I hate being stuck behind slow trucks for 10-20 minutes.

The turn lane in Arnold that goes onto Blagen Road. People take the Dunbar exit onto Blagen Road. I almost got hit when I turned onto Blagen Rd by someone who used the exit from Dunbar Rd. I reported to CHP they suggested I contact the County Supervisor Callaway.

More bike lanes

More bike lanes

More passing lanes on Highway 4 between Murphys and Arnold. Better road (less curves) west of Angles Camp.

Widening 4 or putting in additional 'slow vehicle lanes' between Angels Camp and Camp Connell.

Wagon Trail project on highway 4 between Copperopolis and Angels Camp.

More paved bike/walking paths. Pattern our community bike paths like Davis, California.

I would make Murphys more pedestrian friendly. Sidewalks in town are either dangerous or non-existent. Many residents are forced to walk along Hwy 4 to get to town (a cut-through from Williams to town is needed). A pathway is also needed on 6-mile to Ironstone. Residents need a safe place to walk for exercise. Fixing the problem should not be hap-hazard. There must be a plan!

Put a stop light on Highway 4 and the Penn Gulch intersection by Michelson Elementary school. The intersection is very dangerous. Kids and parents are going to the school in the morning. Cars are speeding down 4. It is very hard to make a left turn to get on the highway, I have seen some very close calls here, lot of Seniors, are pressured here. Do something here soon!

Traffic on Rock creek road up to salt springs reservoir has increased quite a bit. The road is rough and only one lane with a blind corner and a cliff Also many vehicles are over the bridge weight limits of the old bridges.

Speeding

I would realign Hwy 4 between Angels Camp and Copper.

Bus from Camp Connell to Government Center in San Andreas

More designated walking bike trails.

Flatlanders parking where they should not - not enough enforcement.

I would love to see a bike trail go from one end of Arnold to the other. I think it would be great if we encourage physical activity. People like to go to the store and to cedar center. It would be nice to bike. If it extended all the way up to Blue Lake Springs and even into White Pines that would be wonderful. I see kids riding down the highways and it is not safe. We need to encourage more bicycles especially for children. Arnold would embrace the idea!

Lower speed limits enforced

Clearing the overgrowth from the sides of the roads. It is so overgrown that oncoming cars do not know you are there. It is also a major hazard if a fire is anywhere in the area as fire trucks cannot get in safely

Lack of biking lanes

Realignment of Hwy 4 between Copperopolis & Angels Camp.

Access to Sacramento airport.

Pavement conditions on local roads

More pull out lanes for trucks on HWY 4

More pathways to walk safely.

No emergency exit routes in case of fire

Four lanes for Hwy 26 all the way out of town, past Rancho towards Stockton

Fix the Copperopolis to Angels Camp, highway 4, sub-standard road route. I have lived here for 30 years and it remains a true hazard to drive. For senior drivers, highway 4 is test of driving abilities (just follow one either way, mostly 30-35mph). For flatlanders it is not much better. For the motorcyclists it is "see how fast you can take the curves". Each year it is high on the list but has the least attention. How many lives, broken bones does it take to really do something???

Please install Bike path and sidewalk from La Contenta to Marval Parking lot. I cannot even count how many people young to old I have seen walk down the side of highway 26 and are at risk of being hit! I think it would be a great option for people to safely get from their homes to the grocery store in a safe manner who do not have a vehicle. Not to mention it would be great for our community. How about an evening bike ride to the ice cream shop :)

Public Transportation would not be shut down on every conceivable holiday in the world. People have to work on most of these "holidays". There is only one or two that are expected to be closed on, Christmas Day and possibly Thanksgiving.

By-pass Hwy 49 around (or under) Angels Camp and San Andreas.

The amount of big truck traffic on the roads. Causing traffic congestion because they can't/won't pull over and destroy delicate pavement that cannot handle the weight

Continuous sidewalk from Big Trees Market to Sarafinis restaurant.

Stoplights at high fatality intersections like Pool Station Rd in San Andreas and Avery Middle School Moran Rd

Continual sidewalks on Main St Murphys. Vehicles speeding on Main St Murphys, especially near the west end

More bicycle paths

HWY 4 road straightening from Angels Camp to 5 miles east of Copperopolis turn-off.

Paving older roads.

Much better sidewalks and walking options. Especially in Murphys, CA

Bike lanes

Paved the roads

Available transportation for the elderly and home bound.

The number of tourists coming up during the current health crisis. They do not wear masks, for the most part, and empty our grocery store of food that the community could use, as well as probably infect the locals.

Potholes in the subdivisions, especially in Lake Mont Pines.

35mph thru Murphys to the bottom of Utica Grade with the addition of better patrol presence as well as some way to slow traffic. Change the traffic light to a round-about and most of the speeding issues will be solved no matter the time of year or time of day or night.

A walking path paralleling Hwy 4 in Arnold from Cedar Creek Realty to Snowshoe Brewery. Lots of people walk the shoulder of the highway here and the speed limit is 45 mph. Not ideal.

Not county maintained roads - why? and potholes (main st and hospital- vs)
Pothole repairs on rural roads.

More passing lanes

More public parking in busy downtown areas

A closer bus stop by my house in Valley Springs...I think the nearest stop is across from the Mobil gas station? It is about 2-12 miles to walk each way. I am 70 and that is a tad too far, and too scary to walk highway 26. I would like to be able to get to my Mark Twain Doctor's office

Popular bicycle routes need pavement improvements

Bicycle lane between Arnold and Dorrington.

Roads with wide shoulder

Improve road surfaces and passing lanes.

More bike lanes

1) Aggressive motor vehicle drivers who are unwilling to share the available road and have no respect for cyclists or pedestrians. 2) Better road surfaces on small rural roads to allow less interaction with aggressive drivers.

The infrastructure, improve road conditions for autos and bicycles

Is there anything you would like to tell us to help us understand the transportation barriers you experience in your community?

We personally have no barriers.

We would like more walking bike paths.

People driving too fast through Murphys and passing illegally because they are in such a hurry

More cyclists would shop and visit if shopping districts were visibly cycle friendly

Potholes not repaired quickly. Many roads dangerously narrow (e.g., Moran road between Avery and Pinebrook)

If bike lanes were available, people would use them.

You need to have public meeting. This survey has a vent that is looking for a certain type of transportation fix. Our county needs to update our road system. We live in a rural area and not in a developed area. Point, look at highway 4 between Angles and Copper and number of accidents on that

Old people...

Resort area - weekender traffic

I would use a bike much more often, but almost everywhere I need to go, I have to use Highway 4 for some of the trip, and Highway is a dangerous place for bikes, with very narrow shoulders.

Outside of Valley Springs. No bike paths or safe space on roadways to ride to town.

I walk a few miles each day; however, there is nothing within walking distance so all errands require a car.

Snow. I wish the bus went to towns in the winter but because of snow conditions they don't.

We own a home in Arnold, and a home in Belmont. No other way to get back and forth on a bike, or bus, or train, so we drive.

We need more paved bike paths and transportation to and from airports

Bicycling in Murphys - There are not enough options. Traffic is heavy and bike lanes are non-existent.

Walking in Murphys - More pathways needed!

We live in the country on a ranch. No transit available. Even the school bus is 7 miles away.

Streets don't have sidewalks. No designated walking trails for daily use or recreation. No designated spots for dog walking. We have "country roads" for a community with heavy traffic and tourism, and it doesn't work. We need to upgrade!

More children could ride bikes home from school if there was a safe path. Kids are out of school more now. Let's give them something healthy to do.

The potholes and overgrowth are very dangerous. It has been 5 years or more since any clearing was done on the roads off the main thruways

Roads not wide enough and/or no shoulders or sidewalks for walking or cycling in my neighborhood.

Aggressive drivers add to problem.

Not much can be done with the terrain. A bike lane might help but probably not as it would need to be EV equipped for the hill and they are expensive. Maybe a voucher to get an EV bike but still need bike lanes into town for all the shopping. Always sounds neat to bicycle but not really convenient; more for recreation.

No sidewalks to keep kids and pedestrians safer from drivers

The bus system is simply not well done. People need to be able to get to Jackson and Stockton/Lodi. The public transportation should serve the needs of the public.

Link rolling hills. Bus stops too far from the house for mom to use bus. Dial a Ride stops at main road not the house - too far for mom to walk.

Outdoor walking and bicycling needs to be encouraged. More paths for would promote safe outdoor trips for pedestrians and bicyclists, especially between Murphys and Angels Camp.

Need more turnout locations along Hwy 4 and 49.

Roads suck

I've seen numerous people fall on the uneven sidewalks and pavement in and around Murphys. My father fell due to tripping over uneven pavement because there was no sidewalk for him to walk on in town. He was injured.

More buses

No

The intersection at Hwy 4 and Lake Mont Drive is especially concerning. People drive so fast on the passing lane just before that intersection and often come around the curve at about 60 mph. I don't feel safe in my car, much less a bicycle.

We should be pedestrian and cycle friendly. Communities are pretty car-locked driven. It would be nice to create more connections within each community as well as between communities.

For Arnold in the snow, walking and cycling are most difficult because most roads are only cleared for vehicle traffic; there are no cleared paths along the roadways for cyclists or pedestrians, and the existing shortcuts become largely inaccessible too.

Is there transportation close enough for me to walk to? I've lived here for 5 years...I drive as I don't know any other way to get to the Mark Twain hospital doctors. thank you

I live in Hathaway Pines, and there is little to no bicycle shoulder between home and Avery. Roads need improvement.

Even if 90% of a route from A-B is safe the 10% (death trap) with no shoulders and intolerant drivers is not worth the risk.

Is there anything else you would like to add?

Transit services for seniors for out of county appointments

We have lived here full time for 33 years and most of the county roads in Meadowmont are horrible and need new layers of asphalt.

Avid bicyclist. Seasonal FT work at Bear Valley Mtn. Resort Second home in Bear Valley.
Thanks

Please provide a bike lane between Arnold and Dorrington.

I would like to be involved in this project. I have worked in the transportation industry for most of my life as a manager. I believe I could add a lot to this project with my vast expertise of truck routing.

I wish there were more passing lanes. Traffic is rarely a problem. I left the Bay Area and now I get anxious and stressed when I need to travel back to the Bay Area. Overall, I am happy with Calaveras Counties Traffic.

I worry about fire exit roads... what to do if a fire closes Highway 4? Is there a fire plan? Is there a radio frequency drivers can listen to for evacuation advice? How to avoid a Paradise disaster? In a fire, how do I know it drive west or east to avoid getting trapped?

I would be happy to volunteer to make Murphys more pedestrian and bicycle friendly.

I can no longer drive, have cancer and need to get to the hospital weekly. We live on a ranch. Transportation does not come out anywhere close to us. Wish that transit came to Milton.

Safety first. We need less sharp curves on Hwy.4, a wider Hwy. 49 between Angels Camp and San Andreas, and safer ways to bike and walk in Arnold. Enforce lower speed limits.

Please think about more designated walking and hiking trails in the area.

There needs to be a bike trail extending from Dorrington down to Arnold. People riding bikes are endangering their lives daily along highway 4 especially on the stretch from Dorrington to Arnold
Thank you.

Please consider doing aggressive clearing of brush alongside the roads. There is extremely limited access to roads in the event of a fire. In some cases, only one way out, which will be life threatening to those trapped if that path is closed.

We live in Stockton in the winter and Camp Connell in the summer. We are retired.
thanks for the opportunity to comment.

Some stop lights would slow the traffic on Hwy 26. Rigs and towing vehicles just haul. They will get used to them just like everything else. If not stop light, then speeding simply continues. Not a sign and they get disobeyed more than a light. The light at Vista Del Lago became accepted as would a light at Baldwin and 26. I have commuted on Hwy 26 almost 25 years and have seen the speeding crashes, life flights, illegal passing which is increasing and just carelessness.

Do what the Calaveras County residents have been asking for, for at least the 30 years I have lived here. What is a life worth? Can you look a family member in the eye and honestly say "I'm sorry". Can you live with a clear mind, no guilt, when a family is ruined by hospital bills caused by sub-standard roads? Maybe you need to go and talk with those affected by an accident attributed to bad roads. The local Highway Patrol or Sheriffs Dept can provide a lot of information.

Just that the Public Transportation system is really very poor.

I think Calaveras County has done a remarkable job with the funds that we have. I think: 1st - The local streets are going to need some maintenance. 2nd - Our 2 major highways need to be widened. 3rd - Take Hwy traffic out of Angels Camp and San Andreas.

The sidewalks on Main St Murphys are nonexistent or cracked and waiting for someone to trip.

Add only Roundabouts. No need for traffic signals

A round-about instead of a traffic light would be a huge improvement to overall traffic flow as well as excessive speeding that occurs north of the light on a daily if not hourly basis (mostly by locals)

Bear Valley is the community I work in.

Why are roads "not county maintained?" how do you change this?

I work in Alpine County

We bring a major bicycle event into Calaveras and Amador County each year with over 1500 riders plus volunteers. Road conditions and bike lanes are critical.

Calaveras County is a beautiful place to pedal a bicycle, but many roads are in disrepair and too narrow to share with vehicles.