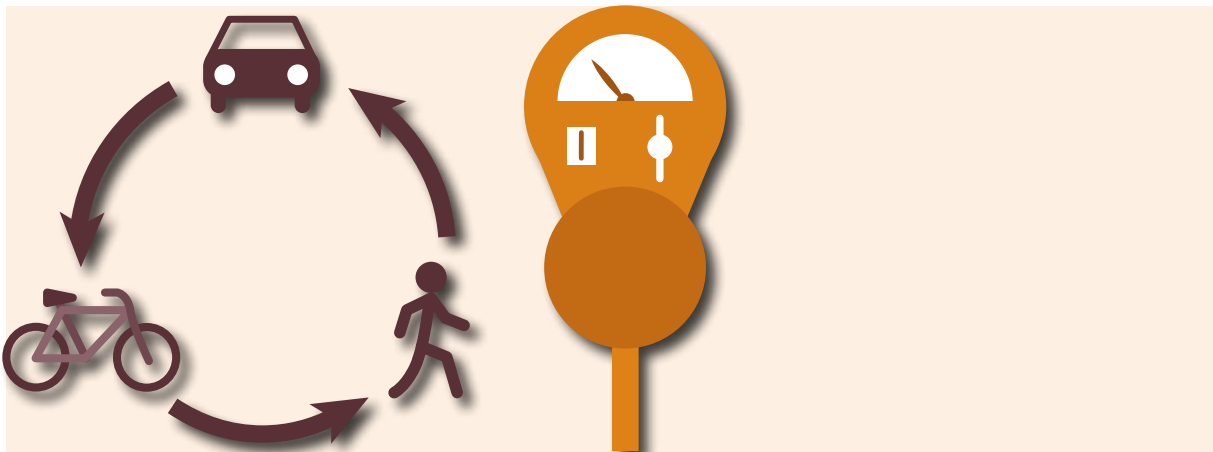
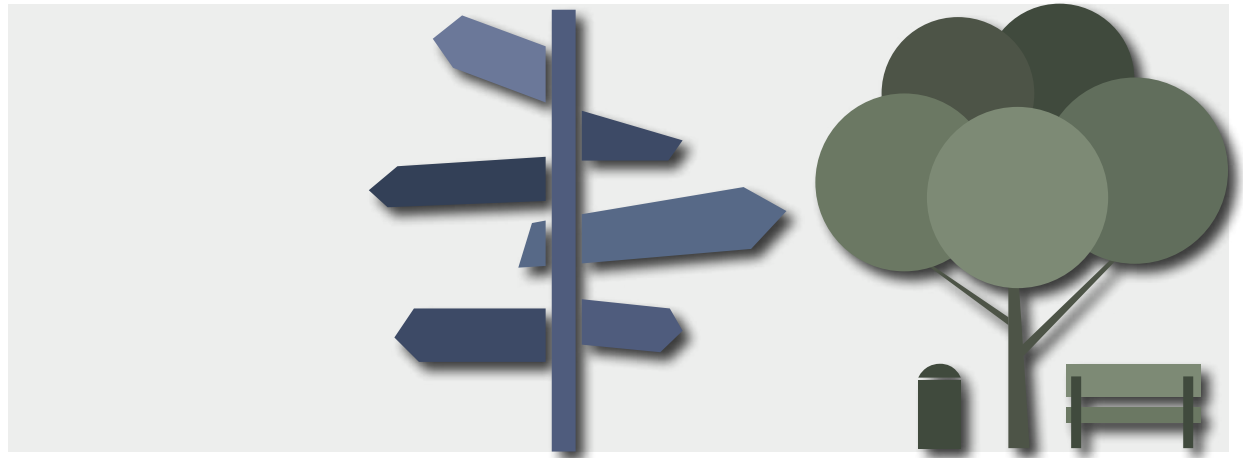


ANGELS CAMP MAIN STREET PLAN

FINAL DRAFT

MAY 2017



ACKNOWLEDGEMENTS

MANAGEMENT TEAM

David Hanham, The City of Angels
 Carl Baker, Caltrans
 Kevin Schroder, Caltrans
 Melissa Eads, CCOG
 Amber Collins, CCOG

DESIGN TEAM

Steve Noll, Design Workshop
 Alison Cotey, Design Workshop
 Gordon Shaw, LSC Transportation Consulting
 Sara Hawley, LSC Transportation Consulting
 Aaron Nousaine, BAE Urban Economics

ADVISORY COMMITTEE

Scott Behiel, City Council/Mayor
 Michael McHatten, City Manager
 Wes Kulm, City Council
 John Broeder, Planning Commission
 Patsy Gonzolez, Planning Commission
 Lisa Boulton, Calaceras Visitors Bureau
 Barbara Ziegenfuss, Prestige Gallery
 Bob Middleton, Middletons
 Kerry Keeney, ACBA
 Candy Meyers, ACBA, Farmers Market, Ironstone
 Sherri Smith, Business Owner
 Anne Forrest, Destination Angels Camp
 Amanda Folendorf, Alternate City Council

STAKEHOLDERS

Jim Turner, Turners Wild West Store
 Furman Brown, Owners Representative
 Dan Pinnelli, Carpet One Owner
 Gary Hinman, Alta Village
 Amanda Darby-Davis, Community Member
 Cora Broglio, Community Member
 Tamara Green, Community Member
 Cruscos Restaurant
 Pam and Russ Shoemaker, Stories and Stones
 Napa Auto Parts

LIST OF FIGURES

Figure 1: Project Study Area	vi
Figure 2: Base Map	16
Figure 3: Caltrans Ownership and Opportunity Map	18
Figure 4: Sidewalk Conditions and ADA Deficiencies	26
Figure 5: Parking	28
Figure 6: Downtown Sidewalk and Slope Analysis	30
Figure 7: Downtown Facilities and Furnishings	31
Figure 8: SR 49 Master Improvements Plan and Key	50
Figure 9: Caltrans ROW Illustrative Section	54
Figure 10: Community Commercial Main Street Illustrative Plan	55
Figure 11: Commercial Main Street Illustrative Plan Enlargement	56
Figure 12: Commercial Main Street Illustrative Plan Perspective	57
Figure 13: Historic Downtown Streetscape	59
Figure 14: Historic Downtown Streetscape Section	60
Figure 15: Historic Downtown Streetscape Perspective	61
Figure 16: Bragg Street Intersection Alternatives	63
Figure 17: Bragg Street Intersection Alternatives	63
Figure 18: Raspberry Intersection Improvements	64
Figure 19: Raspberry Intersection Perspective	65
Figure 20: Vallecito Intersection Alternatives	66
Figure 21: Conceptual Illustrative Perspectives of the Vallecito Intersection Alternatives	67
Figure 22: Traffic Improvements	68
Figure 23: Wayfinding Signage	72
Figure 24: Vallecito Gateway Perspective	74
Figure 25: Historic Wayfinding	75
Figure 26: Parking Lot Summary	77
Figure 27: Vallecito Parking Lot	79
Figure 28: Raspberry Parking Lot	81
Figure 29: Utica Hotel Parking Garage	83
Figure 30: Downtown Parking Management Plan	85
Figure 32: Historic Downtown Streetscape	91
Figure 33: Angels Creek Theater Plaza	92
Figure 34: Parklet Concept Perspective	93
Figure 35: Visitors Center Improvements	95
Figure 36: Downtown Gateway Improvements	97
Figure 37: Utica Park SR 49 Trails Section	98
Figure 38: Utica Park	99
Figure 39: Parklets Diagram	108
Figure 40: Access Diagram	109





CLIENT TEAM



CONSULTANT TEAM

DESIGNWORKSHOP



bae urban economics

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY	vi-xii
2.0 EXISTING CONDITIONS	15-41
2.1 ROW MAPPING	
2.2 EXISTING STUDIES SUMMARY	
2.3 EXISTING CONDITIONS & INVENTORY	
2.4 TRAFFIC ANALYSIS SUMMARY	
2.5 SUMMARY OF ISSUES AND OPPORTUNITIES	
2.6 GOALS	
3.0 PUBLIC OUTREACH	43-47
4.0 DESIGN ALTERNATIVES	49-99
4.1.0 STREET ALTERNATIVES	
4.2.0 SIGNAGE ALTERNATIVES	
4.3.0 PARKING ALTERNATIVES	
4.4.0 PUBLIC SPACE ALTERNATIVES	
5.0 DESIGN GUIDELINES	101-113
5.1 STREET DESIGN ELEMENTS	
5.2 BICYCLE DESIGN ELEMENTS	
5.3 SITE AMENITY DESIGN ELEMENTS	
5.4 PARKS AND PARKLETS	
5.5 PARKING DESIGN ELEMENTS	
5.6 LANDSCAPE DESIGN ELEMENTS	
6.0 IMPLEMENTATION	115-133
6.1 LEADERSHIP	
6.2 ROLES AND RESPONSIBILITIES	
6.3 IMPLEMENTATION	
6.4 FUNDING	
LIST OF APPENDICES	
APPENDIX A: CALTRANS MAPS	
APPENDIX B: EXISTING CONDITIONS	
APPENDIX C: EXISTING TRAFFIC ANALYSIS	
APPENDIX D: MARKET STUDY	
APPENDIX E: PUBLIC OUTREACH	
APPENDIX F: DESIGN CONCEPTS TRAFFIC DATA	



SUGAR

Firefall Jewelers

Firefall Jewelers

1888
A. BROSEMER

ESTABLISHED
1860
ANGELS
MERCANTILE



1.0 EXECUTIVE SUMMARY

INTRODUCTION

1.0 INTRODUCTION

The City of Angels (the City), with the assistance of the Calaveras Council of Governments (CCOG) and the California Department of Transportation (Caltrans) has prepared a Main Street Plan (The Plan). This project seeks to address community design, public spaces, bicycle and pedestrian facilities, and parking facilities along the City's State Route (SR) 49 "Main Street." This Plan provides the tools, designs and strategies necessary to facilitate changes for multimodal mobility, accessibility, and connectivity to enhance community identity and quality of life. This Plan represents a long range vision for the future of downtown to guide future planning and development in a manner that is cohesive, strategic and represents the communities input to preserve the character and history of the City.

PROJECT DESCRIPTION

This plan area focused on the historic downtown Main Street and its connectivity with the other core commercial districts in the City along the SR 49 corridor. The project area extends along SR 49 from Murphys Grade Road to Finnegan Lane and Vallecito Road.

PROJECT TEAM

This plan is funded by the Caltrans Sustainable Communities Transportation Planning Grant and is a collaborative effort between the City, the Calaveras Council of Governments and California Department of Transportation. The consultant team is lead by Design Workshop with transportation planning contributed by LSC Consultants, economic assessment and implementation by BAE Urban Economics.

PROCESS

The plan focused on input from the City, CCOG, stakeholders and the public to develop a set of design elements, guidelines and implementation strategies that the City will use to guide future improvements along the

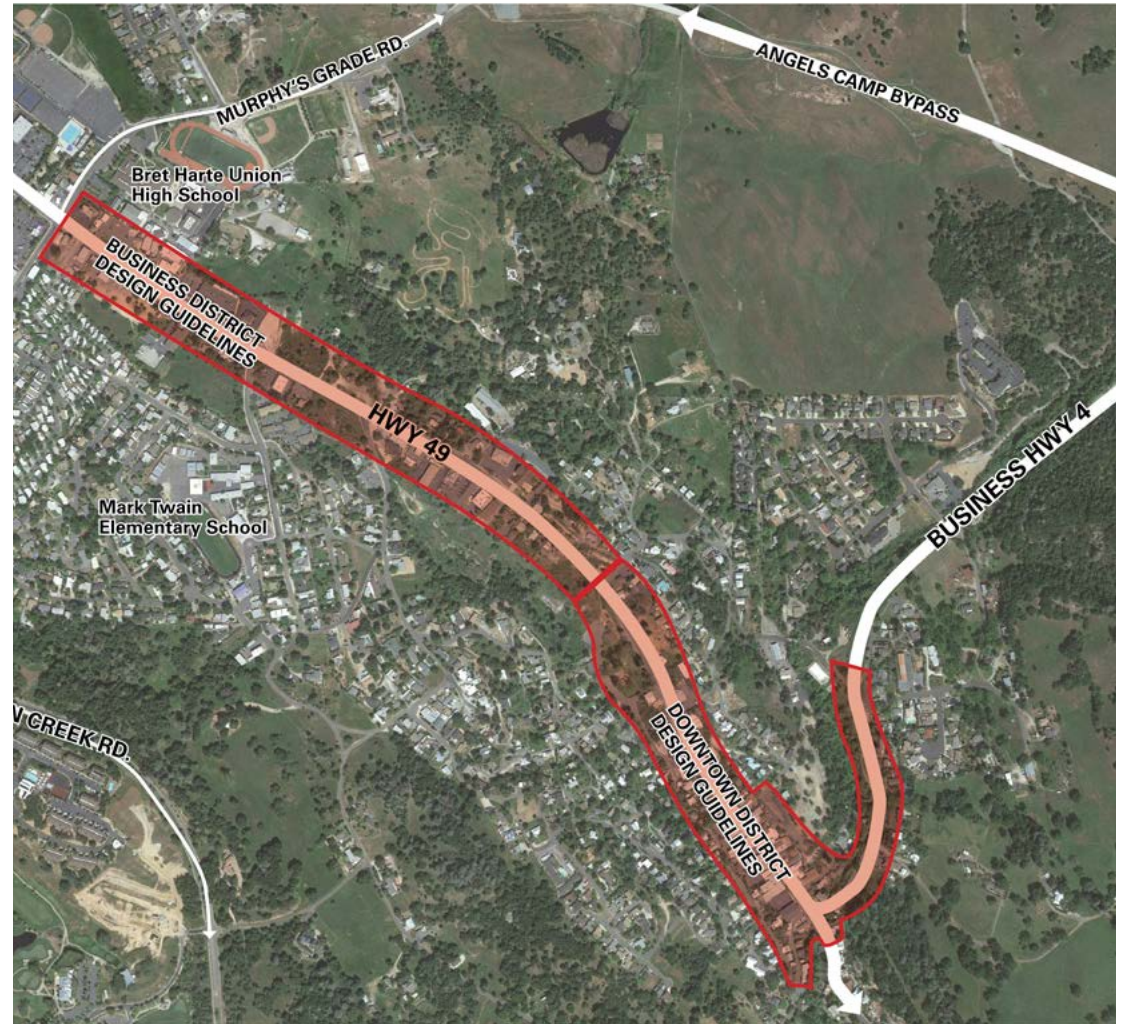
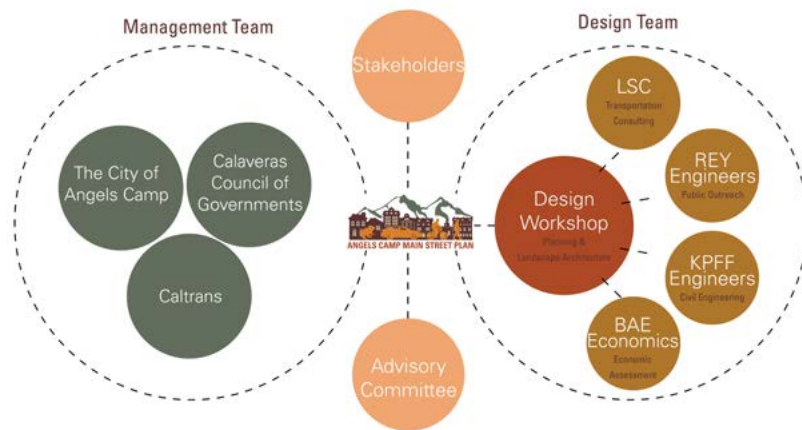


Figure 1: Project Study Area



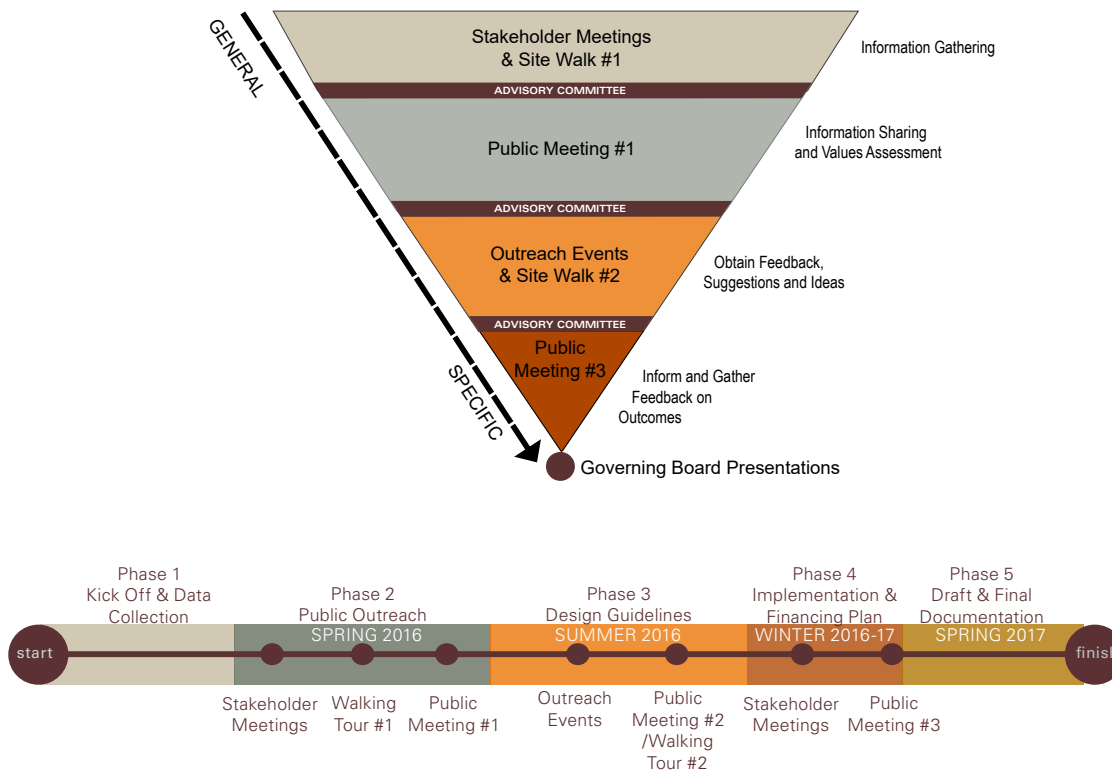


SR 49 corridor. Planning began by exploring the current site conditions through site inventory, data gathering and stakeholder input to develop an Existing Conditions, Issues and Opportunities Memo (Appendix B). Following the existing conditions, the consultant team developed ideas and alternatives that were reviewed by stakeholders, the advisory committee, and the public through site walks and public meetings for comments and feedback. The concepts shown in this final document have been refined to a final set of recommendations and design guidelines followed by strategies for how to support the development of these alternatives and how to implement these plans over time.

HOW TO USE THIS DOCUMENT

This final report includes the following chapters:

- 1.0: Executive Summary: A summary of this Final Plan.
- 2.0: Existing Conditions Summary: A summary of the Existing Conditions found in detail in Appendix B and Appendix C.
- 3.0: Public Outreach Summary: A summary of Public Outreach found in Appendix E
- 4.0: Design Concepts: Describes in detail the final design concepts from the planning process. This chapter is organized into four sections based on the project goals; streets, signage, parking and public space. Within each section is a brief description of the concept, plan(s) and images illustrating the ideas, design elements (overall concepts to guide design) and recommendations (action items for implementation).
- 5.0: Design Guidelines: Describes standard design features, considerations and elements to be included in future Main Street improvements.
- 6.0: Implementation: Describes funding opportunities and next steps for the plan.



EXECUTIVE SUMMARY



Bret Harte Union High School



Alta Village



Angels Camp Museum

Additional information can be found in the Appendices:

- Appendix A: Caltrans Maps
- Appendix B: Tech Memo #1: Existing Conditions, Issues and Opportunities
- Appendix C: Tech Memo #1: Existing Traffic Analysis
- Appendix D: Tech Memo #1: Market Study
- Appendix E: Tech Memo #2: Public Outreach
- Appendix F: Design Concepts Traffic Data

1.2 EXECUTIVE SUMMARY

The following section is an overview of Chapters 2.0 - 6.0 of the Angels Camp Main Street Final Plan.

EXISTING CONDITIONS AND ANALYSIS (SECTION 2.0)

An existing conditions, issues and opportunities report was developed detailing on site inventory and assessment of physical elements along the SR 49 corridor, transportation analysis and an updated economic report of potential development along the SR 49 Main Street.

EXISTING STUDIES

A review of relevant planning, economic and transportation studies for the City identified existing information to help guide the Main Street Planning Process. A detailed description of these studies can be found in the Existing Conditions Report in Appendix B.

EXISTING CONDITIONS

Transportation analysis was performed on five key intersections which included peak volumes, intersection level of service, and crash data to understand current operations of the SR 49 travel corridor. A detailed description of the Traffic Analysis can be found in Appendix C. Physical street characteristics including sidewalks, existing parking, land use and street sections define an understanding of the spatial relationships and constraints of the streetscape along SR 49. A detailed description of these can be found in the Existing Conditions Report in Appendix B.



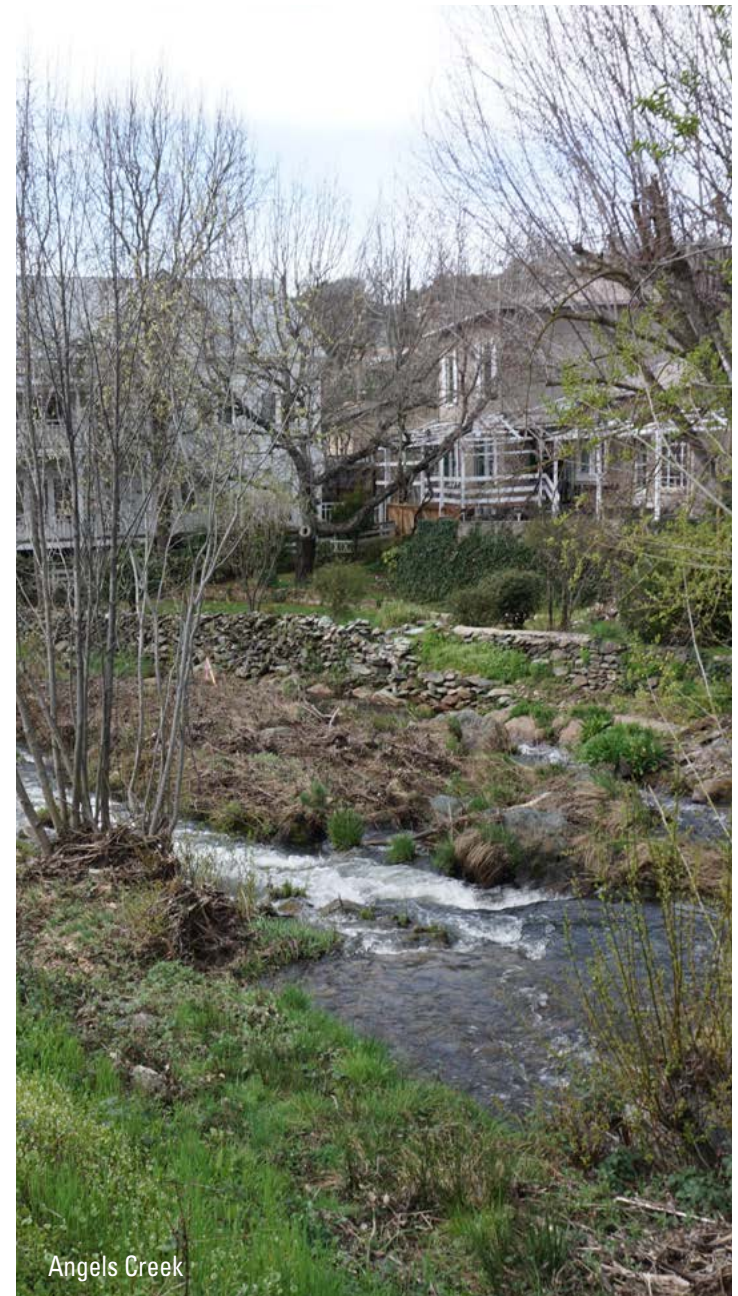
ISSUES AND OPPORTUNITIES

Based on the inventory and analysis gathered from stakeholder input, public comment, site inventory and assessment, fundamental issues and challenges along the corridor were identified based. Challenges identified include:

- **Roadway:** SR 49 is a major regional arterial that brings truck traffic as well as local and tourist traffic through the City. The traffic is loud and high speeds through the Historic Downtown and has created issues with the businesses. There are a number of successful events that temporarily close SR 49 through Historic Main Street, but the process is time cumbersome and expensive.
- **Parking:** Parking is essential to the success of local businesses and is difficult to find during events and busy weekends. Current lots at Raspberry, Vallecito are not visible, directional signage is limited and does not have easy or safe pedestrian access to downtown shops. On-street parking is often used by employees and store owners all day, limiting availability for visitors with higher parking turnover. Curb heights along Historic Main Street are often in excess of 6" making it difficult to open car doors.
- **Circulation:** Steep, rolling terrain creates narrow 'legacy streets' and limits the connectivity of internal streets, forcing all traffic onto SR 49. Sidewalks and bike lanes are inconsistent, often ending abruptly along the road. Paths of travel are not clearly defined. In some places, walks are interrupted by stairs and/or are in excess of 5-8% slope with no handrails. Roadway, retail and parking signage is cluttered and difficult to read, making it challenging for visitors to navigate downtown. An existing gateway and wayfinding study has identified signage elements that have not been implemented.

Potential opportunities along the corridor were identified to direct the development of the design concepts. Opportunities identified include:

- **Pedestrian and Bike Safety:** Future improvements to SR 49 should be designed as multimodal roadway with traffic calming elements, bike lanes and accessible sidewalks. Funding for environmental and design of Angels Creek Trail and sidewalks on SR 49 has been programmed and the process was currently underway at the time of this plan. Improvements for the trail should align with the recommendations included in this plan.
- **Access to Shops and Amenities:** Retail along historic Main Street should have a safe, comfortable and ADA accessible route to restaurants and shops. Parking areas should be well signed from the roadway with signage to provide access to downtown.
- **Creating Gathering Spaces:** Downtown retail is experiencing moderate growth. Future improvements to Utica Hotel will further incentivize reinvestment of under-utilized parcels. In addition, there are a number of successful events such as Mark Twain Wild West Festival, Frog Jump and weekly farmers markets that bring people to Main Street. Increasing opportunities for places to sit and gather will increase the amount of time locals and visitors spend along Historic Main Street.



Angels Creek

EXECUTIVE SUMMARY



Bike Path and Sidewalks at Alta Village Shopping Center

- **Coordinated Signage and Parking:** Signage and wayfinding should be leveraged to provide easy access and increase the parking turnover as part of a successful Main Street.
- **Highlight History:** Angels Camp has a unique history and a special Historic Downtown that should inform the story and experience of Main Street. Increased interpretive programs and signage with information about historic elements should be integrated to future improvements along Main Street.

PUBLIC OUTREACH OVERVIEW (SECTION 3.0)

Public involvement was an important part of the planning process to ensure the communities vision is reflected in the plan. The general community was engaged in the process through two site walks, one public event, three public meetings, and online surveys. In addition, stakeholder meetings and Advisory Committee meetings served as an important check and balance to the concepts developed during the planning process. Stakeholders were identified as local property owners along the corridor and the Advisory Committee consisted of local community representatives. A detailed summary of the Public Outreach can be found in Appendix E.

DESIGN CONCEPTS OVERVIEW (SECTION 4.0)

The design concepts were developed based on needs and opportunities identified in the existing conditions report and through public input. These concepts represent a unified vision for Main Street and are presented in sections organized by the planning goals; streets, signage, parking and public spaces.

STREETS

Complete Streets are streets designed with equal emphasis on vehicles, pedestrians and bicycles to encourage all modes of travel. Design concepts developed during the planning process to improve mobility along SR 49 include:

- **Streetscape Improvements along Community Commercial Main Street:** Contiguous sidewalks, bike lanes and increased landscape should be implemented along the SR 49 corridor from Murphys Grade to Bret Harte Drive. Additional bus pullouts and high visibility crosswalks should be incorporated to increase transportation alternatives.
- **Streetscape Improvements along Historic Main Street:** Streetscape improvements along Main Street from Bret Harte to Vallecito Road should include curbs, asphalt and striping to define on-street parking spaces with attached contiguous sidewalks along both sides of the street to provide connectivity to downtown. Future on-street bike lanes should transition to a class 1 bike path through Utica Park, then to a sharrow along Birds Way



connecting to the Future Angels Creek Trail. Street trees and site furnishings should be incorporated. An overhead gateway at the north side of Utica Park should define the entry to Historic Downtown.

- Intersection Improvements at SR 49 and Bragg Street: Crash data at Bragg Street exceeds the statewide average prompting additional study. Limiting turn movements through full or partial closure or developing a left turn pocket onto Bret Harte Drive could calm traffic entering downtown and reduce conflicts along SR 49.
- Intersection Improvements at SR 49 and Raspberry/Hardscrabble Street: Many visitors cross the street from the Visitors Center to Historic Main Street. Bulbouts, high visibility crosswalks and pedestrian signals will create a smaller and safer intersection.
- Intersection Improvements at SR 49 and Vallecito Road: The City has conducted extensive planning regarding the Vallecito Intersection. This process was not intended to solve issues at this intersection, but to provide alternatives that improve pedestrian and bike safety through reduced pavement and understandable pedestrian and vehicular movements. Alternatives reorganize the pavement area to creates an extension of Historic Main Street and a gateway to downtown through a low cost, interim infrastructure improvement.

SIGNAGE

Wayfinding is a way of understanding and navigating the built environment, allowing locals and visitors an understanding of where to go and how to get to a destination. Design concepts developed during the planning process to improve wayfinding SR 49 include:

- Gateway Signage: Gateway improvements should be implemented per the wayfinding study to increase the sense of arrival from the north and south end of Historic Main Street.
- Interpretive Signage: The unique elements about Main Street should be shared through an interpretive signage program or phone app that will encourage visitors to stay and explore Historic Main Street.

PARKING

Parking is essential to a vibrant downtown. The goal of this study was no net loss of parking and to identify where spaces can be reallocated to provide gathering spaces such as parklets, or increase pedestrian safety such as bump outs. Design concepts developed during the planning process to improve parking SR 49 include:

- Vallecito Parking Lot: Restriping the Vallecito Lot could yield an additional 12 spaces. A curbed landscape median separating the parking area from Vallecito will increase the perception of safety and ease of access. This lot could be signed to provide a return to



Downtown Restaurants and Shops



Downtown Parking Lot off Raspberry Drive



Angels Creek Parking Lot on Vallecito Road

EXECUTIVE SUMMARY



Gateway to Utica Park/Historic Mine Shaft

downtown parking loop. Improved sidewalks at Vallecito and SR 49 and/or a bridge over Angels Creek will provide safe access to downtown.

- **Rasberry Parking Lot:** Restriping Rasberry parking area could yield an additional 10 spaces. Additional temporary or permanent parking spaces could be developed on the adjacent vacant parcel through a public/private partnership. The Rasberry parking lot could be better utilized by increasing visibility, improving access routes to downtown and improving the visual appearance so it feels connected to downtown rather than the back side of buildings.
- **Utica Hotel Parking Lot:** An architecturally appropriate parking garage should be developed in the existing parking lot through a public/private partnership with future Utica Hotel Improvements to provide parking for the Hotel and downtown visitors. If future plans impact the existing parking on Bush Street, improvements should provide parking for local residents.
- **Parking Management:** Parking should be managed through downtown by enforcing parking time limits in strategic locations. A return loop should be signed to provide an easy return to downtown with signage directing towards parking lots. A transit shuttle could be explored for events and the summer season to reduce parking demand and vehicle traffic.

PUBLIC SPACE

Increased public space will increase the opportunities for locals and visitors to stay and explore the City. An active and vibrant downtown will attract more retail and restaurants, which will in turn attract more people. Design concepts developed during the planning process to improve public space in the Historic Downtown include:

- **Historic Downtown Streetscape:** Main Street streetscape improvements should improve the visual appearance of the Main Street through increased seating, lighting, safe crossing and wayfinding and improve local and visitor experience.
- **Historic Downtown Public Space (Parklets and Plazas):** Two parklets should be coordinated with Main Street businesses and Caltrans to provide public spaces along Main Street. A permanent plaza should be built in front of Angels Creek Theater to increase space for cueing and gathering before movies and protection of the sign.
- **Visitor Center and Pedestrian Improvements:** The visitors Center is a key destination in downtown. The adjacent vacant parcel could serve as a park/civic square to increase the open space along Main Street. Improvements at Rasberry/Hardscrabble will facilitate safe crossings along Main Street. Improvements to the streetscape should incorporate ramp access to address the grade differential along the street and building entries.
- **Vallecito Gateway, Angels Creek Trail:** Improvements to the Vallecito intersection looks to decrease pavement and increase pedestrian space. The increased space could serve as a gateway plaza with signage and a sculpture to welcome visitors at the south end of Main Street. Connections should be made to the future Angels Creek Trail which will offer regional connections from Angels to New Melones Reservoir.



- Utica Park and Trail: Future park improvements should highlight the park history, serve as a downtown destination and provide pedestrian and bike connections to downtown. Improvements to park facilities should incorporate family friendly amenities for residents.

DESIGN GUIDELINES OVERVIEW (SECTION 5.0)

The concepts developed as a part of the recommendations should be further developed with additional design and planning as funding becomes available. To help guide the design to be consistent along the corridor, a set of design elements have been developed including:

- Complete Street Design Elements: Safe intersections and traffic calming create a safe space to attract pedestrians and bikes to share the road with vehicles. Elements such as bump outs, smaller intersections, high visibility crosswalks and signals help to slow traffic and increase safety along roadways.
- Bicycle Street Design Elements: Designating a safe space for bikes will attract more visitor and local riders. Traffic and directional bike signage, safe intersections and crossings and bike parking will define a road that is welcoming to bikes.
- Site Amenities Design Elements: Site amenities are the elements along the street that create a safe and comfortable user experience that could include lighting, paving, seating, bike parking, waste receptacles, water fountains, bollards and planters.
- Parklets and Plaza Elements: A parklet or plaza space will serve as an extension of the sidewalk to increase spaces to sit and meet in downtown. Considerations such as Caltrans coordination and universal access should be incorporated into the design.
- Parking Design Elements: Parking strategies should improve visibility, access and turnover by utilizing parking time limits, shared parking strategies and phone apps to increase the effectiveness of each parking space.
- Landscape Design Elements: Street trees provide shade and canopy to make a nice space for visitors. Planting should be regionally appropriate and allow for low-water use when possible. Maintenance and safety of landscape elements should always be considered.

IMPLEMENTATION OVERVIEW (SECTION 6.0)

The cornerstone of any successful implementation process is sustained leadership. As the government entity with land use and planning authority

over the Main Street corridor, the City should take a primary project management role. As a local government, the City also has the authority to request assistance, as necessary for planning and implementation, from both CCOG and Caltrans. The City is also eligible for a wide variety of state and federal funding sources that are not available to other organizations. The City is also well positioned to solicit ongoing input from local residents, property owners, and businesses.

As the entity responsible for overall project management, the City may work with strategic partners to assign supportive and technical responsibilities. The City should engage in sustained close communication with implementation partners to document progress and to ensure that the final product aligns with the community vision documented in the plan. Without the City's core leadership, implementation of the Main Street Plan will be much more difficult, as no other local entity has the authority to undertake the types of physical and programmatic changes outlined in the Main Street Plan. However, due to the overlapping jurisdictions between the City and Caltrans, and the broad array of funding that will be necessary to achieve full implementation, the City cannot afford to go it alone.

IMPLEMENTATION PROCESS

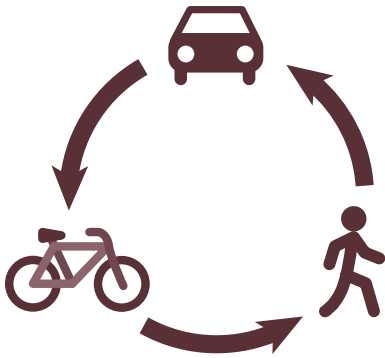
To facilitate implementation, this section of the plan recommends a process through which the community can adopt the Main Street Plan as a guiding document, prioritize actions through an engaged public process, pursue and secure necessary funding, and monitor progress. The purpose of this implementation approach is to provide a systematic method that can be used to help maintain momentum, promote public understanding, and ensure accountability.

- Step 1: Adopt the Main Street Plan
- Step 2: Prioritize Implementation Actions
- Step 3: Identify and Secure Funding
- Step 4: Program Capital Improvements
- Step 5: Monitoring and Management

PROJECT GOALS

2.6 GOALS AND OBJECTIVES

The following goals are a guide for the design concepts.



COMPLETE STREETS: BALANCE PEDESTRIAN AND BICYCLE SAFETY WITH TRAVEL DEMANDS ALONG THE CORRIDOR: Complete streets are streets that are designed with equal emphasis on vehicles, pedestrians and bicycles to encourage all modes of travel.

OBJECTIVES:

- Connect to Future Angels Creek Trail
- Introduce traffic calming methods such as intersection enhancements/ High Visibility Crosswalks
- Identify solutions for mediating truck traffic through downtown.
- Develop sidewalk and bike lane improvements to improve local and visitor experience

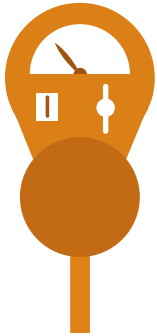


SIGNAGE: HIGHLIGHT THE HISTORY AND CHARACTER OF THE ANGELS CAMP COMMUNITY THROUGH THE BUILT ENVIRONMENT. INCREASE SIGNAGE TO ORIENT VISITORS TO ANGELS CAMP AND VISIBILITY TO BUSINESSES: Wayfinding is using signage and cues within the visual landscape to orient and direct people along the streetscape towards their destination.

OBJECTIVES:

- Develop a comprehensive signage program to be implemented for destinations and parking without creating visual clutter
- Connect historic destinations in the City to be more visible and accessible
- Provide signage at the vehicular and pedestrian scale.





PARKING: COORDINATE STRATEGIES FOR PARKING AND SIGNAGE:

Parking is an essential part of downtown and should provide the opportunity for visitors and residents to access destinations easily and quickly.

OBJECTIVES:

- No Let Loss of Parking.
- Identify places to increase and/or reallocate existing spaces.
- Develop a comprehensive parking strategy through improved wayfinding & signage.



PUBLIC SPACE: ENCOURAGE AN ENVIRONMENT FOR ECONOMIC DEVELOPMENT BY CREATING SPACES FOR CASUAL AND FORMAL GATHERINGS ALONG THE CORRIDOR. PROVIDE UNIVERSAL AND EASY ACCESS TO DOWNTOWN SHOPS AND AMENITIES:

Placemaking is the concept of creating spaces for seating and activity along the streetscape that would allow people to use the area.

OBJECTIVES:

- Identify opportunities for parklets, plazas and on-street cafes
- Explore opportunities to coordinate with future improvements to Utica Hotel, Angels Creek Trail and the potential redevelopment of vacant lots
- Access to businesses will be easy for all walks of life including those with disabilities such as wheelchairs, the visually impaired, young children in strollers and the elderly





2.0 EXISTING CONDITIONS & ANALYSIS SUMMARY

PROJECT AREA

2.0 INTRODUCTION

An in depth existing conditions report was developed as a part of the Plan that includes a transportation analysis (Appendix C), an updated market study (Appendix D), and site inventory and mapping based field observations (Appendix B). The following section will summarize key elements of this report including:

- 2.1 ROW Mapping
- 2.2 Existing Studies Summary
- 2.3 Existing Conditions & Inventory
- 2.4 Traffic Analysis Summary
- 2.5 Summary of Issues and Opportunities
- 2.6 Goals

PROJECT AREA

The Angels Camp Main Street Plan follows the alignment of SR 49 from the SR4/SR 49 Intersection at the north end of the City to Vallecito Road at the south end of the City.

The City of Angels is a small town with a rich history located in the foothills of the Western Sierra Nevada Mountains, 50 miles east of Stockton. The population of the City of Angels is 3,836 with a population density of 1,054 people per square mile.

Situated at the crossroads of SR 4 and SR 49, the City is on a heavily traveled route to and from the higher Sierra, bearing the burden of both

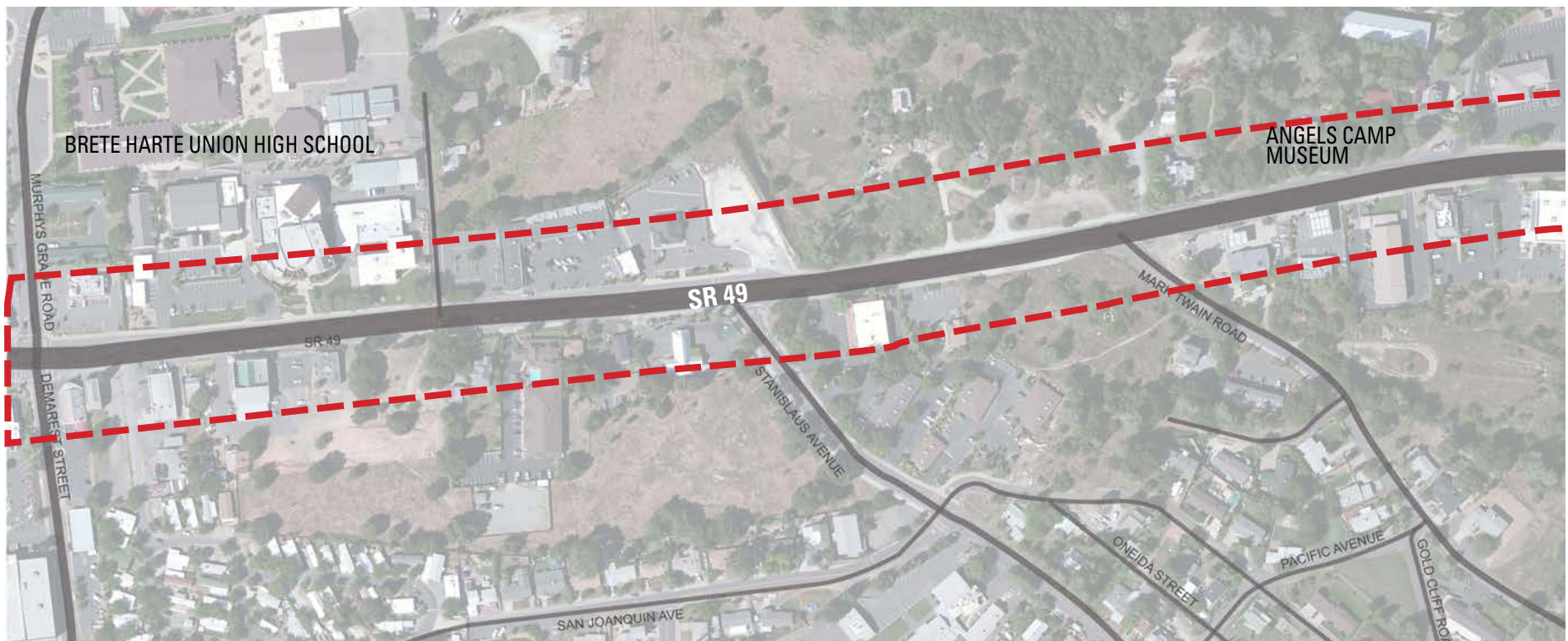


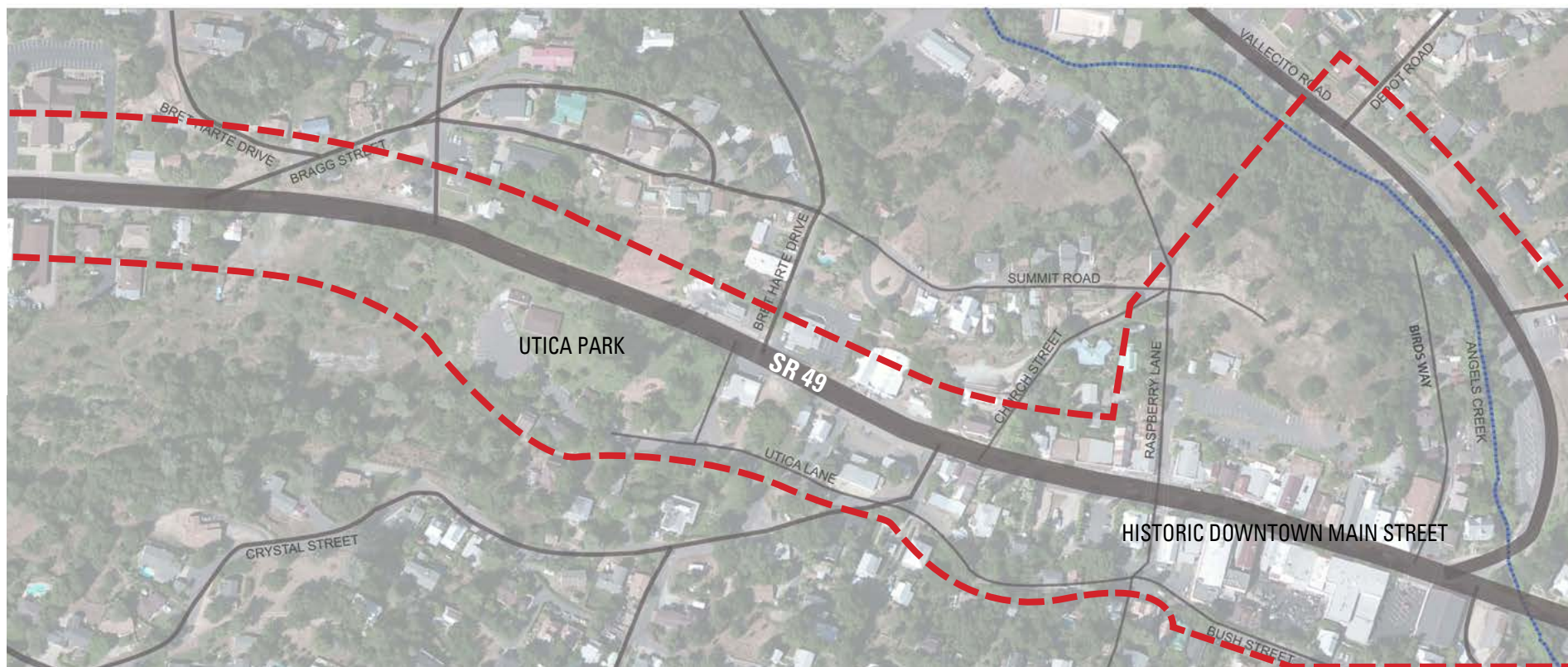
Figure 2: Base Map



regional and interregional travel. SR 49 is a north-south arterial through the Sierra Foothills, designed nearly 100 years ago and linking several Gold Rush era towns. SR 4 is a major east/west expressway that originates in the Bay Area and crosses the Sierras.

The three mile segment of SR 49, known as Main Street defines the City core and accommodates millions of visitors looking to experience winter and summer recreation activities or visit other gold rush communities. The Historic Main Street is lined with architecturally interesting and historically significant buildings. The City of Angels is the only incorporated City in Calaveras County, and it serves as a regional hub for commercial activity.

The SR 49 corridor is characterized by local and regional commercial centers and the historic downtown. As defined by the City General Plan, The Commercial Main Street is the section of SR 49 from Murphys Grade to Bret Harte Drive and includes local and larger scale commercial. The Historic Downtown Main Street is defined by the section of SR 49 from Utica Park to Vallecito Road and is characterized by more small scale, local retail.



CALTRANS OWNERSHIP AND OPPORTUNITY MAPPING

2.1 SR 49 RIGHT OF WAY (ROW)

The project team coordinated with Caltrans to locate the ROW along SR 49 based on Caltrans record data. These maps can be found in Appendix A.

For the purposes of this study, concepts have been developed on the assumption there is an 80' ROW (40' from centerline) along the SR 49 corridor.

Through the Historic Downtown, the ROW is located from the face-of-curb to face-of-curb from Church Street to Vallecito. The sidewalks through Historic Main Street have been relinquished by Caltrans and are under the jurisdiction of the city.

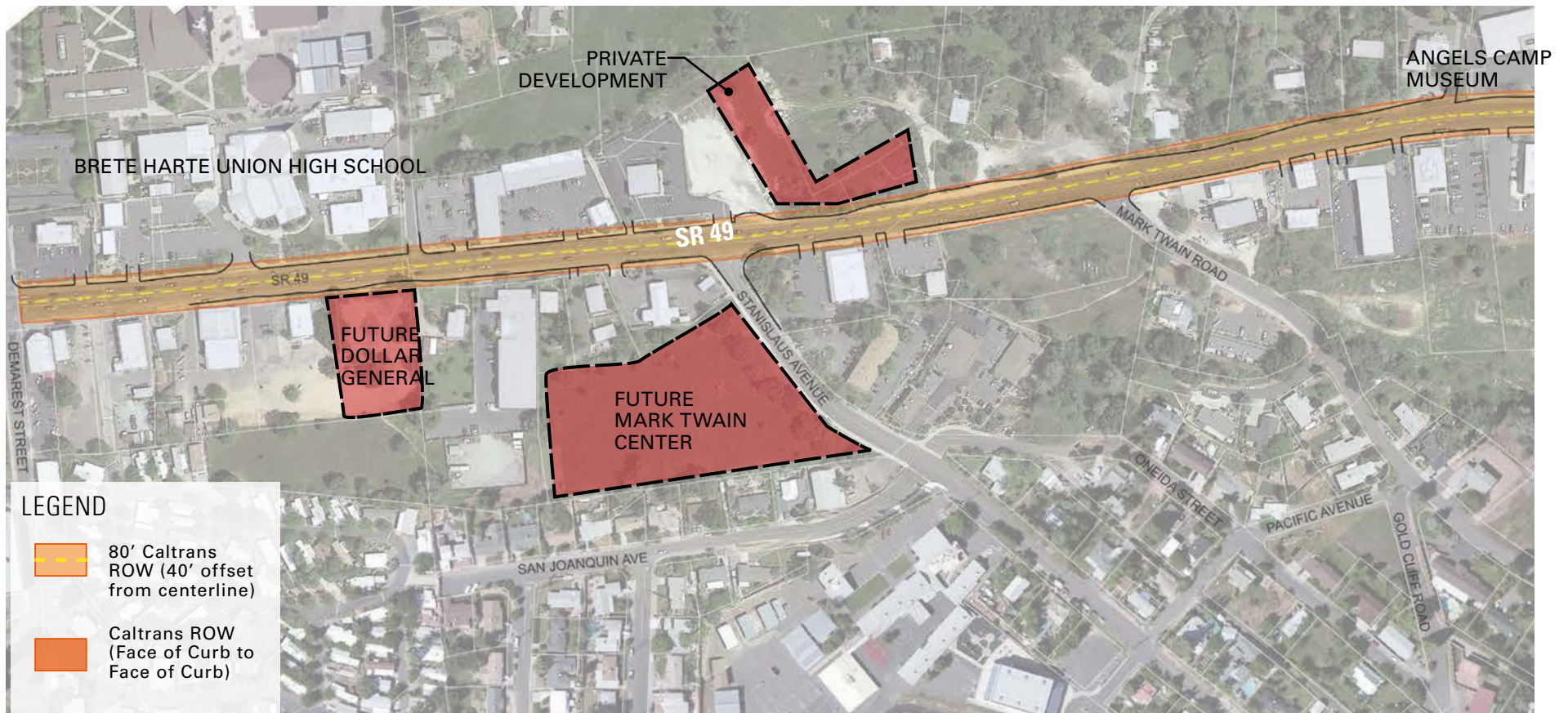


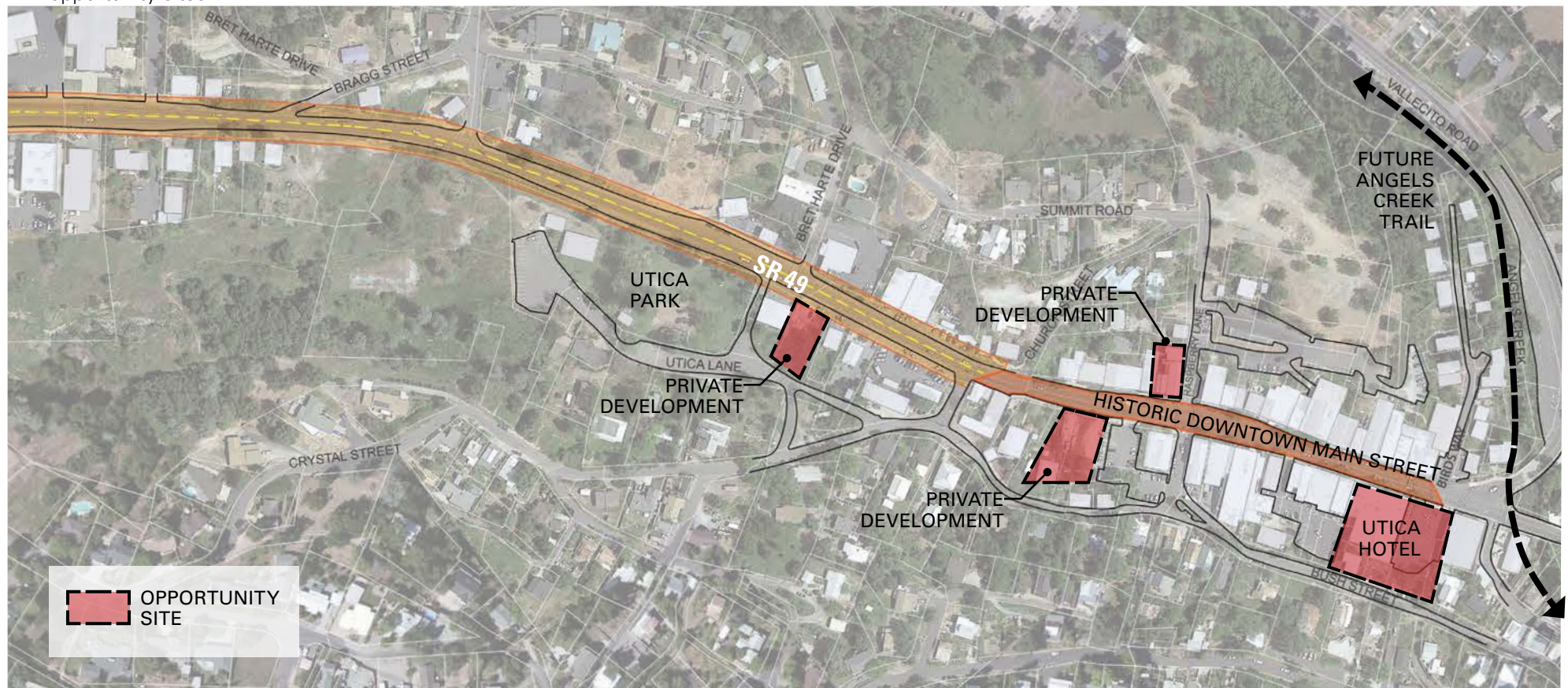
Figure 3: Caltrans Ownership and Opportunity Map



OPPORTUNITY SITES

Many of the infill properties along Main Street 49 are prime for future development and improvement. At the time of this study, a future Dollar General Store, Mark Twain Center on Stanisulas have been approved by the City. Improvements to the Utica Hotel have been shared and the City is coordinating with the owner.

Participants at stakeholder meetings discussed other opportunities surrounding private landowners interested in further development on their property. These individuals have yet to approach the City with plans but are shown as opportunity sites.



SUMMARY OF EXISTING STUDIES

2.2 EXISTING STUDIES

A review of relevant planning, economic and transportation studies for the City of Angels identified existing information to help guide the Main Street Planning Process. A detailed description of these can be found in the Existing Conditions Report in Appendix B. A summary of the studies that were reviewed include:

- Angels Camp 2020 General Plan, February 2009
- SR4 and SR49 Gateway and Corridor Study, January 2106
- Angels Camp Wayfinding Plan, Dec 2011
- Branding Identity and Standards Manual, 2010
- 2010 Buxton Study
- SR4 and SR49 Gateway and Corridor Study, January 2106
- 2015 Buxton Study
- Branding Development and Marketing Plan, November 2008
- State Route 49 Transportation Concept Report
- Project Study Report – Project Development Support to Request Programming for Capital Support in the 2018 STIP on Route 49 Between Post Mile 7.1 and Post Mile 7.3
- 2012 Calaveras County Regional Transportation Plan
- Traffic Impact Analysis for the Mark Twain Medical Center
- Calaveras County Short Range Transit Plan
- Calaveras County Transit-Human Services Transportation Plan, Sept 2008
- Calaveras Regional Bike, Pedestrian and Safe Routes to Schools Plan, Aug 2015
- Caltrans Main Street California: A guide for Improving Community Vitality

ANGELS CAMP 2020 GENERAL PLAN, FEBRUARY 2009

The Angels Camp 2020 General Plan was developed as a guiding document for the City in planning for the future. The General Plan includes relevant policies and programs. All proposed improvements should align or provide additional information to the regulations and guidelines with the 2020 General Plan.

SR4 AND SR49 GATEWAY AND CORRIDOR STUDY, JANUARY 2016

This study identifies land use and transportation solutions at SR4 and SR49 for an integrated approach to land use planning and transportation. Outcomes from the study suggest moving forward with a PSR along the SR4 and Foundry Lane intersection to provide for increased economic development and regional mobility. Planning for this area extends to Murphys Grade Road. Recommendations of this study such as improvements to Murphys Grade Intersection, future trolley connections to downtown, and pedestrian connections should be considered and coordinated in this study.

ANGELS CAMP WAYFINDING PLAN, DEC 2011

The wayfinding study outlines a wayfinding design and locations for the City, including gateway signs, parking signs, identity signs, kiosks and parking signage. The document outlines the public process engaged and community preferences for signage character and aesthetics. An overhead gateway sign is proposed for the downtown as well as suggested pedestrian enhancements through the historic core. Signage locations should be reviewed and located as appropriate as part of the planning process. Parking signage, kiosks and gateways should be incorporated into the site furnishings and design elements for the main street.

BRANDING IDENTITY AND STANDARDS MANUAL, 2010

This manual sets the standard for the visual identity for the City of Angels as a direct result of the November 2008 Branding Development and Marketing Plan. The vision for the future of the City is to attract young and middle age outdoor enthusiasts to recreate in and around Angels. The logo and mascot are defined for proper use, color, size, layout, fonts. Redefine the Rush is noted as the City Tagline. The document outlines a gateway



sign, welcome sign, street sign and banner poles further developed in the Wayfinding study. As the historic downtown and main streets are a significant part of the identity of the City, the concepts in this plan should align with proposed designs and documentation for the project. Any branding materials incorporated into the streetscape such as banners and identity elements should comply with the standards outlined in this document.

2010 AND 2015 BUXTON MARKET STUDY

The 2010 Buxton analysis utilized an 18-minute drive time from historic downtown as its primary study area. This area roughly extends from San Andreas and Mountain Ranch in the North, to the northern edge of Jamestown and Sonora in the South, to Avery and Arnold in the East, and Copperopolis in the West. In 2010, Buxton estimated the net retail leakage from the primary market area at \$133.4 million. After adjusting to account for visitor spending, the net leakage increased to approximately \$159.8 million. Excluding the one category with a net injection, the remaining categories had a leakage of \$181.2 million.

Unlike the 2010 analysis, the 2015 Buxton study evaluated consumer spending and retail supply (sales) within an area defined by a 25-minute drive time from Historic Downtown. This area is considerably larger than the primary market areas used for the 2010 Buxton study and the 2014 BAE analysis. It extends from the Amador County line in the North to Highway 108 in the South, including the City of Sonora and its large retail centers. It extends to the community of Arnold in the east and past Copperopolis and Wallace in the West. Due to this larger market area, the estimates of consumer spending and retail supply (sales) are considerably higher than those reported in the 2014 BAE analysis. The 2015 Buxton study estimates a net retail injection of \$95.4 million, which decreases to \$41.1 million after adjusting to account for the contribution of visitor spending to local retail sales.

SR4 AND SR49 GATEWAY AND CORRIDOR MARKET STUDY, JANUARY 2106

The 2014 BAE analysis utilized a unique geography defined based on conversations with local real estate professionals regarding local consumer



Historic Building Facades on Main Street

SUMMARY OF EXISTING STUDIES



Mark Twain Statue in Utica Park

behavior, as well as an evaluation of the location and type of existing retail assets within the greater Angels Camp area. The BAE primary market area extended from San Andreas and Mountain Ranch in the North, to the Calaveras County line in the South, to Arnold and Dorrington in the East, and Copperopolis and the San Joaquin-Stanislaus County line in the West. BAE estimated a net retail sales leakage of \$2.1 million. This reduction in apparent leakage corresponded with an increase in local consumer spending of \$3.6 million and an increase in retail supply (sales) of \$134.9 million. One explanation for this is a moderate increase in consumer spending due to economic recovery and at least a partial return of the visitor spending. Adjusting for visitor spending, the net leakage increases to \$45.7 million. Excluding the categories with injection, the remaining ten categories had a combined retail leakage estimate of approximately \$195.5 million.

BRANDING DEVELOPMENT AND MARKETING PLAN, NOVEMBER 2008

This document develops a comprehensive vision for the brand of the City. The plan notes the City as the base camp for mountain sports in the Sierras. The plan focuses on the strengths and weaknesses of the roadways and downtown for creating this brand identity. This plan outlines the goal of the Main Street Plan and offers some suggestion on how to create a vibrant district that aligns with the brand vision for the City. Goals of this study should be reviewed with the management team, stakeholders and the Advisory Committee for brand and vision consistency. The appendix includes useful precedent studies and recommendations for the design guidelines.

STATE ROUTE 49 TRANSPORTATION CONCEPT REPORT

A Transportation Concept Report (TCR) is a long term planning document that each Caltrans District prepares for every state highway, or portion of, in its jurisdiction and is where long range planning begins. The TCR looks at operations over a 20 year time and makes recommendations to maintain LOS (Level of Service). Recommended improvements are influenced by the environmental, political, and financial conditions of the City and County.

Caltrans' key planning documents for individual roadway facilities are "Transportation Concept Reports" (TCRs), which detail current conditions and planned overall improvements. Caltrans District 10 most recently prepared a TCR for State Route 49 in Calaveras County (as well as Mariposa, Tuolumne and Amador Counties) in July 2013. The Main Street Corridor makes up the majority of Calaveras Segment 3, as discussed in the TCR

Recommendations include roadway widening and improvements to the bridge within the project area. The current ROW width in the historic downtown limits the roadway width.



Roadway north of downtown should incorporate lower cost improvement recommendations.

PROJECT STUDY REPORT – PROJECT DEVELOPMENT SUPPORT TO REQUEST PROGRAMMING FOR CAPITAL SUPPORT IN THE 2018 STIP ON ROUTE 49 BETWEEN POST MILE 7.1 AND POST MILE 7.3

This document presents the evaluation of four alternatives for the SR 49/Vallecito Road/Finnegan Lane intersection: a signalized 90-degree intersection, a signalized 75-degree intersection, a four-legged roundabout, and a “no build” alternative. The “build” alternatives would all include replacement of the existing two bridges with a single new bridge. The construction cost estimates ranged from \$11.4 Million to \$15.5 Million. The ‘bridge’ will need to be addressed as a part of the study area. Previous alternatives should be understood for impacts to the project area. This PSR was denied by City Council because of the impacts to the downtown.

2012 CALAVERAS COUNTY REGIONAL TRANSPORTATION PLAN

This plan designates the study corridor as a Minor Arterial roadway. LOS was found (using the HIGHPLAN methodology) to be LOS C in the northern and southern portions of the Main Street corridor, and LOS D in the central portion (between Stanislaus Avenue and Bret Harte Drive. The transportation modeling used in the RTP indicated an 11 percent growth in traffic volumes between 2012 and 2035. In the future, LOS is forecast to remain at LOS C between Murphys Grade Road and Stanislaus Avenue, with LOS D in the remainder of the Main Street study corridor.

TRAFFIC IMPACT ANALYSIS FOR THE MARK TWAIN MEDICAL CENTER

This study was completed by KDAnderson and Associates in September 2015 for a 19,000 square foot medical clinic along Stanislaus Avenue, a few hundred feet southwest of SR 49. The project was found to satisfy a sufficient number of warrants for a traffic signal at SR 49 /Stanislaus Avenue. Subject to Caltrans approval, the project applicant was assigned responsibility to install this signal (with funding provided in part by the applicant and in part by existing impact fees already collected by the City).

CALAVERAS COUNTY SHORT RANGE TRANSIT PLAN

The Calaveras Council of Governments recently completed a Short Range Transit Plan study. Several recommendations from this study would have an impact on service operated within the Main Street Corridor. This plan does not identify new stops or stop amenities in the Main Street Corridor.

CALAVERAS REGIONAL BIKE, PEDESTRIAN AND SAFE ROUTES TO SCHOOLS PLAN, AUG 2015

The plan identifies transportation needs specific to individuals with disabilities, older adults, and individuals with limited income, lays out strategies for meeting these needs, and prioritizes services. Sidewalks, Crosswalks Improvements along the corridor should be consistent with recommendations for pedestrian and bike suggested in this plan including bike lanes, sidewalk extensions and pedestrian crossings.

CALTRANS MAIN STREETS CALIFORNIA: A GUIDE FOR IMPROVING COMMUNITY AND TRANSPORTATION VITALITY

This plan offers potential options for California State Highway main street projects. These guidelines promote multimodal travel condition improvements, contribute to livable and sustainable communities, and assist in making transportation decisions that are appropriate for the local context as well as the greater traveling public. The length of SR49 in this corridor should be considered a main street, with a special emphasis on the historic downtown. Tools noted by Caltrans should be considered and referenced in the HDM and MUTCD to understand constraints in the planning area.

SUMMARY OF EXISTING CONDITIONS AND INVENTORY

2.3 SUMMARY OF EXISTING CONDITIONS AND INVENTORY

The existing conditions report documented physical elements along SR 49 and Historic Main Street including inventory and mapping based on site observations and existing available information to gain a more comprehensive understanding of Main Street.



Historic Downtown section along SR 49 with architectural character and a narrow right of way.



Northern section along SR 49 with more commercial businesses, wider right of ways, and larger setbacks.





Incomplete Sidewalks



Non-ADA Building Entries



Non-ADA Slopes and Grades



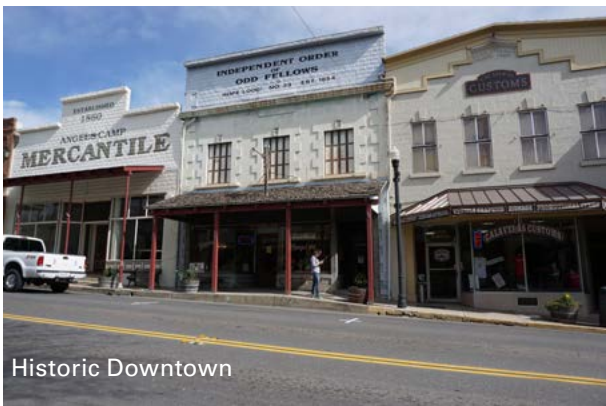
Trucks and Heavy traffic through downtown



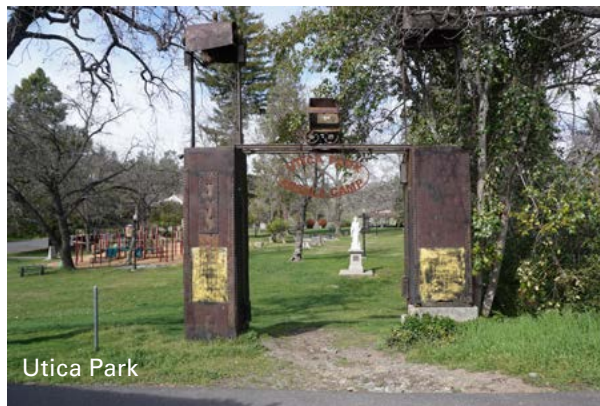
Incomplete Bike Lane Network



Aging Infrastructure



Historic Downtown



Utica Park



Angels Creek and Future Trails

SUMMARY OF INVENTORY

TRANIST CONDITIONS

A single bus line runs through Main Street which runs from Columbia College to Arnold, stopping at the Angels Camp Visitor Center, although Calaveras Transit also allows passengers to request service at any location where it is safe for the bus to stop. Only 1,060 lineal feet of class 2 bike lanes exist along the SR 49, a segment northbound near Altaville Plaza and a southbound section south of Mark Twain Road. Bike lanes have been proposed for the length of SR 49.

SIDEWALK CONDITIONS

The conditions and quality of the sidewalk makes it difficult to navigate downtown. The map shows that approximately 43% of the sidewalks in the corridor are in poor condition, 48% in moderate conditions and only 8% of the walks being in good condition. Future improvements from the City will connect the remaining sidewalks along SR 49.

KEY FINDINGS

- Parking lots are not easily visible
- Community concerns about truck noise and through traffic
- Community concerns about vehicles exceeding the speed limit
- Limited sidewalks and bike lanes
- Limited visibility
- Poor crosswalks

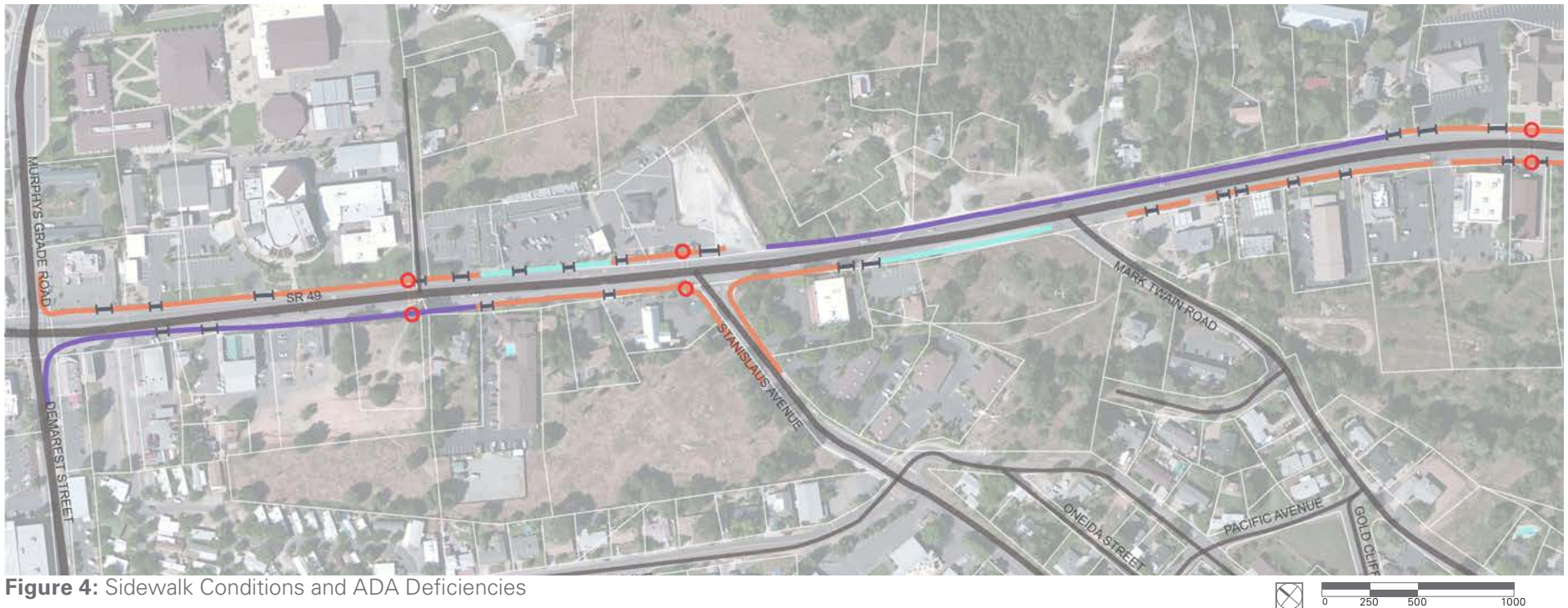


Figure 4: Sidewalk Conditions and ADA Deficiencies



WAYFINDING CONDITIONS

The locations of existing signage along the corridor are cluttered and signs are too small to read or are poorly located. Signage designed as part of 2011 Wayfinding Study identifies and addresses many of the wayfinding challenges yet has not been implemented.

A number of historic resources including historical buildings, monuments and a museum exist along the corridor. These locations are important to the character and community. A full list and map can be found in Appendix B.

KEY FINDINGS

- No turnarounds to return to main street
- Signs to businesses are difficult to see
- Parking signage is difficult to see and poorly located
- Roadway signage is cluttered and ineffective
- Previous wayfinding planning efforts have not been implemented
- Historic resources are important to the character of Angels Camp



SUMMARY OF INVENTORY

PARKING CONDITIONS

The following map shows existing parking along the SR 49 Corridor. Parking along the SR 49 corridor north of Utica Park is serviced by primarily private lots with a mix of formal and informal on-street parking.

Parking in the downtown totals approximately 250 public spaces to service the approximately 191,000 SF of downtown retail area, Utica Park and Visitors Center.

KEY FINDINGS

- Parking lots are not easily visible
- Parking lots at Raspberry and Angels Creek do not have easy access to Main Street
- On-Street parking is challenging
- Curb heights are too high for parallel parking
- Parking is limited during large events and summer weekends



Figure 5: Parking





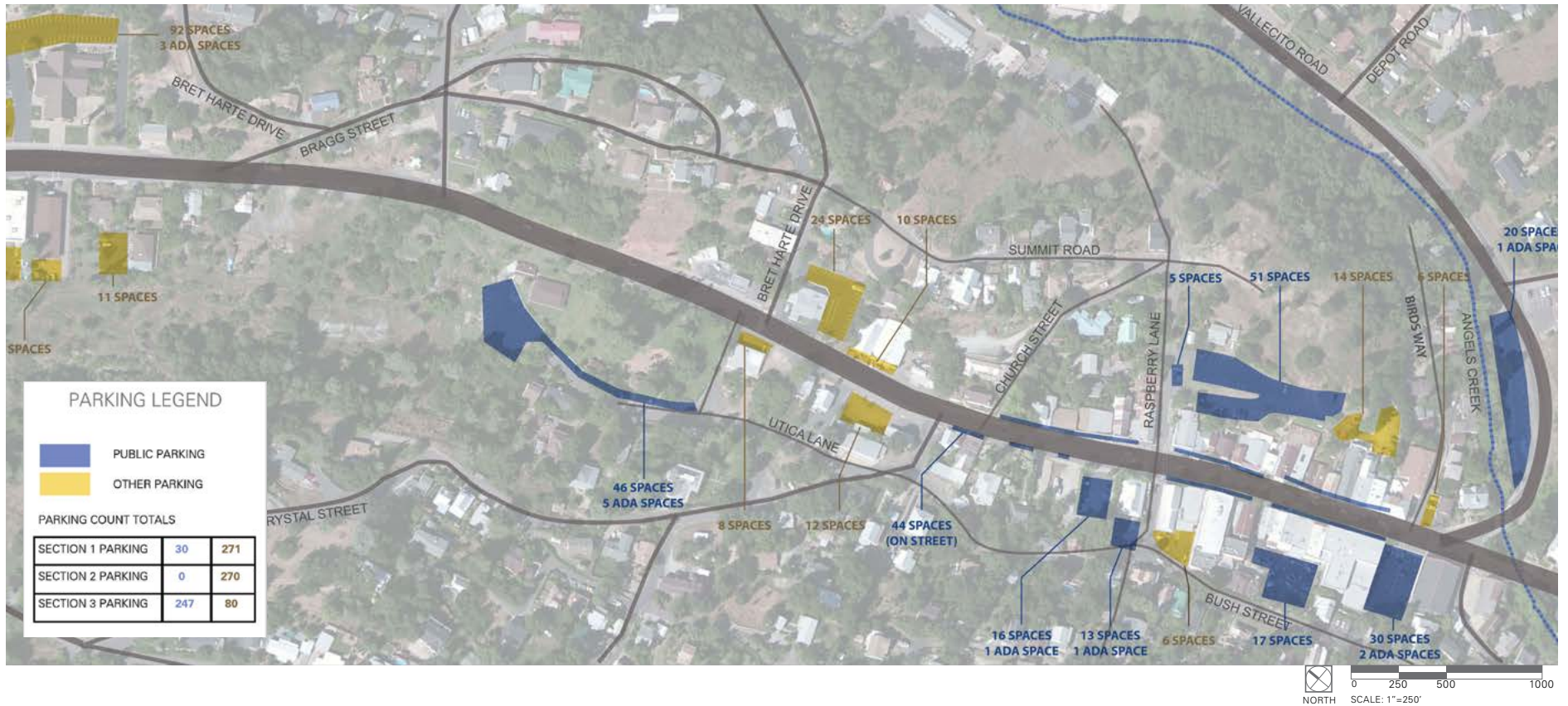
Existing Parking adjacent to Utica Hotel



Existing Parking at Vallecito Road



Existing Parking at Raspberry Lot



SUMMARY OF INVENTORY

HISTORIC MAIN STREET CONDITIONS

Downtown facilities illustrate street elements such as site furnishings and utilities that will need to be coordinated with future streetscape improvements. These elements are a mix of styles and designs that range from historic in nature to traditional.

A range of slopes for sidewalks exists in the downtown historic area. The standard for ADA compliant sidewalks should have a slope of 5% or less and if the sidewalks exceed this slope, ramps with handrails are necessary. The map below shows several areas where the sidewalk exceeds 5%, no proper landings or handrails and therefore do not meet ADA standards. This is typical in historic areas and will need to be addressed as buildings and streetscape are improved.

KEY FINDINGS

- Street furnishings include a mix of styles and aesthetics
- Sidewalks in the downtown do not meet ADA standards
- Many visitors to Main Street leave without staying for a long amount of time.
- Retail businesses are not open consistently.



Figure 6: Downtown Sidewalk and Slope Analysis

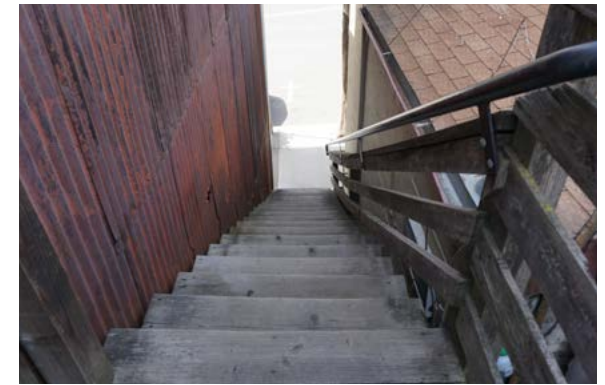




Mark Twain Mural



Monument at Utica Parking Lot



Stair Access to Main Street from Raspberry Lot



Figure 7: Downtown Facilities and Furnishings

SUMMARY OF EXISTING TRANSPORTATION CONDITIONS

KEY FINDINGS

Existing traffic operational issues along the corridor are as follows:

- Substandard intersection design
- Parking maneuvers impeding through traffic in the Downtown area
- Lack of designated truck loading in the Downtown area
- It is not easy for visiting drivers to make U-turns to return to the Downtown area
- Limited (and difficult to find) parking supply in the Downtown area
- Lack of parking for large vehicles (such as RV's) in the Downtown area.

2.4 SUMMARY OF EXISTING TRANSPORTATION CONDITIONS

The following is a summary of the traffic analysis performed in February/March 2016. A full report can be found in Appendix C.

SR 49 is a minor arterial roadway, designated as a principal arterial on the National Highway System (NHS), with an existing daily traffic volume of about 14,700 along the Angels Camp Main Street Corridor. Locally, the SR 49 corridor is key for north-south travel within the City. Daily traffic volumes for the specific corridor (Murphys Grade Road to Vallecito Road) have generally declined since 2006/2007. Furthermore, the traffic volumes along the study corridor have dropped by about 10 percent since the opening of the SR 4 Bypass in 2009.

The SR 49 roadway segments within the study area and the key intersections along the study corridor operate at an acceptable Level Of Service (LOS), with the exception of the SR 49/ Stanislaus Avenue and the SR 49/Vallecito Road/ Finnegan Lane intersections. A traffic signal is planned to be installed at the SR 49/Stanislaus Avenue intersection as a part of the planned Mark Twain Medical Center Project. The SR 4/Vallecito Road/Finnegan Lane intersection has long been an intersection of concern. It has non-standard traffic controls, which can result in long delays as well as confusion among visitor drivers. Also, the geometrics of this intersection do not allow for northbound right turns by large trucks without impeding on other traffic lanes.

Transit service is limited to four trips per day in the northbound direction and eight in the southbound direction. As such, this takes careful planning on the part of the passenger and often can require long wait times. There are few designated bus stops in the corridor. Pedestrian counts show that the highest volume of pedestrian activity occurs in the Downtown area. Bicycle volumes were observed to

be low along the corridor at the time of study. There are a lack of sidewalks along much of the corridor and a lack of bicycle facilities or adequate paved shoulder through the majority of the corridor, as well as accessibility barriers in numerous locations.

Historical crash data indicates no fatalities were recorded along the corridor in the last 10 years. The corridor has a crash rate that is higher than both the County and Statewide average rates. However, the majority of these crashes result in property damage only. The injury crash rate for the corridor is lower than both the County and Statewide averages.

The 2012 Calaveras County Regional Transportation Plan (RTP) includes capital improvement projects in the corridor with identified funding sources, such as intersection reconstruction projects, bike lanes along Main Street, and improvements to pedestrian facilities. The Calaveras Council of Governments Short Range Transit Plan (SRTP) study recommends revisions to some transit routes operated within the Main Street Corridor, as well as implementation of a Dial-a-Ride service. The SRTP does not identify new stops or stop amenities in the Main Street Corridor.



SECTIONS

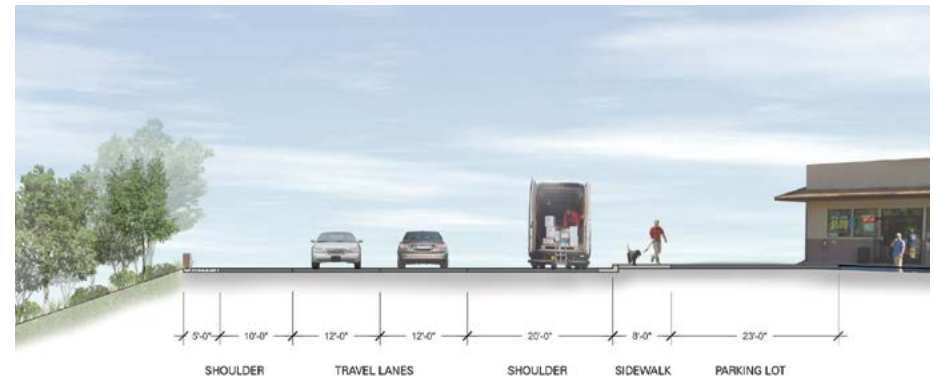
Cross sections show the relationship between the width of the road, the width of the sidewalk and the height of adjacent buildings. The section studies reveal existing human comfort levels in regards to building height and road width to sidewalk width ratios. The sections also helps to understand the amount of space available when considering alternative designs for streetscape elements.



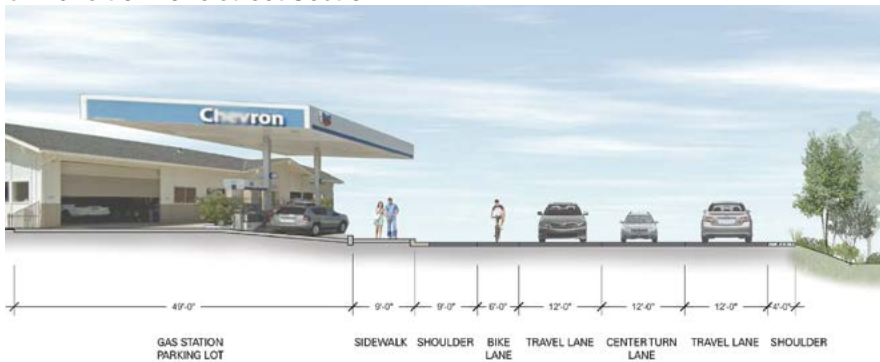
A. Historic Downtown street Section



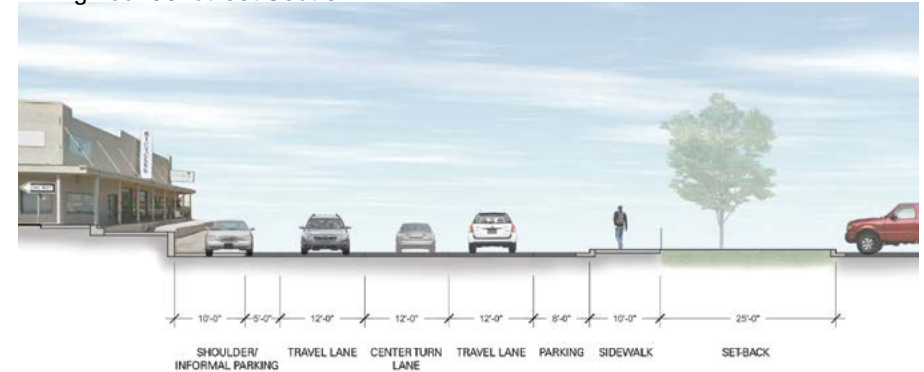
B. Utica Park Street Section



C. Transition zone street Section



D. High school street Section



SUMMARY OF ISSUES AND OPPORTUNITIES



Narrow Right of Ways leave little room for trucks to access businesses.



Regional traffic including large trucks frequently travel through Main Street.



Large trucks with oversize loads disrupt main street activities.

2.5 SUMMARY OF CHALLENGES AND OPPORTUNITIES

The following section outlines fundamental issues and challenges related to the existing conditions along the corridor and outlines potential opportunities and design elements that are explored during the development of the design concepts.

CHALLENGE: ROADWAY

SR 49 is a major regional thoroughfare for Calaveras County and is controlled by Caltrans, with regionally traveling vehicles and trucks sharing the roadway with local vehicles, bikes and pedestrians. Within the extents of the Caltrans Right of Way, proposed improvements need to conform to Caltrans Standards for safety and to maintain the functionality of the roadways. However, in recent years, Caltrans has developed a set of guidelines for Complete Streets and Main Streets as highways and Context Sensitive Solutions to understanding that the roadway systems are an important contributor to the economic and community functions of places.

There are a number of successful events in and around the City of Angels. The downtown businesses have been very successful in temporarily closing SR 49 through the downtown and many see significant revenues generated during this time. However, since SR 49 is a major Caltrans roadway, there is a limited time for street closure and the process is expensive and cumbersome, resulting in limited revenues for events.

Regional roadway traffic includes heavy trucks transporting logs and hay as well as visitors traveling the Historic Golden Chain Highway that is loud and disruptive. In addition, due to the narrow Right of Way and grade constraints at the backs of buildings, trucks park in the center left turn lane to access Main Street businesses for deliveries.

Trucks and cars speed down the hill from Utica Park to the Visitors Center and through downtown. Measured speeds in downtown averaged 30 MPH, while speeds entering and leaving downtown averaged 40 MPH or more. The sense of safety for



pedestrians in the downtown is decreased as traffic speeds increase.

CHALLENGE: PARKING

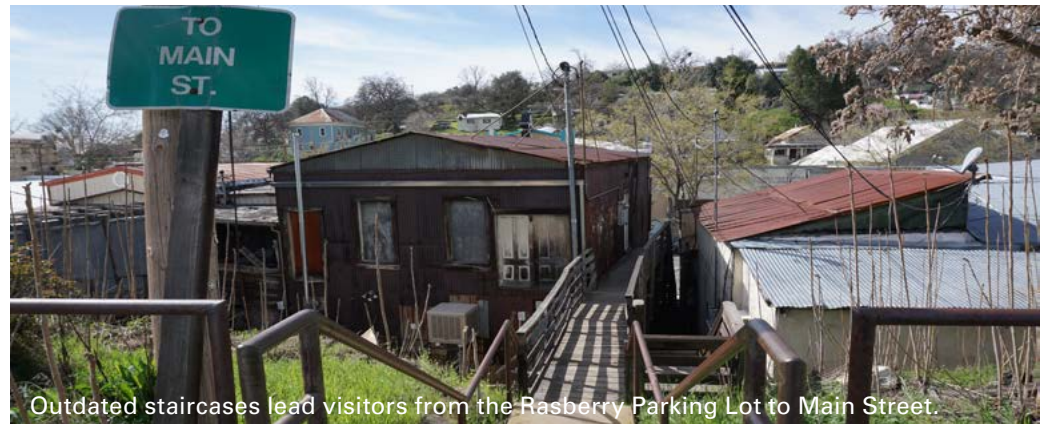
Parking is an important part of downtown and is vital for easy access to thriving businesses. While there are ample choices for parking in the City on most days, parking is challenged during large events and busy summer weekends. The current parking lots are not easily visible from SR 49 through town and directional signage is limited. In addition, the parking areas at Raspberry and along Vallecito Road do not have easy or safe access to the Main Street Area. The Raspberry lot is separated by steep grades, in excess of 10 percent at certain points, and the Main Street downtown access is along rickety and unstable wooden stairs. The Vallecito Parking Area is separated by the creek and the Historic Angels Bridge which is in poor condition. Because of the limited visibility, visitors to the City drive through town and miss the signs and then are unable to turn around to stop and visit Main Street.

On-street parallel parking is available along SR 49. The parking spaces are 20 feet in length, slightly smaller than the standard 24 foot space, and large trucks have a hard time fitting and pulling into these spaces. Because of the grade differential between the highway and the building faces, curbs are sometimes in excess of 24 inches in height, and cars cannot pull in all the way to the curb and still be able to open the passenger side door, therefore parking slightly in the roadway. This, in addition to the extra time needed to park in a parallel space, creates congestion in the historic downtown. In addition, business owners often park in these coveted 'front door access' spaces which does not encourage turnover of parking in front of businesses and limits access for visitors unfamiliar with the other parking options.

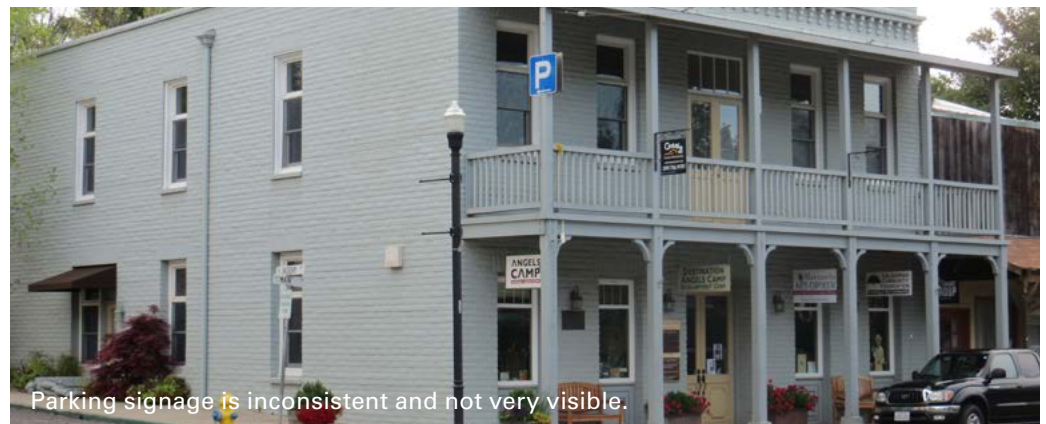
Parking along the 49 corridor north of the downtown area is less challenged, as the right of way is wider and these newer developments often have large parking lots in front or alongside



Upper parking lot off of Raspberry Lane is easily overlooked and difficult to access.



Outdated staircases lead visitors from the Raspberry Parking Lot to Main Street.

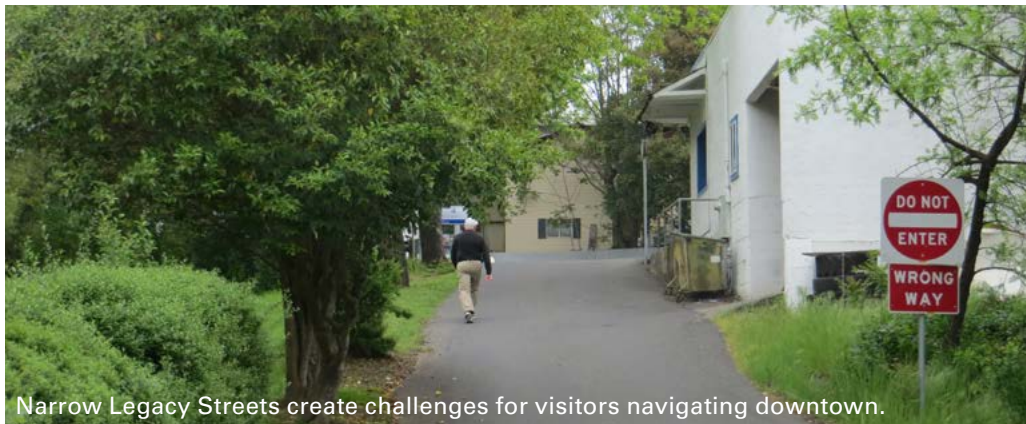


Parking signage is inconsistent and not very visible.

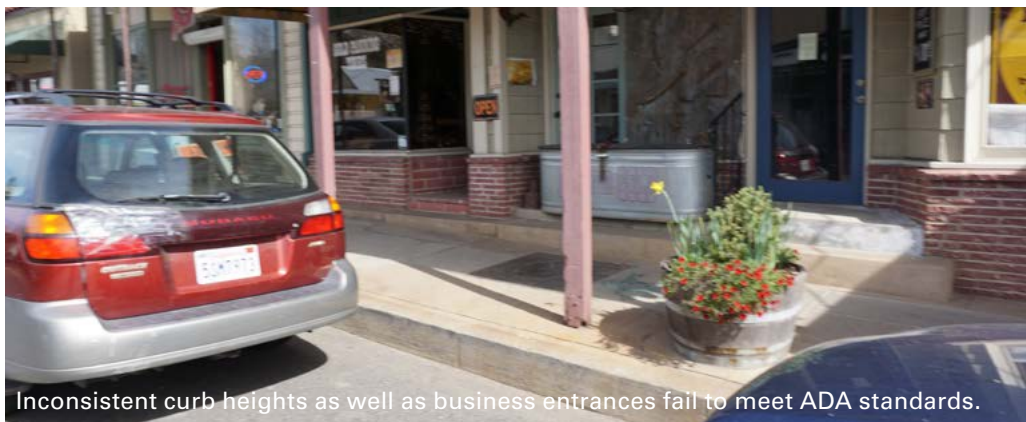
SUMMARY OF ISSUES AND OPPORTUNITIES



Parallel parking along Main Street is difficult with tall curbs.



Narrow Legacy Streets create challenges for visitors navigating downtown.



Inconsistent curb heights as well as business entrances fail to meet ADA standards.

of their businesses for ease of access. However, during high school and theater events, parking around the Murphys Grade Intersection can be limited.

CHALLENGE: CIRCULATION

Circulation in and around the corridor is a challenge in the community. The terrain is steep and rolling, and roads were developed to connect onto SR 49 but many do not connect internally, forcing all vehicle trips onto SR 49 and increasing the number of cars on the road. The 'Legacy Streets' in the residential areas of historic downtown are very narrow, 12' wide in some places, allowing for a single car to pass. Often people park along these narrow streets making travel more of a challenge.

Sidewalks are built inconsistently along the corridor, with some new sidewalks installed around the high school, but not on the opposite side of the road. At the time of this study the City was in the process of planning and seeking funding to fill the gaps in sidewalks and bike lanes along SR 49. Sidewalks in the downtown area are challenged by ADA issues, including stairs without ramps or handrails in the path of travel and grades in excess of 5 percent. The curb is an inconsistent height, most notably along the eastern side of the street. Many of the historic buildings have a step or two steps to access the retail space from the sidewalk. Any upgrades to the streets and buildings would require compliance to current ADA standards which in some cases would be at a significant cost to the owners and City.

There is not a consistent path of travel through the downtown. The path from the Visitors Center to downtown is well defined, however, access to destinations such as Utica Park, the Angels Camp Museum and Angels Creek are difficult or non-existent. The 'Frog Path' of painted frogs on the street behind the Visitor



Center was an attempt to make this more accessible but brings visitors on an indirect route away from Main Street businesses.

Bike lanes are minimal along the SR 49, with a few disjointed sections of class 2 (on-street dedicated bikes lanes) along the roadway. Murphys Grade Road is a popular bike route for road cyclists because of its scenic attributes, location, and challenging terrain; however, because of the narrow roadway, high speeds, and other challenges, it is cycled for recreational purposes and not as an alternative travel route. The current demographic does not utilize bicycles as a preferred method of travel, however, future improvements to the Angels Creek Trail and provision of bike lanes in the City may offer the opportunity to increase this as a form of visitor and local recreation or mode of travel.

Wayfinding is an important part of understanding circulation routes in downtown. The current signage is cluttered, with too much visual confusion so that the messaging is lost. Signs are not located in directions oriented toward on-coming vehicles or the lettering is so small that the by the time the sign is visible the driver is past critical decision points to change direction. Retail signage and banners are challenging to see in the historic downtown due to the building roof overhangs and banners that were hung on-street lights to promote businesses were removed for impeding into the Caltrans Right of Way. Retail signage further along the corridor has limited visual consistency aesthetically, but is visible from the roadways and on buildings.

The Gates Wayfinding and Signage Study developed in 2011 does a good job of developing a plan for a hierarchy of signage that can be implemented along the corridor. However, limited funding and lack of coordination between the City and Caltrans has stalled the implementation of the signage program. This study will incorporate recommendations from the Gates Study including wayfinding and gateway signage, but review locations and continuity with the design elements that will be developed.



Frog stamped path along Legacy Streets lead to Utica Park.



A short stretch of bike lanes run along Main Street.



Signage is excessive and wayfinding lacks hierarchy.

SUMMARY OF ISSUES AND OPPORTUNITIES



OPPORTUNITY: BALANCE PEDESTRIAN AND BIKE SAFETY WITH TRAVEL DEMANDS ALONG THE CORRIDOR.

The planned Angels Creek and Regional Trail Connections will provide access to downtown for residents and visitors alike. At the time of this study, environmental studies are underway for the Angels Creek Trail as outlined in the Angels Creek Trail Master Plan. This study will identify opportunities to connect Main Street to the trail corridor which will extend into the community of Angels and future build out to New Melones Reservoir. These improvements will support multimodal transportation opportunities such as running, biking and strolling that will contribute to getting people out of their cars and exploring and shopping in downtown Angels. Future bike lane improvements along SR 49 or along side streets could provide an option for residents and visitors to access the downtown and trails from within their communities reducing vehicle trips and increasing health, wellness and sense of community.

An important factor to improvements along SR 49 include creating a safe and universally accessible streetscape. Traffic calming methods, such as bump out islands, high visibility cross walks and smaller intersections that slow cars and cue vehicles to be more alert, will contribute to a sense of pedestrian safety along the streetscape. Traffic calming should be implemented heavily in the historic downtown to slow travel speeds in the higher pedestrian environment. Additional calming tools should be

implemented along the length of the SR 49 corridor to increase comfort and safety while maintaining easy access to businesses. Intersection enhancements in this area should prioritize pedestrian crossing and increased aesthetics, especially at Murphy's Grade and Mark Twain Road where many middle school and high school students are crossing.

Truck traffic and regional movement along SR 49 should be provided with alternatives. Currently, Vallecito Road to SR 4 is used to circumvent traffic when SR 49 is closed for events. The 2020 General Plan identifies bypass roads that will reroute traffic around the City. It is the understanding at the time of this study that these are very long range solutions and that a plan to accommodate trucks within the SR 49 corridor should be considered. Regulations such as weigh limits, size limits, noise limits could be explored to encourage alternative paths of travel through the corridor.

OPPORTUNITY: PROVIDE ACCESS TO DOWNTOWN SHOPS AND AMENITIES.

Access to businesses should be easy for all walks of life including those with disabilities such as wheelchairs and the visually impaired as well as those with limited mobility such as young children in strollers and the elderly



OPPORTUNITY: ENCOURAGE AN ENVIRONMENT FOR ECONOMIC DEVELOPMENT BY CREATING SPACES FOR CASUAL AND FORMAL GATHERING ALONG THE CORRIDOR.

Economic development and revitalization of the Historic Downtown and SR 49 core is an important part of making the City a place for visitors to stop and explore. The downtown is experiencing moderate growth, with successful businesses along Main Street such as the Angels Theater, Turners Wild West Store, Stories and Stones, Prestige Gallery, Cruscos and Angels Creek Café. Exploring opportunities for locations of increased street activity such as parklets, plazas and on-street cafes would visually attract drivers along SR 49, increase visitor dwell time and increase access to businesses and restaurants. The future improvements to Utica Hotel will bring tourists to stay in downtown as well as introduce a new bar/restaurant into the area. The future construction of the Angels Creek Trail could also incentivize new business such as bike rentals, bike shops in town and hotels and restaurants along the Creek.

The City has a very successful events program. The Christmas Parade, Mark Twain Wild West Festival, Frog Jump Festival and seasonal farmers markets bring people to the Main Street area to interact and support local businesses. Increased public spaces would be an opportunity to increase events downtown without needing to shut down SR 49. Suggestions could include a First Friday or Second Saturday, small music events, increase art venues that would attract people downtown on a smaller scale than large events such as Gold Rush Days and the Frog Jump Festival.

Some infill parcels exist for redevelopment or improvement that could support future economic growth in the City. The vacant lot adjacent to the Visitors Center could be expanded parking or a flexible use event space. As the City continues to grow, there are some vacant or under-utilized buildings along Main Street that could present an opportunity for future businesses or restaurants.

Utica Park has a unique history to Angels Camp and is an amenity to local residents and visitors. Park improvements could provide more family friendly activities to bring local and regional visitors to downtown. Improved park equipment, interactive play features such as a spray park and improved

park amenities such as restrooms and shelters would be options for improvements to the existing Utica Park.

OPPORTUNITY: COORDINATE STRATEGIES FOR PARKING AND SIGNAGE.

Parking turnover is critical to the success of small businesses and retail along Main Streets. Parking districts and a comprehensive parking program that is identified to the visitor, understood by locals and enforced by the City is essential to the success.

Wayfinding and signage will be essential to the success of the downtown for parking and retail.

There is an opportunity with the study to look to the future of what the City could be. Technology could be added to downtown to meet the needs of today's youth such as increasing Internet service/Downtown Wifi, increased arts and culture, and digital engagement with the environment such as a main street app, Facebook check-ins, parking apps and other medias that could be explored.

OPPORTUNITY: HIGHLIGHT THE HISTORY AND CHARACTER OF THE ANGELS COMMUNITY THROUGH THE BUILT ENVIRONMENT.

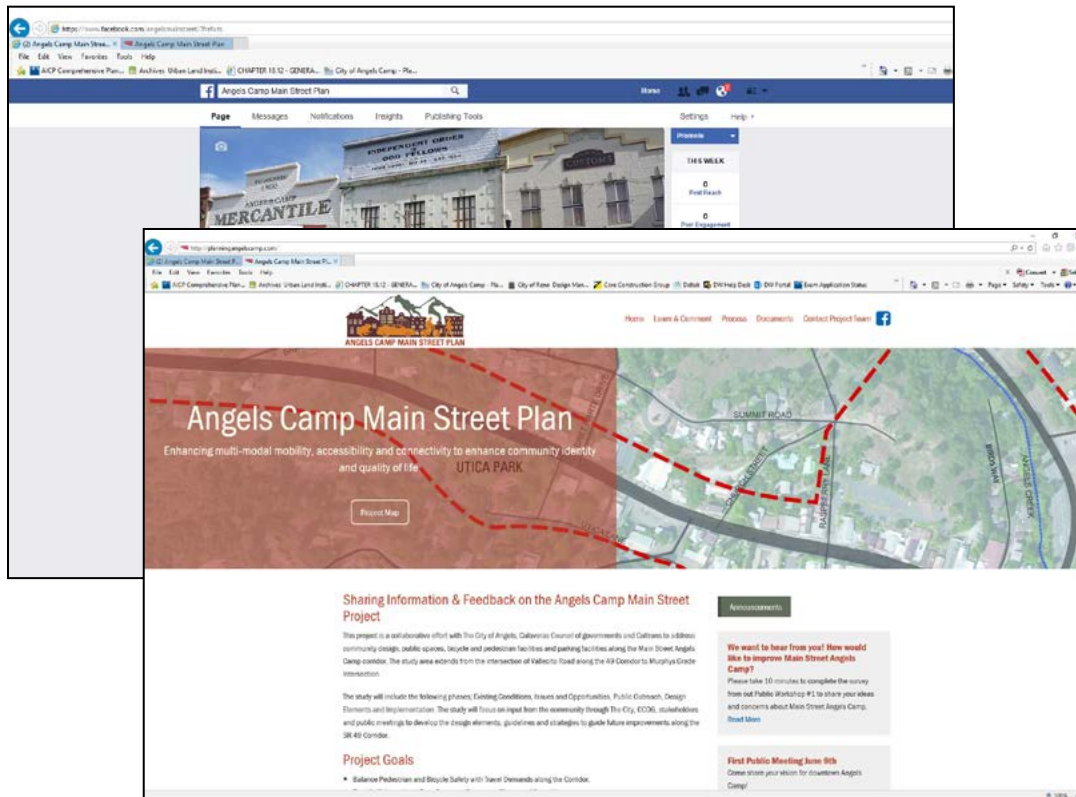
Angles Camp has a unique and special history that draws people from around the world. The history of Mark Twain, The Gold Rush and Historic Main Street are an important part of the character of Angels. The Angels Camp Museum has seen significant growth and holds the biggest wagon collection in the west. Historic buildings and places extend along the length of the corridor, including The Choi Building in historic downtown, the Garibaldi Building to the north, and the mining equipment and historic facades in between. Connecting to these pieces of history and making them more visible and accessible from the streetscape will contribute to the sense of place, pride of Angels and increased visitor experience. For example, the Choi Building, currently hidden along Birds Way, could be physically connected to the Raspberry Parking area and the streetscape enhanced so that it feels a part of the Main Street experience. Utica Park, the historic mining equipment and entrance at the Park should be highlighted and integrated into the downtown Angels.





3.0 PUBLIC OUTREACH

PUBLIC MEETING SUMMARY



Website and Facebook Pages

Published	Post	Type	Targeting	Reach	Engagement	Promote
04/14/2017 10:20 pm	Summer Nights Food Truck Festival at The Park!	Event	Local	36	0 3	Boost Event
02/01/2017 10:01 am	Thank you to the Union Democrat for the article! Remember you c	Text	Local	642	323 48	Boost Post
01/25/2017 8:32 am	Great Public Meeting Last Night! Thank you to everyone who show	Text	Local	164	33 10	Boost Post
01/21/2017 9:31 am	New downtown Angels eatery serves up family recipes	Text	Local	19	1 4	Boost Post
01/06/2017 11:07 am	Please join us for our 3rd Public Meeting on Tuesday, January 24t	Text	Local	406	48 24	Boost Post

The Facebook Page had 34 Likes and reached over 500 people

3.0 INTRODUCTION

A well defined Public Outreach Strategy ensures communication throughout the process by considering the best methods of informing the public and involving them in the development of the Angels Camp Main Street Plan. By creating consensus, we will assure the plan is well received, thereby increasing the likelihood of smooth implementation. A full report of the Public Engagement Process including presentations, handouts, feedback and comments can be found in Appendix E.

3.1 WEBSITE & SOCIAL MEDIA

A website was created at www.planningangelscamp.com. The website shared current project information including:

- Project Information, Overview and Schedule
- Documents including Technical Memos (as approved) and Public Meeting Materials
- Online Surveys and Public Meeting Information
- Interactive Comment Forum

Facebook and Twitter pages were also developed to share information, promote events and connect to local community.

3.2 ADVISORY COMMITTEE

The Advisory Committee is formed of members within the community that possess a range of skills and interests to provide comments and feedback through the process. We have met with the Advisory Committee six (6) times during the planning process to:

- Discuss goals and objectives, design and feasibility for the Plan;
- Review materials and content prior to workshops.
- Responsibilities of the Advisory Committee include;
- Provide insight and ideas about main street;
- Assists in informing the public of meeting dates and times.



3.3 STAKEHOLDER MEETINGS AND SITE WALKS

Public outreach focused on listening to the community and gathering thoughts, ideas and concerns regarding the Main Street Plan, SR 49 Corridor as a part of understanding the existing conditions. Outreach for this phase consisted of:

- » Individual Stakeholder Meetings
- » Stakeholder Site Walks
- » Public Meeting #1
- » Public Outreach at the Frog Jump Festival
- » Advisory Committee Meetings #1, #2 and #3.

The culmination of the information gathered was used to develop goals and objectives presented in Technical Memo #1, Existing Conditions and Analysis. This document was posted to the website for public access following Public Meeting #1 on June 9th, 2016. A letter was mailed to over 100 local business and property owners along the Main Street corridor inviting them to participate in one or all of the on site discussions of the Main Street.

3.4 PUBLIC MEETING #1

Public Meeting #1 was held Thursday, June 9, 2016 and an online survey that reflected questions asked at the meeting was available from June 9th to July 15th. The intent of the meeting and the questions was to gather information to understand current issues along SR 49. The meeting included keypad polling to allow attendees to provide real time feedback on a set of questions designed to understand how Main Street is used. Feedback was used to develop alternative design elements, strategies and recommendations for the Angels Camp Main Street Plan. Approximately 13 Public Meeting attendees and 155 online survey respondents provided feedback.



Site Walk #1



Site Walk #1



Mailers to Businesses

PUBLIC MEETING SUMMARY



Public Meeting Flyers were distributed in the community, local businesses and via email, facebook and the website.



Participants at Public Meeting #2

3.5 SITE WALKS AND PUBLIC MEETING #2 & CALTRANS STAKEHOLDER MEETING

Public outreach focused on collecting further input on ideas for the design concepts developed for Main Street. Outreach for this phase consisted of:

- » Individual Stakeholder Meetings
- » Stakeholder Site Walks
- » Public Meeting #2
- » Advisory Committee Meetings #4, #5 and #6

Public Meeting #2 was held Wednesday, October 19, 2016. The intent of the public meeting and site walks was to review with the community the feedback received from the Public Meeting #1 and online survey and then show how this feedback was used to inform design alternatives for Main Street. Over the course of the site walks and the public meeting, we were able to engage with and obtain feedback from 30 participants.

In order to notify the public about the site walks and meeting, 150 notices were mailed to individual property owners along Main Street, e-mail blasts were sent to business owners along Main Street and previous attendees from Public Workshop #1, the website was updated to reflect the flyer, and sandwich board signs and flyers were displayed throughout the town.



3.6 PUBLIC MEETING #3 & STAKEHOLDER MEETING

The final design concepts phase focused on sharing outcomes and gathering feedback on the proposed conceptual plans. Outreach for this phase consisted of:

- » Individual Stakeholder Meetings
- » Public Meeting #3

Public Meeting #3 was held January 24, 2017. The intent of the stakeholder meetings and public meeting was to review with the community the feedback received from the Public Meeting #2 and then show how this feedback was used to inform design alternatives for Main Street for the final plan recommendations. Over 35 people attended the public meeting and 7 responded to the online survey.

PUBLIC OUTREACH EVENT SUMMARY

ADVISORY COMMITTEE MEETINGS

Kick Off Meeting	April 11, 2016
Public Meeting #1 Review	June 1, 2016
Meeting Recap	June 9, 2016
Public Meeting #2	September 21, 2016
Walking Tour/Design Review	October 19, 2016
Public Meeting #3 Review	January 19th, 2017

STAKEHOLDER OUTREACH MEETINGS AND SITE WALKS

Stakeholder Meetings	April 11, 2016
Walking Tour 1	April 12, 2016
Walking Tour 2	October 19, 2016
Stakeholder Meetings	January 19th, 2017

PUBLIC MEETINGS

Public Meeting #1	June 9, 2016
Public Meeting #2	October 19, 2016
Public Meeting #3	January 24th, 2017

PUBLIC OUTREACH EVENTS

Jumping Frog Jubilee	April 19, 2016
----------------------	----------------





ANGELS CAMP MAIN STREET PLAN

4.0 DESIGN CONCEPTS

DESIGN CONCEPTS

4.0 INTRODUCTION

The following chapter describes the final design concepts developed through the planning process. A series of concepts were developed based on the site inventory and assessment. Design concept alternatives were reviewed by the public and based on feedback, the design concept alternatives were revised.

This chapter is organized into sections based on the project goals; streets, signage, parking, and public space. The vision for the Main Street looks at gestures and projects that could be implemented on a smaller scale, but work together to solve larger contextual issues through a big picture vision. Therefore, each section further describes design concept projects through a narrative, illustrative plan(s), character images and recommendations. This design concepts in this chapter are presented in the following sections:

4.1.0 Streets

- 4.1.1 Complete Streets: Community Commercial Streetscape
- 4.1.2 Complete Streets: Historic Downtown Streetscapes
- 4.1.3 Intersection Improvements: Bragg Street
- 4.1.4 Intersection Improvements: Raspberry Street
- 4.1.5 Intersection Enhancements: Vallecito Road

4.2.0 Signage

- 4.2.1 Parking Signage
- 4.2.2 Historical Interpretive Signage



Figure 8: SR 49 Master Improvements Plan and Key

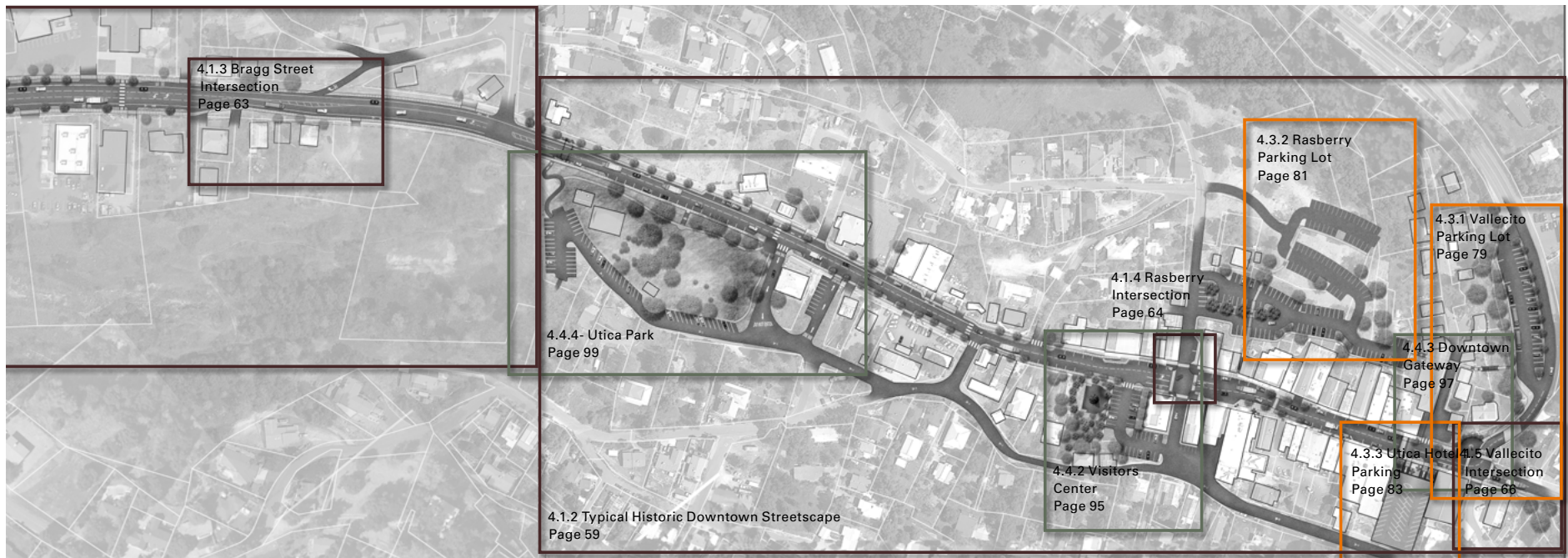


4.3.0 Parking

- 4.3.1 Vallecito Road Parking Realignment
- 4.3.2 Raspberry Parking Lot Alternatives
- 4.3.3 Utica Hotel Parking Alternatives

4.4.0 Public Space Alternatives

- 4.4.1 Historic Main Street Public Space
- 4.4.2 Downtown Parklets and Plazas
- 4.4.3 Visitor Center Park and Pedestrian Improvements
- 4.4.4 Downtown Gateway & Angels Creek Trail Connections
- 4.4.5 Utica Park Gateway, Trail and Parking





STREET CONCEPTS

PUBLIC OUTREACH: WHAT WE HEARD

92% of people surveyed drive to main street.

Truck noise, speeding and traffic through downtown.

There are limited, disconnected sidewalks and bike lanes.

Delivery access to downtown is challenging.

The Angels Theater sign gets hit by trucks.

Limited visibility around buildings in downtown.

There is no turnarounds to return to main street.

Difficult to close down SR 49 for events.

4.1.0 COMPLETE STREETS

Future improvements for SR 49 Commercial Main Street and Historic Downtown should plan for complete streets. The following areas are identified for streetscape improvements in this section:

- 4.1.1 Commercial Main Street
- 4.1.2 Historic Main Street
- 4.1.3 Bragg Street Intersection Improvements
- 4.1.4 Raspberry Intersection Improvements
- 4.1.5 Vallecito Intersection Enhancements

DESIGN ELEMENTS FOR STREETS

There is a relationship between street width and driving speeds. In addition, visual elements such as parallel parking, signage, and crosswalks are visual markers for drivers to be more alert. Bulb outs/Curb extensions narrow the overall width of roadway and provide a visual cue to slow down, which will reduce traffic speeds and increase pedestrian comfort. Bulbouts are best used at pedestrian crossings, either at intersections or along mid-block crossings, and work well in tandem with on-street parking. Bulb outs increase the visibility of pedestrians at intersections as well as lessening the distance to cross a roadway.

Intersections share spaces between pedestrians, bike and cars and should be compact and well timed. All four sides of each intersection should incorporate crosswalks with high-visibility, reflective material. All crossings should be at-grade with ADA compliant ramps. In addition, Tighter turning radii at intersections correlates to slower turning movements. Clear views and sight distance triangles per MUTCD standards should be maintained.

Bike facilities such as bike lanes, intersections, signage and parking areas support a connected network for safety and mobility of bikes, pedestrians and cars through increased visibility and designated roadways. Because bikes are a

mode of travel, as with cars they require safety measures. A visible, designated bike zone allows for increased visibility and predictability of movement between cars and bikes. The more space between bikes and cars, the safer the roadway is for both users. Intersections typically have the most conflict and should maintain clearly marked zones for cars, pedestrians, and bikes. Signage and markings communicate instruction for both bicyclists and motorists.

A pedestrian signal should be associated with all stop lights along the corridor with appropriate timing to create a legible crossing environment, including a countdown. A flashing pedestrian activated sign should be reviewed and considered at all mid-block and non-signalized crossings.



STREETSCAPE DESIGN CHARACTER



**IF THE STREET
IS ATTRACTIVE,
DRIVERS HAVE
A REASON TO
SLOW DOWN.**



COMPLETE STREETS



TRAFFIC CALMING



SIDEWALKS



BIKE LANES



SMALLER INTERSECTIONS



HIGH VISIBILITY CROSSINGS



BUMP OUTS/BULB OUTS





STREET CONCEPTS

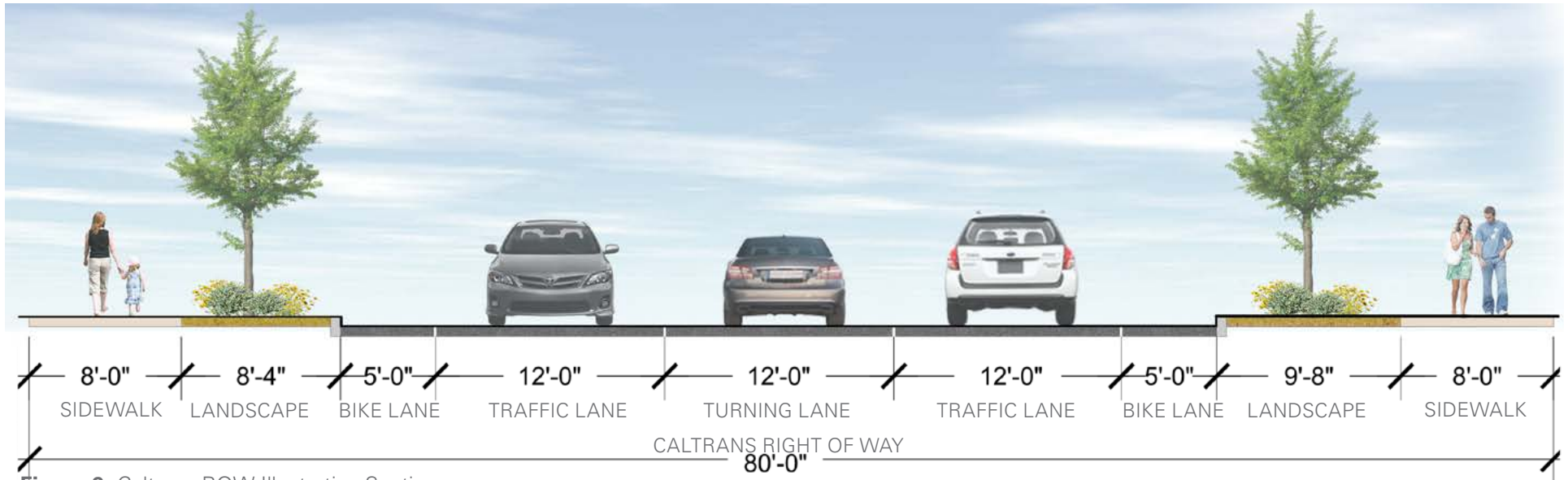


Figure 9: Caltrans ROW Illustrative Section

4.1.1 COMPLETE STREETS: COMMUNITY COMMERCIAL MAIN STREET

Improvements focus on allowing for safe pedestrian travel between destinations along the corridor and defining a safe bike lane to encourage bike travel to downtown and ultimately to Angels Creek Trail. Most on-street parking will be maintained and additional locations for bus stops are shown. Caltrans standards for sight distance should be adhered to when providing landscape within the ROW.

PLAN RECOMMENDATIONS

- **Implement Contiguous Sidewalks:** Sidewalk should be constructed along the length of SR 49. When possible, new walks should be constructed with a landscape median to buffer cars from the street. When new walks are adjacent to the roadway, the space between back of curb and the ROW should be landscaped.

- **Implement Contiguous Bike Lanes:** A contiguous bike lane should be constructed along SR 49 per Caltrans and MTCUD standards.
- **Enhance the Streetscape along SR 49:** In addition to walks, streetscape elements including trees, shrubs, benches, trash, street lights, banners and signage should be located along the roadway.
- **Add Bus Pullouts:** Proposed pullouts should be provided on both sides of the highway at the Stanislaus Avenue intersection and at St. Patrick's Church. Pullouts are not needed at the high school, given its close proximity to the Demarest transit center north of Murphy's Grade Road.



COMMERCIAL MAIN STREET STREETSCAPE



Figure 10: Community Commercial Main Street Illustrative Plan



STREET CONCEPTS

COMMUNITY COMMERCIAL MAIN STREET STREETSCAPE ENLARGEMENT

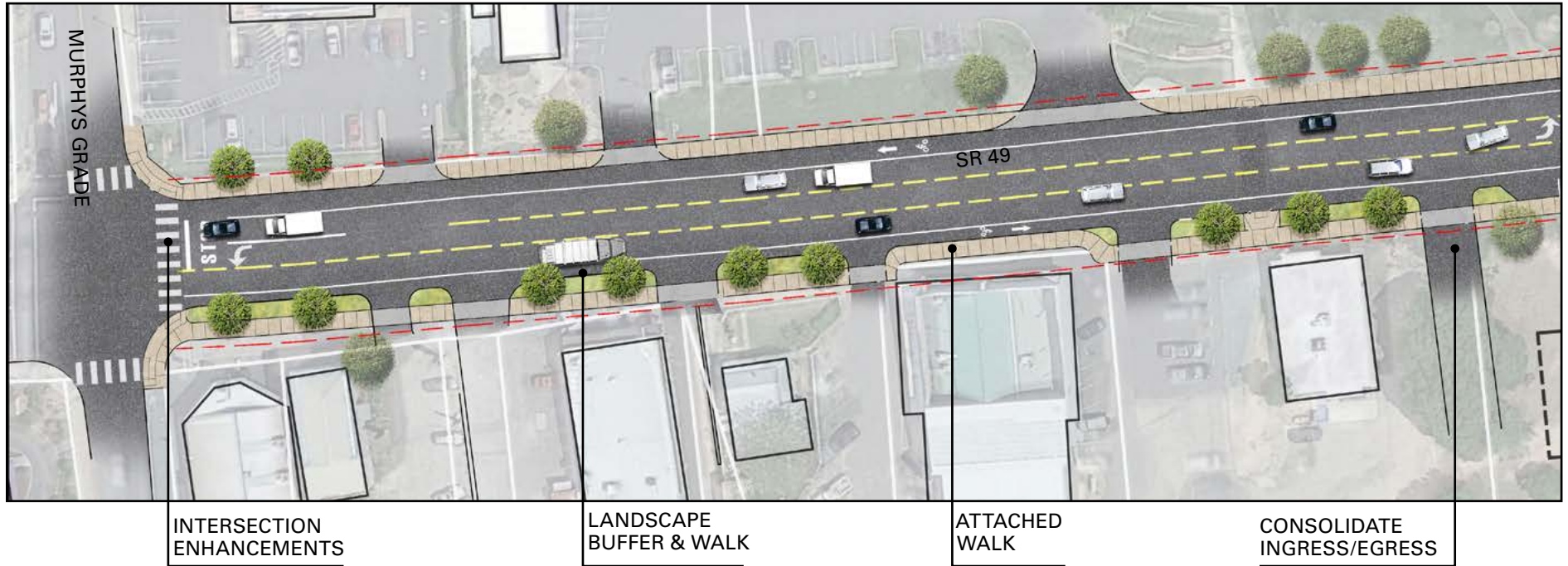


Figure 11: Commercial Main Street Illustrative Plan Enlargement

SR 49 STREETSCAPE PLAN

Murphys Grade and Bret Hart High School includes streetscape improvements along the SR 49 corridor. By creating a clear edge to the road, adding a bike lane, landscape buffer and sidewalk, the edge conditions for pedestrians (often students) are significantly improved for safety and overall visual appeal. Additionally, this reclaimed space can become a location for signage to direct visitors toward historic downtown and other key locations in the City.

KEY MAP





ENHANCED MURPHYS GRADE INTERSECTION

The perspectives to the left show the before and after of the undefined ROW edge in front of Mike's Pizza and the historic Garibaldi Building. Improvements along the SR 49 corridor will create a better driving experience, a safer space for students at the High School, and create a visual gateway to the SR 49 corridor.



Figure 12: Commercial Main Street Illustrative Plan Perspective



STREET CONCEPTS

"DROPPING SPEEDS FROM 35 TO 25 COULD REDUCE NOISE FROM ENGINES AND VIBRATIONS BY OVER HALF"

-TRANSPORTATION RESEARCH RECORD, 1997

4.1.2 COMPLETE STREETS: HISTORIC DOWNTOWN

The Historic Main Street is a special and unique place in The City of Angels, with a sense of community and historic roots. Feedback from the public ranged from 'downtown is dying' to 'downtown is perfect the way it is. Don't change a thing'.

Improvements for Main Street focus on the SR 49 street edge with defined on-street parking spaces, curbs and gutters, attached sidewalks and tree planting from Utica Park to Raspberry Intersection. The latter creates a better visual entry into downtown, as well as a safe and comfortable walk to and from Utica Park. The downtown streetscape focuses on traffic calming and safe pedestrian crossings through the downtown at Raspberry, the existing mid-block and Vallecito. Improvements to the downtown should maintain or enhance the existing character and preserve the existing frog plaques along the walks.

PLAN RECOMMENDATIONS

- **Implement Contiguous Sidewalks:** Improve sidewalk connectivity and ADA access with contiguous accessible sidewalks and streetscape elements from north of Utica Park to the intersection of SR 49 and Vallecito Road.
- **Implement a Bike Lane Connection to the Future Angels Creek Trail:** A contiguous bike lane should be constructed along SR 49 connecting to Angels Creek Trail. Since the downtown ROW is narrow, the bike path should be a trail through Utica Park and then a sharrow along Birds Way, connecting to the south at Finnegan Lane.
- **Enhance the Streetscape along SR 49.** Improvements should help to manage traffic speeds through traffic calming such as on-street parking, roadway narrowing, bump outs and enhanced intersection treatments. Bump outs at Raspberry, Birds Way and Finnegan Lane as well as the existing mid-block crossing will serve for traffic calming and controlled pedestrian movement at the center of the Historic Downtown Core.

- **Define a Consistent Palette of Site Furnishings:** Streetscape elements and materials are needed to define the historic downtown including benches, trash and recycle receptacles, planters, lighting (with banners), and coordinated paving patterns.
- **Encourage Programs to Benefit Business Viability:** Develop a 2 hour parking district along the historic Main Street to encourage turnover in front of local businesses. Develop programs with ACBA and DAC to encourage consistency and reliability of businesses that could include specialty events and programs for retail success.



HISTORIC DOWNTOWN MAIN STREET STREETScape



KEY MAP



Figure 13: Historic Downtown Streetscape



STREET CONCEPTS

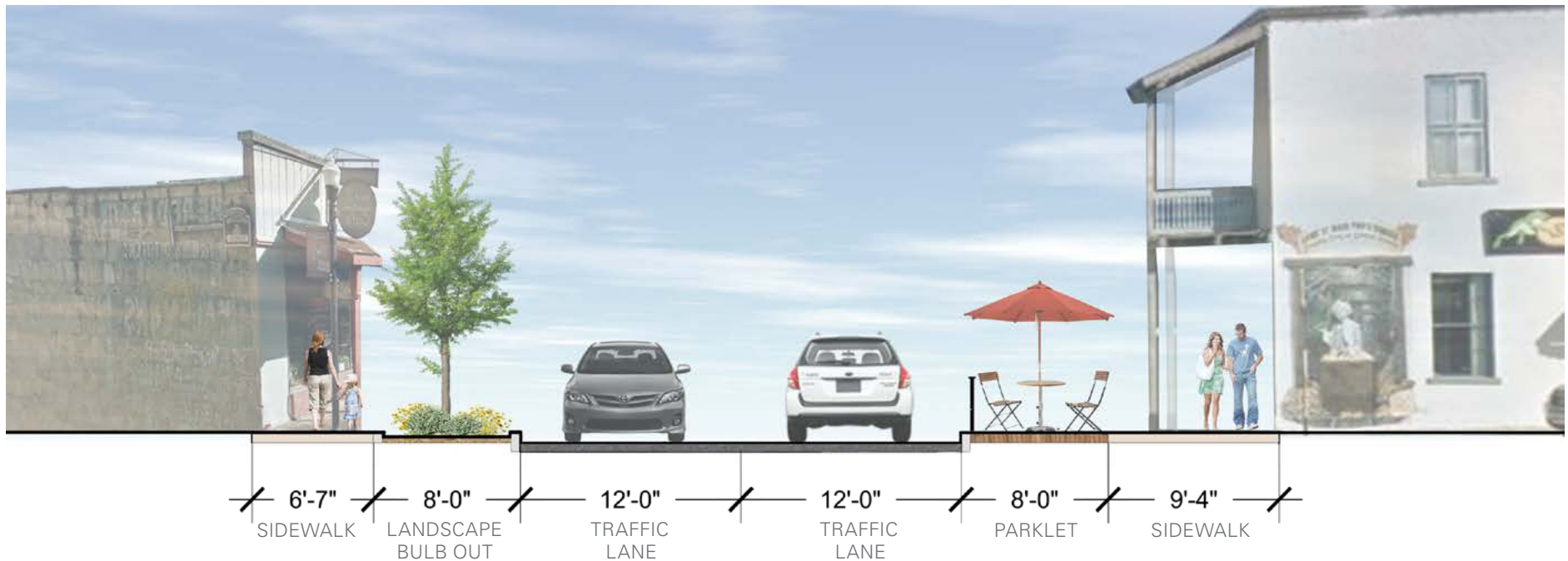


Figure 14: Historic Downtown Streetscape Section

SR 49 HISTORIC MAIN STREET SECTION (DOWNTOWN)

The Historic Main Street serves local retail including a cafe, restaurants and specialty stores. Retail is intended to attract the visitor and serve the local community. The longer people dwell along the street, the more likely they are to shop. Given the narrow sidewalks and travel lanes through downtown, there is limited space for casual seating and gathering along the street, which decreases the time they spend downtown. The opportunity exists to relocate select parking spaces to create parklets and bump outs to improve the pedestrian experience in the downtown.





SR 49 HISTORIC MAIN STREET SECTION (UTICA PARK)

Improvements to the portion of Historic Main Street from Utica Park to Raspberry/Hardscrabble intersection will include bike lanes, landscape and either on-street parking with attached walks or a landscape buffer with detached walks. These roadway improvements will maintain the existing lanes of travel as existing but add a bike lane along the edge of the road. The portion of roadway has a wide 80' ROW defined edge will encourage vehicles to slow down as they enter the downtown. Added walks and bike lanes will create a safe space for visitors and residents should they choose to make the short 1/4 mile walk to downtown from Utica Park as well as improve the sense of arrival into downtown.

Figure 15: Historic Downtown Streetscape Perspective



STREET CONCEPTS

4.1.3 INTERSECTION IMPROVEMENTS: BRAGG STREET

Study of the Bragg Street intersection was prompted by a total crash rate and an injury crash rate that exceed the Statewide average rates for similar intersections. The injury crash rate is calculated to be about double the Statewide average rate to merit recommendations for improvement.

RECOMMENDATION ALTERNATIVES

- **Explore Bragg Street Turn Movement Alternatives:** The peak traffic volumes and LOS do not warrant modifications to the Bragg Street Intersections, further analysis should be provided, as well as a cost benefit analysis, to determine the viability of these options.
 - » **Full closure of Bragg Street:** This approach would improve safety conditions along the highway at this location, as the turn movements would be eliminated. Under this option, adequate traffic operations would be provided at the adjacent SR 49/Bret Harte Drive intersection.
 - » **Left-in/ Right-out on Bragg Street:** Provision of a southbound left-turn lane on SR 49 at Bragg Street could significantly improve safety at the intersection by effectively separating those vehicles

that are slowing or stopped to turn, from those vehicles in the southbound through-traffic lane. Under this option, limited “left in right-out-only” access at Bragg Street is recommended, due to the sharp angle and steep grade associated with left turns out and right turns in.

- **Bulbouts along SR 49 north of Bragg Street:** A modest traffic calming measure along both sides of the highway at the existing crosswalk adjacent to St. Patrick’s Catholic Church. Narrowing the highway would tend to result in a perceptual reduction in traffic speeds. Not only would this measure improve pedestrian safety conditions at the crosswalk, but it would also provide a safety benefit at the SR 49/ Bragg Street intersection.

Additional traffic study and analysis of the Bragg Street Intersection can be found in Appendix F.

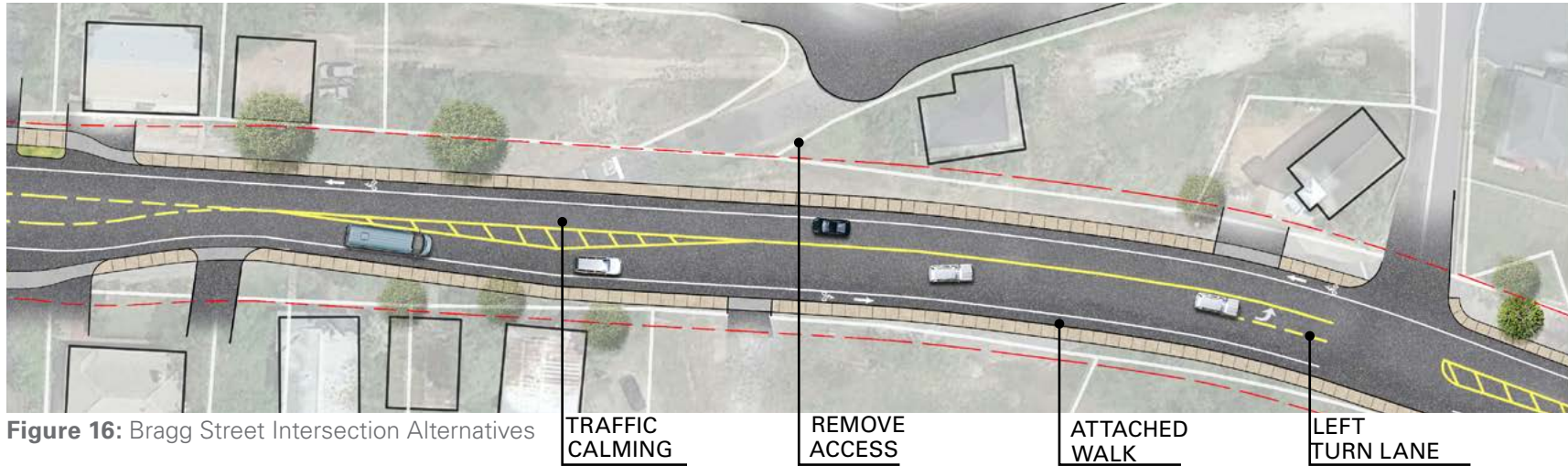
A right out only from Bragg Street would be needed require a A channelizer to prevent vehicles from turning left onto Bragg Street from the north or left out to travel south from the intersection.



Existing Bragg Street Intersection



BRAGG STREET INTERSECTION ALTERNATIVES



KEY MAP





STREET CONCEPTS

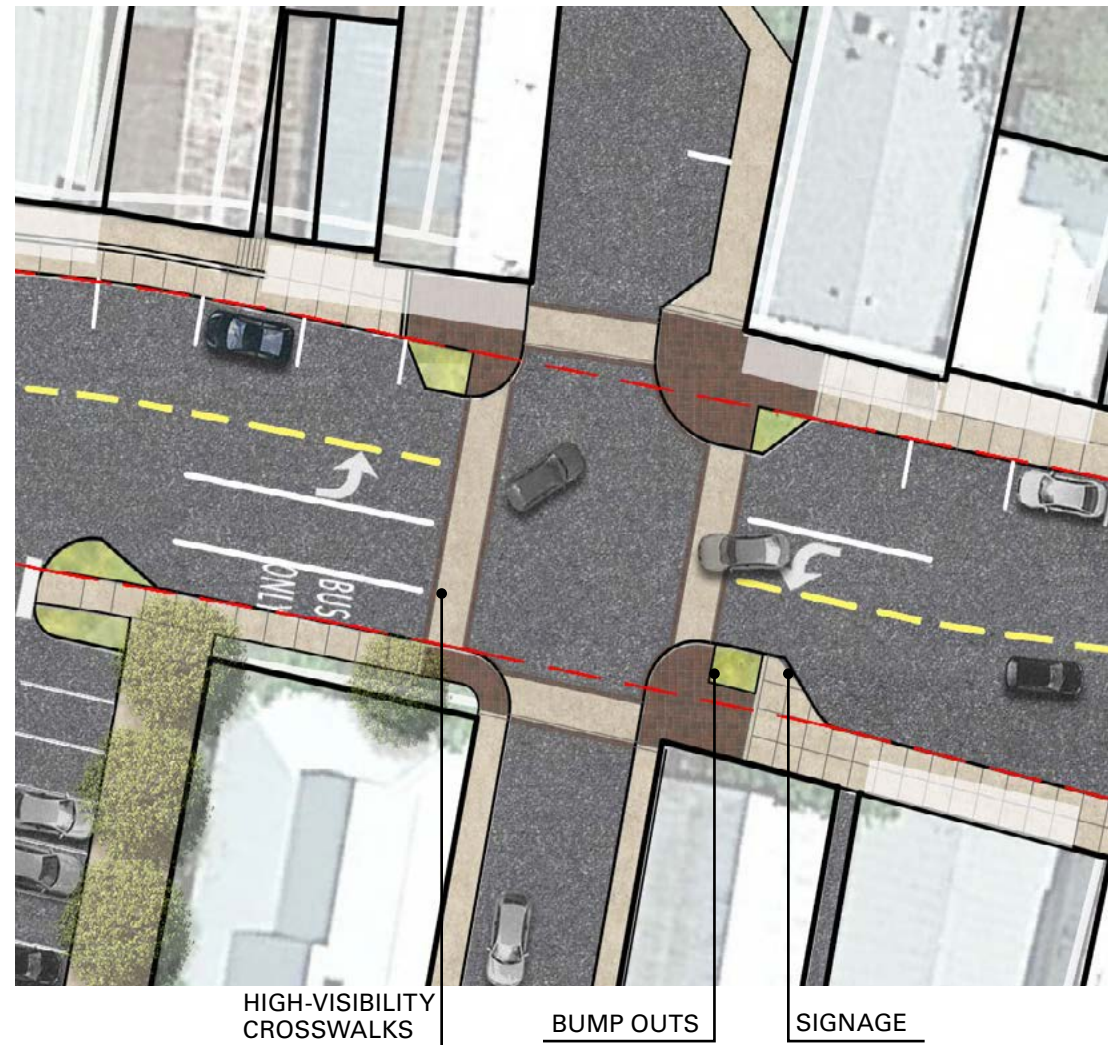
4.1.4 INTERSECTION IMPROVEMENTS: RASBERRY INTERSECTION

The Visitors Center is the most popular parking area and is a major destination for downtown visitors. A significant amount of pedestrian activity is seen at the crossing from main street to the Visitors Center. Vehicles speed through this section of road making this intersection unsafe for pedestrians. Since many visitors park at this location, wayfinding signage and a map of local shops and destinations would benefit the visitor experience and ease of navigation along main street.

RECOMMENDATIONS

- **Construct Bulbouts:** Bulbouts should be constructed at the intersection corners with landscape in the medians and specialty paving such as pavers or colored concrete.
- **Define Crosswalks:** Crosswalks should be constructed of high visibility materials such as painted white lines or pavers.
- **Parking and Wayfinding Signage:** Parking signage should be located at this intersection directing towards the Raspberry Lot and Vallecito Lot to encourage off street parking. A map of downtown and other wayfinding signage should be included
- **Pedestrian Signalization:** Since there is no stop control at this intersection, a pedestrian activated signal could be located with flashing lights to prioritize pedestrian crossings.

Figure 18: Raspberry Intersection Improvements



KEY MAP





RASBERRY STREET INTERSECTION

Improvements to Raspberry Intersection will include bump outs to create smaller intersections for pedestrian safety and traffic calming. The existing roadway and lanes will remain as currently aligned. Bump outs will extend into the space currently used for parking and should maintain the sight distance triangle. Visibility will be improved by bringing the car forward to increase the visibility of pedestrians and increase the view around buildings.



Figure 19: Raspberry Intersection Perspective



STREET CONCEPTS

4.1.5 INTERSECTION ENHANCEMENTS: VALLECITO INTERSECTION

The City has conducted numerous studies on the intersection at Vallecito and SR 49. The Plan identifies alternatives for pedestrian and signage improvements at Vallecito to provide low- cost, short-term solutions. Long range planning will require detailed land use planning and transportation engineering analysis to address future development and transportation demands at the south end of the City.

The Plan looks to improve pedestrian conditions at the Vallecito Intersection in order to visually extend the downtown streetscape and improve the gateway at the south entry of Angels. The proposed pedestrian improvements, including increased pedestrian area in the northeast corner, intend to improve pedestrian safety conditions by shortening the crosswalk length. It would also have a traffic calming benefit by providing a space for landscaping or entry feature that would give drivers arriving from the south a stronger indication that they are entering an area with a high potential for pedestrian activity. The signage improvements, particularly in the southeast corner, would improve driver sight distance conditions for turns to/from Vallecito Road.

RECOMMENDATIONS

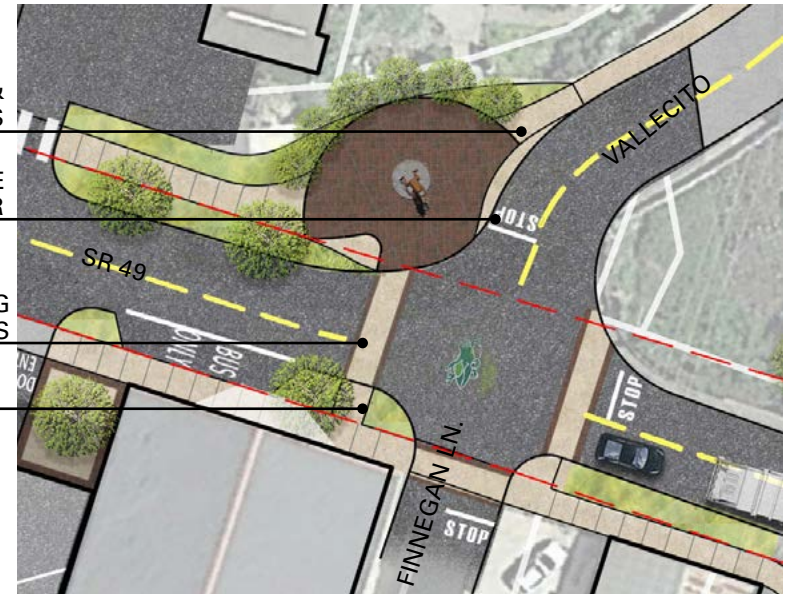
- **Provide Pedestrian Improvements to the Vallecito Intersection:** A reduction and reorganization of the Vallecito Intersection could improve the safety of this intersection for both vehicles and pedestrians.
- **Develop a Gateway Plaza:** Increase the available public space and create a nice entry to downtown by designing a plaza space with benches, interpretive signage, and a sculpture.
- **Extend Sidewalks from Downtown:** Ensure pedestrian connectivity and a positive walking experience by extending sidewalks, landscape and site furnishings from the Main Street.

IMPROVED WALK &
PARKING ACCESS

CONCRETE
SHOULDER

REDUCED TURNING
MOVEMENT CONFLICTS

HIGH VISIBILITY
CROSSWALK



IMPROVED WALK &
PARKING ACCESS

PAVEMENT
REDUCTION

HIGH VISIBILITY
CROSSWALK

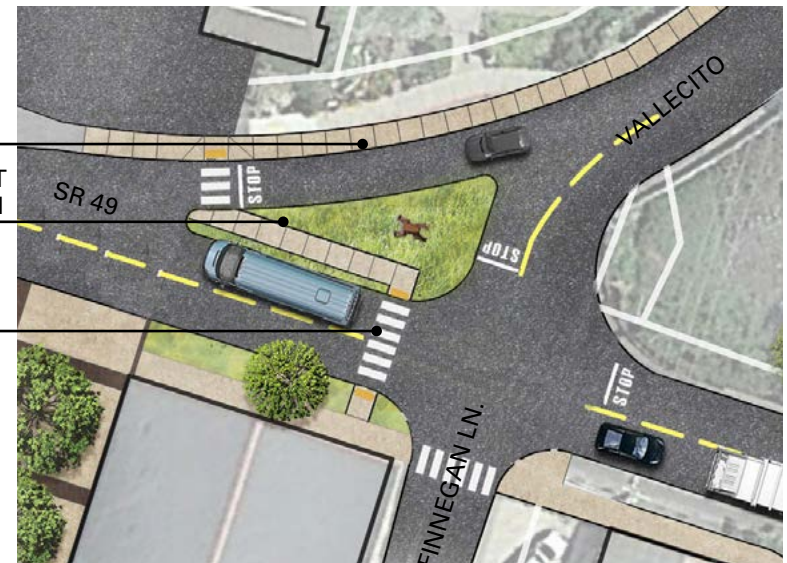


Figure 20: Vallecito Intersection Alternatives





Figure 21: Conceptual Illustrative Perspectives of the Vallecito Intersection Alternatives

VALLECITO INTERSECTION ILLUSTRATIVE

The Vallecito intersection improvements reduce the amount of pavement and enhance pedestrian and traffic safety conditions. Improvements to the Vallecito intersection will influence other design alternative recommendations. The Vallecito Parking Area will have better pedestrian connections to downtown. It is suggested that improvements at this location are coordinated with planning for the Angels Creek Trail. Future improvements to Utica Hotel should coordinate their future parking entrance with existing intersection movement to minimize conflicts.

VALLECITO INTERSECTION KEY FINDINGS

Key findings at the Vallecito intersection are as follows:

- Pedestrian improvements can be installed to improve pedestrian safety conditions (and provide an entry feature).
- There is an opportunity to “bulb out” the northeast corner to provide a large pedestrian plaza area and “T-up” the Vallecito approach, in order to improve pedestrian and traffic safety conditions and to provide a better experience for those entering Downtown from Vallecito Road. This option is evaluated in Appendix D. However, considering the constraints associated with accommodating large truck turns, detailed engineering analysis beyond the scope of this plan would need to be conducted to finalize the design of these improvements.
- The intersection stop control configuration could potentially be modified to improve traffic operations and safety conditions. Detailed engineering analysis beyond the scope of this plan would need to be conducted to finalize the design of these improvements.

For additional traffic data and truck turning studies regarding these options, refer to Appendix F.



STREET CONCEPTS

4.1.6 SUMMARY OF TRAFFIC ANALYSIS OF INTERSECTION IMPROVEMENTS

The following issues were evaluated under 'with project' conditions:

- Roadway Level of Service (LOS)
- Intersection Level of Service (LOS)
- Intersection Queuing Analysis
- Vallecito Intersection Modifications
- Potential Closure of Bragg Street

The results are summarized in the traffic analysis report contained in Appendix E. Key findings are as follows:

ROADWAY LOS

The study segments of SR 49 are calculated to operate at Level of Service (LOS) D, failing to achieve the desired LOS C standard. However, for the segment south of Sam's Way (where the posted speed limit on SR 49 is 25 miles per hour), the results of this analysis may not be consistent with actual experiences of roadway users, given that the LOS analysis methodology is not intended for roadways with posted speed limits less than 35 miles per hour.

INTERSECTION LOS

All study intersections are expected to operate at an acceptable LOS C or better with implementation of the Main Street Corridor Plan Project, except the SR 49/Vallecito Road/Finnegan Lane intersection.

BRAGG STREET INTERSECTION

Typical peak-hour traffic volumes do not meet the warrant criteria for a new southbound left-turn lane along SR 49 at either the Bragg Street intersection or the Bret Harte Drive (North) intersection. However, given the skew and steep grade on Bragg Street, and that the average crash rates at the Bragg Street intersection are higher than the Statewide averages for similar intersections, the following potential measures are considered:

- » Full closure of the Bragg Street approach would improve safety conditions along the highway at this location. However, the adequacy of the roadway width along Bret Harte Drive to accommodate the traffic diverting from Bragg Street may be a concern, as the increased traffic levels could result in congestion and increased potential for vehicular conflicts on Bret Harte Drive.
- » Bulbouts could potentially be provided along SR 49 north of Bragg Street as a modest traffic calming measure. Not only would this measure improve pedestrian safety conditions at the crosswalk adjacent to St. Patrick's Catholic Church, but it would also provide a safety benefit at the SR 49/Bragg Street intersection.

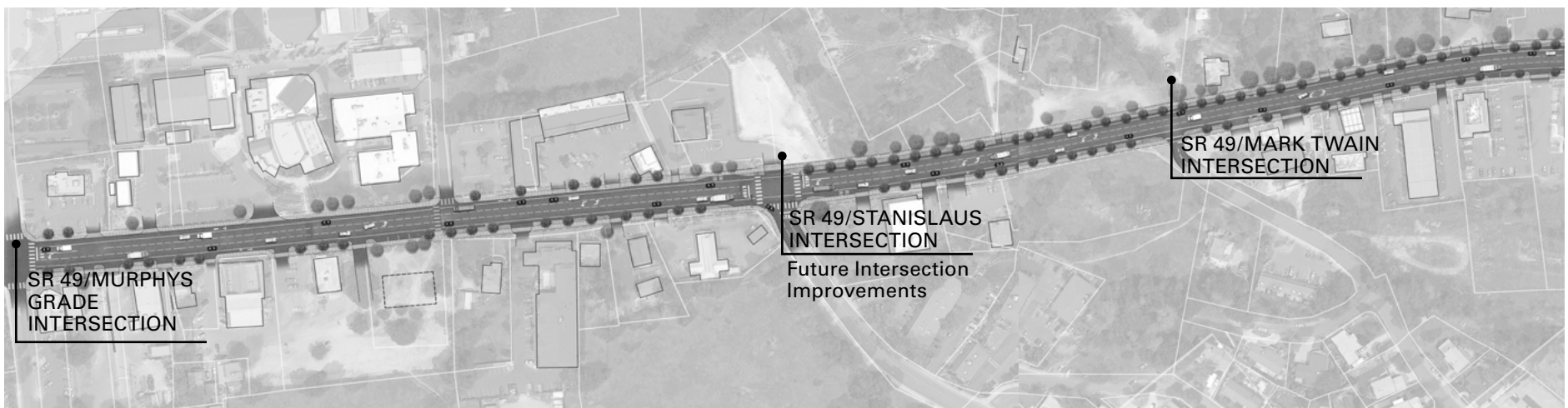


Figure 22: Traffic Improvements



» Although the typical peak-hour traffic volumes do not meet the warrant criteria, provision of a southbound left-turn lane on SR 49 at Bragg Street could significantly improve safety at the intersection by effectively separating those vehicles that are slowing or stopped on SR 49 to turn from those vehicles in the southbound through traffic lane. Under this option, limited “left-in/right-out-only” access at Bragg Street is recommended, due to the sharp angle and steep grade associated with left turns out and right turns in (very few drivers currently make these movements). As implementation of a new turn lane would require pavement widening along the highway, a cost-to-benefit analysis may need to be conducted in order to determine the viability of this option.

VALLECITO INTERSECTION

The most recent Project Study Report regarding the Vallecito intersection forecasts the intersection to operate at a poor LOS under the existing 3-way stop configuration. However, no recent LOS calculations are available (as an LOS analysis of the existing unconventional intersection is beyond the scope of this study). Implementation of the Corridor Plan Project is not be expected to have a notable effect on LOS at this intersection.

No intersection queuing issues are identified, although there may be times when lane storage lengths are exceeded, during episodic surges in traffic (especially tourist traffic) in this area. Note that queue lengths at the existing Vallecito intersection are not available.

A pedestrian plaza area could potentially be provided in the northeast corner of the Vallecito intersection, to improve pedestrian safety conditions. Relocating/consolidating the existing signage in the southeast corner of the Vallecito intersection would improve driver sight distance conditions.

There are other improvement options at the Vallecito intersection that could be explored by the City at a later date, such as “bulbing out” the northeast corner to provide a large pedestrian plaza area and “T-ing” up the Vallecito approach, and/or modifying the intersection stop control configuration. Detailed engineering analysis would need to be conducted to finalize the design of these improvements.

Level of service (LOS) is a qualitative measure used to relate the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measure like speed, density, etc.

LEVEL OF SERVICE CONTROL DELAY PER VEHICLE (SEC)

A < 10.0

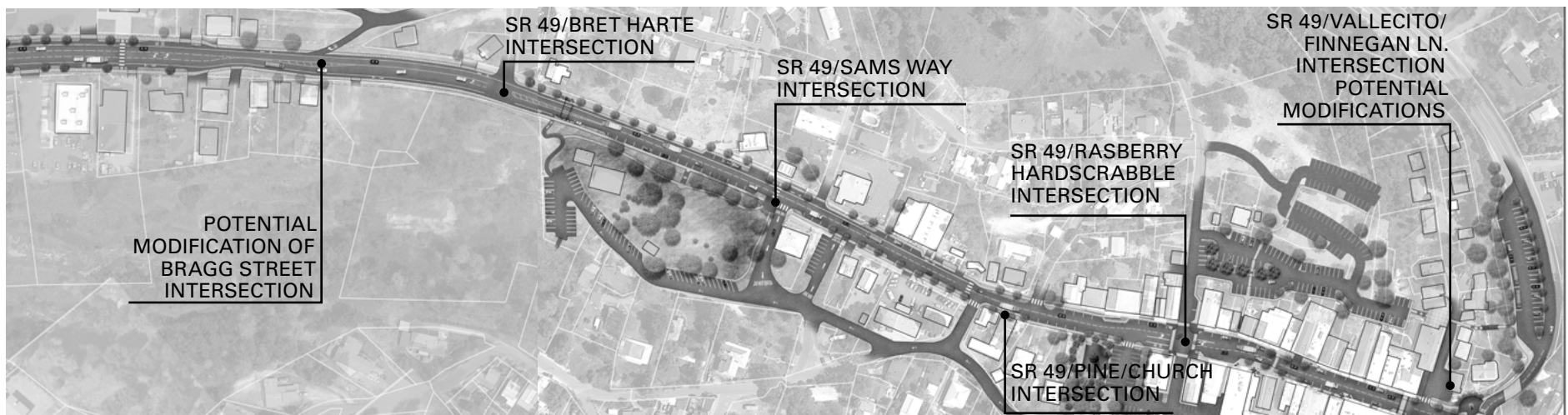
B > 10.0 and < 20.0

C > 20.0 and < 35.0

D > 35.0 and < 55.0

E > 55.0 and < 80.0

F > 80.0





SIGN CONCEPTS

PUBLIC OUTREACH: WHAT WE HEARD

Signs to businesses are difficult to see.

Parking signage is difficult to see and poorly located- people cannot find parking lots.

Roadway signage is cluttered and ineffective.

More signage in Midtown to direct people downtown.

Previous wayfinding planning efforts have not been implemented.

Create a gateway so people know they are in The City of Angels.

More informational signs downtown to direct visitors to stores, restaurants and amenities.

Fit in with historic character and context.

4.2.0 WAYFINDING SIGNAGE

Wayfinding is a way of understanding and navigating the built environment. A wayfinding system allows users to know where they are, know where to go and understand a path of travel to get there. Wayfinding is particularly important in downtowns where the environment is more complicated. An effective wayfinding system contributes to reduced stress and increased perception of safety and security. Systems are often comprised of signage, maps, symbols and colors, and are increasingly using technology such as apps, digital signage, and wireless technology.

Future improvements for SR 49 Commercial Main Street and Historic Downtown should plan for a coordinated user experience. The following areas are identified for streetscape improvements in this section:

- 4.2.1 Vallecito Gateway
- 4.2.2 Interpretative Signage

DESIGN ELEMENTS FOR SIGNAGE

Wayfinding includes signage such as gateway signage, informational signage, interpretive signage, retail signage, and transit/traffic/parking signage. These signs should be considered as part of the user experience and should be designed with graphic consistency that is both visible and complimentary of the overall streetscape, as identified in the 2011 Gates Wayfinding Study.

People orient themselves in space through a mental map, and interpret the environment through landmarks (specific spaces and locations), orientation (the relationship from oneself to destinations) and navigation (the ability to define a pathway to a specific destination). An effective system will create a clear, concise message by showing only what is relevant to the space, location and path.

RECOMMENDATIONS

- **Create a Gateway to Downtown:** Incorporate overhead Gateway to define the threshold to Main Street at Utica Park and at Birds Way.
- **Identify Implementation Funding:** Identify funding and implement the wayfinding signage program, previously adopted in 2010.
- **Develop an interpretive sign program:** Increase the number of interpretive panels along the SR 49 corridor to tell the story of The City.
- **Consolidate Highway Signage:** Coordinate with Caltrans to reduce highway signage and adjust sign locations to reduce visual clutter and improved legibility of signage.
- **Create Parking Turnaround Signage:** Parking turnarounds should be located at the north (Utica Park) and south (Vallecito Parking). Signage should be highly visible and located so that drivers have the opportunity to make an informed parking decision.

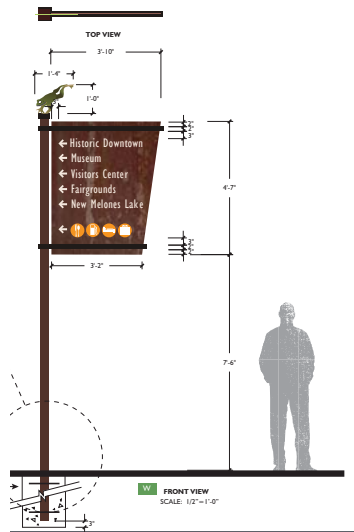
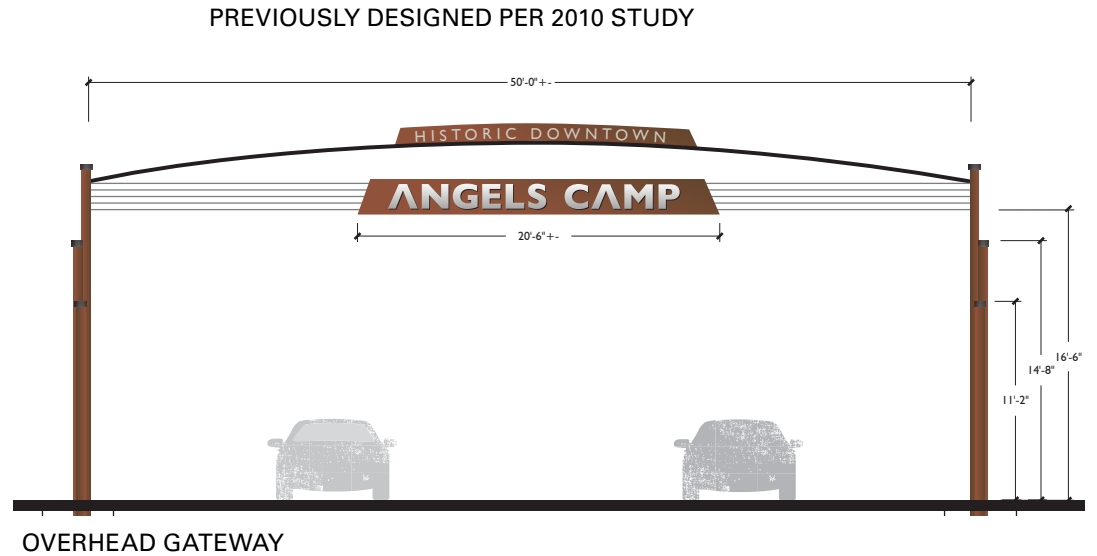




HISTORICAL WALKING TOUR APP



HISTORICAL TRAIL & INTERPRETIVE SIGNS



VIEW FROM SIDEWALK



VIEW FROM STREET

PARKING SIGN

WAYFINDING SIGNS

WAYFINDING SIGNAGE: COMMERCIAL MAIN STREET

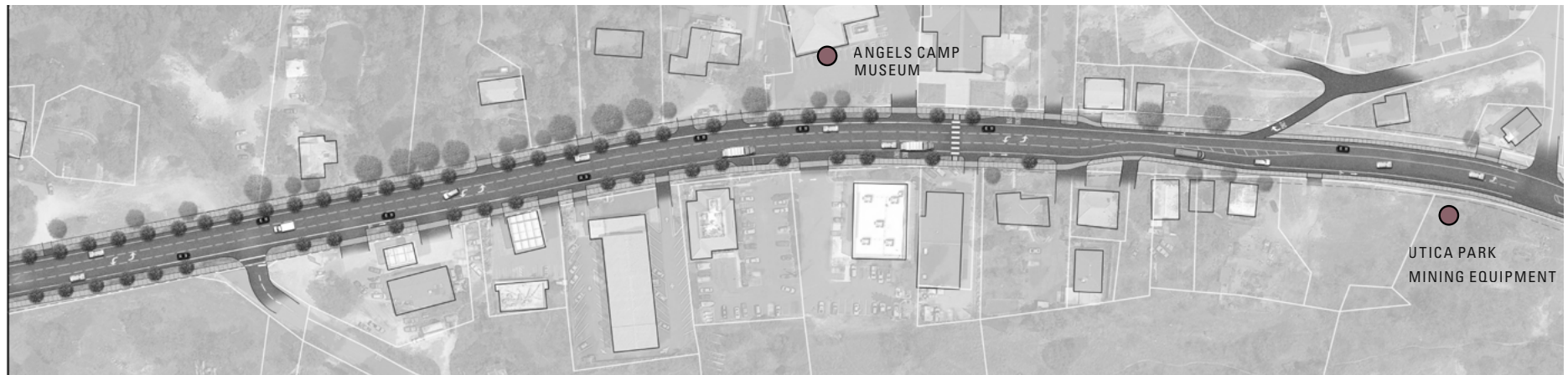


Figure 23: Wayfinding Signage



WAYFINDING SIGNAGE: HISTORIC DOWNTOWN MAIN STREET



- Overhead Gateway Sign
- Interpretive Sign Location/Downtown Historic Tour
- Downtown Businesses Location Map
- Parking Loop Directional Sign



4.2.1 VALLECITO GATEWAY

The Vallecito Gateway is an important entry into the City of Angels. The proposed design recommends organizing information onto a single, prominent sign, keying visitors in to the turnaround, return to downtown, Vallecito Parking Lot, and other key destinations. Just north of the Vallecito Intersection will be the overhead Gateway as designed in the 2011 Wayfinding Study. The existing frog painted in the intersection will remain. Visually, the intersection improvements allow for an enhanced aesthetic to the entry, with a gateway plaza and gateway sculpture.

RECOMMENDATIONS

- **Coordinate Highway Signage with Caltrans:** There are a number of existing signs for SR 4 and SR 49, at the intersection. Coordinate with Caltrans to relocate or combine highway signs without affecting mobility.
- **Implement Wayfinding Signage:** Develop signage to key towards parking lots and destinations downtown. A kiosk and map should be located in the Gateway Plaza for visitors entering downtown.
- **Develop Return to Downtown Signage:** Develop a sign directing traffic to turn around in the Vallecito Parking lot and return to downtown.



Figure 24: Vallecito Gateway Perspective





Figure 25: Historic Wayfinding

4.2.2 INTERPRETIVE SIGNAGE

The existing study adequately addresses the need for wayfinding signage along the corridor. However, interpretive signage is not addressed in this study. The downtown has a unique and special history that is hidden to the everyday visitor and should be brought to the forefront. A walking tour would encourage visitors to get out of their car, walk around town and increase dwell time, all through a positive and engaging experience.

RECOMMENDATIONS

- **Develop a Downtown Historical Walking Tour and/or App:** The unique history of downtown could be highlighted through a walking tour, with either interpretive signs or a phone app. There is an existing downtown walking tour that could be adapted for phones as a dial-in talking tour option or told through signage along the corridor. These signs and/or walking tour, could act as a means to increase visitor dwell times and community engagement. Coordinate with the DAC to develop a phone interface or interpretive path that allows visitors to explore and learn.
- **Implement Interpretive Sign Locations:** Coordinate with the DAC and Angels Camp Museum to develop a sign program that will highlight the unique history in downtown Angels and encourage people to explore.
- **Explore developing a Historic Plaza and Downtown Museum Annex at the Choi Building:** The Angels Camp Museum is an incredible resource for the unique history of the City, however the location is disconnected from much of the visitor traffic. An annex in the downtown could serve to organize walking tours, share information and encourage visitors to travel to the Museum for a more detailed exploration of the Angels Camp story.



PARKING CONCEPTS

PUBLIC OUTREACH WHAT WE HEARD

Parking lots are hard to find

Parking lots at Raspberry and Angels Creek do not have easy access to Main Street

Parallel parking is challenging on SR 49 (too busy)

Curb heights are too high for parallel parking

Parking is limited during large events and summer weekends.

Most of those surveyed park at the Visitors Center or parallel on SR 49.

Raspberry Lot is under-capacity because of difficult connections to downtown.

Maintain on-street parking in front of post office.

4.3.0 PARKING ALTERNATIVES

The overall goal of the parking for historic downtown is no net loss of parking. Some parking may need to be relocated to create increased pedestrian spaces. Some lots can be re-stripped without adding any additional pavement to be more efficient.

Additional parking strategies could be identified to improve the functionality of parking in the downtown area. A comprehensive parking plan will identify strategies to help the turnover of spaces and ease of access to encourage parking and exploration in the City. The following areas are identified for parking improvements in this section:

- 4.3.1 Vallecito Parking Lot
- 4.3.2 Raspberry Parking Lot
- 4.3.3 Utica Parking Garage
- 4.3.4 Parking Management Plan

DESIGN ELEMENTS FOR PARKING

Parking and access to parking is critical to the vitality of downtowns. Major streets are especially challenged because they often incorporate a significant amount of retail in a dense area.

Managing parking turnover through parking time limits and encouraging employees to park in long-term areas will increase the ease of access along Main Street and encourage impromptu visitors to downtown.

A comprehensive signage program should be implemented based on the 2011 Wayfinding study to direct visitors to parking lots. A clearly defined parking loop, where visitors understand where to drive to access parking and turn around if needed will improve both user experience and eliminate roadway confusion and potential associated traffic.

RECOMMENDATIONS

- **Re-Stripe Utica Park and Vallecito Lots:** The existing parking could be restriped to be more efficient and gain more spaces.

PARKING LOT SUMMARY

LOCATION	EXISTING	PROPOSED	NET
On-street Downtown Parking	44	37	-7
Formalize On-street Utica Park Parking	0	26	+26
Utica Park Restriping	51	59	+8
Vallecito Road Restriping	21	32	+12
Raspberry Parking Lot Restriping Alternative	56	66	+10
<i>Raspberry Parking Lot Addition Alternative</i>	56	119	+63
Utica Hotel Parking Garage	32	66	+34
TOTAL	204	286(405)	90(153)

EXISTING UNMODIFIED

LOCATION	EXISTING	PROPOSED	NET
Visitor Center	31	NA	
Theater Parking	17	NA	
TOTAL	48		

- **Increase Parking Lot Safety:** Landscape and Lighting in the Raspberry Parking Lot will increase safety and comfort for people parking behind the buildings, in addition to the stair access from the parking to the main street.
- **Coordinate a Public/Private Partnership at Utica Hotel to provide a Parking Garage Downtown**
- **Maintain & Organize On-street Parking:** The shoulder along Utica Park and SR 49 north of the Raspberry intersection should be defined with asphalt, painted parking, curb, gutter and sidewalk.
- **Improve Wayfinding & Signage:** Signage and access to parking lots is essential to ease of access.
- **2 or 3 Hour Parking/Delivery Access** Times along Main Street including 15 Minute short term parking for pick-up/drop-off at the Post Office and 3 Hour Parking along Main Street for downtown patrons.



PARKING LOT SUMMARY

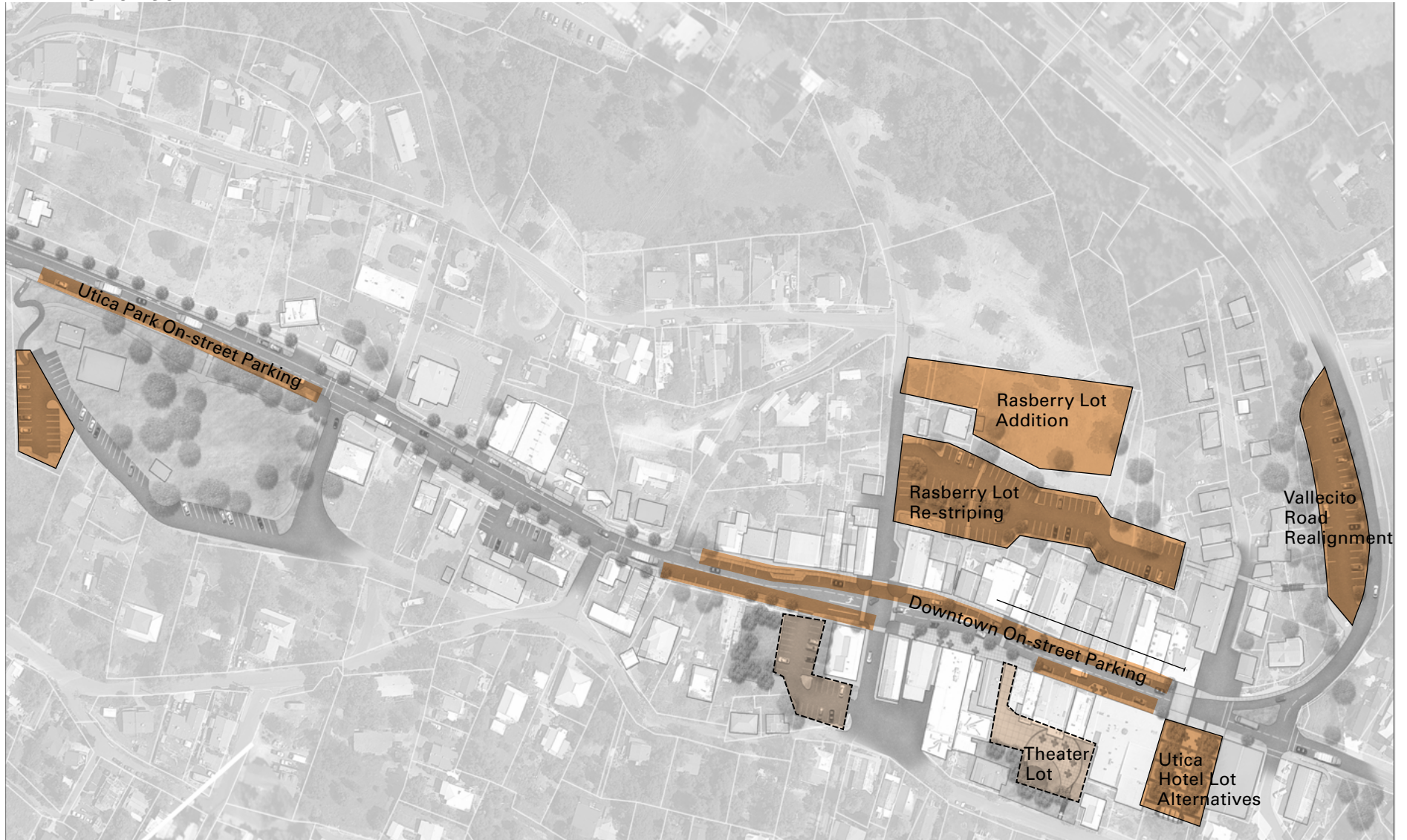


Figure 26: Parking Lot Summary



PARKING CONCEPTS

4.3.1 VALLECITO PARKING

The Vallecito Parking area is under utilized, yet is less than a 5 minute walk to downtown. The parking area is challenged because of a lack of visibility, and lack of direct access from SR 49 and poor pedestrian connections across the outdated bridge. The existing parking lot includes large angled parking spaces that are inefficient. By restriping the existing asphalt an additional 12 spaces could be created. Additionally, creating a curbed landscaped median along Vallecito Road will improve curb appeal and sense of comfort for pedestrians and cars by clearly delineating the road from the parking lot. The restriped and landscaped parking lot provides the opportunity to improve signage and create a turnaround for visitors who have passed through downtown and wish to return.

Future improvements, as a part of the Angels Creek Trail, will connect neighbors to the downtown along a dedicated trail that will extend all the way to New Melones Reservoir. Connecting to downtown and creating a safe crossing of SR 49 is essential and should be implemented as shown in this study.

The success of the realignment of the Vallecito Parking lot will depend on future downtown improvements to facilitate safe, comfortable and convenient access to Historic Main Street as well as provide a clear and concise signage program to direct visitors from SR 49 to the parking entrance.

RECOMMENDATIONS

- **Restripe parking lot layout:** The existing paved areas can be realigned to increase the number of parking spaces and accommodate turnaround movements for a return to downtown loop.
- **Add landscape along Vallecito:** Define this area as a safe and protected space separate from Vallecito Road. One strategy is to create a curbed median to divide the spaces with landscape and signage.

- **Encourage bus and oversized vehicle parking:** Downtown has a narrow right of way and turning movements into the parking areas are challenging for oversized vehicles. The Vallecito Road Parking Area should be designed to accommodate mid-sized vehicles and large buses.
- **Consolidate intersection and parking signage:** The SR 49 and Vallecito intersection should provide clear directional information for local and regional wayfinding. The Vallecito Parking Area should be clearly signed for Parking and Return to Downtown with the appropriate spacing for drivers to make a decision about turning onto Vallecito. The Parking Area should include return to downtown signs, a downtown map and wayfinding kiosk to orient pedestrians.
- **Coordinate future improvements to Angels Creek Trail and Main Street Streetscape:** The future Angels Creek trail should have access from the Vallecito Parking Area. Opportunities for creekside access with a future trail and amenities such as picnic tables and benches could be incorporated into the trails plan. A potential bridge across Angels Creek could provide safe pedestrian access to downtown from the future trail and parking area. Future streetscape improvements along Main Street should extend a comfortable walking environment for pedestrians to the Vallecito Parking Area.



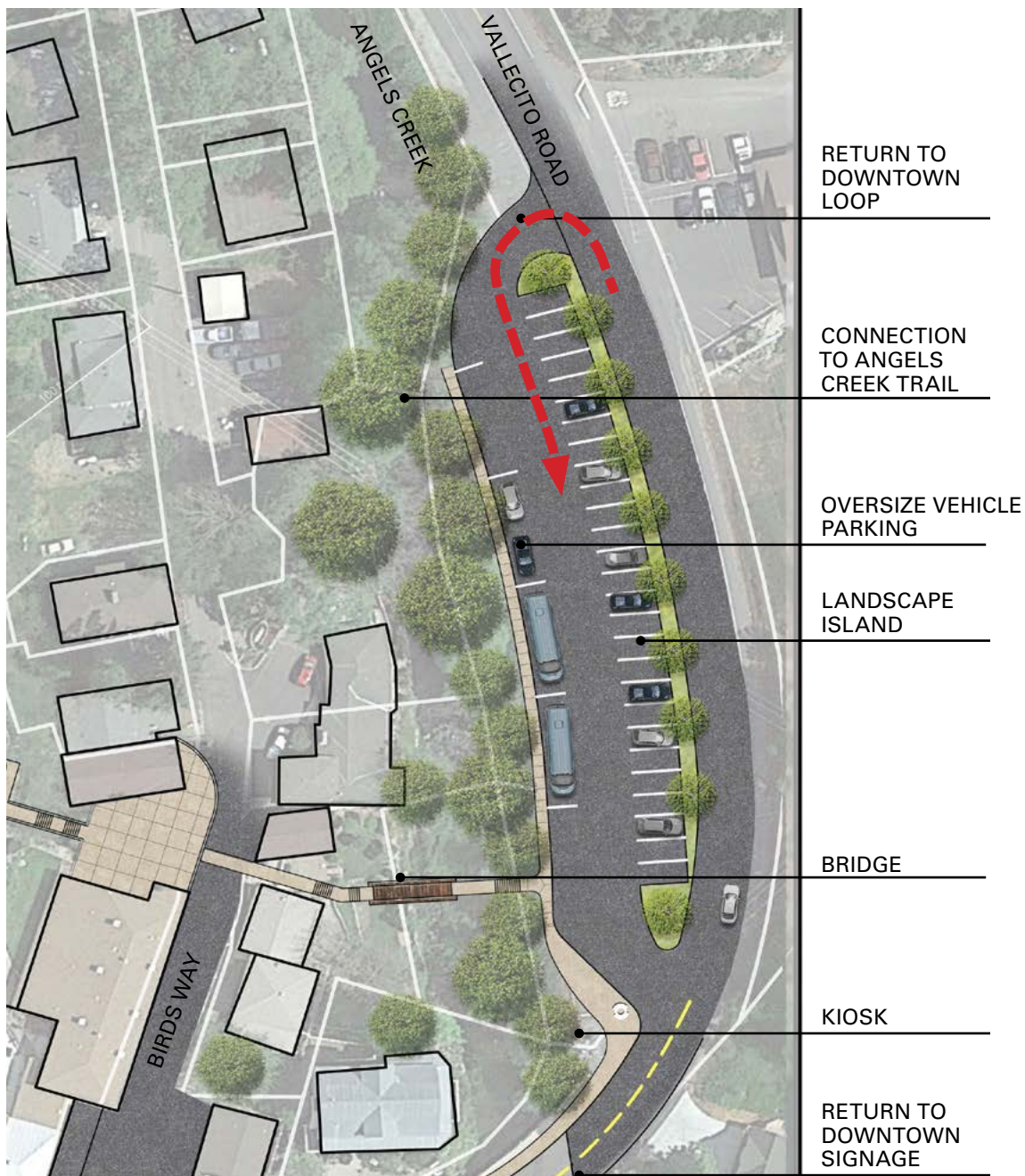


Figure 27: Vallecito Parking Lot

EXISTING PARKING:
20 Spaces

PROPOSED PARKING:
27 Spaces
5 Bus/RV Spaces

NET PARKING:
+ 12 Spaces



PARKING CONCEPTS

4.3.2 RASBERRY PARKING LOT

The Raspberry Parking Lot is under-utilized, considering this area is less than a 2 minute walk to downtown. The parking area is challenged by steep grade changes and lack of visibility from Main Street, which results in petty crime and inefficient parking.

Future improvements should focus on improving visibility, safety and access as these efforts will make Raspberry a desirable parking area for Main Street. Raspberry Lot should be the primary parking area in downtown for visitor parking with increased wayfinding and signage from SR 49.

Potential future development of the vacant land east of of the Raspberry Parking Area could provide a parking expansion area. This area could be temporary expansion of parking until the parcel is developed by constructing a gravel or asphalt lot that is leased by the City. This area could also provide long-term parking through a public/private partnership with the City, when the landowner is interested in developing the land. Future long-term parking could be surface parking or a parking garage.

RECOMMENDATIONS

- **Restripe parking lot layout:** The existing paved areas can be realigned to increase the number of parking spaces.
- **Improve Pedestrian Access to Downtown:** Stair access from the upper lot, high visibility pedestrian crossings on the drive aisle, and improved stair connection between buildings will define a pedestrian path. Additional access could be provided at the south end of the parking area with a stair connection to Birds Way to improve access to the south side of Main Street and the Future Angels Creek Trail.
- **Improve Security by Implementing Crime Prevention Through Environmental Design (CEPTD) Strategies:** Security lighting and increased landscape along the backs of buildings will increase the sense of ownership and visibility to increase safety.

- **Improve Parking Signage Visibility from SR 49:** The Raspberry Parking Area should be clearly signed for Parking with the appropriate spacing for drivers to make a decision about turning onto Raspberry from SR 49.
- **Add Wayfinding Signage:** The Parking Area should include return to downtown signs, a downtown map and wayfinding kiosk to orient pedestrians to access downtown. These should be located at the existing stair access and potential Birds Way stair access.



RASBERRY PARKING LOT ALTERNATIVES



ADD AND
IMPROVE STAIR
CONNECTION TO
DOWNTOWN

MAP OF
DOWNTOWN
ENHANCE
WALK, LIGHTING
AND LANDSCAPE

EXISTING PARKING:
56 Spaces

PROPOSED PARKING:
66 Spaces

NET PARKING:
+ 10 Spaces



POTENTIAL
FUTURE
DEVELOPMENT
AND PARKING

EXISTING PARKING:
56 Spaces

PROPOSED PARKING:
119 Spaces

NET PARKING:
+ 63 Spaces

Figure 28: Raspberry Parking Lot



PARKING CONCEPTS

4.3.3 UTICA HOTEL PARKING

Future planning of the Utica Hotel at the time of this study suggest the Hotel has the intention of developing a parking garage in the existing City owned parking lot adjacent to the hotel. The City intends to coordinate a public/private partnership with the Hotel to provide both public parking spaces and private parking spaces for hotel guests.

This study will provide general recommendations for the City to coordinate with the owners of the Utica Hotel. Future detailed planning of the parking structure will be further defined as a part of the Hotel improvement plans.

RECOMMENDATIONS

- **Maintain the Historic Nature of the Main Street:**
The future Parking Garage should be designed with an architectural facade appropriate to the detail and scale of Main Street. To help alleviate the massing of the garage architecture, this study recommends a recessed facade to allow for increase public space and/or landscape along Main Street.
- **Align Garage Access and Minimize Left Turns:**
The ingress/egress of the garage should align with Birds Way intersection. Right-in/right-out access would minimize conflict movements onto Main Street. Northbound traffic could utilize the Return to Downtown Parking Loop at Vallecito.



Example of Parking Garages in Historic Districts using materials and architectural facades at an appropriate scale to Main Street.



UTICA HOTEL PARKING GARAGE



PLAZA

FUTURE PARKING
GARAGE

EXISTING PARKING:
32 Spaces

PROPOSED PARKING:
66 Spaces

NET PARKING:
+ 34 Spaces

Figure 29: Utica Hotel Parking Garage





PARKING MANAGEMENT PLAN



Example of Regulatory Signage

4.3.5 PARKING MANAGEMENT PLAN

Platted and developed long before the invention of the automobile, downtown was not designed to accommodate auto parking. As a result, there is very little parking directly along SR 49 in the downtown area, and these high-visibility spaces often fill. While there is generally parking available within a reasonable walking distance, the lack of readily-available spaces easily seen from the highway can be a disincentive for visitors to stop in the City.

The daily business cycle tends to result in poor use of the most convenient spaces. The first drivers who typically arrive at the commercial center are business owners and employees. Customers therefore have the perception that parking is not available or not convenient. Given that a visitor space can typically serve 5 to 7 customers over the day, the economic success of a commercial district along a busy highway is improved if long-term employee parking is moved out of the most visible spaces.

RECOMMENDATIONS

- **Parking duration limits** are a very common means of ensuring that the most desirable spaces are used for high turnover customer parking. As an example, much of the on-street parking in downtown Sonora has a 2-hour parking duration limit. To be enforceable, signage should be visible from all spaces (typically 2 signs per block-face is sufficient). Without the need for hardware, the capital and enforcement costs are modest, as are the visual impacts. As this regulatory strategy is common, it is readily understood by the public. It should also be noted that Section 10.20.070 of the Angels Camp Municipal Code already provides the legal basis for timed parking restrictions with the City.

Given the current parking conditions in the City and the options discussed above, it is recommended that parking duration limits be placed on the on-street spaces along SR 49 between Church Street on the north and Vallecito Road/ Finnegan Lane to the south. The three spaces immediately in front of the downtown Post Office should be designated with a 15 minute parking duration limit. The remainder of the spaces should be designated with a 3-hour duration limit. In comparison with the more common 2-hour limit, a 3-hour limit would encourage long-term visits that combine both dining and shopping. It is also short enough that it would require an employee to move their vehicle twice over a typical 8-hour shift, which would be more inconvenient than simply parking in a nearby unregulated lot Raspberry Lot.

Parking duration signage should be accompanied with signs directing motorists to nearby parking lots. Providing information about reasonably convenient parking alternatives is more “welcoming” and helps to increase compliance with the parking regulations.

Parking meters are not recommended at this time for Main Street. The goal of this parking management strategy is not to generate funding, but rather to increase availability (and the perception of availability) of parking for visitors/ customers. Parking conditions should be monitored after implementation. If long-term parking in these key spaces is found to continue, 2-hour limits and/or increased levels of enforcement should be considered.



MAIN STREET PARKING PLAN

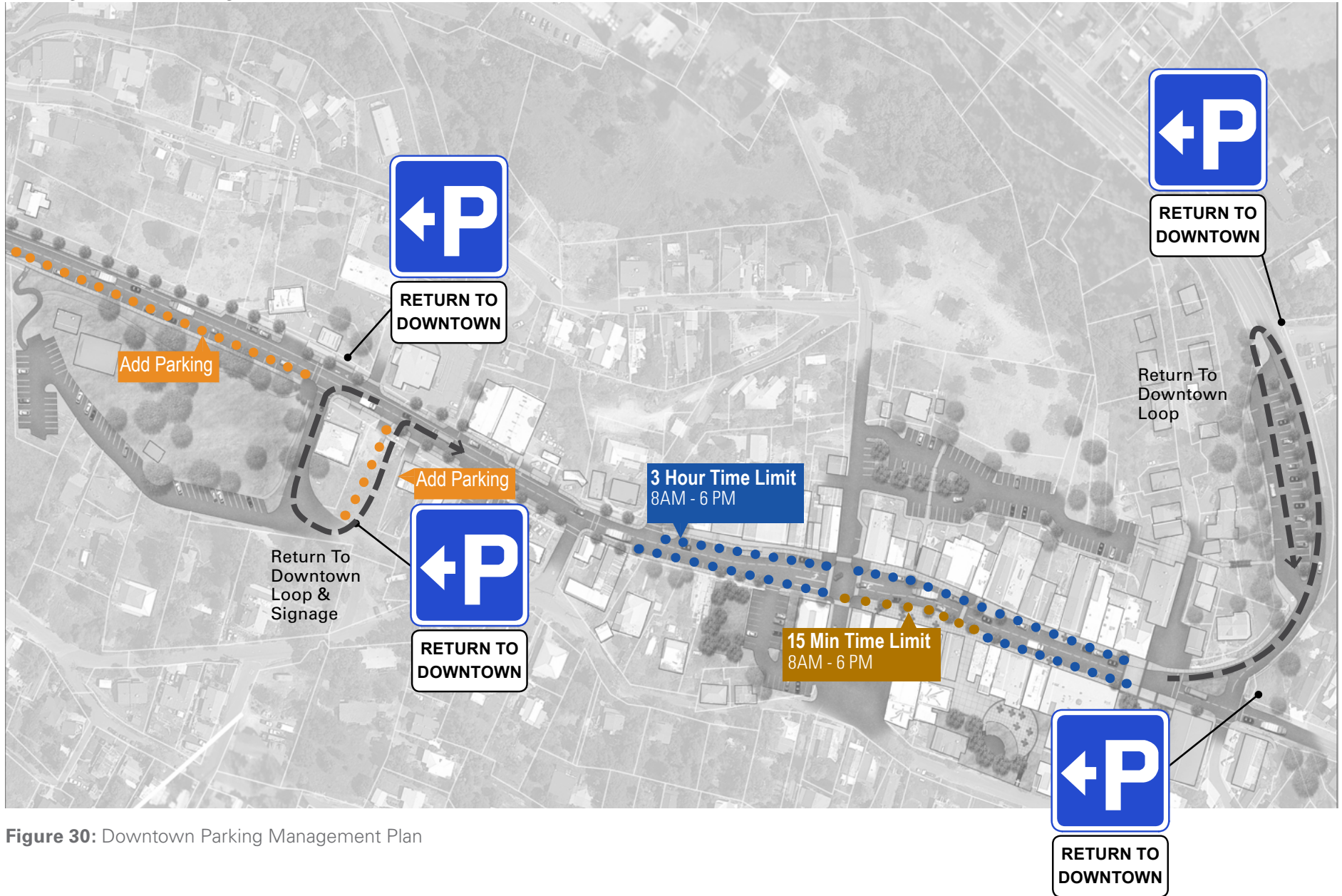


Figure 30: Downtown Parking Management Plan



PARKING MANAGEMENT PLAN



**RETURN TO
DOWNTOWN**

VISITOR RETURN LOOP

Reflecting the City's location along a busy recreational travel route, many visitors are passing through on their way to other destinations. A very common activity pattern among such travelers is to drive through the community to see the options before choosing a specific destination. As an example, a couple traveling along SR 49 may know they want to stop for dinner in the City, but don't know where the restaurant is located. They may drive through the downtown area to see their choices and then want to return to a specific restaurant. Other through-travelers may not be aware the City is an attractive place to shop, dine or explore, until they are on their way out of town. Under both of these examples, an easy way to turn around and return to the commercial core helps to increase economic activity and decrease traffic issues caused by motorists attempting to turn around.

To encourage this traffic pattern, a "visitor return loop" strategy is recommended. In the northbound direction, this can be created using signage that encourages drivers to turn left off of SR 49 onto Sam's Way, left onto Utica Lane, left onto Pine Street, and right onto SR 49.

In the southbound direction, this signage should encourage a left turn onto Vallecito Road, and a U-turn through the creekside parking area.



ANGELS CAMP TRANSIT SHUTTLE

A potential circulation strategy for any busy visitor-oriented community is to employ a public transit shuttle. This has the potential to reduce parking and traffic issues around key visitor activity centers (such as downtown, or the Fair Grounds) and encourage visitors to explore more of the community, thereby extending their stay. For the City, one reasonable option would be for one vehicle to operate a shuttle route between the County Fairgrounds (and nearby RV lots) to the south and Copello Park (and nearby lodging) to the north. This route would be 8.4 miles round-trip, and could operate on a half-hourly schedule. If this were served 10 hours per day (such as 10 AM to 8 PM) 90 days per year, it would incur an operating cost of approximately \$104,000 per year. This figure assumes the fully allocated cost of Calaveras Transit service (including allocated overhead costs), which is on the order of \$115 per vehicle-hour of service.

Potential ridership would depend upon the level of marketing, as well as the availability of parking in the downtown core area. Given the experience in other visitor-oriented areas indicates that ridership on similar shuttle services is low, a reasonable estimate of ridership on this service is approximately 5,000 one-way passenger trips per season. This number also takes into account a constrained parking supply within walking distance of the activity center and the fact this shuttle route would not directly serve much of the residential areas. Even if a fare were charged, the other funding needed to support this service would be on the order of \$100,000 per year.

Another more feasible option would be to use transit vehicles to operate special event shuttles, such as during the County Fair. A feasible strategy for this service would be to operate between Utica Park and the fairgrounds. Because these shuttles could operate every 15 minutes (approximately), passengers could be assured of the shuttle's timeliness and consistency. On a daily basis, a 10-hour service day would cost roughly \$1,150. In the case of an event downtown, this service could encourage greater visitor activity levels by expanding parking availability. The City could also provide campers at the RV parks with access to downtown, without the need to move their RV. For the four days of the County Fair, servicing a 10 hour day would total \$4,600.





PUBLIC SPACE CONCEPTS

PUBLIC OUTREACH WHAT WE HEARD

More stores and restaurants downtown.

Activity needs to be increased with more cafes and park spaces for families.

Businesses need to be open consistently.

Sidewalks are disconnected and fail to meet ADA standards.

Sidewalks to destinations such as Utica Park and the Museum are confusing or non-existent.

Difficult and expensive to close Main Street for community events.

No park downtown, improve Utica Park and make it accessible.

Need to maintain sense of history downtown.

4.4.0 HISTORIC DOWNTOWN PUBLIC SPACE

Increased public space in the downtown area will increase the opportunities for locals and visitors to stay and enjoy the City of Angels. The sidewalk and streetscape are part of the public realm. Additional space to sit, talk, meet and gather increases the amount of time people will spend downtown, as well as the sense of community. People dwelling in the downtown will frequent more businesses and attract more people to stop and explore, contributing to greater viability of local businesses. The following areas are identified for public space improvements in this section:

- 4.4.1 Historic Downtown Public Space
- 4.4.2 Historic Downtown Parklets and Plazas
- 4.4.3 Visitor Center and Pedestrian Improvements
- 4.4.4 Downtown Vallecito Gateway and Angels Creek Trail
- 4.4.5 Utica Park, Trail and Parking

DESIGN ELEMENTS

A successful Main Street cannot be identified by a single element, but with a cohesive approach to design and planning that is centered around a strong vision and community support. Street design can enhance the physical characteristics to make people feel more comfortable and improve access. Creating a supportive business environment that is rooted to the community and sense of place will help stores to thrive and draw people into downtown. Main Street should have a unique character, and a advocacy group to help promote coordinate revitalization and planning efforts.

RECOMMENDATIONS

- **Increase the Opportunity for Public Space in downtown:** Identify opportunities for seating along the streetscape, including parklets and bump outs to incorporate restaurant seating and public resting space. Identify a property in the downtown, such as the parcel

adjacent to the Visitor Center, that can serve as a public park or square.

- **Improve Utica Park:** Improvements to Utica Park will support local events such as the farmers market and provide an opportunity for play, picnicking and additional events to support the livelihood of downtown.
- **Work with ACBA and DAC to bring businesses to downtown:** Develop a local program with resources for business owners to problem solve challenges of local business owners such as employee retention, business marketing, and hours to promote success of local business.
- **Develop a Signature Event to Attract Visitors :** Develop an event, such as a wine walk, 'Friday Night Lights' or other signature event that could bring locals and visitors to downtown and spike retail sales.
- **Develop Design Level Plans for Streetscape Improvements:** Consult or hire a design firm to develop design and construction drawings for streetscape improvements that includes a site survey, grading and infrastructure improvements, utility and lighting locations, site furnishings, materials and landscape plans for the curb, walks and public spaces from Vallecito to Utica Park.
- **Organize and Promote Main Street:** Develop an organization, committee, foundation, non-profit, special assessment district or coordinate with the DAC to provide an advocacy group to mobilize and implement the Main Street vision.



PUBLIC SPACE STRATEGIES



**"ANGELS MAIN STREET IS THE HEART OF THE COMMUNITY."
- PUBLIC COMMENT**

UNIVERSAL DESIGN



PARKS, PLAZAS AND PARKLETS



ACTIVATE THE PEDESTRIAN ZONE



PRESERVE AND HIGHLIGHT CULTURAL ELEMENTS





PUBLIC SPACE CONCEPTS

BENEFITS OF STREETS AS PUBLIC SPACES

Great places contribute to the health and happiness of the community

More people on main street means more people spend money on main street

Increased public health from walking, biking and being outside

4.4.1 HISTORIC DOWNTOWN MAIN STREET IMPROVEMENTS

Improvements to Historic Main Street will support a sense of community that will enhance local identity and economic development. Main Street is the center for social, cultural, and economic activity and is an opportunity to express the identity of the City. Historic Main Street Angels is a place of shared memories, heart of the local culture, and a place where community members come together to live, work and play. Improvements to the physical realm of the street is essential to developing a safe and inviting environment for visitors and locals alike, whether they are there to shop, eat or work. The physical appearance of the streetscape conveys a positive message about the entire main street experience.

Successful main streets engage patrons through a cohesive design of physical elements. The elements outlined in this document come together to create the user experience. This includes building treatments such as storefront windows, signs, entries merchandising and window displays. An atmosphere of a vibrant street life includes sidewalk cafes and benches, lighting and landscape, safe street crossings and walkways. In addition to these features, ease of parking and access to Main Street with signage to navigate, aids in creating a positive experience.

RECOMMENDATIONS

- **Relocate on-street parking spaces to increase Public Space:** Identify parking spaces and businesses to relocate and implement parklets and plazas along Main Street.
- **Improve Intersections and Enhance the Existing Mid-block Crossing:** Improve the existing intersections with bump outs and landscape to calm traffic and reduce intersection size to create a safer and more comfortable pedestrian space.
- **Improve Main Street Access:** Identify opportunities with new development to improve the physical access along the streetscape to include ramps, handrails along stairs and walls, and flush building entries to provide access for all ages and level of mobility.



HISTORIC DOWNTOWN MAIN STREET PUBLIC SPACE IMPROVEMENTS



Figure 32: Historic Downtown Streetscape



4.4.2 DOWNTOWN PARKLETS AND PLAZAS

The existing walks through Historic Main Street are seven feet, which is wide enough for two people to pass, but too narrow for seating and gathering. Increased public space could be provided by relocating parking spaces to allow for the sidewalk to extend in select locations and provide spaces for cafe and restaurant seating, public benches, art, signage, landscape and other streetscape amenities. The space in front of Angels Creek Theater would benefit from providing a central location for gathering, increased cueing space for ticket sales and a protection for the iconic theatre sign that is sometimes struck by wide load trucks. Parklets and plazas that bump out into the roadway also serve as traffic calming devices, decrease vehicle noise and increase the sense of pedestrian comfort.

Additional information about Parklets can be found in the Design Guidelines Chapter.

RECOMMENDATIONS

- **Relocate 2 spaces for Parklets:** Coordinate with local businesses to identify 2 spaces (total) for parklets. Coordinate with Caltrans for encroachment permits in the identified parking locations. A temporary parklet pilot program could be developed to explore the parklet concept and gain trust with the local community at a minimal cost with the opportunity for removal if unsuccessful. If the project is successful, the City could develop a program for businesses to apply for permits.
- **Relocate 3 spaces for the Angels Theater Plaza:** Coordinate planning with Caltrans to remove three spaces for a permanent plaza space at the Angels Theater. Incorporate seating, public art and landscape to create a place to sit, and relax and gather.:-



Figure 33: Angels Creek Theater Plaza

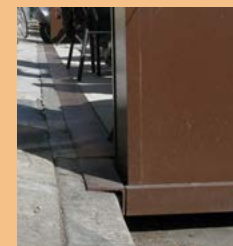


Figure 34: Parklet Concept Perspective

PARKLET PRECEDENT STANDARDS

The City should develop standards for parklet design that are coordinated with Caltrans. The following are standards adapted from NACTO (National Association of City Transportation Officials)

- » Parklets should be buffered from adjacent parking spaces by a wheel stop at least 4 feet from the parklet.
- » Parklet dimensions must be within the dimensions of the surrounding parking spaces and not extend into parking or travel lanes.
- » Parklets should have a minimum of one foot buffer from the parklet to the adjacent travel lane.
- » Parklets should have vertical elements to make them visible to cars and buffer pedestrians.
- » Parklets have a minimum width of 6 feet (or the width of one parking lane).
- » Accessibility and sightlines should be considered.
- » The design of parklets should not inhibit the drainage of the streetscape.
- » Parklets should have a flush transition to the sidewalk at the curb.
- » Parklets should be avoided on corners where traffic volumes and sightlines are a concern.



<http://nacto.org/publication/urban-street-design-guide/interim-design-strategies/parklets/>

4.4.3 VISITOR CENTER PARK AND PEDESTRIAN IMPROVEMENTS

Streetscape improvements should focus on providing safe access across SR 49, as the preferred handicap spaces are located at the Visitors Center.

The vacant parcel adjacent to the existing Visitor Center Parking Area is privately owned. Many people commented on surveys and during site walks that this area would be a good location for extended parking. Although this is one possibility for this site, the private property owner expressed interest in developing a commemorative park on the property, rather than a parking lot. A park in this location could serve to provide additional public open space for seating, resting and gathering in the downtown. The City should coordinate a public/private partnership to provide mutual benefits for this centrally located opportunity parcel.

interpretive history. Park design should provide screening to existing billboard or purchase billboard to advertise local community events.

RECOMMENDATIONS

- **Intersection Enhancements at SR 49 and Raspberry Lane:** Develop intersection improvements to include bump outs, specialty paving, signage to parking area at Raspberry and SR 49 to accommodate heavy pedestrian movement and universal access.
- **Design a streetscape that is accessible for all ages and levels of mobility:** On the east side of SR 49 from Visitor Center to resolve ADA inconsistencies and grade transition concerns. Incorporate a ramp into a midblock bump out or extended corner bump out crossing to encourage pedestrian travel on the east side of the street. Crosswalks should have textured and colored pads and flashing and beeping pedestrian crossing signal.
- **Coordinate with the property owner of the vacant lot adjacent to the Visitors Center on a Park to serve as a 'Town Square':** A park adjacent to the Visitor Center would have the potential for civic improvements such as an evergreen tree for a Holiday Tree Ceremony, gathering for community celebrations, signage or



VISITORS CENTER PARK AND PEDESTRIAN IMPROVEMENTS

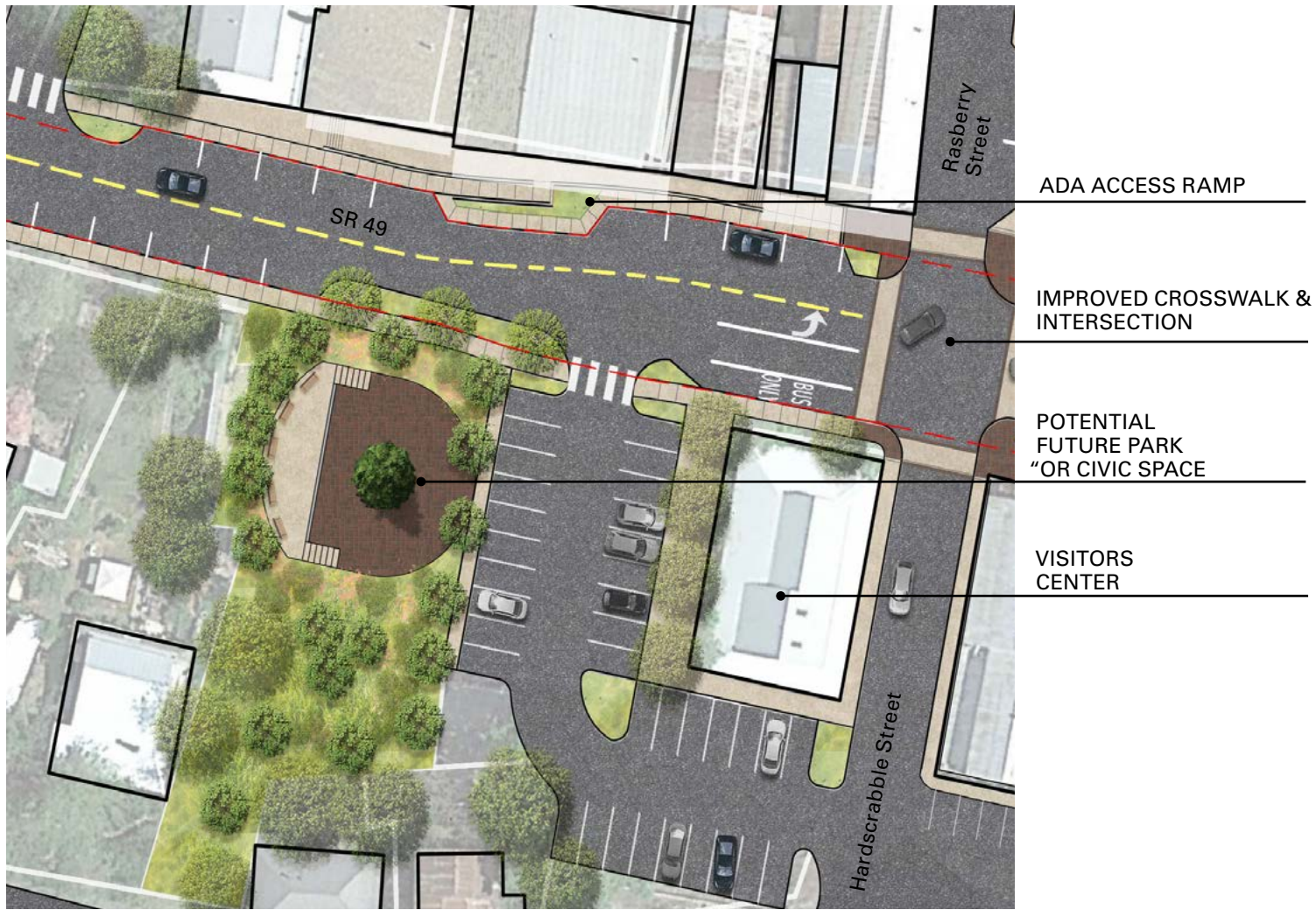


Figure 35: Visitors Center Improvements



4.4.4 DOWNTOWN GATEWAY AND ANGELS CREEK TRAIL

The Vallecito intersection reduces the amount of pavement where the car takes priority and clearly defines pedestrian and vehicular movements. Increased sidewalks and pedestrian space softens the roadway. The increased sidewalk can serve as a Gateway Plaza, highlighting the bronze frog that exists at this corner. In addition to signage and wayfinding (including wayfinding maps and overhead gateway), these improvements will create an arrival experience to the City from the south side of town.

The future Angels Creek Trail will provide regional connections to local neighborhoods and New Melones Reservoir. Improvements at Vallecito should coordinate with trail alignment and provide access from the trail to downtown as well as safe navigation over Angels Creek and SR 49.

The Historic Choi Building just off Main Street is a unique piece of Angels' history. Redevelopment of the building could provide a visitor destination such as a tea house or a downtown satellite location for the Angels Camp Museum. The space outside the building could provide a new plaza space connecting a future stair connection to Rasberry Parking Area, future bridge connection to Angels Creek Trail and improved Vallecito Parking Area. The plaza could exhibit a historic sculpture and be the meeting location for downtown historic walks.

RECOMMENDATIONS

- **Gateway Plaza at Vallecito Road:** Coordinate Main Street pedestrian improvements with the enhancement of the south gateway to define a and a sense of arrival to the City.
- **Connect to Angels Creek Trail:** Coordinate with the design team of the Angels Creek Trail to incorporate

the recommendations outlined for Vallecito Road Improvements to provide pedestrian and bike access from Main Street to the Creek Trail.

- **Stair Connection to Rasberry Parking Lot:** Connectivity between the Rasberry Lot to downtown would benefit from increased connections. A stair could access downtown along Birds Way and align with the future Angels Creek Trail improvements.
- **Re-develop the Historic Choi Building as a Historic Marker:** Coordinate with property owners, the DAC and Angels Camp Museum to redevelop the Choy Building as a historic destination along Historic Main Street.
- **Birds Way as a Shared Street:** Birds way has the opportunity to serve as an extension of Main Street. Future long range planning could encourage existing home development to transition to ground floor shops, restaurants with Creekside dining or boutique hotels. Pedestrian paving could extend from SR 49 to the Choi Building and this portion of the street can be used as a space for a street closure to host small events such as farmers markets and flea markets.



DOWNTOWN GATEWAY

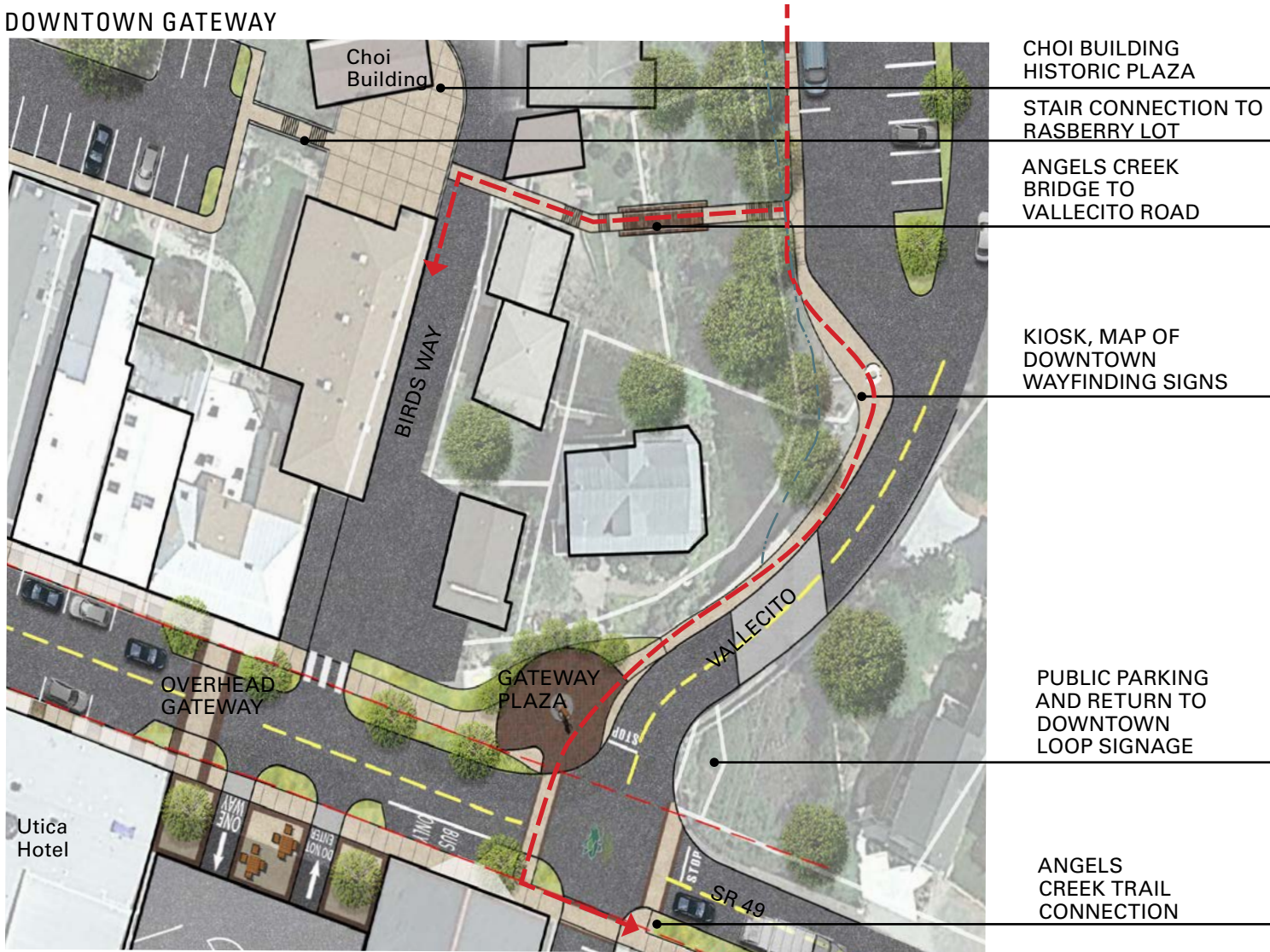


Figure 36: Downtown Gateway Improvements



4.4.5 UTICA PARK GATEWAY, TRAIL AND PARKING

Utica Park was built in 1954 on the site of the Utica Mine after the ground that had been leveled and shafts filled. The grade change in the park is due to ground slippage after numerous cave-ins. The Park originally held a huge frog pond but water seeped into the remaining mine shafts over time. The unique history of Utica Park is still seen though remnant mining equipment. The park hosts summer farmers markets, is home to a Mark Twain statue and a monument commemorating the victims of the 1889 Utica Mine disaster. Future Park improvements should highlight park history, serve as a destination and provide bike and pedestrian connections to downtown and SR 49.

RECOMMENDATIONS

- **Develop a Gateway threshold:** Utica Park marks the entrance to Historic Downtown at the north along SR 49. Develop an overhead gateway per the Wayfinding Plan to define the entrance to Historic Downtown.
- **Connect Utica Park to Downtown:** Develop an enhanced streetscape along the west side of SR 49. Improve sidewalk connectivity and ADA access with contiguous sidewalks and streetscape elements from north of Utica Park to the intersection of SR 49 and Vallecito Road. Manage traffic speeds through traffic calming such as on-street parking, roadway narrowing, bump outs and enhanced intersection treatments. Develop an enhanced streetscape along the west side of SR 49, providing defined ingress/egress points for existing businesses, curb and gutter, detached walks and landscaped trees/ lawns/islands and bump outs. These features provide an aesthetic pedestrian connection to Utica Park and a visual extension of the Main Street. Provide a detached walk along the east side of SR 49, incorporating walls and ramps to eliminate ADA inconsistencies.
- **Develop a Signature Park Entry:** The entry at Sams Way should be improved to increase visibility of Utica Park from SR 49 and Historic Downtown. Intersection enhancements at SR 49 and Sams Way should promote pedestrian access, traffic calming and improve aesthetics.
- **Incorporate a Multiuse Trail:** The on-street bike lane along SR 49 should turn into Utica Park as the ROW narrows through downtown and continue along Bush street to Finnegan Lane.
- **Develop a Trail to Connect Existing Neighborhoods:** Explores a 'trailhead' at the north end of the park that could connect Utica Park to a larger Angels Camp trails network that would include connections to schools, WorldMark and neighborhoods to bring bikes, walkers and golf carts downtown.
- **Increase Parking for Park and City Events:** Define the on-street parallel parking on SR 49 along Utica Park to promote traffic calming along the roadway and increase usable spaces in the proximity to downtown. Re-stripe existing parking at Utica Park to maximize parking spaces.
- **Improve park facilities:** Improve and increase park amenities such as restrooms and shade structures for better community and visitor use. A consultant should be hired to coordinate with the City and Public to create a Utica Park Master Plan the will explore opportunities for increased park programs. Potential Uses could include:
 - » Spray Parks
 - » Playgrounds
 - » Small Music Stage or Event Area
 - » Interactive Art and Sculpture
 - » Lawn Games (eg. horseshoes, bocce and cornhole)
 - » Improved seating and picnicking areas

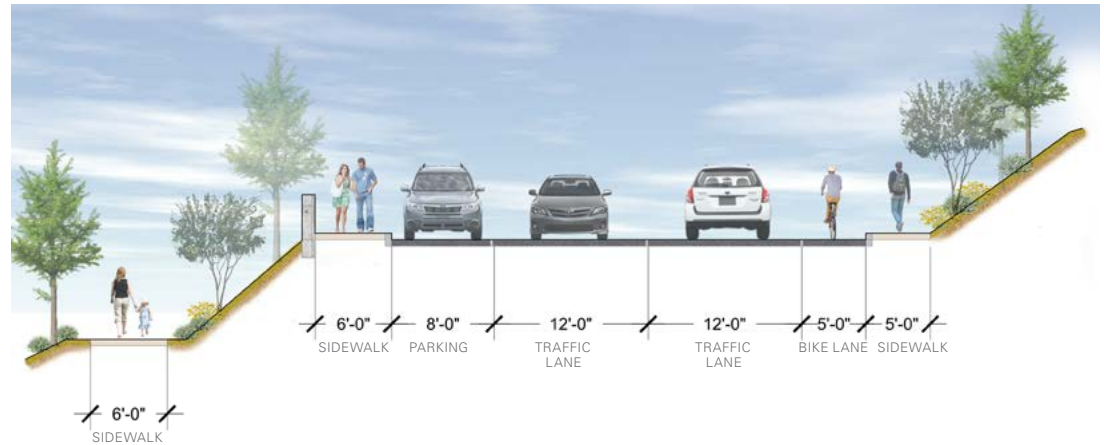


Figure 37: Utica Park SR 49 Trails Section



UTICA PARK

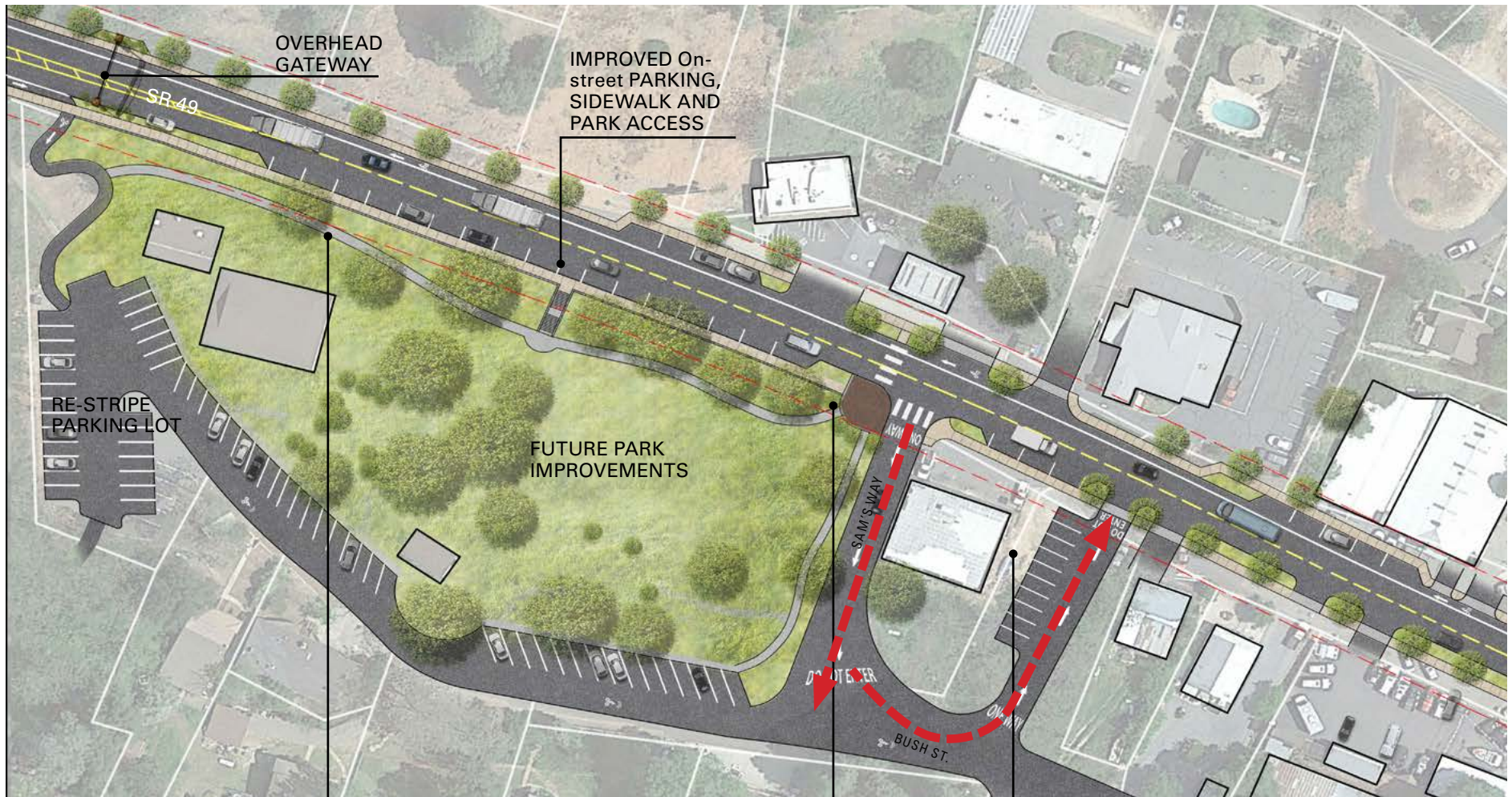


Figure 38: Utica Park





UTICA
PARK

Angels
Memorial
Chapel

HARRIS THOMAS HEART CENTER
CALL 764-3848



5.0 DESIGN GUIDELINES

DESIGN GUIDELINES - STREETSCAPE DESIGN

NOTES ON CALTRANS STANDARDS

Tree installation and parking designations must provide adequate sight distance for all driveways and public road connections along SR 49.

Any decorative or stamped concrete within Caltrans Right-of-Way requires a maintenance agreement with the City.

These and similar considerations will be addressed through Caltrans encroachment permit review

COMPLETE STREET DESIGN

Traditional street design prioritizes vehicles, resulting in speeding cars, crashes and traffic. Pedestrian crashes are more than twice as likely to occur on-streets without sidewalks and are higher on arterial roads, such as SR 49, which are designed to move traffic quickly and efficiently. Complete streets use a comprehensive approach to design the street with pedestrians and cyclists in mind, such as sidewalks, dedicated bike lanes, medians, traffic calming and crosswalks. By clearly defining safe spaces for all users, complete streets limit points of conflict and increase awareness from all user groups, thereby increasing safety and wellbeing of the community.

Complete Streets improve public health through more active transportation options. Better design for older people, disabled and children to safely walk and bike increases physical and mental health. Complete streets are associated with increased walking and biking as residents are more likely to choose transportation alternatives when the option is convenient, safe and accessible. Studies have shown that people can comfortably walk 1/4 mile and that 46% of people are willing to walk up to 1 mile to church or school and 35% of people are willing to walk up to 1 mile for work (Centers for Disease Control and Prevention 2012, newpublichealth.org). Caltrans has developed a Complete Streets Action Plan and supports roadway designs that increase safety and mobility for all.

Complete Streets have a number of economic benefits to the community by making it easier to take transit, walk or bike. This can stimulate the local economy by reducing household expenses dedicated toward car maintenance and reduce time lost in traffic. Businesses benefit from increased pedestrian and bike activity by increasing the time people spend downtown. These streetscape improvements can also spur private investment, by attracting new business, offices and residential options.

DESIGN ELEMENTS

Bulb outs/Curb extensions- Narrow the overall width of the roadway and provide a visual marker to vehicles to slow down. At pedestrian crossings, reduce pedestrian crossing distances and improve visibility between pedestrians and drivers.

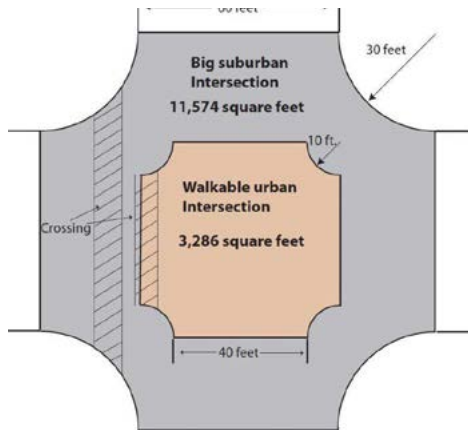
Street intersections- Intersections will prioritize pedestrian crossings over vehicles. All intersections will be controlled with design elements that result in slow vehicle speeds and maximize pedestrian comfort and safety. Intersections should be compact and well timed, while still meeting transportation needs. Intersections are shared spaces that need to balance all modes of travel. Clear views should be maintained, therefore corner radii should be narrow (15' radius is ideal in urban settings). Delivery and fire access for large truck movements should also be considered.

Crosswalks and Signals- To promote pedestrian connectivity, all 4 sides of each intersection should incorporate crosswalks with high visibility, reflective materials. All crossings should be ADA compliant.

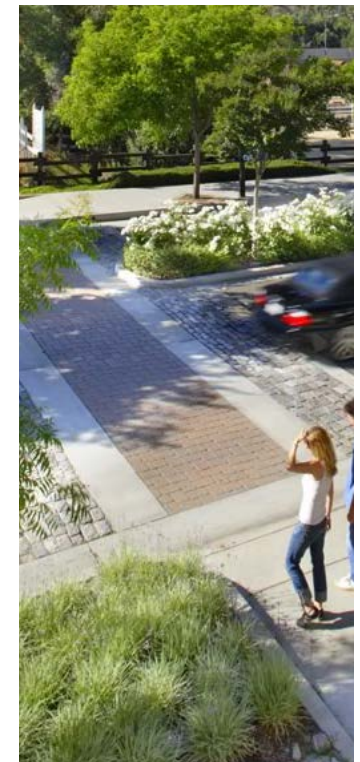
Signals- Signal timing should be appropriate and visible. Pedestrian Signal timing create a legible crossing environment and should include countdowns. Pedestrian crossing times need to be long enough to accommodate the elderly and disabled, and need to meet ADA standards.



INTERSECTION DESIGN CHARACTER



Smaller intersections facilitate safer and more comfortable pedestrian movements.



Pedestrian Signage



Raised crosswalks

DESIGN GUIDELINES - BIKE LANES

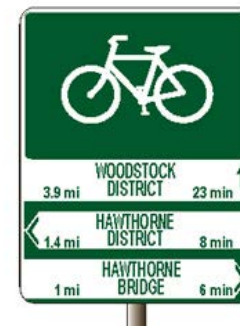
BICYCLE STREET DESIGN

The average city has experienced a 1.2% increase in bicycles as a mode of transportation for both recreational and commuting since 2010. The more bikes and pedestrians on the roadways, the safer streets become for all user groups. Additionally, places that implement bike lanes see an increase in bike ridership. Safer, more accessible streets for walking and biking will attract more people to the downtown area in addition to increasing health and wellness within the community.

The bike lanes recommend for the City include a Class 1, on-street bike lane, Class 2, Shared Road painted arrow(Sharrow) and Class 3, Separate Bike Trail.

DESIGN ELEMENTS

- **Traffic signs-** Standardized signs used to regulate bicycle traffic should be implemented along the roadway to inform vehicles and to guide bicyclists.
- **Informational/Directional signage -** Route identification and how to use signs that inform users with regards to destinations, distance, and user expectations. A bike map of the community and regional networks helps to define routes and connect paths so riders can remain on safe, designated bikeways.
- **Intersection markings-** Multi-lane intersections can be challenging for bicyclists and motorists alike. Green painted bike boxes can be used to indicate areas designated for bikes in an effort to minimize conflicts between bikes and vehicles. A bike box places bicycles at the front of the queue, in clear view of motorists. Green lanes should be provided at significant conflict points and in merge areas.
- **Crossing signals-** Bike crossing signal push buttons can be positioned to provide bicyclists with signal changing ability when cars are not present to trigger signal timing.
- **Bike parking-** Public bike parking facilities can be located at key destinations to keep bikes organized, out of the public walkways and off street poles.

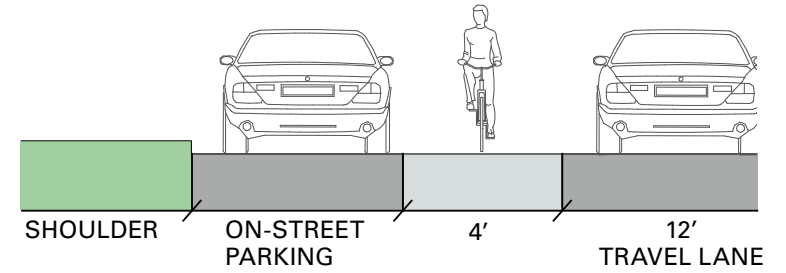


BIKE SIGNAGE

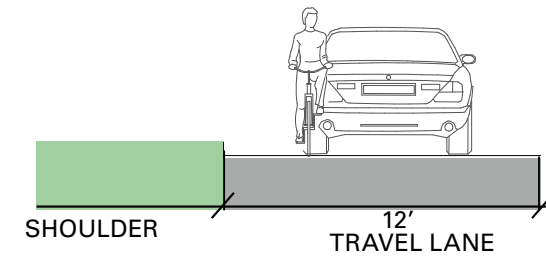




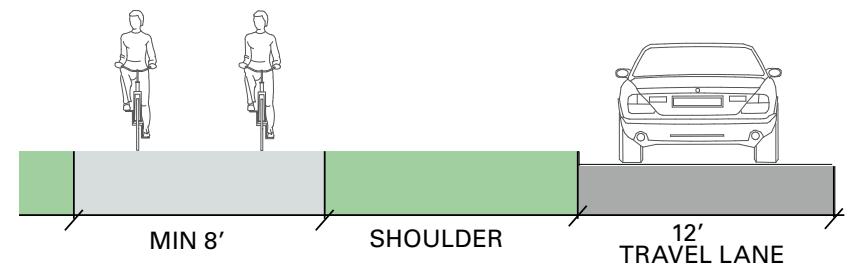
On-street BIKE LANE



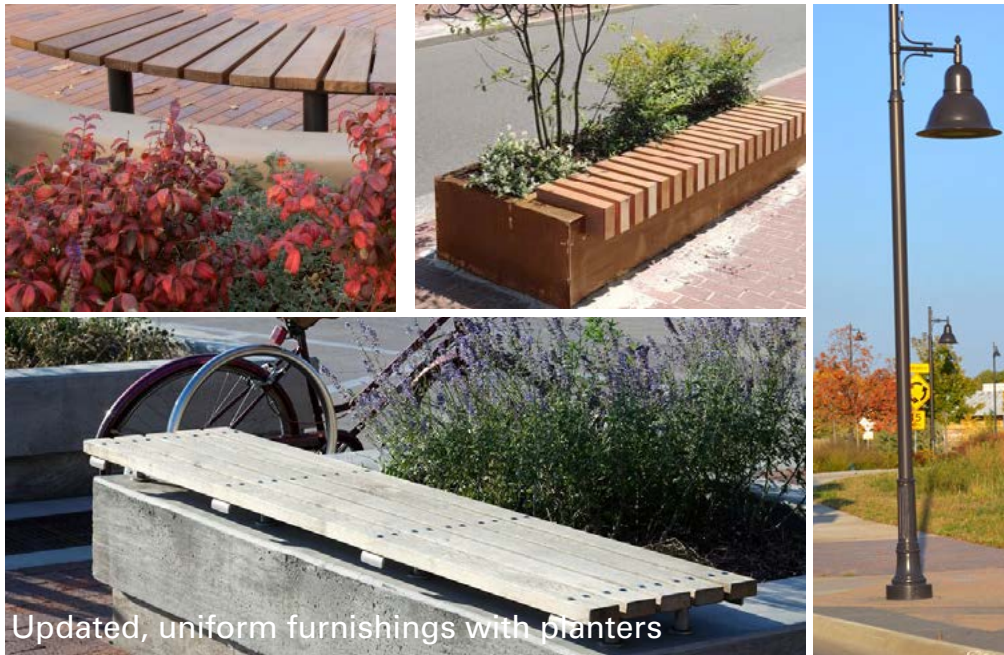
SHARED BIKE LANE



BIKE TRAIL



DESIGN GUIDELINES - SITE ELEMENTS



SITE AMENITIES DESIGN ELEMENTS

Site amenities create a safe and comfortable user experience along the streetscape and can contribute to the overall aesthetic character of Main Street. The following are streetscape elements the design should incorporate into future improvements along SR 49.

Street Lighting- Street lighting is essential for safe streets. Street lighting should:

- » Support a safe and secure environment.
- » Be evenly distributed along the street with no dark spaces.
- » Utilize energy efficient light sources and aesthetic lighting color.
- » Be in accordance with Dark Sky Requirements.

Paving- Paving can consist of a variety of materials ranging from concrete and asphalt to decorative brick and stone. Paving can be used to define spaces such as communicating changes between pedestrian and vehicle zones. Paving should:

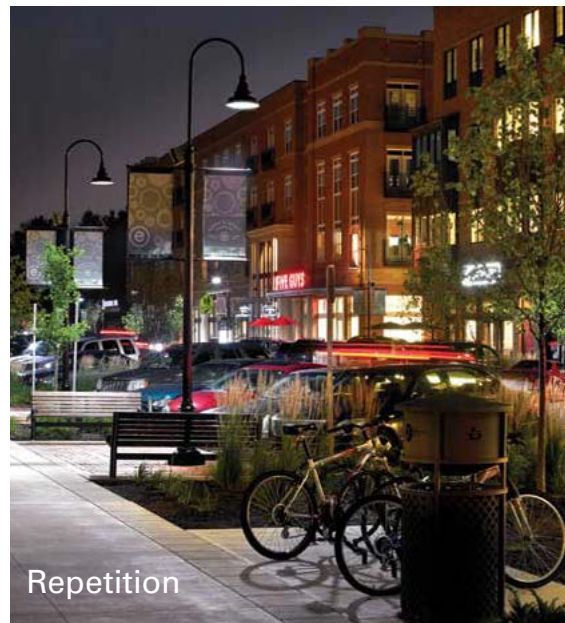
- » Define the Pedestrian zone – emphasize places of importance.
- » Be ADA accessible and not provide a tripping hazard or excessive vibration for wheelchairs.
- » Maintain the Frog Plaques on the streetscape through historic downtown.

Seating- Public seating is an opportunity for people to stop, rest, watch and create a sense of activity along the street where people can see and be seen. Seating should:

- » Be located in a comfortable location, protected from the elements and outside of the pedestrian thoroughfare.
- » Allow for informality and comfort.
- » Face inward towards buildings and primary pedestrian pathways, away from the street.
- » Be incorporated into walls, art and other street features.



Moveable Site Furnishings



Repetition



Bike Racks/Corrals- Biking is a growing and important element of the streetscape and bike parking should be located at the Visitors Center and Vallecito Lot. Bike racks should:

- » Be located outside the pedestrian thoroughfare.
- » Be located at least 2' away from and perpendicular to the curb.
- » Allow for the opportunity to be integrated with public art.

Waste Receptacles- Trash, recycle and cigarette disposal is important to maintain cleanliness and user comfort along the streetscape. Trash receptacles should:

- » Be located in high activity areas, at corners and at regular intervals along the corridor.
- » Be durable and functional for maintenance needs.
- » Match a selected family of furnishings.

Bollards – Bollards can be permanent, removable or movable fixtures to allow for flexibility of use and separation of pedestrian and vehicular spaces along the roadway, parklets or at intersections.

Planters- Planter pots or landscape beds can function as an aesthetic element to provide color and contrast, soften hard edges, provide screening along the streetscape or function as a bollard element.

Public Art – Public art is a growing trend in streetscape design that provides the opportunity to highlight the unique history of. Public art should:

- » Be visually prominent along main thoroughfares for pedestrians, bicycles and vehicle.
- » Be integrated as part of other site furnishings such as seating, walls, bike racks.
- » Provide information, interpretation or wayfinding in the City.

Modern Amenities – Additional considerations such as water downtown WiFi, bottle fill stations, charging stations, social media check-ins and other streetscape elements to be incorporated into the landscape to provide for the changing needs of the digitally conscious age.



Banners with city branding



Bike Racks



DESIGN GUIDELINES - PARKLETS AND ACCESS

PARKLETS AND PLAZAS

Sidewalks as plazas are part of the public realm. Sidewalks will be the “front-yards” for businesses and will serve as public gathering places where social interactions are the priority. A parklet is a sidewalk extension that provides more space and amenities for people using the street. These are often installed in on-street parking spaces and provides amenities such as seating, tables, art, planters and sometimes bike racks. Parklets are usually at sidewalk level, often constructed as a temporary installation or for easy removal. A plaza is a permanent square, market or open space.

CALTRANS & PARKLETS

Caltrans is supportive of the concept of parklets. However, because the current ownership of the roadways from face of curb to face of curb in the downtown is by Caltrans, Parklets will require an encroachment permit. Parklets will be maintained by the City. Parklets need to be maintained as public space in the public realm, therefore private restaurant space cannot exclude people from sitting in a park space. The diagrams to the right show options for maintaining parklets as public spaces..

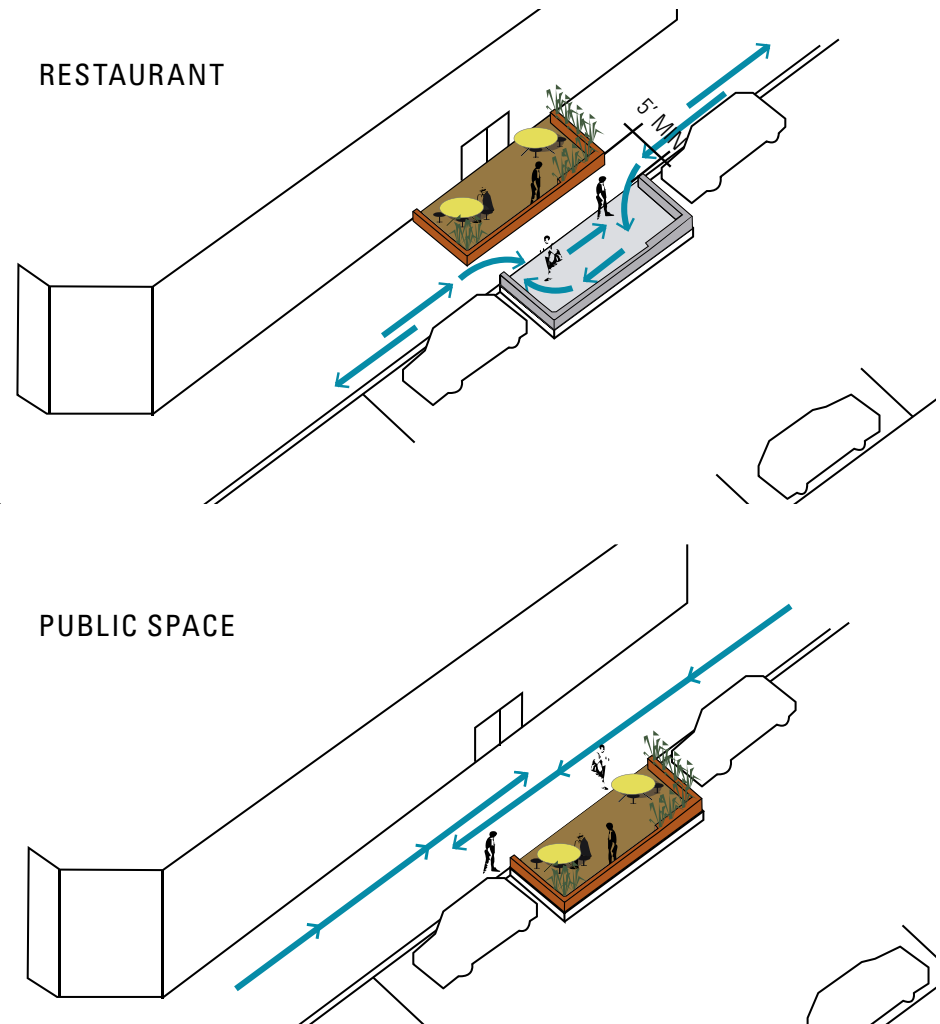
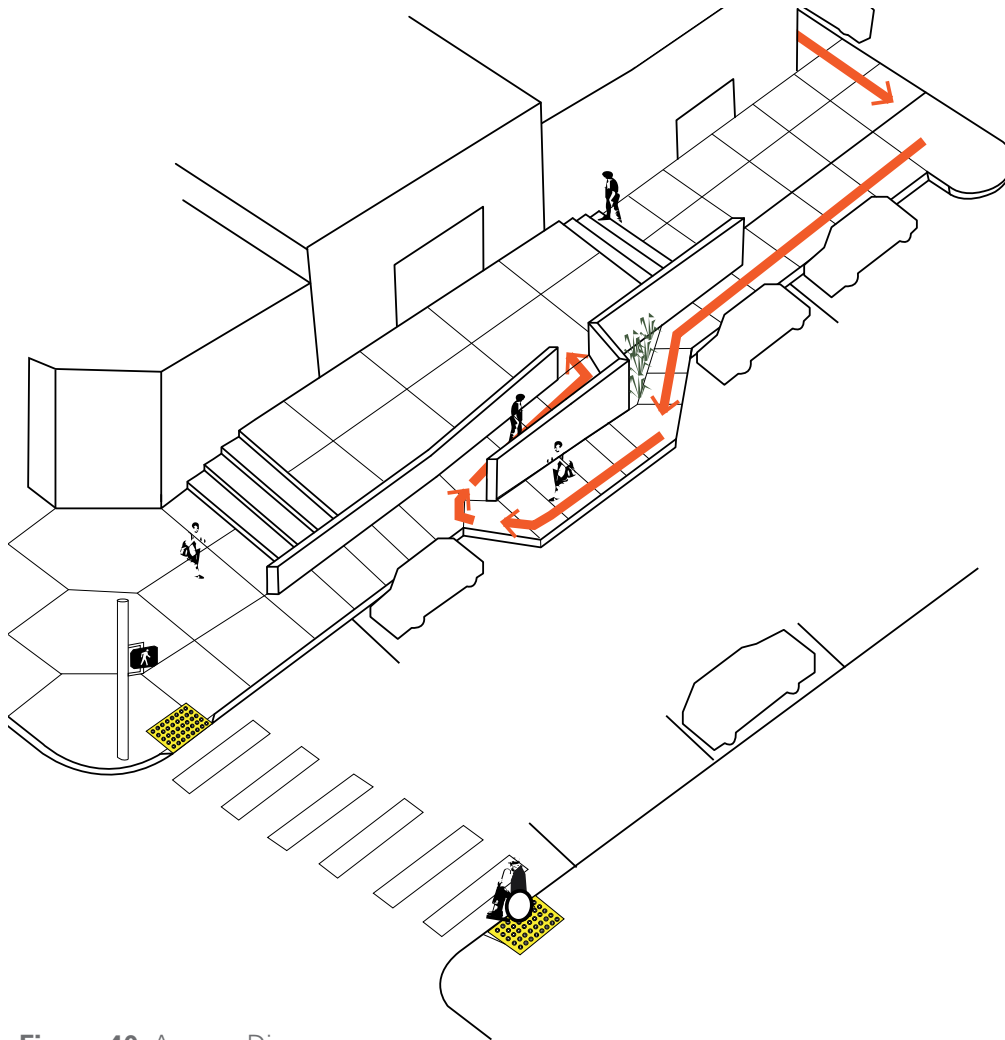


Figure 39: Parklets Diagram





UNIVERSAL ACCESS

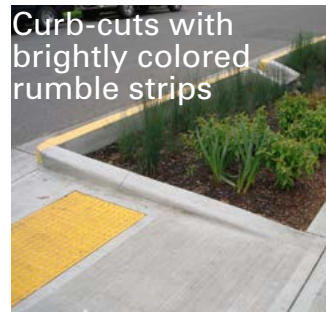
Design for people of all ages and mobility, to equitably access buildings and outdoor spaces. The seven principles for universal design are:

- Principle 1: Equitable Use
- Principle 2: Flexibility in Use
- Principle 3: Simple and Intuitive Use
- Principle 4: Perceptible Information
- Principle 5: Tolerance for Error
- Principle 6: Low Physical Effort
- Principle 7: Size and Space for Approach and Use

Design solutions for Main Street should be safe, easy to navigate and complete, including:

- Accessible Paths of Travel: 12:1 Ramps with handrails, 5% or less on walks, maximum of 2% cross slope.
- Intersections: Textured and colored crosswalks, pedestrian activated signals with audible and visible intersection signals, and high-visibility crosswalks
- Flush Paving at building entries

Figure 40: Access Diagram



DESIGN GUIDELINES - PARKING

PARKING

From an overall parking supply standpoint, the goal is no net loss of parking. Parking availability and turnover is critical to the success and viability of local businesses. In addition to the parking area recommendations, strategies can be implemented to help parking function more efficiently and be more accessible to local residents and visitors.

PARKING STRATEGIES

Design considerations include the following objectives:

- **Parking Strategies:** Park once strategies will encourage visitors to park one time and walk to multiple destinations. This encourages more walking and less driving, and increase the number of people walking past businesses. As a result, this reduces the number of cars creating traffic on the roads. Shared parking strategies allow uses with different peak demands to share the spaces in the area. This lessens the overall required parking supply.
- **Parking Time Limits:** 3 hour parking time limits will encourage more turnover on Main Street and minimize employees parking in high-demand on-street spaces for the entire day. Fifteen Minute Parking is to be implemented in front of the downtown Post Office.
- **Manage the parking supply (public and private):** parking should be looked at as part of an integrated, downtown-wide system. This could be facilitated by available parking apps to understand parking in real time. The addition of dynamic stall counting signage will get motorists out of their cars and into businesses faster and thus increase revenue and decrease congestion.
- **Future trends:** Transportation planning for the future suggest that electric cars and charging stations should be incorporated into future design and planning for parking lots, garages and on-street parking.
- **Architectural Guidelines:** Future development should be designed so that parking is not the dominant architectural feature. Parking structure architecture should respect the downtown context of the City.





Parking Signage



Return to Parking Signage



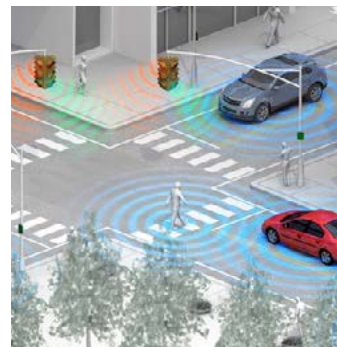
Electric Vehicle Parking



Parking Limits



Parking Enforcement



Future Car Technology



Parking App

DESIGN GUIDELINES - LANDSCAPE

STREET TREES LOWER AIR TEMPERATURES AND IMPROVE AIR QUALITY IN URBAN SPACES.

LANDSCAPE

STREET TREES

Street trees are an important aspect of street design by creating a visual pattern and repetition, shade to increase comfort on warm days and a canopy for an outdoor 'roof' over businesses and roadways. The following should guide tree selection along Main Street:

- Select the right tree for the right space. Consider mature size conflicts, growth habits, hardiness, characteristics (such as flowers, fruit, autumn leaves) and potential diseases.
- Consider the full canopy size of the tree to determine tree planting spacing.
- Consider mature growth of the tree when planting in tree grates or small planting beds, to allow space for the trunk and roots to grow.
- Larger planting beds with good soil will produce healthier and longer living trees by increasing permeability, reducing tree-root conflict points and lessening compaction at the base of the tree.
- Proper soil amendments are necessary to increase the life of the tree.
- Consider tree litter when selecting a tree species, which includes leaves, seeds and fruit.
- Plant a variety of trees along the streetscape to promote biodiversity, as well as allow for a mix of color, textures and characteristics.

LANDSCAPE

Maintenance- Trees and plants are living elements of the streetscape and therefore require continued care and maintenance for longevity. Maintenance considerations include, pruning, clearing litter and debris, seasonal planting and replacements.

Aesthetics- Landscape creates color and texture, that also softens the hardscape of asphalt streets and concrete walks. Many studies have shown the value that green spaces can bring to human health and wellness and sense of comfort in spaces. Landscape planting should consider variety of planting materials and a blend of color, texture, sizing and spacing in developing streetscape designs.



Trees and Landscape along street edge



Street Trees in Median



LOW WATER LANDSCAPE MEDIAN ALTERNATIVES



Safety- Proper visibility at drive entrances and corners need to be considered. Plants should not grow over 18" and trees need to be limbed to 5' to maintain sight distance visibility so that drivers can see other cars.

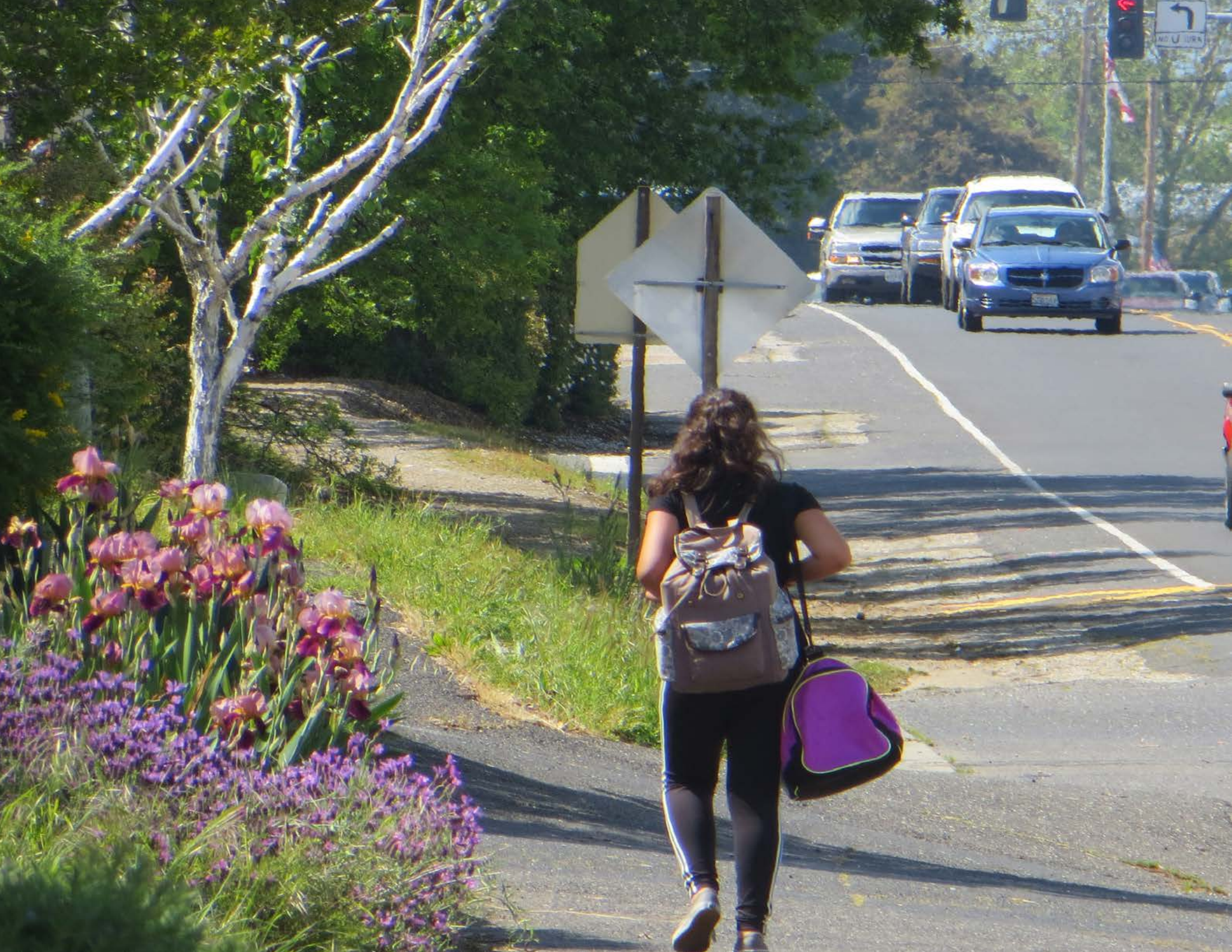
LOW WATER/XERISCAPE STRATEGIES

The images to the left represent alternative treatments to landscape medians. Xeric plants, low water use plants such as succulents, low growing ground covers, junipers and wildflowers. Other treatments include crushed stone, flagstone pavers and mulch treatments.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Crime Prevention through environmental design is the study of safety and security measures that can be increased through the thoughtful design of the natural and built environment. CPTED principles will be used to contribute to a safe and inclusive community.

1. CPTED Principle #1: Develop the opportunity for natural surveillance such as 'eyes on the street' to create transparency and a sense of community. Spaces should be visible and landscape should allow for outsiders to see into spaces.
1. CPTED Principle #2: Natural access control utilizes the use of walkways, fences, lighting, signage and landscape to clearly guide people and vehicles to and from the proper entrances.
1. CPTED Principle #3: Utilize physical designs such as pavement treatments, landscaping and signage that clearly distinguishes public from private.
1. CPTED Principle #4: Maintenance and the "Broken Window Theory" suggests that one "broken window" or nuisance, if allowed to exist, will lead to the decline of a space. Maintenance is important to show spaces are cared for and valued.





ANGELS CAMP MAIN STREET PLAN

6.0 IMPLEMENTATION

PREPARED BY

bae urban economics

IMPLEMENTATION

6.0 IMPLEMENTATION

The purpose of this chapter is to identify options and provide structural guidance on how the Angels Camp Main Street Plan may be implemented and funded. This chapter builds on the design concepts presented in chapter 4.0 and provides a framework intended to facilitate effective implementation by the City of Angels and its strategic partners.

6.1 LEADERSHIP AND COORDINATION

The cornerstone of any successful implementation process is sustained leadership. As the government entity with land use and planning authority over the Main Street corridor, the City of Angels is best positioned to fill this role. The City is also particularly well positioned to solicit ongoing input from local residents, property owners, and businesses regarding implementation priorities, which can then be folded into the annual municipal budgeting and capital improvement planning process. As a local government, the City has the authority to request assistance, for planning and implementation, from both CCOG and Caltrans, and is eligible for a wide variety of state and federal funding sources. Without the City's core leadership, implementation of the Main Street Plan will be much more difficult, as no other local entity has the authority to undertake the types of physical and programmatic changes outlined in the plan.

Although implementation will require a firm commitment and sustained leadership by the City Council, to be put into action by City staff, the City should not expect to bear the full weight of implementation. Rather, the City should take a project management role, orchestrating a broad ongoing collaborative process, that begins even before adoption of the Plan by the City Council, and extends through project completion. As described in greater detail below, the City should work with an array of other agencies, organizations, and stakeholders to identify implementation priorities and to assign roles and responsibilities for completing projects called out in the plan. In all cases, the City should take the main project management role, but may assign supportive and technical responsibilities to strategic partners. For example, the City may take the lead on coordinating streetscape improvements along the Historic Main Street section of SR 49, such as bulb-outs, curb improvements, crosswalk and bike lane painting, landscaping, etc., with technical support and funding coordinated by CCOG

and Caltrans. As another example, the City may want to partner with local community or business organizations, like the Angels Camp Business Association (ACBA) or Destination Angels Camp (DAC), to develop a signature event series, organize Angels Camp promotional efforts, and coordinate downtown business attraction and retention activities. In these instances, the partner agency would be responsible for organizing the activity, securing funding, and monitoring outcomes. The City could contribute some funding and/or provide in-kind support for these kinds of efforts. The City should, nonetheless, maintain close communications with implementation partners to document progress and to ensure that the final product aligns with the community vision documented in the Main Street Plan.

6.2 ROLES AND RESPONSIBILITIES

The following is a brief list of potential strategic partners. Note that this list is not intended to be exhaustive. Rather, what follows provides a starting point based on those agencies, organizations, and local stakeholders that have been involved in the process up to this point. The intent is to discuss the mission or orientation of each and to identify some potential ways in which they can contribute to implementation of the Main Street Plan.

CALAVERAS COUNCIL OF GOVERNMENTS (CCOG)

CCOG was established in 1997 as a joint powers authority between the City of Angels and Calaveras County. CCOG functions as the Regional Transportation Planning Agency (RTPA), which administers an annual transportation planning process and develops the Overall Work Program (OWP). CCOG is subsequently responsible for coordinating federal, state, and local funds that support improvement and maintenance of the regional transportation system as identified in the OWP. Since SR 49 functions as an important regional north-south artery within Calaveras County, CCOG will be a critical partner for implementation of the Main Street Plan. The agency will function, in part, as a liaison between the City and Caltrans, but can also bring their own expertise and funding sources to bear on projects that align with the OWP.



CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

As an important component of the State highway system, Caltrans holds jurisdiction over the SR 49 right-of-way. This means that Caltrans is responsible for the improvement and maintenance of the roadway from “face of curb” to “face of curb” within the Main Street area. As such, the City and CCOG will need to seek approval from Caltrans for certain streetscape improvements, such as turning on-street parking into parklets, as well as on any changes to ingress and egress points, and all intersection improvements or realignments, among other things. However, as the State transportation agency, Caltrans also offers a variety of potential funding sources that may be leveraged to facilitate implementation. The City should work closely with CCOG and Caltrans to explore applicability of the funding sources identified later in this memorandum, as well as other potential funding sources not listed here. Note that while Caltrans holds jurisdiction over the right-of-way, the agency will look to the City and the Main Street Plan for guidance regarding improvements undertaken within the Main Street area. Thus, the Main Street Plan also represents an important local planning document for Caltrans that documents the vision of the local community and provides the agency with certainty regarding the nature of any future improvements that might be requested within the right-of-way.

ANGELS CAMP BUSINESS ASSOCIATION (ACBA)

The ACBA functions like a local chamber of commerce and promotes coordination within the local business community. The ACBA is already an important liaison between the City and the Main Street business community and will continue to play an important advisory role, along with DAC (see below), in establishing and promoting the downtown’s signature event series, developing branding and marketing materials, and designing the wayfinding and signage strategy. The ACBA will also function as an important forum to build support for parking management strategies, like directing employee and store owner parking to off-street parking lots, to promote turnover and reserve on-street parking in front of stores for customers. The role of the ACBA is limited only by its capacity as an organization and the engagement of its members.

DESTINATION ANGELS CAMP (DAC)

DAC is a non-profit, volunteer organization that functions in direct partnership with the City to promote economic development, with a special emphasis on the historic downtown. Established in 2012, the original purpose of DAC was to take over the responsibilities of the Brand Leadership Team. As such, the DAC will be an important partner in the development of marketing materials and branding, as well as the wayfinding and signage strategy. DAC will also provide important feedback on design solutions for streetscape themes and landscaping, among a variety of other potential roles. The DAC will likely often work in close coordination with the City, as well as the ACBA, among other stakeholders.

OTHER POTENTIAL PARTNERS

In addition to the agencies and organization discussed above, the City may seek to partner with a variety of individual property owners, businesses, community members, congregations, or organizations, as necessary to achieve the vision outlined in the Main Street Plan. While the City may envision a specific role for each agency, organization, business, or individual, the City will need to evaluate the capacity and interest of each to complete the tasks at hand and may need to adjust the composition of key partnerships on an ongoing basis to maintain momentum.

IMPLEMENTATION

6.3 IMPLEMENTATION PROCESS

The following includes a recommended process through which the Angels Camp community can officially adopt the Main Street Plan as a guiding document, prioritize actions through an engaged public process, pursue and secure necessary funding, and monitor progress. The purpose of this implementation approach is to provide a systematic method that can be used to help maintain momentum, promote public understanding, and ensure accountability.

STEP 1: ADOPT THE MAIN STREET PLAN

The first step towards implementation of the Main Street Plan following completion of the public vetting process is for City staff to recommend the plan for adoption by the City Council. Once adopted, the Plan will become an official policy document. This will allow the City to update other planning documents – such as the 2020 General Plan, the Angels Camp Wayfinding Plan, etc. – as appropriate to ensure consistency. This will also allow the City and its partners to begin further community outreach and implementation planning.

STEP 2: PRIORITIZE IMPLEMENTATION ACTIONS

Following adoption of the Plan, the City and its partners can initiate a public process to prioritize the various actions and improvements identified in the Plan for near-term and long-term implementation. This will include weighing the community's desire to see certain improvements with the cost of implementation and the capacity of stakeholders to follow through. By engaging the public and key stakeholders, the City can build support for implementation of near-term actions, including recruitment of implementation leads (i.e., the individual(s) or organization(s) that do the work) and identify funding sources. The community can also build consensus on which actions could be postponed for later implementation.

In the short-term, prioritization should emphasize “easy wins” that would allow the City and its partners to build momentum and to fine-tune working relationships. These items should be targeted for implementation in the next year or so. As the project progresses, short-term priorities will evolve away from the easy wins (which will presumably have been completed already), towards activities that the City and its partners intend to pursue

within the current funding cycle. Other medium-term and long-term priorities should include those activities that require substantial organization or funding, such as those activities involving construction of new facilities. These activities will require additional time to build relationships and assemble funding sources. Among these types of mid- to long-term projects, the City and its partners should prioritize projects that would be eligible for grant funding that is currently available. Medium-term priorities should be targeted for implementation in the next 2-3 years, where long-term designates items with no definite timeline for completion. In addition, items identified as on-going will begin or continue implementation during the current planning period and beyond. For example, item 2.0.1 Identify Implementation Funding will be an ongoing process, involving annual reevaluation.

STEP 3: IDENTIFY AND SECURE FUNDING

Once the community has identified priorities, stakeholders like the City and CCOG can identify key sources of funding and work towards securing the resources necessary for implementation. This is contingent on prioritization of the implementation items, since funding sources can vary in terms of availability and resources over time. Securing funding may require submittal of grant applications, which will need to be championed by eligible organizations, like the City or CCOG. Fortunately, the Main Street Plan was sponsored, in part, by CCOG and Caltrans, with the intent that it would be structured to facilitate eligibility for, and applications to, known funding sources. Therefore, these organizations will play a key role in securing funding necessary for implementation. Nonetheless, implementation may also require use of a variety of other potential local funding sources, as discussed in detail below.

The City and its partners should begin the process of securing necessary funding by identifying those outside (e.g., State or Federal) funding sources best suited to the actions scheduled to be undertaken during a given year or funding cycle. Based on the eligibility requirements for each funding source, the coalition can then identify appropriate lead organizations. The degree to which local funding will be necessary for implementation of a given set of actions will be a function of 1) the match requirements associated with use of other outside funding sources, and 2) the degree to which sufficient outside funding can be secured. If the City and its partners cannot identify



sufficient outside resources, or if such sources cannot be successfully secured, the City and its partners may need to fill the gap using local funding sources, or possibly delay implementation of certain items until funds become available.

STEP 4: PROGRAM CAPITAL IMPROVEMENTS

Based on the accepted prioritization of implementation items and the availability of funds, the community can develop a Capital Improvement Program (CIP), or update existing programs (e.g., the City and CCOG already maintain such programs), that identifies the specific improvements to be made over a specified time period and aligns each improvement or project with the necessary funding sources. It will be critical to incorporate certain items into the CIP of the City and the OWP of the CCOG, which align needs for both short- and long-term physical improvements with the annual local, state, and federal budgeting processes. All improvements to public property and rights-of-way will need to be identified in the local improvement programs, while some other actions and improvements, such as addition of new park facilities, may be coordinated for implementation by other agencies and organizations.

STEP 5: MONITORING AND MANAGEMENT

Once the CIP and other implementation plans are in place, the City will need to institute a process to monitor implementation through ongoing coordination with lead entities (i.e., those agencies, organizations, or individuals responsible for implementation of each item). This should include regular communications which contribute to development of periodic progress reports to the City Council and the community at large. As implementation progresses, the City will need to periodically facilitate a process to re-evaluate priorities (see Step 2), while the availability and adequacy of funding sources should be assessed and adjusted on an ongoing basis (e.g., annually). This will allow the implementation process to adapt to changing fiscal and economic conditions, to recognize and celebrate progress as it is made, and to acknowledge and adjust to changing public attitudes towards the various plan components.

6.4 FUNDING FOR IMPLEMENTATION

With a range of improvement types and projects, the Main Street Plan will draw on a range of both broad-based and task specific funding sources to support both short-term and long-term implementation. This includes sources that are locally-controlled, as well as funding from State and federal agencies and funding from assorted private sources.

QUICK WIN PROJECTS:

Low cost, quick timeline projects to take action on in the next year.

- » Restriping of the Utica Park and Vallecito Road parking areas;
- » Development of a coordinated signage and wayfinding strategy;
- » Work with Caltrans to establish a program to allow adjacent property owners/business owners to construct and maintain parklets on the adjacent public right-of-way, in accordance with specified guidelines;
- » Sponsor a contest to build a walking tour mobile application;
- » Establishment and marketing of a signature event series;
- » Establish time-limited parking for on-street parking;
- » Implementation of a customer preference parking policy;
- » Explore alternative low cost methods for traffic calming such as artistically painting bulbouts and crosswalks and temporary parklets (Tactical Urbanism).

SUMMARY OF FUNDING SOURCES

LOCAL FUNDING SOURCES

- » Municipal Bonds
- » General Fund Allocations
- » Transient Occupancy Tax (TOT)
- » Impact Fees and Mitigation Requirements
- » Special Assessment Districts
- » Business Improvement Districts (BIDs)
- » Landscaping and Lighting Assessment Districts (LLADs)
- » Mello-Roos Community Facilities Districts (CFDs)
- » Community Revitalization Investment Authority (CRIA)
- » Enhanced Infrastructure Financing Districts (EIFDs)
- » Local Transportation Funds (LTF)

STATE AND REGIONAL FUNDING SOURCES

- » Infrastructure State Revolving Loan Fund (ISRF)
- » Strategic Growth Council Housing and Sustainable Communities (AHSC) Program
- » Strategic Growth Council Urban Greening Grants
- » CalTrans Active Transportation Program
- » State Highway Operations and Protection Program
- » Minor A and Minor B Programs
- » Caltrans Transportation Planning Grant Program

FEDERAL FUNDING SOURCES

- » Community Development Block Grants
- » Fixing America's Surface Transportation (FAST) Act
- » National Highway Performance Program (NHPP)
- » Surface Transportation Block Grant Program
- » Regional Surface Transportation Program
- » Highway Safety Improvement Program (HSIP)
- » Congestion Mitigation and Air Quality Improvement (CMAQ) Program
- » Land and Water Conservation Fund
- » Private/Non-Profit Funding Sources
- » Private Donations
- » Sponsorship Programs
- » Private Charities and Foundations
- » User Fees and Concessions

LOCAL FUNDING SOURCES

Following is a listing of potential funding sources that are controlled at the local level. The City should consider using locally controlled funds strategically, in a way that leverages local monies to secure funds available from other sources. For example, the City could utilize local funds as the required matching source for State or federal grant programs.

Municipal Bonds

General Obligation Bonds, or G.O. Bonds, are tax-free municipal bonds backed either by the full faith and credit of the issuing jurisdiction, or by a pledge by the local jurisdiction to levy additional ad valorem property taxes in an unlimited amount, as necessary to satisfy debt service. Due to the broad pledge of revenues associated with General Obligation Bonds, the State Constitution requires two-thirds voter approval prior to issuance. General Obligation Bonds have historically provided the lowest borrowing costs due to the broad security pledge. By comparison, revenue bonds are tax-free municipal bonds that are issued to cover the costs of construction for revenue-generating public facilities, where the anticipated cash flow is sufficient to cover operating costs and debt service. Revenue bonds are often used to finance construction of paid municipal parking facilities, among other revenue generating uses.

Revenues from bond issuance can fund a wide variety of activities. However, bonds are best suited for one-time infrastructure investments, rather than ongoing maintenance or operations. General obligation bonds may be well suited to paying for major streetscape improvements (e.g., adding curb cuts, ramps and railings, landscaping, and parklets), and in building and improving park spaces at the Vallecito intersection and at Utica Park. Revenue bonds may also be used for similar purposes, but are best suited for use in combination with other public and private funding for planning and construction of specific revenue generating improvements, such as the Utica Hotel Parking Garage. In these cases, revenue bonds are issued based on the anticipated revenue raised through parking fees or special districts.

General Fund Allocations

The General Fund is the main operating fund for the City of Angels and is the least restrictive of all potential funding sources. The use of General Fund monies is at the discretion of the City Council. Subject to the need to balance many budgeting needs, the City Council could decide to spend General Fund dollars on any of the desired implementation items. The total budget in the 2015-2016 fiscal year was nearly \$2.6 million, including both assigned and unassigned funds. Major expenditure categories within the General Fund include Finance and Administration, Building and Planning, Museum, Fire, Police, and Public Works. Major General Fund revenue sources include Property Tax, Property Tax In-Lieu of Vehicle License



Fees (ILVLF), Sales Tax, Transient Occupancy Tax (TOT), Gas Tax, Impact Fees, and certain revenues associated with special assessments, among other sources. While General Fund resources are available for use at the City's discretion, the use of such monies would likely divert resources from other City funding priorities, such as police and fire services, planning, public works, or other core municipal services; thus, it should be expected that General Fund allocations for plan implementation will be limited.

Transient Occupancy Tax (TOT)

This special tax is charged to visitors who rent overnight accommodations (e.g., hotels, motels, AirBnB, etc.) for 30 days or less. Revenues are collected at the time of payment by the lodging operator and lodging establishments located within the City of Angels remit the TOT collections to the City. The applicable TOT rate is set by the local jurisdiction and can be increased or decreased with local voter approval. Many communities, when proposing an increase in the TOT rate, designate subsequent revenue for a specific use, such as community marketing, tourism development, or wayfinding improvements. However, revenue from a TOT measure may be either restricted or unrestricted. While TOT revenue is more often used to fund ongoing branding and tourism development efforts, such revenue may also be used over time to offset capital improvement costs for things like gateway improvements and branding, implementation of the wayfinding strategy, parking management, and other efforts geared toward improving the downtown as a visitor destination.

Impact Fees and Mitigation Requirements

Development impact fees are another potential funding source for roadway improvements, parks and recreational open space. These fees, paid by new residential and commercial development projects, can only be used to pay for improvements that can be demonstrated to serve new residents and businesses (from new development), but these fees can be combined with other funding sources to fund a project that serves both new and existing residents or businesses. A nexus study, which calculates the new increment of development, estimates the portion of an improvement project attributable to that increment of growth, and allocates the costs across the new development projects by land use, is required by state law for implementation. Additional impact fees, such as a transportation and traffic impact fee could be considered as a means to fund additional

improvements that enhance mobility. Similarly, to the degree that a project requiring discretionary approvals generates impacts to the community in a way not covered by the adopted impact fee schedule, the City may also negotiate additional mitigation requirements and community benefits, which may also be used for desired improvements. According to the adopted 2017 Master Fee Schedule, the City of Angels currently levies a road impact fee, fire mitigation fee, police impact fee, and park impact fee, with a different fee amount based on the land use type in question. The City is currently conducting an impact fee study, to potentially update the fees structure.

Due to the nexus requirement, impact fees must be used to offset the costs of providing facilities that serve new residents. While this generally precludes the improvement of existing facilities, it may allow for the expansion of existing park facilities could be demonstrated to serve new residents. Improvements that facilitate mobility, such as the addition of bike lanes along SR 49, the separated bike path through Utica Park, and connectivity to the future Angels Creek Trail, may be eligible uses of transportation and traffic impact fee revenues. Other negotiated mitigation requirements and community benefits agreements, by comparison, may include any variety of public improvements, ranging from roadway and intersection improvements, to landscaping and street furniture, park and/or parklet improvements, or contributions to the Downtown Museum Annex at the Choi Building, among other options. The exact nature of any such agreements will depend on the willingness of the developer to make public concessions in exchange for approval, as well as the priorities of the community regarding implementation of the Main Street Plan.

Special Assessment Districts

A Special Assessment District can be used to fund any improvement that provides a "direct and special" benefit to the assessed property. By this definition, improvements like parking facilities, sidewalks, and lighting can be funded via Special Assessments, while "general" benefits like parks and schools may not.

There are two primary challenges in establishing Special Assessment Districts, particularly for those in already developed areas. The first is that total property taxes can only increase a certain amount before they begin to disadvantage new development relative to properties not subject to an

IMPLEMENTATION

assessment. The second is that assessment districts require a majority vote of property owners, weighted by property value. All the affected properties must stand to benefit from that particular improvement, and no assessment can exceed “reasonable cost”.

Business Improvement Districts (BIDs)

A Business Improvement District (BID) is a common type of self-taxing Special Assessment District that assesses business and/or property owners to fund maintenance, marketing, and other activities, including additional public services or improvements. To establish a BID, the City must adopt a resolution of intention. The BID is established if the resolution of intention is not protested by a majority of the affected taxpayers. Once formed, the BID is limited to those types of improvements or activities that were specified upon formation. A standard BID assesses the businesses located within the district. A property-based business improvement district (PBID) assesses the owners of property within the district. Although not common, BIDs and PBIDs can be established in overlapping areas.

Given the broad applicability of BID and PBID revenues, the City could consider establishing a BID or PBID. Such an action would likely require the assistance of the ACBA and DAC, as organizations that represent the local business community. Prior to initiating the formation process, the City will want to ascertain whether local businesses or property owners could feasibly sustain an additional assessment and, if so, identify the amount of revenue that could be raised while not simultaneously exerting undue economic strain. Once identified, the potential funding could be aligned with priority implementation items. This funding could be used to fund activities in full, or may be combined with other funding sources as necessary. Supported actions could range from events programming to marketing campaigns, to physical improvements such as landscaping, gateway signage and wayfinding, pedestrian improvements and intersection upgrades, and even the future construction of the Utica Hotel Parking Garage, among a variety of other potential projects.

Landscaping and Lighting Assessment Districts (LLADs)

A landscaping and lighting assessment district (LLAD) is another type of special district established by a local government to finance the costs of landscaping and lighting public areas. Revenues are most often used

toward the installation and maintenance of landscaping, statues, fountains, general lighting, traffic lighting, recreational and playground equipment, and public restrooms. Revenues can also be used to back revenue bonds, which can fund acquisition of land for parks and open space, as well as the construction of community centers, auditoriums, and other similar public uses. By law, the levy associated with an LLAD cannot be tied to the value of land or improvements, but must be established using a “benefit formula” that allocates benefits and costs to providing service to each parcel. LLADs that provide ongoing services may remain in place for as long as service is provided. A majority vote is required to establish an LLAD, as well as to increase the assessment rate. An LLAD could be used to directly fund the construction and maintenance of landscaping along Main Street or in any of the public spaces along the corridor, ranging from Utica Park to the proposed parklets. Funds may also be used to support installation and maintenance of infrastructure at intersections like Vallecito Road. If the revenue from an LLAD is insufficient to fully fund construction activities, the funds could be used to back issuance a revenue bond; in which case future annual assessment revenue would be dedicated to debt service and would be unavailable to fund ongoing maintenance. Prior to forming an LLAD, the City should assess the ability of the affected parcels to support an additional assessment without imposing undue economic stain.

Mello-Roos Community Facilities Districts (CFDs)

Community Facilities Districts (CFDs or Mello-Roos) are another form of Special Tax District that can be used to fund infrastructure improvements and ongoing operations and maintenance. California law allows CFDs to fund a much wider range of improvements than Special Assessment Districts -- including park facilities and open space as well as infrastructure. CFDs also differ from Assessment Districts in that they do not require that a strict nexus be established between the special tax paid and the benefits conferred on a given parcel. A two-thirds vote of registered voters is required to form the District. CFDs are most commonly formed in undeveloped areas, where a two-thirds vote of property owners is required (so long as there are no more than 12 registered voters living within the proposed district). If bonds are sold by the district, property owners located within the district will pay the yearly special tax until the bonds are paid in full. Therefore, a CFD could be used to back issuance of community facilities bonds, or the revenue may be used to fund improvements or



ongoing maintenance on a pay-as-you-go basis. As with the two other special district types, the City will want to assess the degree to which the participating properties could support an additional tax levy, without imposing undue economic strain on property owners and businesses.

Community Revitalization Investment Authority (CRIA)

A Community Revitalization Investment Authority (CRIA) new form of redevelopment in California. As of January 2016, local agencies are authorized to designate “community revitalization and investment areas” to carry out infrastructure, affordable housing, and economic revitalization activities with tax increment financing. Similar to the prior redevelopment law, 25 percent of tax increment revenues must be spent on affordable housing. Formation of a CRIA is allowed in areas where at least 80% of the land contains any combination of Census Tracts and/or Block Groups where at median household income is less than 80% of the statewide, citywide or countywide annual median income, and the area meets at least three of the following criteria:

- Unemployment rate at least three percentage points higher than the statewide average annual unemployment rate
- Crime rates for violent or property crime offenses, at least five percent higher than statewide average
- Deteriorated or inadequate infrastructure
- Deteriorated or inadequate residential structures

Data from the 2011-2015 American Community Survey indicate that the median household income in Census Tract 1.21, which encompasses the City of Angels, was \$58,414, compared to a statewide median of \$61,818. Although the local median is below the statewide median, it does not appear that the downtown area would qualify as less than 80 percent of the statewide median, meaning that formation of a CRIA is not likely feasible.

Enhanced Infrastructure Financing Districts (EIFDs)

The Enhanced Infrastructure Financing District (EIFD) is another new funding mechanism that was signed into law to serve as a post-Redevelopment tool, on September 2014. Its main purpose is to finance a wide array of infrastructure projects with “communitywide significance”, from parks and brownfield remediation to transit improvements and affordable housing. Unlike a CRIA, an area designated for an EIFD does

not have to meet stringent qualifying criteria. An EIFD can be created by a city, county, or Joint Powers Authority to fund specific infrastructure and economic development projects as outlined in the Financing Plan. EIFDs can also leverage multiple funding streams to achieve these goals — including tax increment, assessment revenues, increases in Property Tax In-Lieu of Vehicle License Fees (ILVLF), fees, and other sources such as state and federal grants. EIFDs share a number of similarities to CRIAs. For example, the governing structure must include at least two members of the public, any taxing entity other than a school district can participate, and they may not form until the successor redevelopment agency has wound down. Unlike a CRIAs, however, an EIFD can be established without voter approval, and does not require an affordable housing set-aside. EIFDs may not issue debt without a 55 percent vote of the District’s registered voters, nor can revenues be used to fund ongoing maintenance and operations. The City would need to determine the percent of the ad valorem property tax increment that the City of Angels (and other cooperating agencies) controls, and the magnitude of tax increment that could be generated over time, in order to evaluate the potential efficacy of establishing an EIFD for the Main Street area.

Local Transportation Funds (LTF)

Local Transportation Development (LTF) Funds are equal to one-quarter cent of the statewide retail sales tax receipts. The funds are returned to each county by the State Board of Equalization based on the pro-rata share of statewide retail sales and use taxes collected within each area. Administration of LTF funds is undertaken by CCOG. LTF can be used for the administration of the Transportation Development Act (TDA), pedestrian and bicycle facilities, the public transit system (both operations and capital), and for streets and roads projects. TDA requires that two percent (2%) of the annual estimate be set aside for bicycle and pedestrian improvements. Claims for administrative, pedestrian and bicycle, and public transit are to be funded first. Any remaining funds, after deducting operating costs, may be allocated for streets and road purposes. Projects eligible for funding are identified in the CIP.

IMPLEMENTATION

STATE AND REGIONAL FUNDING SOURCES

Following are descriptions of a number of State and Regional funding sources, for which selected plan components may be eligible projects.

Infrastructure State Revolving Loan Fund (ISRF)

The California Infrastructure and Economic Development Bank (I-Bank) loans money (ranging from \$50,000 to \$25 million) to public agencies and non-profits for infrastructure projects. The I-Bank is the state's general purpose financing authority that finances public infrastructure and private development projects that promote economic development and revitalization. Eligible project categories may include rehabilitation of city streets and state highways; new parks and recreational facilities; educational, cultural and social facilities; goods movement related infrastructure; and expanded public transit. Applications are accepted continuously. The ISRF could be paired with local revenues (used for debt service) to fund a wide variety of implementation items identified in the Main Street Plan, ranging from streetscape improvements, landscaping, bike path and trail improvements, and parking reconfiguration (e.g., restriping on-street parallel parking spaces, as well as off-street parking lots), to the renovation costs associated with turning the Choi Building into a museum annex, and construction of the Utica Hotel Parking Garage.

Strategic Growth Council Housing and Sustainable Communities (AHSC) Program

The Affordable Housing and Sustainable Communities (AHSC) program provides grants and affordable housing loans for compact transit-oriented development and related infrastructure and programs that reduce greenhouse gas (GHG) emissions. Administered by the Strategic Growth Council, the program is funded through the Greenhouse Gas Reduction Fund (GGRF). The program has two main objectives. The first is to reduce GHG emissions and vehicle miles travelled (VMT). The second is to increase the accessibility of housing, employment centers and key destinations through low-carbon transportation options, such as walking, biking, and transit. Assistance is provided through housing loans and capital grants. While the Main Street Plan does not specifically address housing, the wide variety of active transportation improvements, such as sidewalks, paths, and bike lanes, would likely be eligible for funding through the AHSC program to the extent that they can be demonstrated to improve

connectivity and accessibility of jobs, housing, and services; increase options for mobility; support improvements to public health; reduce air pollution; or encourage infill development. Additional preference is given to improvements in disadvantaged communities.

Strategic Growth Council Urban Greening Grants

California voters passed the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of in November 2006. The bond authorized \$70 million in appropriations for urban greening projects and plans that reduce energy consumption, conserve water, improve air and water quality, and provide other community benefits. These funds help communities to preserve, enhance, increase, or establish community green areas such as urban forests, open spaces, wetlands and community spaces (e.g., community gardens). The goal is for these greening projects to incrementally create more viable and sustainable communities throughout the State. Eligible projects may include establishment of parklets along SR 49, improved landscaping along the corridor, improvements to Utica Park, and connections to the future Angels Creek Trail.

Caltrans Active Transportation Program

The Caltrans Active Transportation Program (ATP) consolidates funding from various transportation programs at both the State and federal level, including the federal Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School. Approximately \$240 million was awarded through the 2017 ATP and distributed into three categories: Statewide competition (50 percent), Metropolitan Planning Organization (MPO) projects for regions with 200,000 or more residents (40 percent), and small urban and rural regions with populations of less than 200,000 (10 percent). The goal of the ATP is to encourage increased use of active modes of transportation, including walking and biking, as well as the safety and mobility of non-motorized users. Eligible projects may include establishing bike lanes along SR 49 and separated bike paths and walkways in Utica Park, as well as adding new landscaping, traffic control devices, and enhanced street lighting.

State Highway Operations and Protection Program

The purpose of the State Highway Operations and Protection Program (SHOPP) is to maintain the integrity of the State highway system. Funding



for this program is provided through gas tax revenues. This funding source is specific to Caltrans and is not a grant program. Projects are nominated for funding within each Caltrans District office. Proposed projects are sent to Caltrans Headquarters for programming on a competitive basis statewide. Final project determinations are subject to additional review. Individual Districts are not guaranteed a minimum level of funding. SHOPP projects are based on statewide priorities within each program category (i.e. safety, rehabilitation, operations, etc.) within each Caltrans District. SHOPP funds cannot be used for capacity-enhancing projects. The City should coordinate closely with CCOG when considering the applicability of this funding source, as funding priorities may shift between funding cycles. Activities likely to be viewed favorably may include pedestrian and bicycle safety improvements, such as bulb-outs, intersection signaling and pedestrian crossing signals, bike lanes and paths, etc.

Minor A and Minor B Programs

The Minor A Program is a Caltrans discretionary funding program based on annual statewide allocations by District. This funding source is specific to Caltrans and is not a grant program. This program allows some level of discretion to Caltrans District Offices in funding projects up to \$750,000. Minor B Program funds are used for projects up to \$117,000. The advantage of the program is its streamlined funding process and the local District discretion for decision making. Funding is locally competitive within each District and limited to the extent of its allocation. Again, when considering applications to the Minor A Program, the City should coordinate closely with CCOG to develop support for the City's application and to ascertain ways to make the application more competitive within the local District. Activities that may be most competitive include improvements to the Vallecito Road intersection, which facilitate goods movement and help to relieve congestion and potential roadway conflicts.

Caltrans Transportation Planning Grant Program

Caltrans provides the Sustainable Transportation Planning Grant to promote a balanced comprehensive multimodal transportation system that promotes sustainability and these grants may still be used for a wide range of transportation planning purposes that address local, regional, and interregional transportation needs. The implementation of these grants should ultimately lead to the adoption, initiation, and programming of

transportation improvements. The program is separated into two grant types, including Strategic Partnerships and Sustainable Communities. Only MPOs and RTPAs may apply directly for the Strategic Partnership grants, while cities, counties, transit agencies, and tribal governments may apply for Sustainable Communities grants. Depending on the grant, the local match is 11.47 percent or 20 percent, with a maximum amount of \$500,000. Examples include the following studies:

- Studies identifying interregional, inter-county, or statewide mobility and access needs
- Corridor studies and corridor performance/preservation studies
- Community to school studies or safe routes to school plans
- Complete streets plans
- Studies that assist transportation agencies in creating sustainable communities
- Bike and pedestrian safety enhancement plans
- Traffic calming and safety enhancement plans
- Corridor enhancement studies.

As the next steps in implementation of the Main Street Plan will be design/implementation rather than planning, this grant program is not a likely future funding source for this plan. However, this program may be quite valuable when planning connectivity with the broader community, such as pedestrian and bicycle connectivity from downtown to Bret Harte High School.

FEDERAL FUNDING SOURCES

Following is a listing of several federal funding sources for which plan components may be eligible.

Community Development Block Grants

For cities that participate in the Community Development Block Grant (CDBG) entitlement program, the Department of Housing and Urban Development (HUD) offers grants that can support a wide array of infrastructure improvements, so long as they provide benefit to low- and moderate-income persons, prevent or eliminate slums or blight, and help to remediate urgent threats to the health or welfare of the community for which other funds are not available. For smaller communities, such as the City of Angels, which do not qualify for entitlement status, the State of

IMPLEMENTATION

California Department of Housing and Community Development distributes funds through the Small Cities CDBG program. Examples of projects that could be eligible for funding include construction of sidewalks along SR 49 at Utica Park, bulb-outs, and ADA curb cuts and ramps, among a variety of other potentially eligible projects.

Fixing America's Surface Transportation (FAST) Act

Congress passed the Fixing America's Surface Transportation (FAST) Act in December 2015. Representing the first long-term authorization in a decade, the bill authorized the use of \$305 billion between the 2016-2020 fiscal years, with \$43.1 billion authorized for the 2016 fiscal year. The bill builds on the structure and reforms established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). In addition, the bill adds a new freight formula, adds a new discretionary program for nationally significant freight and highway projects, and provides a new tribal self-governance option. The core funding programs provided under the FAST Act including:

National Highway Performance Program (NHPP)

The National Highway Performance Program (NHPP) supports the construction of new national highway facilities with the goal of improving condition and performance, and support progress toward the achievement of established performance targets. Eligible activities include reconstruction, resurfacing, restoration, or preservation of bridges and projects to reduce the risk of failure of certain pieces of infrastructure. This funding source may be particularly useful for the reconfiguration of the Vallecito Road intersection, which would involve changes to, or replacement of, the existing bridge over Angels Creek.

Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program provides funding for improvements on federally aided highways, bridges, transit capital, bicycle, and pedestrian projects. Authorization of SAFETEA-LU expanded eligibility to include advanced truck stop electrification systems, high accident/congestion intersections, and environmental restoration and abatement, control of noxious weeds and establishment of native species. These federal funds pass through the state and may or may not be allocated in any one year to projects in the study corridor. Most of the actions identified in the Main Street Plan would likely be eligible.

Regional Surface Transportation Program

Rural counties can exchange federal Surface Transportation Block Grant dollars, discussed above, for State Highway Account (SHA) funds (a process known as "RSTP Exchange"). This is advantageous to Regional Transportation Planning Agencies (RTPAs) as federal funds have more stringent requirements, such as a 20 percent local match, while state funds do not require any local match. The state also provides additional state funds to the county, as a match to the exchanged federal dollars. RTPAs may allocate remaining funds for bikeway, pedestrian, transit, safety, ridesharing, parking, traffic management, transportation control, and environmental enhancement projects. This leaves considerable room to use these funds along the Main Street Corridor. However, while multiple other funding sources may be used for streetscape improvements and bicycle and pedestrian facilities, these funds could be used for parking improvements and reconfigurations.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is intended to reduce traffic fatalities and serious accidents through strategic infrastructure improvements. Improvements can be made to public roadways, as well as publicly owned bicycle and pedestrian facilities, as well as the establishment of traffic signals, curb extensions, and sidewalks.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was implemented under the Clean Air Act Amendments of 1990 to support surface transportation projects and other related efforts that improve air quality and provide congestion relief. The program has been reauthorized under every successive transportation bill, including the FAST Act. The program is administered by the Federal Highway Administration (FHWA), with between \$2.3 and \$2.5 billion authorized annually between 2016-2020. Funds may be used for transportation projects or programs included in the MPO's current transportation plan and transportation improvement program which contribute to the attainment or maintenance of national air quality standards. Therefore, CMAQ funds may be used to fund components of the Main Street Plan which align with CalCOG priorities.



Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) provides matching funds to state and local government agencies that contribute to development of public outdoor recreational facilities. Funded activities include technical studies and planning, as well as land acquisition, and development of recreational facilities. Approximately 75 percent of the funds distributed by the LWCF were used to facilitate development of local recreational facilities.

Private/Non-Profit Funding Sources

In addition to public funding sources from various levels of government, private funding may play a role in Main Street Plan implementation.

Private Donations

Contributions from private donors, such as individuals or charitable foundations, whose interests align with the goals of the Main Street Plan are another potential source of funds that could support either capital improvements or ongoing operations and maintenance. Donations can take the form of cash contributions or in-kind donations of time or materials. One particular type of improvement identified in the Main Street Plan that should be targeted for private in-kind funding is construction and maintenance of parklets. The City should identify property owners and/or business owners whose properties front on Main Street who would like to construct parklets in the adjacent right-of-way. Owners of eating and drinking establishments in particular should be attracted to undertake these types of projects, because they can provide additional customer seating capacity, and make their businesses more visible and attractive. In exchange for these benefits, the owners should be willing to design, construct, and maintain the parklets at their cost, in accordance with City/Caltrans guidelines.

Sponsorship Programs

Similar to private donation drives, organized sponsorship programs solicit larger donations from individuals, business, and organizations which can be used to fund improvements. Sponsorship campaigns often include some form of public recognition, such as participation in ribbon cutting ceremonies, naming rights to a park or public space, or a commemorative

plaque. Some of the specific items that may benefit from sponsorship programs include the Gateway signage, which often feature logos from local community organizations (e.g., ACBA, DAC, etc.) and efforts to convert the existing walking tour into a mobile (i.e., smart phone) application. For the latter, local businesses could either directly sponsor development of the application, with an acknowledgments screen added, or could sponsor a design competition through local schools to develop the application.

Private Charities and Foundations

In addition to donations from private individuals and named sponsors, additional voluntary donations may be available from private charities and foundations. Funds are often secured through the submission of applications to charities and foundations with stated missions which align with the goals of the project in question.

User Fees and Concessions

To the extent that new facilities charge fees for access or usage of facilities, said fees can be used to offset the costs of operations and maintenance. User fees may include new parking fees, as well as park usage fees, either for day use or for special events. If concessions are provided, such as snack stands, food trucks, or vending machines, concession fees may also be used to offset operations and maintenance costs, such as for supporting a Main Street event series. User and concession fees are insufficient to offset construction costs for most types of public facilities, but can be part of a balanced and multifaceted financing strategy and/or help provide funding for ongoing operations and maintenance once improvements are in place.

SUMMARY OF RECOMMENDATIONS

The summary matrix provided is designed to facilitate the initial stages of implementation planning, by providing the City and its partners with a template to use to organize the results of prioritization discussions, condensing them into an easily understandable table. The matrix, once completed through a collaborative process, will break down each major component of the Main Street Plan into individual action steps, identifying the anticipated timeline for implementation, the lead entity, and key partners. The matrix also provides a space for adding notes regarding the status of each item, which can be used for ongoing monitoring, reporting, and reprioritization.

NOTES:

(a) Implementation items include the actions necessary to complete the improvements, and establish the programs, identified in the Main Street Plan.

(b) The implementation timeframe functions as a general indicator of how each implementation item is prioritized. Short-term designates those items to be completed within the next year. Medium-term designates those items to be completed within the next two to three years, while long-term designates items with no definite timeline for completion. Ongoing refers to items that will begin or continue implementation during the current planning period and beyond.

HOW TO USE THIS MATRIX;

Recommendation List: Recommendation based on Section 4 of this plan.

Page Number: Where to find more information about this Recommendation including a plan and description.

Overlap With: Often recommendations repeat from other places in this document as ideas are represented a vision that works together as a whole that can be implemented in sections. This column identifies similar or corresponding recommendations.

Time frame: An estimate of when to implement recommendation. Short term is considered six months to one year. Medium term would be considered one to five years, and long term would be considered five years or longer.

Lead: The lead would be the person, organization or agency responsible for implementing the next actions to move the recommendation forward. The lead entity is responsible for organizing and monitoring implementation for the designated item, including securing or managing funds and key partners.

Partners: Partners are team members, organizations or agencies that should be involved in next actions to move the recommendation forward.

Status: Use this section to document progress made toward implementation of each item. This should be updated on an ongoing basis to facilitate monitoring.



		RECOMMENDATION LIST BY SECTION	PAGE #	OVERLAP WITH:	TIMEFRAME				LEAD (C.)	PARTNERS (D.)	STATUS (E.)
					SHORT	MEDIUM	LONG	ONGOING			
4	1.0	Complete Streets: Commercial Main Street									
4	1.0.1	Implement contiguous sidewalks	52	1.2.1	x			x	City	Caltrans	In Progress
4	1.0.2	Implement contiguous bike lanes	52			x		x	CCOG	Caltrans	
4	1.0.3	Enhance the streetscape along SR 49	52	1.2.3			x		City	Caltrans	
4	1.0.4	Add bus pullouts along SR 49	52			x	x		City	Caltrans	
4	1.2	Complete Streets: Historic Downtown									
4	1.2.1	Implement Contiguous Sidewalks	56	1.1.1		x			City	Caltrans Approval	
4	1.2.2	Implement a bike lane connection to the future Angels Creek Trail	56	3.1.5, 4.4.2		x		x	City	Caltrans Approval	Coordinate with Trail Design
4	1.2.3	Enhance the streetscape along SR 49	56	1.1.3			x		City	Caltrans Approval	
4	1.2.4	Increase the opportunity for public space in downtown	56	4.1.1	x	x			Business Owners/City	Caltrans Approval	
4	1.2.5	Create a Gateway to downtown	56	1.5.2, 4.0.3 and 4.5.1		x			DAC		
4	1.2.6	Encourage programs to benefit business viability	56		x				ACBA/DAC	City	
4	1.3	Intersection Improvements: Bragg Street									
4	1.3.1	Bragg Street movements-Further study and a cost benefit analysis	60				x		City	Caltrans Approval	
4	1.3.2	Bulbouts along SR 49 north of Bragg Street	60	1.4.1			x		City	Caltrans Approval	
4	1.4	Intersection Improvements: Raspberry Intersection									
4	1.4.1	Construct bulbouts at Raspberry, Hardscrabble and SR 49	62	1.3.3		x			City	Caltrans Approval	
4	1.4.2	Define Crosswalks	62		x				City	Caltrans Approval	

SUMMARY OF RECOMMENDATIONS

		RECOMMENDATION LIST BY SECTION	PAGE	OVERLAP WITH:	TIMEFRAME				LEAD	PARTNERS	STATUS
					SHORT	MEDIUM	LONG	ONGOING			
4	1.4.3	Parking and Wayfinding Signage	62	3.0.4		x			DAC	Caltrans Approval	
4	1.4.4	Pedestrian Signalization	62			x			City	Caltrans Approval	
4	1.5	Intersection Enhancements: Vallecito Intersection									
4	1.5.1	Pedestrian Improvements	64	3.1.6		x	x		City	Caltrans Approval	Coordinate with Trail Design
4	1.5.2	Develop a Gateway Plaza	64	1.2.5, 4.0.3 and 4.5.1		x	x		City	Caltrans Approval	Coordinate with Trail Design
4	1.5.3	Extend sidewalks from downtown	64			x	x		City	Caltrans Approval	Coordinate with Trail Design
4	2.0	Wayfinding Signage									
4	2.0.1	Identify implementation funding	68			x			City/CCOG		
4	2.0.2	Develop an interpretive sign program	68	2.2.2	x				DAC	City	
4	2.0.3	Consolidate highway signage	68	3.2.4, 3.1.4		x			City/Caltrans		
4	2.0.4	Create parking turnaround signage	68	2.1.3	x				City	Caltrans Approval	
4	2.1	Vallecito Gateway									
4	2.1.1	Coordinate highway signage with Caltrans	72			x			City	Caltrans Approval	
4	2.2.2	Implement wayfinding signage	72	3.2.5		x			DAC	City	
4	2.2.3	Develop return to downtown signage	72	2.0.4	x				City	Caltrans Approval	
4	2.2	Interpretive Signage									
4	2.2.1	Develop a downtown historical walking tour and/or app	73	2.0.5	x				DAC		
4	2.2.2	Implement interpretive sign locations	73	2.0.2		x			DAC		
4	2.2.3	Re-develop the historic Choi Building, a historic plaza and downtown museum annex	73	4.4.4			x		DAC/Angels Museum	City	
4	3.0	Parking Alternatives									
4	3.0.1	Re-stripe Utica Park and Vallecito lots	74		x				City		
4	3.0.2	Increase parking lot safety	74			x			City		



		RECOMMENDATION LIST BY SECTION	PAGE	OVERLAP WITH:	TIMEFRAME				LEAD	PARTNERS	STATUS
					SHORT	MEDIUM	LONG	ONGOING			
4	3.0.3	Coordinate a public/private partnership at Utica Hotel to provide a parking garage downtown	74			x	x		City	Property Owners	
4	3.0.4	Improve wayfinding and signage	74	1.4.3		x			City/DAC	Caltrans Approval	
4	3.0.5	2 or 3 hour parking/delivery access	74		x				City	Caltrans Approval	
4	3.1	Vallecito Parking									
4	3.1.1	Restripe parking lot layout	76	3.2.1	x				City		
4	3.1.2	Add landscape along Vallecito	76			x			City		
4	3.1.3	Encourage bus and oversized vehicle parking	76		x				City		
4	3.1.4	Consolidate intersection and parking signage	76	2.0.3, 3.2.4	x				City/Caltrans		
4	3.1.5	Coordinate location of future improvements	76	1.2.2, 4.4.2		x		x	City		Coordinate with Trail Design
4	3.2	Raspberry Parking Lot									
4	3.2.1	Restripe parking lot layout	78	3.1.1	x				City		
4	3.2.2	Improve pedestrian access to downtown	78			x			City	Property Owners	
4	3.2.3	Improve security by implementing crime prevention through environmental design (CEPTD) strategies	78			x			City		
4	3.2.4	Improve parking signage visibility from SR 49	78	2.0.3, 3.1.4	x				City	Caltrans Approval	
4	3.2.5	Add wayfinding signage	78	2.1.2		x			City/DAC		
4	3.3	Utica Hotel Parking									
4	3.3.1	Maintain the historic nature of the main street	80					x	City	Property Owners	
4	3.3.2	Align garage access and minimize left turn	80				x		City	Property Owners	
4	4.0	Historic Downtown Public Space									
4	4.0.1	Implement traffic calming along SR 49	96			x			City/Caltrans		
4	4.0.2	Improve parking access	96			x			City		
4	4.0.3	Create a gateway to downtown	96	1.2.5		x			City/DAC		

SUMMARY OF RECOMMENDATIONS

		RECOMMENDATION LIST BY SECTION	PAGE	OVERLAP WITH:	TIMEFRAME				LEAD	PARTNERS	STATUS
					SHORT	MEDIUM	LONG	ONGOING			
4	4.0.4	Improve Utica Park	96			x		x	City	Local Residents	
4	4.0.5	Work with ACBA and DAC to bring businesses to downtown	96					x	City/DAC/ACBA	Business Owners	In Progress
4	4.0.6	Develop and signature event to attract visitors	96		x				City/DAC/ACBA	Business Owners	In Progress- Food Trucks
4	4.0.7	Develop design level plans for streetscape improvements	96			x	x		City	Caltrans Approval	
4	4.0.8	Organize and promote Main Street	96		x				DAC/ACBA		
4	4.1	Historic Downtown Public Space									
4	4.1.1	Relocate on-street parking spaces to increase public space	88	1.2.4					City/Caltrans		
4	4.1.2	Improve intersections and enhance the existing mid-block crossing	88	1.4.1	x				City/Caltrans		
4	4.1.3	Improve main street access	88			x	x		City	CCOG	
4	4.2	Downtown parklets and plazas					x	x			
4	4.2.1	Develop Parklets: Relocate two spaces for parklets	91		x				City/Caltrans	Caltrans Approval	
4	4.2.2	Develop Plaza: Relocate three spaces for the Angels Theater Plaza	90			x			City/Caltrans	Caltrans Approval	
4	4.3	Visitor Center Park and Pedestrian Improvements									
4	4.3.1	Intersection enhancements at SR 49 and Rasberry Lane	92	1.4.1/4.1.2		x			City/Caltrans		
4	4.3.2	Design a streetscape that is accessible for all ages and levels of mobility	92				x		City	CCOG	
4	4.3.3	Coordinate with the property owner of the vacant lot adjacent to the Visitors Center on a Park to serve as a 'Town Square'	92			x			City	Property Owners	
4	4.4	Downtown Gateway and Angels Creek Trail									
4	4.4.1	Gateway Plaza at Vallecito Road	94	4.0.3 and 1.5.2		x			City/Caltrans		
4	4.4.2	Connect to Angels Creek Trail	94	3.1.5, 1.2.2		x			City		Coordinate with Trail Design



		RECOMMENDATION LIST BY SECTION	PAGE	OVERLAP WITH:	TIMEFRAME				LEAD	PARTNERS	STATUS
					SHORT	MEDIUM	LONG	ONGOING			
4	4.4.3	Stair Connection to Raspberry Parking Lot	94		x				City		In Progress
4	4.4.4	Re-develop the historic Choi Building, a historic plaza and downtown museum annex	94	2.2.3			x		DAC/Angels Museum		
4	4.4.5	Birds Way as a shared street	94				x		City	Property Owners	
4	4.5	Utica Park Gateway, Trail and Parking									
4	4.5.1	Overhead Gateway at Utica Park	96			x			City/DAC	Caltrans	
4	4.5.2	Connect Utica Park to downtown	96				x		City		
4	4.5.3	Develop a signature park entry at Sams Way	96				x		City		
4	4.5.4	Incorporate a Multiuse trail through park	96			x			City		
4	4.5.5	Develop a trail to connection to existing neighborhoods	96				x		City		
4	4.5.6	Restripe parking area to increase parking	96		x				City		
4	4.5.7	Pave on-street shoulder parking along SR 49, Add Sidewalks	96				x		City	Caltrans	
4	4.5.8	Improve park facilities	96			x			Grass Roots Local Community		

APPENDIX A

CALTRANS MAPS

APPENDIX B

TECHNICAL MEMO #1 EXISTING CONDITIONS AND ANALYSIS

APPENDIX C

TECHNICAL MEMO #1 EXISTING TRAFFIC CONDITIONS

APPENDIX D

TECHNICAL MEMO #1 MARKET STUDY

APPENDIX D

TECHNICAL MEMO #2 PUBLIC OUTREACH

APPENDIX E

TECHNICAL MEMO #3 DESIGN CONCEPTS TRAFFIC ANALYSIS