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TRANSPORTATION PLANNER
ABIGAYLE STEFFES
ADMINISTRATIVE ASSISTANT
MONICA STREETER
LEGAL COUNSEL

March 4, 2026
5:30 PM
Regular Meeting - Agenda

THIS MEETING WILL BE HELD IN THE BOARD OF SUPERVISORS CHAMBERS
891 MOUNTAIN RANCH RD. SAN ANDREAS, CA 95249

To view or participate in the meeting online, please use the following link:

https://us06web.zoom.us/j/82680781078?pwd=kjslAHcDauGkqiDYYTHJr43Pes8B2c.1

To provide public comment by phone, dial 1 (669) 444-9171 or 1 (346) 248-7799; Access Code 826 8078 1078; Passcode: 261085. Please mute your phones once connected.

If you would like additional information or have questions on how to view or participate in the meeting online, please contact Anne Dell'Orto at adellorto@calacog.org or at (209) 754-2094 or visit the CCOG website at: www.calacog.org/virtual-meeting-information/.

THE CALAVERAS TRANSIT AGENCY WILL CONVENE IMMEDIATELY FOLLOWING THE CALAVERAS COUNCIL OF GOVERNMENTS MEETING OR AS DEEMED CONVENIENT BY THE PRESIDING OFFICER.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

CONSENT AGENDA

Consent Agenda Items are expected to be routine and non-controversial, and will be acted upon by the Council at one time without discussion. Any Council Member, Staff Member, or interested parties, may request that an item be removed from the Consent Agenda for further discussion.

1. Approval of the Calaveras Council of Governments Regular Meeting Minutes for February 4, 2026
2. Authorize the Chair to Execute a Letter of Support for the Arnold Rim Trail Association
3. Minute Order Adopting the Final FY 2025/26 Short Range Transit Plan Update
4. Acceptance of the City of Angels Camp FY 2024/25 Annual Transportation Development Act (TDA) Non-Transit Streets and Roads Financial Audit

REGULAR AGENDA

5. Public Comment – Five (5) minutes per person. Comments shall be limited to items that are within the subject matter jurisdiction of the Council and not on the posted Agenda; Government Code Section 54954.3(a).

6. Caltrans Report - Verbal Report, No Supplemental Materials Included

7. City and County Reports
    a. Capital Improvement Program (CIP) Quarterly Report-City of Angels Projects
    b. Capital Improvement Program (CIP) Quarterly Report-Calaveras County Projects

8. Presentation of the Draft Calaveras County Active Transportation and Recreational Trails Plan (ATRTP) by Fehr and Peers.

9. Minute Order Approving the County Public Works Department Request to Reprogram Regional Surface Transportation Program (RSTP) Funds Totaling $268,042.

10. Minute Order Approving the FY 2026/27 Draft Operations Budget

11. Resolution No. FY 26-17 Approving the FY 2026/27 Draft Overall Work Program (OWP) and Planning, Programming and Monitoring Expenditure Plan

12. Council Report-Verbal Report, No Supplemental Materials Included

13. Staff Reports-Verbal Report, No Supplemental Materials Included

14. **ADJOURNMENT** - The next scheduled meeting of the CCOG is **April 1, 2026 5:30 P.M.**

If requested, this agenda can be made available in appropriate alternative formats to persons with disabilities, as required by Section 202 of the Americans with Disabilities Act of 1900 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact Anne Dell'Orto at 209-754-2094 for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting, should telephone or otherwise contact CCOG as soon as possible.

CALAVERAS COUNCIL OF GOVERNMENTS

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ABIGAYLE STEFFES
ADMINISTRATIVE ASSISTANT
MONICA STREETER
LEGAL COUNSEL

February 4, 2026
5:30 PM
Regular Meeting Minutes

TEL:(209)754-2094

To view or participate in the meeting online, please use the following link:

https://us06web.zoom.us/j/84418645833?pwd=1FnjDNSpPsibaPddZ46SjMEyvaDTjM.1

To provide public comment by phone, dial 1 (669) 444-9171 or 1 (346) 248-7799; Access Code 844 1864 5833; Passcode: 420420. Please mute your phones once connected.

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THE CALAVERAS TRANSIT AGENCY WILL CONVENE IMMEDIATELY FOLLOWING THE CALAVERAS COUNCIL OF GOVERNMENTS MEETING OR AS DEEMED CONVENIENT BY THE PRESIDING OFFICER.

CALL TO ORDER

Attendee Name	Title	Status
Amanda Folendorf	Chairperson	Present
Tim Muetterties	Citizen Member	Present
Trevor Wittke	Citizen Member	Present
Gary Tofanelli	Board of Supervisors	Present
Scott Behiel	City Council Member	Present
Pat Bettinger	Citizen Member	Present
Michael Chimente	City Council Member	Present

Regular Meeting was called to order at 5:30 P.M. by chairperson Amanda Folendorf.

PLEDGE OF ALLEGIANCE

CONSENT AGENDA

1. Approval of the Calaveras Council of Governments Regular Meeting Minutes for December 3, 2025

RESULT: **PASSED [UNANIMOUS]**

MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Pat Bettinger, Citizen Member
AYES:	Amanda Folendorf, Tim Muetterties, Trevor Wittke, Gary Tofanelli, Scott Behiel, Pat Bettinger, Michael Chimente

2. Acceptance of the County of Calaveras FY 2024/25 Annual Transportation Development Act (TDA) Non-Transit Streets and Roads Financial Audits

RESULT:	**PASSED [UNANIMOUS]**
MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Pat Bettinger, Citizen Member
AYES:	Amanda Folendorf, Tim Muetterties, Trevor Wittke, Gary Tofanelli, Scott Behiel, Pat Bettinger, Michael Chimente

3. FY 2025/26 Overall Work Program (OWP) Quarterly Report

RESULT:	**PASSED [UNANIMOUS]**
MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Pat Bettinger, Citizen Member
AYES:	Amanda Folendorf, Tim Muetterties, Trevor Wittke, Gary Tofanelli, Scott Behiel, Pat Bettinger, Michael Chimente

4. FY 2025/26 Calaveras Council of Governments (CCOG) Mid-Year Financial Reports and Budget to Actuals

RESULT:	**PASSED [UNANIMOUS]**
MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Pat Bettinger, Citizen Member
AYES:	Amanda Folendorf, Tim Muetterties, Trevor Wittke, Gary Tofanelli, Scott Behiel, Pat Bettinger, Michael Chimente

5. Calaveras Transit Agency (CTA) FY 2025/26 Mid-Year Performance Report

RESULT:	**PASSED [UNANIMOUS]**
MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Pat Bettinger, Citizen Member
AYES:	Amanda Folendorf, Tim Muetterties, Trevor Wittke, Gary Tofanelli, Scott Behiel, Pat Bettinger, Michael Chimente

6. Approving FY 2025/26 City of Angels TDA Bicycle and Pedestrian Claim in the Amount of $40,000

RESULT:	**PASSED [UNANIMOUS]**
MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Pat Bettinger, Citizen Member
AYES:	Amanda Folendorf, Tim Muetterties, Trevor Wittke, Gary Tofanelli, Scott

	Behiel, Pat Bettinger, Michael Chimente

7. Authorize the CCOG Chair to Execute a Letter requesting California Department of Transportation (Caltrans) take over as the Implementing Agency for the Eastern Segment of State Route 4 Wagon Trail Realignment Project - Right of Way.

RESULT:	**PASSED [UNANIMOUS]**
MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Pat Bettinger, Citizen Member
AYES:	Amanda Folendorf, Tim Muetterties, Trevor Wittke, Gary Tofanelli, Scott Behiel, Pat Bettinger, Michael Chimente

8. Correspondence
   a. FY 2026/27 Local Transportation Fund (LTF) Estimate from County Auditor Controller

RESULT:	**PASSED [UNANIMOUS]**
MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Pat Bettinger, Citizen Member
AYES:	Amanda Folendorf, Tim Muetterties, Trevor Wittke, Gary Tofanelli, Scott Behiel, Pat Bettinger, Michael Chimente

REGULAR AGENDA

9. Public Comment – Five (5) minutes per person. Comments shall be limited to items that are within the subject matter jurisdiction of the Council and not on the posted Agenda; Government Code Section 54954.3(a).

   No Public Comment.

10. Caltrans Report-Verbal Report, No Supplemental Materials Included

    Caleb Brock, Caltrans D10, Provided information on current programs and funding opportunities. Council questions comments.

11. Local Agency Reports (if present) -Verbal Reports, No Supplemental Materials Included

    Micah Martin, County Public Works, provided updates.
    Supervisor Tofanelli provided a comment.
    Supervisor Folendorf provided a follow up comment.

12. Minute Order Approving the Appointment of the Chair and Vice Chair for Calendar Year 2026.

RESULT:	**PASSED [UNANIMOUS]**
MOVER:	Amanda Folendorf, Chairperson
SECONDER:	Gary Tofanelli, Board of Supervisors
AYES:	Amanda Folendorf, Tim Muetterties, Trevor Wittke, Gary Tofanelli, Scott Behiel, Pat Bettinger, Michael Chimente

13. Presentation of the Draft Short Range Transit Plan Update

Chair Muetterties introduced Acadia Davis with LSC Transportation Consultants, INC who provided a presentation on the Draft Short Range Transit Plan.
Council Questions and Comments.

14. Minute Order Approving Amendment No. 1 to the Professional Services Agreement with Fehr & Peers for the Active Transportation and Recreational Trails Plan.

Melissa Raggio presented the item
No council discussion.

RESULT:	**PASSED [UNANIMOUS]**
MOVER:	Trevor Wittke, Citizen Member
SECONDER:	Scott Behiel, City Council Member
AYES:	Amanda Folendorf, Tim Muetterties, Trevor Wittke, Gary Tofanelli, Scott Behiel, Pat Bettinger, Michael Chimente

15. Recognize the Calaveras Council of Government for their Commitment and Support on the SR 4 Wagon Trail Project

Gary Tofanelli, Board of Supervisor, presented awards recognizing the Council for their dedication on the Wagon Trail Project

16. Council Report-Verbal Report, No Supplemental Materials Included

Supervisor Folendorf, provided information on safe streets and roads for all.
Council Member Chimente, provided information on city projects.
Council Member, Behiel shared additional information on city activities.

17. Staff Reports-Verbal Report, No Supplemental Materials Included

No staff report.

18. <u>ADJOURNMENT</u> - The next scheduled meeting of the CCOG is March 4, 2026 5:30 P.M.

CALAVERAS COUNCIL OF GOVERNMENTS AGENDA SUBMITTAL

Presented by: ***Melissa Raggio, Executive Director***	**Board Meeting Date** March 4, 2026	**Agenda Number** **2**
Authorize the Chair to Execute a Letter of Support for the Arnold Rim Trail Association		
Published Notice Required? No **Public Hearing Required?** No		**Estimated Time:** 0-5
Type of Document: Informational **PowerPoint Presentation Included?** No		

Recommendation:
Authorize the Chair to execute a letter of support for a grant application to the Sierra Nevada Conservancy for trail improvements.

Background:
The Arnold Rim Trail Association (ARTA) is a 501 (c)(3) nonprofit organization dedicated to developing and maintaining sustainable, non-motorized trails in the Calaveras Interface.

Discussion:
ARTA is applying for a Sierra Nevada Conservancy Recreation, Tourism, and Equitable Access grant to fund the Trail Reconciliation, Wayfinding and Outdoor Literacy Project. This project will improve up to 31 miles of trails in the Arnold Rim Trail system, including new sustainable trail construction, trail rerouting, decommissioning of unsustainable routes, and comprehensive wayfinding improvements.

Twenty-five percent of all search-and-rescue calls in Calaveras County originate from the Arnold Rim Trail system, and improved wayfinding and trail design will reduce these incidents and enhance public safety.

ARTA is requesting the Council's support on their grant application. The County Board of Supervisors has also provided a letter of support.

Fiscal Impact:
None.

ATTACHMENT(S):
CCOG Letter of Support.pdf

March 4, 2026

Sierra Nevada Conservancy
Attn: Grants Team
11521 Blocker Drive, Suite 205
Auburn, CA 95603

Subject: Letter of Support - **Arnold Rim Trail Association**

Dear Sierra Nevada Conservancy Grants Team,

We, the Calaveras Council of Governments, write to express our strong support for the Arnold Rim Trail Association (ARTA) and its mission to develop, maintain, and sustain a world-class trail system in the Calaveras Interface of the Stanislaus National Forest.

ARTA's work addresses critical safety concerns by reconciling our region's confusing trail system, improving wayfinding through better signage and maps, and providing outdoor literacy education to visitors. These improvements will reduce search-and-rescue incidents (which currently account for 25% of all SAR calls in Calaveras County), enhance access for diverse user groups, and protect our environment through sustainable trail design and maintenance.

ARTA's comprehensive approach includes constructing new sustainable trails, adopting user-created trails, closing unsustainable routes, fostering volunteer stewardship, and implementing comprehensive wayfinding and educational programs. These efforts will transform the Arnold Rim Trail into a welcoming gateway for all outdoor recreationists while protecting our natural resources for future generations.

We believe ARTA's projects enhance public safety, improve equitable access to outdoor recreation, support our local economy through recreation-based tourism, and create lasting environmental benefits for our community and the Sierra Nevada region.

We fully support ARTA's pursuit of grant funding and other resources necessary to achieve these important goals.

Sincerely,

Tim Muetterties
Chairman
Calaveras Council of Governments
209-754-2094

CALAVERAS COUNCIL OF GOVERNMENTS AGENDA SUBMITTAL

Presented by: ***Melissa Raggio, Executive Director***	**Board Meeting Date** March 4, 2026	**Agenda Number** **3**
Minute Order Adopting the Final FY 2025/26 Short Range Transit Plan Update		
Published Notice Required? No **Public Hearing Required?** No		**Estimated Time:** 15
Type of Document: Minute Order **PowerPoint Presentation Included?** Yes		

Recommendation:
Staff recommends the Calaveras Transit Agency adopt the Final Short Range Transit Plan.

Background:
The Short Range Transit Plan (SRTP) is a five-year strategic planning document required by California Public Utilities Code (PUC) 99246 (Transportation Development Act-TDA) to guide local transit operations, capital investments, and service improvements. An SRTP evaluates current service performance, identifies community needs and provides a framework for aligning transit services with financial and policy realities.

The purpose of the SRTP is to guide the development of public transportation services for Calaveras residents and visitors over the next five years, from 2026 to 2030. More specifically, the SRTP;

- Provides opportunities for public input regarding transportation needs and how Calaveras Connect might effectively address them
- Conducts market research to determine who is riding Calaveras Connect, how they are using the system, how satisfied they are with the service provided, and priorities for improvements
- Evaluates the recent performance of existing services
- Provides priorities for service plan and fare recommendations over the next five (5) years
- Establishes a detailed operation and capital financial plan
- Update on zero emission bus requirements

A presentation of the Draft FY 2025/26 Short Range Transit Plan was presented at the February 4, 2026 CCOG Meeting. The FY 2025/26 Draft SRTP was also presented to the Social Services Technical Advisory Council (SSTAC). A copy of the Draft plan can be viewed on our CCOG website https://calacog.org/project/short-range-transit-plan/

Discussion:
A Public Draft was presented at the February 4th CCOG Board meeting and released for public review and comment. Staff recommends the Council approve the adoption of the Final FY 2025/26 SRTP.

Fiscal Impact:
None.

ATTACHMENT(S):
CCOG M.O. Final Short Range Transit Plan.pdf
CCOG SRTP - Final with Appendices.pdf

CALAVERAS COUNTY
STATE OF CALIFORNIA

MINUTE ORDER
March 4, 2026

A Motion was made Adopting the Final FY 2025/26 Short Range Transit Plan Update.

RESULT:
MOVER:
SECONDER:
AYES:

ATTEST

Anne Dell'Orto, Clerk to the Council
Calaveras Council of Governments

Tim Muetterties, Chair
Calaveras Council of Governments

Calaveras County

February 20, 2026

2025 Short Range Transit Plan



Calaveras Council of Governments



Final

LSC Transportation Consultants, Inc.

Calaveras County
2025
Short Range Transit Plan

Final

Prepared for the

Calaveras Council of Governments
44 E. Charles St.
San Andreas, CA 95249

Prepared by

LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Ste. C
Tahoe City, CA 96145
530-583-4053

February 20, 2026

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SHORT RANGE TRANSIT PLAN PURPOSE

A Short Range Transit Plan (SRTP) is a business plan for transit over a five-year period. The Calaveras County SRTP will provide guidance for the Calaveras Council of Governments (CCOG), the Calaveras Transit Agency (CTA), and decision-makers on how to improve the efficiency of the transit system and better meet the needs of Calaveras County residents and visitors over the next five years.

POPULATION AND DEMOGRAPHICS OF CALAVERAS COUNTY

The total population of Calaveras County was 45,995 in 2023 (per the American Community Survey 2023 5-Year Estimates) and has remained relatively unchanged over the past 20 years. The total population is projected to decline by 9 percent by 2040, with a significant 183 percent increase in the older senior population (85 and older). This age group is the most likely to become transit-dependent and require demand-response, paratransit, and non-emergency medical transportation options.

A higher percentage of the Calaveras County total population are seniors, people living with a disability, and those living below the federal poverty level than the State of California as a whole. Categorized as transit-dependent populations, these individuals are considered more likely than the general public to rely on transit and are particularly important to consider in transit planning.

EXISTING CALAVERAS CONNECT SERVICES AND PERFORMANCE

Like many other transit agencies, Calaveras Connect operations were significantly impacted by the COVID-19 pandemic, a fact that is reflected in ridership data and service quantities. Simultaneously, CTA rebranded its transit services to Calaveras Connect (in 2019) and then significantly redesigned Calaveras Connect services between late 2020 and January 2022, replacing several fixed routes with on-demand DAR, branded Direct Connect, and introducing a new route: the Columbia College Shuttle.

Existing Services

Calaveras Connect operates three deviated fixed routes and Direct Connect Dial-A-Ride, a general public demand response service (Figure E1).

Red Line – This deviated fixed route connects the communities of Valley Springs and Arnold Monday – Friday year-round, making stops in San Andreas, Angels Camp, Douglas Flat, Murphys, and Avery.

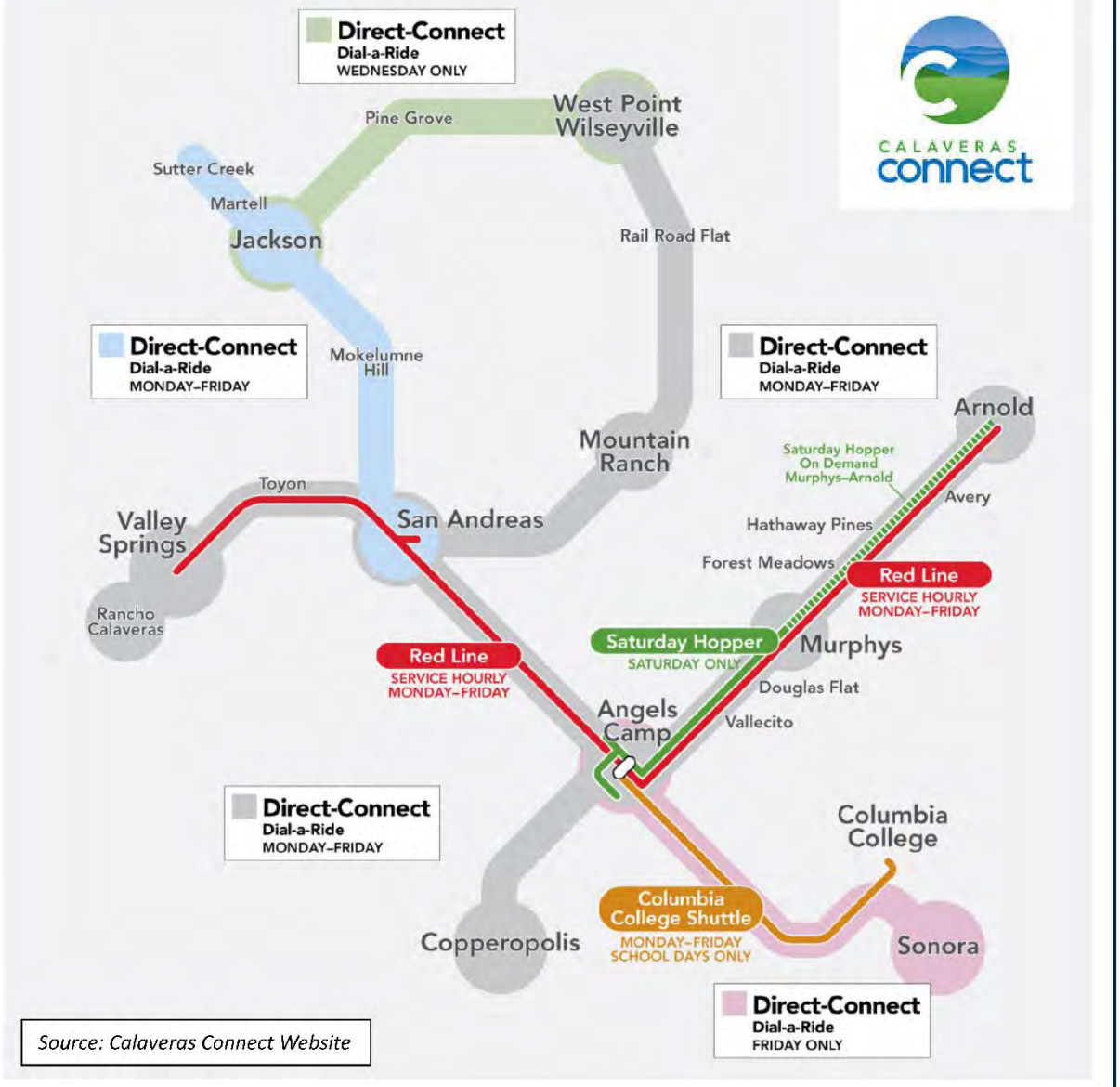
Saturday Hopper – This deviated fixed route connects the communities of San Andreas and Murphys on Saturdays between March and November, extending to Arnold on-demand.

Columbia College Shuttle – This deviated fixed route connects Angels Camp and Columbia College in Sonora, Monday-Friday during the academic school year.

Direct Connect Dial-A-Ride – The Dial-A-Ride (DAR) service is available to the general public for destinations in Calaveras County and to communities outside the county. Passengers must call in advance to make a ride reservation. Communities within Calaveras County served Monday through Friday include the State Route (SR) 12 corridor between San Andreas and Jenny Lind, the Mountain Ranch Road/Railroad Flat Road corridor between San Andreas and West Point, the SR 49 corridor between San Andreas and Angels Camp, and the SR 4 corridor between Copperopolis and Arnold. DAR

services to out-of-county destinations include the SR 49 corridor between San Andreas and Sutter Creek (weekdays), the SR 88/26 corridor between Jackson and West Point (Wednesdays only), and the SR 49 corridor between Angels Camp and Sonora (Fridays only).

Figure E1
Calaveras Connect Services



Service Performance

Ridership

While the COVID-19 pandemic had a swift negative impact on Calaveras Connect systemwide ridership, ridership recovery, coupled with the impacts of significant service changes, has led to a positive trend in annual ridership growth since FY 2020-21. It is important to note that many peer transit agencies have not experienced the same recovery in ridership.

Systemwide ridership has grown by 58 percent between FY 2022-23 and FY 2024-25, after services were transitioned to the current model. Since the seven-year low in FY 2020-21, ridership has increased by 182 percent. Systemwide ridership for FY 2024-25 was 44,829, or 16 percent above FY 2018-19 ridership pre-pandemic.

Direct Connect DAR ridership overall (including both in-county and out-of-county zones) increased by 52 percent between FY 2022-23 and FY 2024-25; however, ridership decreased by 2 percent between FY 2023-24 and FY 2024-25.

Service Levels

Similar to ridership, Calaveras Connect service levels have been impacted by service interruptions in recent years due to the pandemic. In the last seven years, service levels were highest in FY 2024-25. Calaveras Connect operated 34 percent fewer vehicle service miles (VSM) and 4 percent fewer vehicle service hours (VSH) in FY 2020-21 compared to FY 2018-19 due to widespread schedule reductions during the peak of the COVID-19 pandemic. Between FY 2020-21 and FY 2024-25, service levels systemwide increased significantly, with a 44 percent increase in VSM and a 42 percent increase in VSH. In FY 2024-25, fixed routes operated almost four times the VSM of DAR services (311,388 vs. 80,605), but only about double the VSH (10,552 vs. 4,999). This is due to the longer route distances and continuous service of fixed routes that operate regardless of passenger demand.

Financial Performance

CTA operating expenses totaled $1,692,565 in the FY 2024-25 final budget. The operations contract for Calaveras Connect accounted for 12 percent of total operating expenses. Similar to other peer transit agencies, the operations contract cost increased 15 percent between FY 2024-25 and FY 2025-26 (Budget Amendment No. 4), reflecting increased vehicle insurance costs. While this level of cost increase is not expected to continue in subsequent years, it is important to note that increases in operating costs are rapidly outpacing increases in revenues.

FY 2025-26 also represents the last year in which Covid-19 relief funds are included in the CTA operating budget as available revenue. These funding sources, including the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan Act (ARPA), acted as vital funding sources for CTA operations for several years.

SUMMARY OF PUBLIC OUTREACH

Public outreach conducted as part of the SRTP effort consisted of an onboard passenger survey to engage with Calaveras Connect riders, an online community survey to understand the needs of both riders and those who do not use Calaveras Connect, and two public workshops (one in-person and one virtual). Key findings of outreach efforts that informed service changes and improvements included:

- The most common fixed route origin-destination pairings were Angels Camp to San Andreas and Valley Springs to Valley Springs. The most common Direct Connect trips were between San Andreas and Jackson and between San Andreas and Angels Camp.
- Boarding activity on fixed routes (as recorded by reported time of boarding) fluctuated throughout the day with peaks during the hours of 8 AM, 11 AM, 1 PM, and 3 PM. Boarding activity on Direct Connect was concentrated in the hours of 8 AM and 9 AM, with another smaller peak in activity between 3 PM and 5 PM.
- For both onboard survey and online community survey respondents, the most requested service improvement were Saturday Red Line service.
- The vast majority of online community survey respondents do not use Calaveras Connect, with the most common reason being that the bus does not go where they need to travel, followed by bus schedule/frequency not matching needs, and the service being too far to walk to access.
- The community workshops highlighted the need for expanded transportation options for seniors without vehicles to access essential services within and outside of the County.

SERVICE ALTERNATIVES

An important part of the transit planning process is to study the potential impacts of a variety of service changes. Service alternatives were based on the existing conditions review, as well as input received through community outreach and discussions with staff. Ridership and cost impacts were analyzed for each alternative and compared to status quo performance. The highest performing alternatives were brought forth were considered in the development of three scenarios.

Alternatives Not Included in Scenarios

The Study Team evaluated additional options which were not considered high performing and were not included in one of the three service scenarios. Those are:

- Provide 30-minute Service Frequency on Red Line (San Andreas to Angels Camp only) 7:57 AM - 5:14 PM.
- Eliminate Saturday Hopper and Add Hourly Red Line Saturday Service.
- Add One Afternoon Roundtrip to Columbia College Shuttle.
- Implement Direct Connect Microtransit Service.
- Reduce Blue Zone Service to Monday, Wednesday, and Friday.

SCENARIOS

The final step in the transit plan process was to package the alternatives into three scenarios. Each scenario includes a financial plan. Within each scenario, two LTF revenue options are presented in the Financial Plan tables: 1) CTA Base LTF Claim and 2) Max Allowable LTF Claim for Operations. The CTA Base LTF Claim is $626,000 (as per the CTA budget) with no escalator for inflation. The following is a summary of each scenario:

Scenario One – This strategy employs a cost-neutral approach by eliminating or modifying low-performance services while increasing options for Red Line passengers (the highest performing route). One notable change is to change the Blue Zone DAR from a demand-response to a deviated fixed route.

This scenario is anticipated to increase ridership by 2,210 passenger-trips annually over the status quo while saving $35,000 in operating costs annually.

Scenario Two – This strategy aims to provide cost savings through minor service reductions and replacing low-efficiency services with higher-performing options. This scenario is anticipated to reduce ridership by 2,930 passenger-trips annually from the status quo while saving $218,400 in operating costs annually.

Scenario Three – This strategy aims to provide significant cost savings through major service reductions, including the elimination of Direct Connect DAR, and replacing low-efficiency services with higher-performing options. This scenario is anticipated to reduce ridership by 5,130 passenger-trips annually from the status quo while saving $338,000 in operating costs annually.

Details of all three Scenarios are presented in Chapter 12.

INITIAL RECOMMENDATIONS

Scenario One is the recommended service plan due to being cost-neutral, fiscally constrained in the short-range planning period (through FY 2030-31) if CTA claims its maximum allowable amount of Local Transportation Funds (LTF), and improving service performance and efficiency.

The recommended Scenario One service plan elements are:

- Expand Columbia College Shuttle to Year-Round Service.
- Earlier Westbound Service on Red Line (Angels Camp to San Andreas).
- Eliminate Saturday Hopper and Add Saturday Red Line Service Every 3 Hours (10:30 AM - 5:13 PM).
- Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day).
- Eliminate Direct Connect Service to Murphys/Arnold.

SHORT AND LONG RANGE FINANCIAL PLAN

CTA receives funding through various FTA and state programs. There is considerable uncertainty in funding levels beyond FY 2025-26 with the expiration of the Bipartisan Infrastructure Law (BIL) and Infrastructure Investment and Jobs Act (IIJA). This plan takes a conservative approach and assumes that, while FTA and state funding will remain available for transit, state funding levels will mirror the projected change in County population[1] and FTA funding will increase at a marginal rate of one percent per year. It is possible, however, that actual funding levels will exceed these projections.

Under Scenario One (the recommended scenario), CTA will operate with a surplus through FY 2027-28; however, CTA will begin experiencing an operating deficit in FY 2028-29 of $165,225, with a five-year deficit total of $313,644, if CTA continues to claim around $626,000 in LTF annually. If, however, CTA claims its max allowable LTF for operations, the Scenario One five-year plan is fiscally constrained, and

[1] According to Department of Finance population projections for Calaveras County, total County population will decrease by 0.8 percent annually for the short-term and by 0.55 percent annually for the long-term planning period.

CTA will operate with a surplus through FY 2031-32. The Financial Plans for Scenario Two and Three provide increasingly significant cost savings for CTA; however, they each come with service reductions and eliminations.

CAPITAL PLANNING

Capital Plan elements consist of vehicle replacement over the short- and long-range planning period and the construction of the CCOG/CTA Administrative and Operations Facility.

CTA will be required to purchase five vehicles in the short-range plan period and 14 vehicles over the ten-year plan period. Annual vehicle replacement costs increase significantly in the long range, mainly due to the requirement to purchase battery electric vehicles beginning in 2033. Vehicle replacement costs will total approximately $1.3 million over the next five years and $5.4 million over the next ten years.

CCOG and CTA are in the process of designing, engineering, and building a new administrative and operations facility. The total cost of this facility is estimated at $14 million. It is assumed in the capital plan that this facility will be completed in FY 2027-28. Even with SB 125 funds being allocated to this project over the first two years, a deficit of $4.2 million exists in both FY 2026-27 and FY 2027-28. CCOG has applied for grant funding to cover a portion of the construction costs; however, this funding has not been secured yet.

Chapter 1
INTRODUCTION

INTRODUCTION

Mobility is an essential issue influencing the economy, environment, and overall well-being across a region. Calaveras County is large, mountainous, rural, and sparsely populated, making mobility a distinct challenge for local residents. Public transit plays a significant role in helping residents and visitors travel throughout the county. The Calaveras Transit Agency (CTA) is the primary public transit provider serving Calaveras County, operating both intercity fixed routes and demand response services.

The Calaveras Council of Governments (CCOG) has retained LSC Transportation Consultants, Inc., to prepare an update to the Calaveras County Short Range Transit Plan (SRTP). The SRTP is a business plan for the transit agency, providing guidance for CCOG, CTA, and decision-makers on how to improve the efficiency of the transit system and better meet the needs of Calaveras County residents and visitors over the next five years.

The following SRTP document is organized as follows:

- In Chapters 1-5, factors influencing transit demand in the County are reviewed, including current and future demographic conditions, the recent operating history of Calaveras Connect, and a summary of public outreach efforts.
- In Chapter 6, a peer review compares Calaveras Connect performance to that of similar transit agencies.
- In Chapter 7, the SRTP presents a vehicle replacement schedule and zero-emission bus (ZEB) plan update.
- Chapter 8 reviews and updates CTA's goals and performance standards.
- Chapter 9 presents a marketing plan and opportunities to raise awareness and encourage ridership, as well as marketing strategies used by peer agencies.
- Chapter 10 evaluates a variety of service alternatives that have the potential to improve efficiency, reduce costs, increase ridership, and/or better meet the needs of the community.
- Chapter 11 discusses potential fare changes and technology.
- Chapter 12 presents a five- and ten-year SRTP, which consists of service, capital, and financial plans. Three separate service and financial plan scenarios are developed and presented to meet differing levels of funding.

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Chapter 2

STUDY AREA CHARACTERISTICS

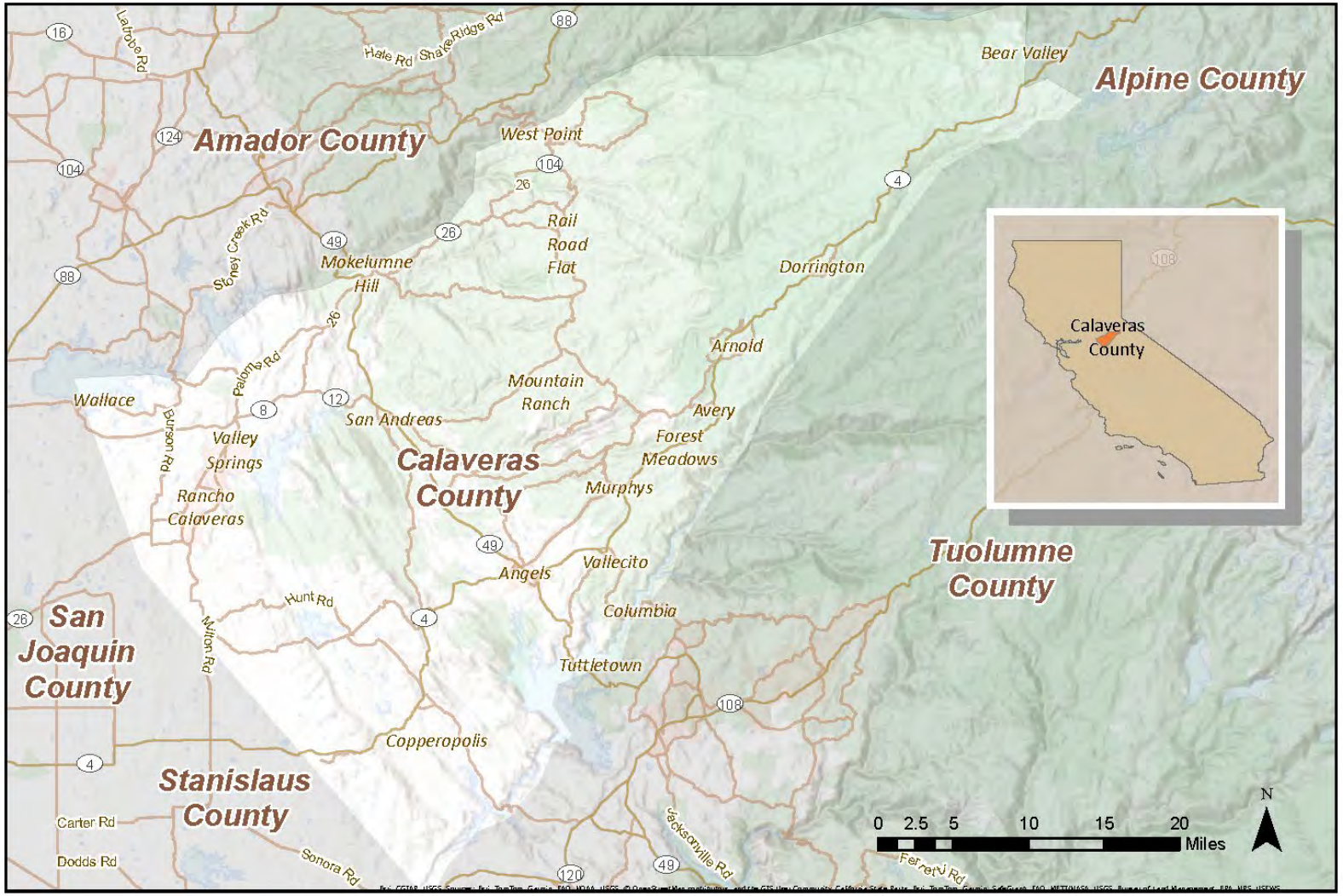
STUDY AREA

Calaveras County lies in the heart of California's Gold Country, bordered by Amador County to the north, Alpine County to the east, Tuolumne County to the south, and San Joaquin and Stanislaus County to the west. Calaveras County lies along the western slope of the Sierra Nevada range, stretching from the Central Valley to the west to almost the Sierra Crest to the east. It is known for outdoor recreation, wineries, and a rich mining history. The tourism sector represents a large portion of local economic activity, along with the agriculture and services sectors. While expansive in size at 1,020 square miles, Calaveras County is home to 44,722 residents, per the Department of Finance 2025 estimates. This results in a population density of only 44 people per square mile.

There is one incorporated city in Calaveras County, the City of Angels (Angels Camp), and 23 census-designated places (CDPs). Rancho Calaveras, located in the western portion of the county near the border with San Joaquin County, is the largest community and is home to about 14.4 percent of the county population. San Andreas, near the center of the county, is the county seat and the base for Calaveras Connect services. There is one federally registered tribal nation within Calaveras County: the California Valley Miwok Tribe, aka Sheep Ranch Rancheria of Me-Wuk Indians of California, whose tribal lands are located near the center of the county, north of Murphys.

Figure 1 shows the study area and important roadways. State Route (SR) 49 is the major north-south roadway for the region, connecting Calaveras County to Tuolumne County, including the City of Sonora to the south, and Amador County, including the City of Jackson, to the north. SR 4 in the south of the county and SR 26 in the north of the county are the major east-west roadways for the region, connecting to San Joaquin County, including the City of Stockton, to the west. In the east, SR 4 connects to Bear Valley Resort, a major regional employer just over the county line in neighboring Alpine County, although this roadway is closed just past the resort most years between November and June due to snow over the high mountain pass.

Figure 1
Calaveras County Map



POPULATION CHARACTERISTICS

Historic and Projected Population

It is important when planning transit services to not only consider current characteristics of the population living in the service area but also how the population will likely change with time. Historical population information for Calaveras County, sourced from the American Community Survey (ACS), is shown in Table 1. From 2010 to 2023, the Calaveras County population has remained constant. This trend is similar to the State of California, which saw a population growth of 0.4 percent per year over the 13-year period. Some CDPs within the county, including Mokelumne Hill, Rail Road Flat, and Vallecito, have experienced population growth in recent years, while some, including Avery and Valley Springs, have experienced population decline.

Population projections by age category for Calaveras County, based on data from the US Census Bureau and the California Department of Finance (DOF), show that while Calaveras County's overall population is expected to decline in upcoming decades, the average age of residents is predicted to increase. (Table 2).

Highlights of projected changes expected between 2020 and 2040 include:

- Calaveras County's population is expected to decline by 9 percent.
- The number of children under the age of 18 is expected to decrease by 7 percent.
- The number of college-aged adults (18 to 24) is expected to increase by 11 percent.
- The number of traditional working-age adults (25 to 64) is expected to decrease by 21 percent.
- The largest expected decrease (-43 percent) is in young retirees (65 to 74).
- The number of mature retirees (75-84) is expected to increase by 46 percent.
- The older senior population (85 and older) will experience significant growth, with an expected increase of 183 percent. This growth will result in the population of older seniors living in Calaveras County in 2040 being more than two times that in 2020. This age group will be the most likely to become transit-dependent.

Overall, the population forecast for Calaveras County reveals how the population will age in the coming years. While the total number of those 65 and older is expected to increase slightly (8 percent) between 2020 and 2040, the significant increase in those 85 and older is likely to result in increased demand for public transit. New or expanded transit services should focus on meeting the needs of the growing senior population. Examples of transit services popular among seniors are demand-response, paratransit, or non-emergency medical transportation programs. To complicate matters, Calaveras County has limited healthcare services, and many transit-dependent individuals will require transit to healthcare services outside of the County.

Table 1: Historic and Current Population

	2010		2015		2020		2023	
	Population	Annual Change	Population	Annual Change	Population	Annual Change	Population	Annual Change
Calaveras County	**45,994**	**--**	**44,767**	**-0.5%**	**45,828**	**0.5%**	**45,995**	**0.1%**
Angels Camp	3,790	--	3,753	-0.2%	3,889	0.7%	3,721	-1.5%
Arnold	3,439	--	2,554	-5.8%	2,099	-3.8%	2,276	2.7%
Avery	381	--	622	10.3%	444	-6.5%	199	-23.5%
Campo Seco[1]	--	--	--	--	--	--	0	--
Copperopolis	4,021	--	4,396	1.8%	3566	-4.1%	4644	9.2%
Dorrington	574	--	286	-13.0%	407	7.3%	512	8.0%
Douglas Flat[1]	--	--	--	--	--	--	187	--
Forest Meadows	1,551	--	1,568	0.2%	1,324	-3.3%	1,485	3.9%
Glencoe[1]	--	--	--	--	--	--	333	--
Hathaway Pines[1]	--	--	--	--	--	--	204	--
Mokelumne Hill	736	--	719	-0.5%	484	-7.6%	1,049	29.4%
Mountain Ranch	1,462	--	1,378	-1.2%	318	-25.4%	310	-0.8%
Murphys	2,325	--	2091	-2.1%	1944	-1.4%	1,821	-2.2%
Paloma[1]	--	--	--	--	--	--	448	--
Rail Road Flat	292	--	349	3.6%	97	-22.6%	696	92.9%
Rancho Calaveras	6,191	--	6,023	-0.5%	6,310	0.9%	6,619	1.6%
San Andreas	2,708	--	2,706	0.0%	3729	6.6%	2,884	-8.2%
Sheep Ranch[1]	538	--	--	--	--	--	0	--
Vallecito	538	--	482	-2.2%	132	-22.8%	535	59.4%
Valley Springs	4,031	--	3,321	-3.8%	3,890	3.2%	972	-37.0%
Wallace	160	--	877	40.5%	721	-3.8%	743	1.0%
West Point	852	--	628	-5.9%	640	0.4%	642	0.1%
Wilseyville[1]	--	--	--	--	--	--	696	--
Balance of the County	12,405	--	13,014	1.0%	15,834	4.0%	15,019	-1.1%
State of California	**37,253,956**	**--**	**38,865,532**	**0.9%**	**39,538,223**	**0.3%**	**39,242,785**	**-0.2%**

Source: American Community Survey: S0101 2023 5 Year Estimates

Note 1: Established as a Census Designated Place in 2023

Table 2: Population Projections by Age Category

Year	Total (All Ages)	Preschool (0-4 years)	School Age to Young Adult (5-17 years)	College Age (18-24 years)	Working Age (25-64 years)	Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Older Seniors (85 or older)
2010	45,994	1,886	7,313	2,898	24,607	5,427	2,576	1,242
2020	45,828	1,904	5,714	2,843	22,527	7,650	3,834	1,356
2030	43,485	1,827	5,424	3,353	17,793	6,934	6,020	2,134
2040	41,901	2,003	5,118	3,147	17,827	4,363	5,600	3,843
2010 to 2020 Change								
Number	-166	18	-1,599	-55	-2,080	2,223	1,258	114
Percent	-0.4%	1.0%	-21.9%	-1.9%	-8.5%	41.0%	48.9%	9.2%
2020 to 2030 Change								
Number	-2,343	-77	-290	510	-4,734	-716	2,186	778
Percent	-5.1%	-4.0%	-5.1%	17.9%	-21.0%	-9.4%	57.0%	57.4%
2030 to 2040 Change								
Number	-1,584	176	-306	-206	34	-2,571	-420	1,709
Percent	-3.6%	9.6%	-5.6%	-6.1%	0.2%	-37.1%	-7.0%	80.1%

Sources: American Community Survey, California Department of Finance. Report P-2B: Population Projections by Individual Year of Age, 2020-2060, California Counties

Transit-Dependent Population

Transit services are often designed to best meet the needs of those most reliant on public transit. Potentially transit-dependent people within a region are typically considered to be youths, senior adults, people living with a disability, low-income people, and people who live in households with no vehicle available. These groups are all less likely to be able to drive their own personal vehicles and, therefore, more likely to rely on transit to get where they need to go.

Demographic data about where potentially transit-dependent people live within Calaveras County is shown in Table 3 at the census tract level, with detailed figures depicting this data included in Appendix A. It should be noted that the demographic groups considered to be transit-dependent are not exclusive from each other, and some people may fall into more than one category. Despite some double-counting, the data is still valuable in showing where larger concentrations of transit-dependent residents live.

Highlights from Table 3 include:

- About one in five Calaveras County residents (17 percent or 7,768 people) are estimated to be youth (children younger than 18), which is slightly below that of California (22 percent). Valley Springs and South Camanche Shore have the highest concentration of youth, with 16.2 percent of County youth living in Census Tract 2.21 (6,607 children). Milton and Rancho Calaveras (Census Tract 2.2) are a close second, with 14.1 percent of the County youth (1,092 people).
- **Seniors** over the age of 65 represent 29 percent of the total Calaveras County population (13,220 people), which is a greater proportion than the State of California (15 percent). Census Tract 2.21 (including Valley Springs and South Camanche Shore) has the largest senior population with 16.2 percent of seniors in the County (1,260 people).
- It is estimated that **people living with a disability** account for 21 percent of Calaveras County residents (9,621 people) based on the definition used by the US Census Bureau. This is a significantly higher percentage than the State of California (11 percent). Census Tract 2.21, including Valley Springs and South Camanche Shore, is home to the highest proportion of the County's disabled population (17.3 percent or 1,664 people).
- As defined by the US Census Bureau, 13 percent of Calaveras County residents are **people with incomes below the federal poverty level** (6,083 people). This is a slightly higher rate than the State of California (12 percent). Rail Road Flat, West Point, and Wilseyville (Census Tract 4) have the highest proportion of low-income people in the County (18.3 percent or 1,111 people). Census Tract 3.1 (San Andreas, Mokelumne Hill, and Happy Valley) also has a high proportion of low-income individuals (15.2 percent or 924 people).

The US Census Bureau estimates that only 2 percent, or 389 households in Calaveras County, are **zero-vehicle households**. This is much lower than California as a whole (7 percent). According to the data, 38.6 percent (150 households) of the 389 zero-vehicle households in the County are located in Census Tracts 1.21 and 1.22, which include Altaville, Angels Camp, Murphys, Vallecito, and Douglas Flat. This may be due in part that these communities are along the Red Line, Calaveras Connect's primary fixed route.

Table 3: Calaveras County Demographic Characteristics

Census Tract	Communities	Total Persons	Youth (Under 18)		Senior Adults (65+)		Persons with a Disability		Persons Below Poverty Level		Total Households		Zero-Vehicle Households	
			#	%	#	%	#	%	#	%	#	%	#	%
1.21	Altaville, Angels Camp	4,534	1,056	13.6%	1,354	10.2%	849	8.8%	502	8.3%	1,869	11%	69	17.7%
1.22	Murphys, Vallecito, Douglas Flat	3,176	360	4.6%	1,169	8.8%	777	8.1%	315	5.2%	1,553	9%	**81**	**20.8%**
1.23	Copper Cove Subdivision	3,323	610	7.9%	677	5.1%	401	4.2%	85	1.4%	1,177	7%	32	8.2%
1.24	Milton, Copperopolis, Copper Cove Village	2,006	324	4.2%	743	5.6%	353	3.7%	217	3.6%	838	5%	27	6.9%
2.2	Milton, Rancho Calaveras	5,811	1,092	14.1%	1,046	7.9%	914	9.5%	878	14.4%	1,938	11%	25	6.4%
2.21	Valley Springs, South Camanche Shore	6,607	**1,260**	**16.2%**	**1,833**	**13.9%**	**1,664**	**17.3%**	682	11.2%	2,187	**13%**	21	5.4%
2.22	Rancho Calaveras, Mother Lode Acres	3,593	603	7.8%	860	6.5%	715	7.4%	169	2.8%	1,405	8%	7	1.8%
3.01	San Andreas, Mokelumne Hill, Happy Valley	4,420	872	11.2%	1,397	10.6%	1,053	10.9%	924	15.2%	1,854	11%	15	3.9%
3.02	Oak Park Estates, Calaveritas, Mountain Ranch, Sheep Ranch	3,265	269	3.5%	1,202	9.1%	945	9.8%	756	12.4%	1,159	7%	0	0.0%
4	Rail Road Flat, West Point, Wilseyville	4,319	655	8.4%	1,052	8.0%	1,231	12.8%	**1,111**	**18.3%**	1,570	9%	57	14.7%
5.01	Ponderosa Park, Sunset Point, Hathaway Pines, Hathaway Mountain Pines, Avery, Ebbetts Pass Highlands, Lakemont Pines, Meadowmont, Arnold, Forest Meadows, Red Apple, Indian Hills	2,822	426	5.5%	985	7.5%	356	3.7%	245	4.0%	1,282	7%	0	0.0%
5.04	White Pines, Arnold, Dorrington, Cottage Springs, Tamarack, Tamarack Springs, Sky High	625	42	0.5%	253	1.9%	168	1.7%	61	1.0%	309	2%	25	6.4%
5.05	Arnold	965	121	1.6%	443	3.4%	148	1.5%	125	2.1%	480	3%	17	4.4%
5.06	Pinebrook, Mountain Retreat, Blue Lake Springs, Lakeside Terrace, Avery, Fly-In Acres, McKay	529	78	1.0%	206	1.6%	47	0.5%	13	0.2%	276	2%	13	3.3%
County Total		**45,995**	**7,768**	**17%**	**13,220**	**29%**	**9,621**	**21%**	**6,083**	**13%**	**17,198**	-	**389**	**2%**
California		39,242,785	8,729,012	22%	5,994,486	15%	4,364,431	11%	4,610,600	12%	13,434,847	-	939,021	7%

Source: American Community Survey 2023 5-Year Estimates

X% = (bolded) tracts with the highest percentage of population type.

Transit Needs Index

The purpose of the Transit Needs Index (TNI) is to calculate which communities in Calaveras County have the greatest comparative need for transit services when all five potentially transit-dependent groups are considered. The TNI provides a high-level overview of how transit-dependent residents (the subgroups discussed above) are distributed across Calaveras County and where additional or expanded transportation services may be most warranted. The Calaveras County TNI is shown in Table 4 and Figure 2.

To develop the TNI, the first step was to calculate the concentration of each transit-dependent population in each census tract. For example, youths per square mile in Altaville/Angels Camp. Next, these concentration values were divided into quintiles by transit-dependent population type and census tract. These concentration values were ranked on a scale of 1 (very low need) to 5 (very high need). The rank scores for each transit-dependent population were added together for each census tract to determine an overall transit needs index score. These overall scores represent the respective TNI values for each community.

The two communities with the highest TNI ranks, and therefore the greatest assumed need for transportation services, are the communities within Census Tract 5.05 and Census Tract 1.23. These areas include the communities of Arnold and Copper Cove Subdivision. Other communities that the TNI suggests have moderate to high need for transit services include Avery, Lakemont Pines, Lilac Park, Grizzly Ridge, Blue Lake Junction, Meadowmont, Ebbetts Pass Highlands, Valley Springs, South Camanche Shore, Ponderosa Park, Sunset Point, Hathaway Pines, Hathaway Mountain Pines, Avery, Forest Meadows, Red Apple, and Indian Hills.

It is important to note, however, that the total number of transit-dependent people presented in Table 3 also needs to be considered when determining areas of high transit need, as most of a census tract's population resides in concentrated community centers. The study team amended the size of each census tract to remove the approximate area covered by forest or water for the purposes of TNI calculation, as these areas are not habitable; however, this does not account for all agricultural land.

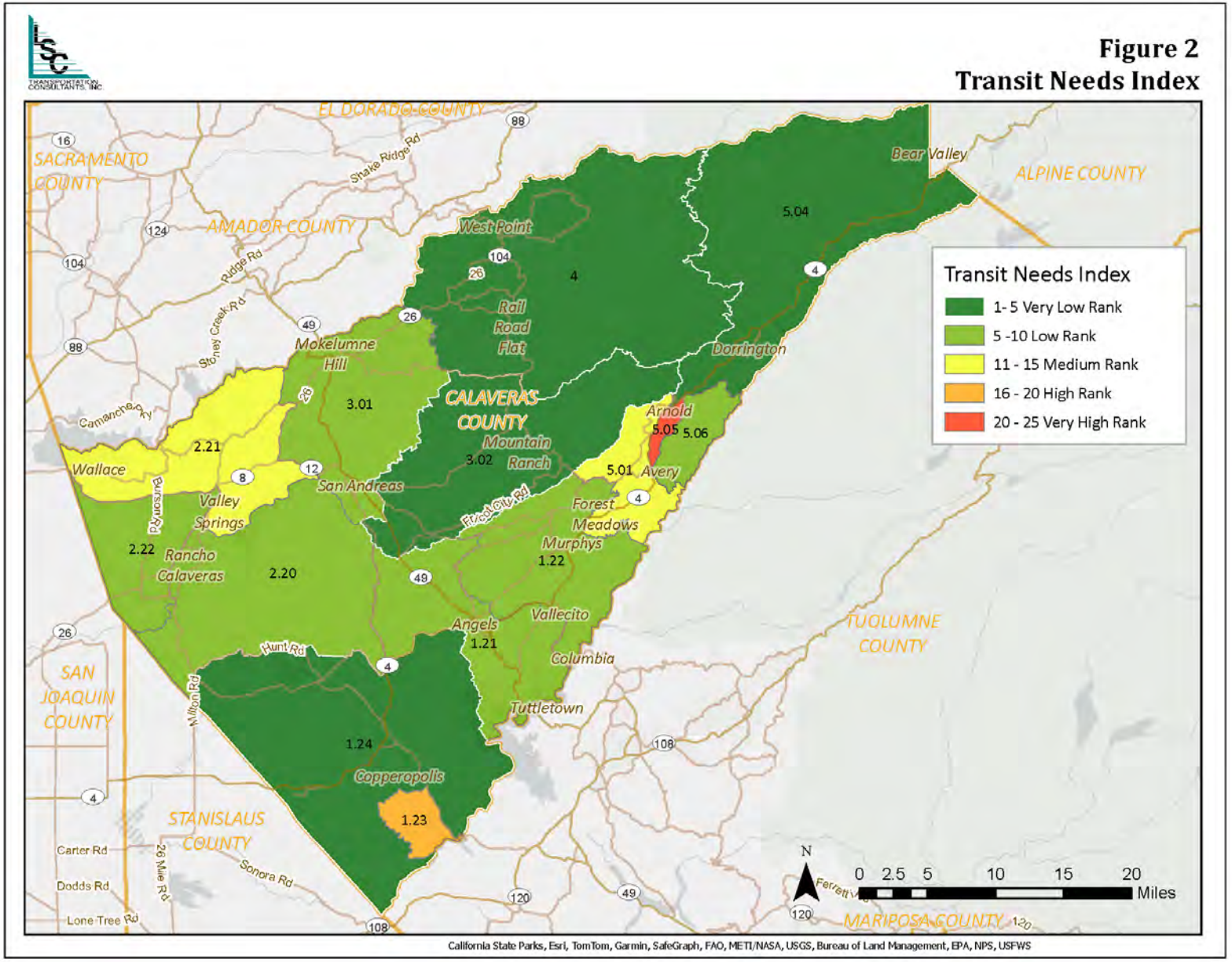
Table 4: Calaveras County Transit Needs Index

Legend	
1	Very Low Rank
2	Low Rank
3	Medium Rank
4	High Rank
5	Very High Rank

Census Tract	Communities	Rank					
		Youth (Under 18 Years)	Senior Adults (65+)	Persons with a Disability	Persons Below Poverty Level	Zero-Vehicle Households	Overall Transit Needs Index Rank
1.21	Altaville, Angels Camp	2	1	2	2	2	9
1.22	Murphys, Vallecito, Douglas Flat	1	1	2	1	2	7
1.23	Copper Cove Subdivision	5	3	5	2	4	19
1.24	Milton, Copperopolis, Copper Cove Village	1	1	1	1	1	5
2.2	Milton, Rancho Calaveras	1	1	1	2	1	6
2.21	Valley Springs, South Camanche Shore	2	2	4	2	1	11
2.22	Rancho Calaveras, Mother Lode Acres	2	1	2	1	1	7
3.01	San Andreas, Mokelumne Hill, Happy Valley	1	1	2	2	1	7
3.02	Oak Park Estates, Calaveritas, Mountain Ranch, Sheep Ranch	1	1	1	1	1	5
4	Rail Road Flat, West Point, Wilseyville	1	1	1	1	1	5
5.01	Ponderosa Park, Sunset Point, Hathaway Pines, Hathaway Mountain Pines, Avery, Ebbetts Pass Highlands, Lakemont Pines, Meadowmont, Arnold, Forest Meadows, Red Apple, Indian Hills	3	3	3	3	1	13
5.04	White Pines, Arnold, Dorrington, Cottage Springs, Tamarack, Tamarack Springs, Sky High	1	1	1	1	1	5
5.05	Arnold	3	5	5	5	5	23
5.06	Pinebrook, Mountain Retreat, Blue Lake Springs, Lakeside Terrace, Avery, Fly-In Acres, McKay	1	1	1	1	2	6

Source: LSC Transportation Consultants, Inc.

Figure 2
Transit Needs Index



EMPLOYMENT AND ECONOMY

For many systems, some of the most regular transit riders are those who rely on the bus for commuting to and from work.

Top Employers

Calaveras County's largest employers, according to the California Employment Development Department (2024), are shown in Table 5. As shown, the highest concentration of jobs within Calaveras County are in the communities of San Andreas and Angels Camp.

Table 5: Major Employers in the Calaveras Region

Employer	Location	Industry	# Employed
Bear Valley Mountain Resort	Bear Valley	Skiing Centers & Resorts	250-499 Employees
Forestry & Fire Protection	San Andreas	State Government-Land/Mineral/Wildlife/Forest	250-499 Employees
Mark Twain Medical Center	San Andreas	Hospitals	250-499 Employees
Avalon Training Center	San Andreas	Nursing & Convalescent Homes	100-249 Employees
Bret Harte High School	Angels Camp	Schools	100-249 Employees
Calaveras County	San Andreas	Government Offices-County	100-249 Employees
Rite of Passage Inc.	San Andreas	Residential Care Homes	100-249 Employees
Big Trees Market	Arnold	Grocers-Retail	50-99 Employees
Calaveras County Human Svc.	San Andreas	Government Offices-County	50-99 Employees
Calaveras County Sheriff	San Andreas	Government Offices-County	50-99 Employees
Calaveras County Surveyor	San Andreas	Government Offices-County	50-99 Employees
Calaveras County Water Dist.	San Andreas	Utility Contractors	50-99 Employees
Calaveras High School	San Andreas	Schools	50-99 Employees
Calaveras Public Works Dept.	San Andreas	Government Offices-County	50-99 Employees
California Pavement Mntnc Co.	Murphys	Pavement Marking	50-99 Employees
Foothill Village Senior Living	Angels Camp	Retirement Communities & Homes	50-99 Employees
Ironstone Vineyards	Murphys	Vineyards	50-99 Employees
Jenny Lind Elementary School	Valley Springs	Schools	50-99 Employees
UPS Customer Center	Angels Camp	Mailing & Shipping Services	50-99 Employees
Worldmark Angels Camp	Angels Camp	Resorts	50-99 Employees
John Vierra High School	Vallecito	Schools	50-99 Employees
Mar-Val Food Stores	Valley Springs	Grocers-Retail	50-99 Employees

Source: Employment Development Department, www.labormarketinfo.edd.ca.gov. Accessed May 2025.

Commute Patterns

Table 6 shows where Calaveras County residents work and where those employed in Calaveras County live, according to the US Census Bureau Longitudinal Employer-Household Dynamics (LEHD) Database for 2022. The majority of Calaveras County jobs are held by county residents (50.1 percent), with most jobs being held by people who live in Rancho Calaveras (7.5 percent). The top out-of-county locations Calaveras County workers are commuting from are Tuolumne (10.8 percent) and San Joaquin Counties (6.2 percent). Roughly 20 percent of Calaveras County residents also hold jobs within the county. San

Andreas is the top place where work is found, along with Stockton in neighboring San Joaquin County, each employing 5 percent of Calaveras County working residents.

This dataset does not indicate whether or not a job is held by a remote worker. Despite the data not clarifying who works in-person or remotely, most of this information can be logically assumed. For instance, most of Calaveras County residents holding jobs that are technically located in Alameda or Contra Costa County are likely working remotely or in a hybrid format. Even with these caveats, the LEHD data still provides useful information about common commute patterns that could potentially be served by transit. According to the 2023 American Community Survey 5-Year Estimates, less than one percent of Calaveras County residents utilize public transportation to access employment, with 74 percent of residents driving alone to work and 7 percent carpooling. This indicates that new transit services or robust transit marketing would likely be needed to encourage workers to choose transit for commuting.

Table 6: Calaveras County Local and Regional Commute Patterns
2022

Where Employees In Calaveras County Commute From

Counties	# of Jobs	% of Total	Cities/Towns	# of Jobs	% of Total
Calaveras County	5,105	50.1%	**Rancho Calaveras, CA**	760	7.5%
Tuolumne County	776	7.6%	**Copperopolis, CA**	70	0.7%
San Joaquin County	628	6.2%	**Angels Camp, CA**	60	0.6%
Amador County	522	5.1%	**Murphys, CA**	50	0.5%
Sacramento County	476	4.7%	**Arnold, CA**	35	0.3%
Stanislaus County	576	5.7%	**San Andreas, CA**	32	0.3%
El Dorado County	251	2.5%	Stockton, CA	29	0.3%
Placer County	190	1.9%	**Forest Meadows, CA**	28	0.3%
All Other Locations	1,668	16.4%	All Other Locations	9,128	89.6%
Total Number of Jobs	**10,192**		**Total Number of Jobs**	**10,192**	

Where Calaveras County Residents Work and Commute to

Counties	# of Jobs	% of Total	Cities and Towns	# of Jobs	% of Total
Calaveras County	5,105	20.8%	**San Andreas, CA**	1,221	5.0%
San Joaquin County	2,638	10.8%	Stockton, CA	1,217	5.0%
Sacramento County	2,120	8.7%	Sacramento, CA	866	3.5%
Alameda County	1,762	7.2%	**Angels Camp, CA**	762	3.1%
Santa Clara County	1,559	6.4%	San Jose CA	740	3.0%
Stanislaus County	1,075	4.4%	San Francisco, CA	676	2.8%
Contra Costa County	1,061	4.3%	Modesto, CA	444	1.8%
Amador County	883	3.6%	**Murphys, CA**	411	1.7%
All Other Locations	8,301	33.9%	All Other Locations	18,167	74.1%
Total Number of Jobs	**24,504**		**Total Number of Jobs**	**24,504**	

Source: US Census Bureau LEHD Database, 2022
Note: **Bold text** indicates locations within Calaveras County.

SCHOOL TRANSPORTATION

Calaveras County is served by four public school districts. Transitional kindergarten through 12th grade students in the northern parts of the county are served by Calaveras Unified School District. In the southern portion of the county, transitional kindergarten through 8th grade students are served by either Mark Twain Union Elementary School District or Vallecito Union School District, with the district boundary located between Angels Camp and Vallecito. Bret Harte Union High School District serves 8th through 12th grade students in the southern portion of the county.

Like many areas, Calaveras County's public school districts are increasingly challenged by bus driver shortages and financial constraints, leading to reductions in student transportation services. At the start of the 2024–25 academic year, Calaveras Unified School District faced both financial limitations and a shortage of drivers, resulting in the cancellation of three school bus routes in September 2024. Parents and students were forced to find alternative transportation, and some turned to Calaveras Connect services. While "yellow bus" service has since been restored in most areas, some high school students continue to rely on Calaveras Connect, and ongoing driver shortages continue to threaten school bus service.

The Calaveras Coordinated Public Transit–Human Service Transportation Plan (2024) identified student transportation as a gap in service and recommended increased coordination between Calaveras Connect and Calaveras Unified School District as a strategy to address this need.

RECENT PLANNING STUDIES

Recently completed plans related to the SRTP effort include local studies related to land use such as the *Calaveras County General Plan*, *Calaveras County Housing Element*, and transportation-specific plans, including the previous *Calaveras County SRTP* (2021), *Calaveras County Triennial Performance Audit* (TPA) (2024), *Calaveras County Coordinated Transportation Plan* (CTP) (2024*), Calaveras Regional Transportation Plan* (RTP) (anticipated completion: 2025), and *Calaveras Transit Agency (CTA) Zero Emission Bus (ZEB) Rollout Plan (2023)*. These studies were reviewed while updating the SRTP to ensure the final five-year plan aligns with the work of these other studies. A review of relevant planning documents is provided in Appendix B.

Chapter 3

OVERVIEW OF EXISTING TRANSIT SERVICES

INTRODUCTION

This chapter provides a brief overview of existing transportation services in Calaveras County, focusing primarily on the one public transit provider, the Calaveras Transit Agency.

CALAVERAS TRANSIT AGENCY

Administration and Management

The Calaveras Transit Agency (CTA) is the result of a Joint Powers Agreement (JPA) between the County of Calaveras and the City of Angels Camp in 2018. Previously, Calaveras Transit, CTA transit services were rebranded as Calaveras Connect in 2019. CTA shares a board and staff with Calaveras Council of Governments (CCOG), the latter defined by a contract agreement for transit staff services. A private transportation company, Paratransit Services, is contracted to provide all the drivers, dispatchers, mechanics, and other staff necessary for the operation and management of Calaveras Connect. CTA is the sole public transportation provider serving Calaveras County.

Calaveras Connect Fixed Routes

Calaveras Connect operates three deviated fixed routes within the County (Figure 3), with one route connecting to Tuolumne County. Figure 4 shows a detail of fixed route services and popular activity centers in San Andreas and Angels Camp. Table 7 provides a summary of Calaveras Connect offerings, including fixed route services. A more detailed list of activity centers throughout the County is provided in Appendix C.

Red Line

This deviated fixed route connects the communities of Valley Springs and Arnold, making stops in San Andreas, Angels Camp, Douglas Flat, Murphys, and Avery, with pick-up/drop-off stops allowed by request up to three-quarters of a mile off the route. Deviation requests must be made at least two hours in advance. Flag stops are also allowed anywhere deemed safe by the driver along the Red Line route. Passengers are encouraged to call in advance if they are boarding at a flag stop. The Red Line operates Monday-Friday between the hours of 6:10 AM and 8:13 PM. Three buses are typically in service at one time to keep headways for any given stop between an hour and an hour and twenty minutes.

Saturday Hopper

This deviated fixed route connects the communities of San Andreas and Murphys with Arnold on-demand, making stops in Angels Camp and Murphys, with pick-up/drop-offs allowed by request up to three-quarters of a mile off the route. Deviation requests must be made at least two hours in advance. The Saturday Hopper operates only on Saturdays between March and November between 9:45 AM and 6:25 PM.

Figure 3
Calaveras Connect Services and County Activity Centers

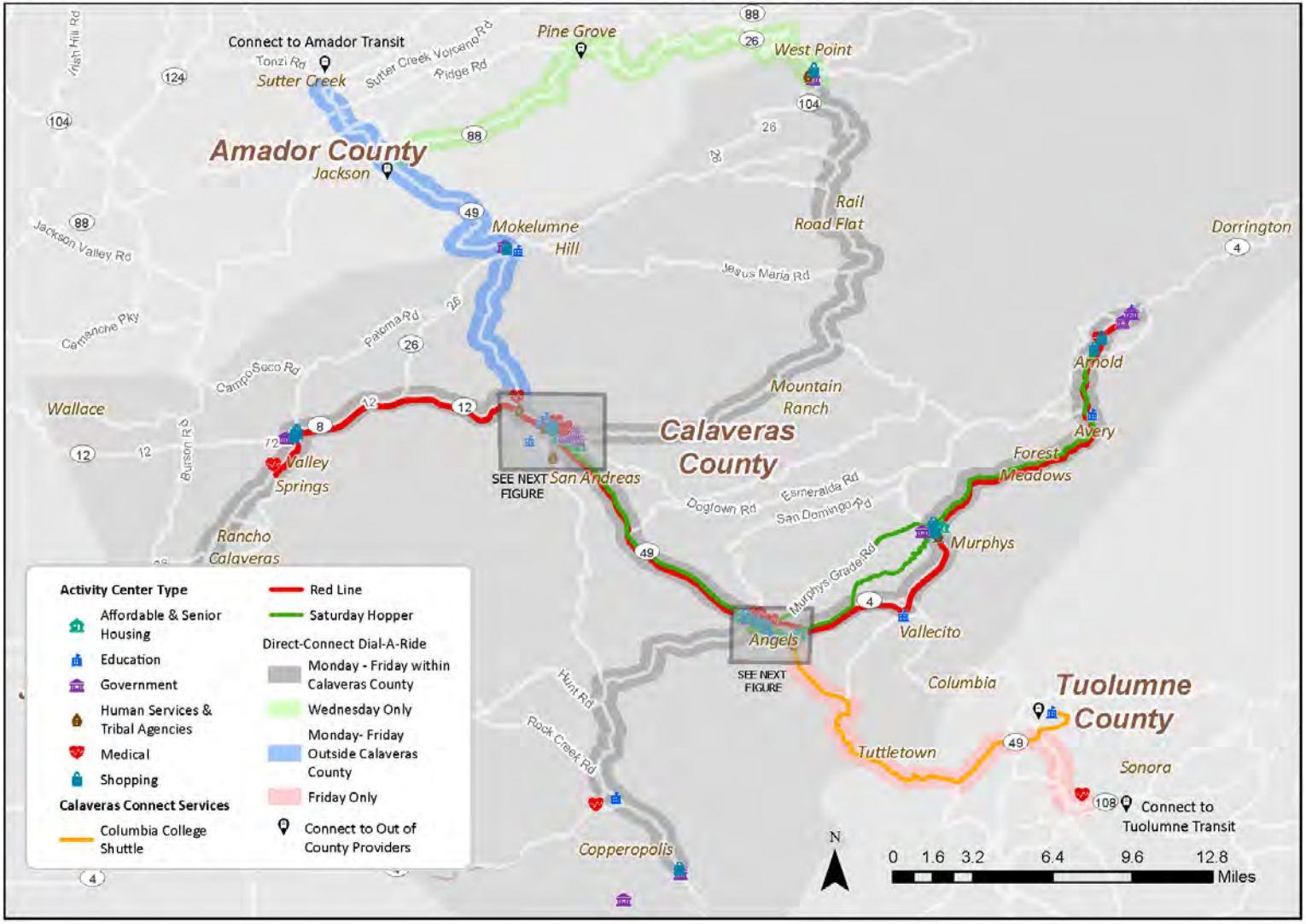


Figure 4
Activity Centers - San Andreas and Angels Camp

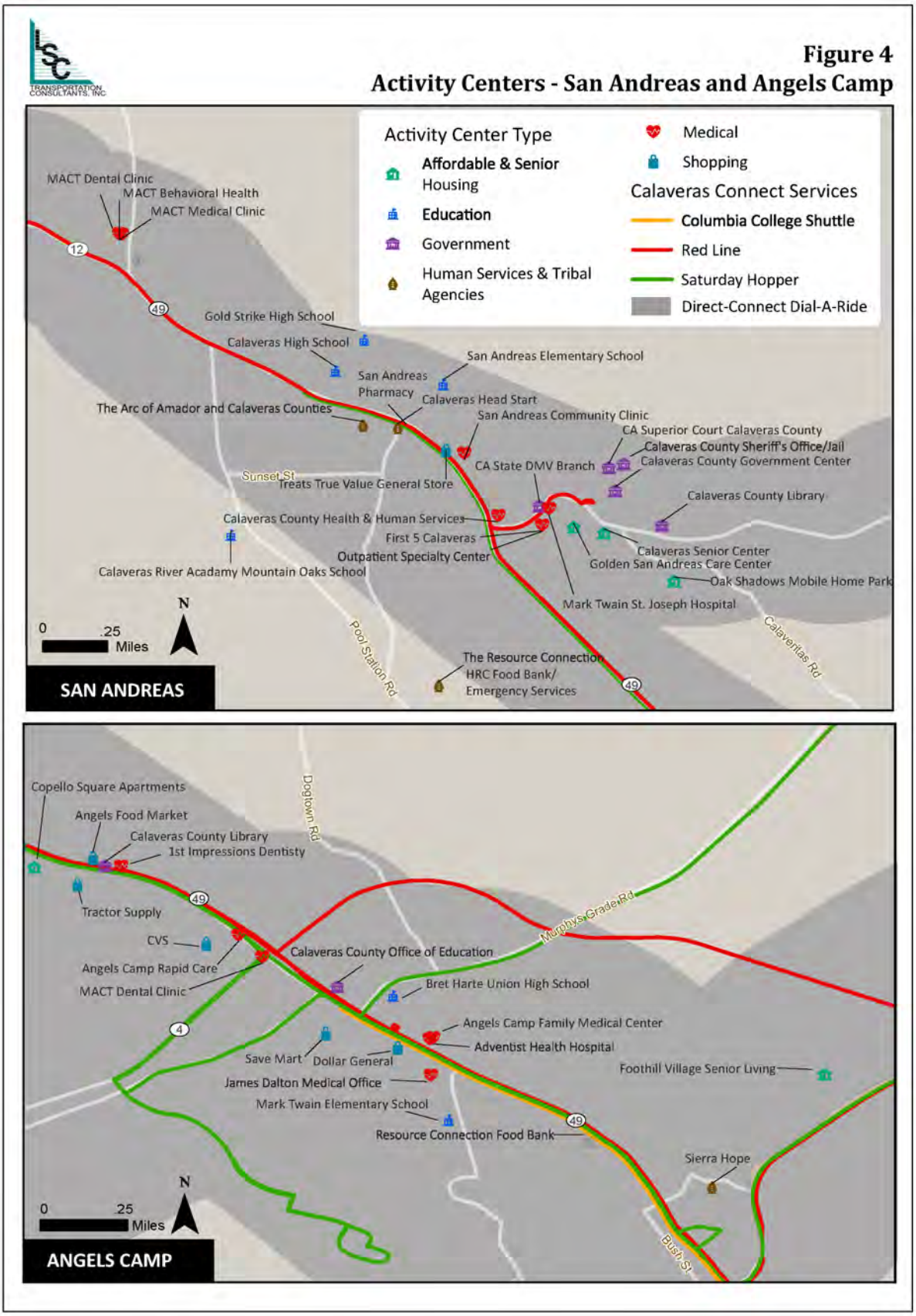


Table 7: Summary of Calaveras Connect Services and Frequency

	Service Hours [1]				Start & End Locations		Weekday Service Frequency (Minutes)
	Weekday Service		Saturday Service				
	Start	End	Start	End	Start	End	
Bus: Fixed Route[2]							
Red Line[3] *Mondays - Fridays*	6:10 AM	8:13 PM	No Service	No Service	Valley Springs - Vista Del Lago Dr.	Arnold Library	60
Columbia College Shuttle *Mondays - Fridays*	8:15 AM	6:35 AM	No Service	No Service	Angels Camp - Save Mart	Columbia College	5 Round Trips per Day
Saturday Hopper *Saturdays Only*	No Service	No Service	9:45 AM	6:25 PM	San Andreas - Post Office	Murphys[4]	60
DAR: Direct Connect[5]							
Grey Zone *Countywide in Calaveras County* *Mondays - Fridays*	8:00 AM	5:00 PM	No Service	No Service	Not Applicable	Not Applicable	Not Applicable
Green Zone *West Point & Wilseyville to Jackson[6]* *Wednesdays Only*	8:00 AM	5:00 PM	No Service	No Service	Not Applicable	Not Applicable	Not Applicable
Blue Zone *San Andreas to Sutter Creek[6]* *Mondays - Fridays*	8:00 AM	5:00 PM	No Service	No Service	Not Applicable	Not Applicable	Not Applicable
Pink Zone *Angels Camp to Sonora[6]* *Fridays Only*	8:00 AM	5:00 PM	No Service	No Service	Not Applicable	Not Applicable	Not Applicable

Note 1: Summary accurate as of May, 2025. No service on New Year's Eve, New Year's Day, Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving, the day after Thanksgiving, Christmas Eve, and Christmas Day. No Sunday service.

Note 2: Red Line is only year-round fixed route service. Columbia College operates only during the academic year. Saturday Hopper only operates between March and November.

Note 3: On the Red Line only, flag stops are allowed anywhere it's safe to do so. Deviations within 3/4 mile off of the main road are available.

Note 4: Forest Meadows, Hathaway Pines, Avery, and Arnold pickups must be scheduled in advance with transit agency staff.

Note 5: All Direct Connect service by reservation only.

Note 6: Service is available outside of Calaveras County on Direct Connect by reservation only and only on specific days.

Source: Calaveras Connect

Columbia College Shuttle

This deviated fixed route serves Angels Camp and Columbia College, with pick-up/drop-offs allowed by request up to three-quarters of a mile off the route. Deviation requests must be made at least two hours in advance. The Columbia Connect Shuttle operates Monday-Friday when school is in session from 8:15 AM to 6:35 PM. This route enables transfers to Tuolumne County Transit services at Columbia College. Transfers between Direct Connect DAR and the Red Line are possible as well.

Direct Connect Dial-A-Ride

Dial-A-Ride (DAR) service is available to the general public for destinations in Calaveras County and to communities outside the county under the branding of Direct Connect Dial-A-Ride. Communities within Calaveras County are served Monday through Friday between 8:00 AM and 5:00 PM, and include:

- The SR 12 corridor between San Andreas and Jenny Lind,
- The Mountain Ranch Road/Railroad Flat Road corridor between San Andreas and West Point,
- The SR 49 corridor between San Andreas and Angels Camp, and
- The SR 4 corridor between Copperopolis and Arnold.

DAR services to out-of-county destinations between 8:00 AM and 5:00 PM include:

- The SR 49 corridor between San Andreas and Sutter Creek, served Monday through Friday,
- The SR 88/26 corridor between Jackson and West Point, served Wednesdays only, and
- The SR 49 corridor between Angels Camp and Sonora served Fridays only.

Direct Connect Dial-A-Ride reservations can be made by calling Calaveras Connect. Reservations must be made prior to 3:00 PM the day before a passenger wishes to travel, with the option to reserve a ride up to seven days in advance.

Fares

As described in Table 8, the fare structure for Calaveras Connect varies based on service type (Fixed Route, DAR, or Saturday Hopper) and fare category (Regular, Discounted, Students, Youth, and Children). Riders can pay cash for fares onboard buses or purchase tickets through the Token Transit app using digital methods, such as credit cards. Ticket books and monthly passes are available on Fixed Routes (Red Line and Columbia College Shuttle). Those over the age of 65 years old, people with disabilities, and veterans are eligible for discounted fares. Columbia College students ride Calaveras Connect for free through the College's free fare agreement with CTA.

Table 8: Summary of Calaveras Connect Fares

Fixed Route Fares
(excluding Saturday Hopper)

	Regular	Discounted [1]	Students	Youth (7-12 years)	Children (0-6 years) [2]
1-Way Trip	$1.50	$1.00	-	$0.50	Free
Ticket Book (15 Rides)[3]	$20.00	$15.00	-	-	-
Monthly Pass[4]	$40.00	$30.00	$35.00	-	-

Direct Connect Dial-A-Ride

	Regular	Discounted	Students	Youth (7-12 years)	Children (0-6 years)
1-Way Trip	$3.00	$2.00	-	$1.00	Free

Saturday Hopper
(March - November on Saturdays Only)

	Regular	Discounted	Students	Youth (7-12 years)	Children (0-6 years)
1-Way Trip	$3.00	$1.50	-	$0.50	Free

Note 1: Discounted fares are included for seniors (65+ years), persons with disabilities, and military veterans. To qualify for this fare, the passenger must present proof of eligibility to bus driver when boarding the bus.

Note 2: Children (0-6 years) are free with fare paying adult.

Note 3: Calaveras Connect offers Ticket Books. Riders may purchase a Ticket Book using the Token Transit app on their smartphone.

Note 4: Each Monthly Pass is valid for unlimited trips on fixed routes within the area(s) indicated on the pass within a calendar month and expire at midnight on the last day of that month. Riders may purchase a Monthly Pass using the Token Transit app on their smartphone.

Source: https://calaverasconnect.org/fares/

CTA CAPITAL ASSETS

Facilities and Maintenance

CTA shares its administrative offices with CCOG, located at 444 East St. Charles Street/Highway 49 in San Andreas. The Calaveras Connect operations, maintenance, and vehicle storage facility is located nearby at 750 Industrial Way in San Andreas. CTA leases the operations facility and provides it for the exclusive use of the transit contractor, Paratransit Services.

CTA and CCOG recently purchased property in San Andreas to be the future site of the CCOG/CTA administrative and operations facility. This project, which likely will be completed during this planning period, will be partially funded with Senate Bill (SB) 125 funds.

Fleet Inventory

The CTA has a fleet of twelve revenue vehicles as of June 2025 (Table 9). Vehicles range in capacity from five-passenger vans to 26-passenger cutaways. All vehicles are wheelchair accessible. Three of the twelve vehicles are beyond their useful life, and two more are due for replacement in the next year. CTA

has plans to replace eight vehicles over the five-year planning period, utilizing a combination of Federal Transit Administration (FTA), State of Good Repair (SGR), and Low Carbon Transit Operations Program (LCTOP) funds at an estimated cost of $1.5 million. One of those vehicles will be a battery electric cutaway.

The California Air Resources Board's Innovative Clean Transit (ICT) regulation will come into effect during this planning period. Beginning in 2026, the ICT regulation will require that 25 percent of vehicles purchased each year by small transit agencies, such as the CTA, be zero-emission vehicles (ZEVs). By 2029, all new vehicles purchased will need to be ZEVs. The ICT rule allows for exceptions in the case of financial hardship or other circumstances, such as when daily mileage or gradability needs cannot be met with existing technology. The *Calaveras Transit Agency ZEB Rollout and Implementation Plan*, completed in April 2023, indicates that under current technology, 100 percent conversion to a ZEV fleet is not feasible. Due to the remoteness and length of Calaveras Connect routes, which traverse rugged terrain, currently in-county DAR service is feasible to be served by battery electric buses (BEBs). Battery technology and/or availability of hydrogen fuel will need to improve before all Calaveras Connect services can be operated with ZEVs. Currently, CTA's fleet is composed of two diesel-fueled vehicles, seven gas vehicles, two battery electric buses (BEB), and one gas and electric hybrid van.

Table 9: Calaveras Connect Vehicle Fleet

Agency ID	Make	Model	Year	Mileage	Capacity	Wheelchair Capacity	Fuel	Est. Vehicle Replacement Date[2]
65	GLAVAL	LEGACY	2013	374,788	26	2	Diesel	2022
66	GLAVAL	LEGACY	2013	384,523	26	2	Diesel	2022
69	EL DORADO	AEROTECH 240	2015	378,086	21	2	Gas	2021
73	FORD	GLAVAL	2019	249,987	17	2	Gas	2025
74	FORD	GLAVAL	2019	224,636	17	2	Gas	2025
75	FORD	GLAVAL	2024	44,688	12	2	Gas	2030
76	FORD	GLAVAL	2024	33,945	12	2	Gas	2030
77	FORD	GLAVAL	2024	28,318	14	2	Gas	2030
78	FORD	GLAVAL	2024	35,318	14	2	Gas	2030
V03	FORD	NOR CAL VAN	2022	13,917	8	2	Electric	2029
V04	FORD	NOR CAL VAN	2023	1,478	5	1	Electric	2030
V05	TOYOTA	SIENNA	2023	9,097	6	1	Hybrid	2031

Source: CTA
Note 1: Information accurate as of June, 2025.
Note 2: Est. Vehicle Replacement Data based on in-service date and TAM Plan useful life.

Passenger Amenities

Passenger amenities include features such as benches and shelters that enhance a person's experience while waiting for the bus. Benches, shelters, bus schedules, and signage are located at most stops served by Calaveras Connect. The last formal bus stop amenity inventory was completed by CTA in September 2022; the system has faced some major changes since then, and some of the inventoried stops are no longer served by fixed routes. Calaveras Connect does not have a formal transit center, but connections

between all routes are possible at the Save Mart stop in Angels Camp, where a shelter, bench, system map, schedule, and signage are available to passengers.

OTHER REGIONAL PUBLIC TRANSPORTATION

As a rural county, it is typical that people move within and beyond the county limits in need of various services. The following provides a brief description of other adjacent public transportation services.

Tuolumne County Transit

Tuolumne County Transit operates three fixed routes Monday through Friday between 6:25 AM and 7:26 PM. Dial-A-Ride services are available Monday through Saturday, requiring reservations at least one day in advance. Those traveling between Calaveras County and Tuolumne County may use the Calaveras Connect Columbia College Shuttle and connect to Route 2 at Columbia College. Calaveras Direct Connect also provides DAR services between Angels Camp and Sonora on Fridays.

Amador County Transit

Amador County Transit (AT) operates five fixed routes Monday through Friday between 6:00 AM and 6:30 PM, depending on the route. Those wishing to travel between Calaveras County and Amador County would need to use Calaveras Direct Connect between San Andreas and Sutter Creek (Monday through Friday) to transfer to Route 5 Sutter Creek-Jackson Shuttle A or B in Jackson. DAR services are also available Monday through Friday between 6:30 AM and 5:30 PM in Jackson, Sutter Creek, and Upcountry, with services being provided between 9:00 AM and 2:00 PM in Plymouth and Ione. To reserve a ride, a 24-hour notice is required.

HUMAN SERVICE AND NONPROFIT PROVIDERS

Calaveras County is served by a variety of human service and non-profit transportation providers in varying capacities. While some agencies have historically provided funding for transportation services, others facilitate the distribution of Calaveras Connect bus passes to their clients.

Area 12 Agency on Aging was established in 1987 as a five-county Joint Powers Agreement and provides services to 52,000 senior adults annually. The organization funds various community senior services, including information assistance, in-home support, and formerly local transportation providers such as Common Ground's Silver Streak, which closed its doors in June 2024, leaving a gap in non-emergency medical transportation (NEMT) services.

Other human service agencies, such as ARC of Amador/Calaveras Counties, Calaveras County Health and Human Services, Mark Twain Health Center, and Valley Mountain Regional Center, purchase Calaveras Connect passes and directly provide them to their clientele. ARC of Amador/Calaveras Counties and Valley Mountain Regional Center both serve Calaveras County residents living with disabilities. Calaveras County Health and Human Services will additionally try to coordinate transportation for their clients using their vehicles, but this is on a case-by-case basis. Mark Twain Health Center provides information and coordination in obtaining transportation to and from their location at 68 Mountain Ranch Rd, San Andreas.

PRIVATE PROVIDERS

Both Blue Mountain Transit and Murphys Taxi offer shuttle and taxi services seven days a week with reservations. Blue Mountain Transit is a private charter company located in Jackson, in neighboring Amador County. Blue Mountain Transit provides service in Calaveras County but focuses its business on wedding shuttles and wine tours. Murphys Taxi is a private taxi service based out of Murphys. The service operates Monday through Saturday and offers service as far as San Francisco. Modivcare, formerly LogistiCare, provides non-emergency medical transportation for those with eligible insurance coverage.

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Chapter 4

RECENT TRANSIT OPERATIONS AND PERFORMANCE

INTRODUCTION

In this chapter, recent operational and financial statistics for Calaveras Connect are discussed before operations data is used to conduct a performance assessment of Calaveras Connect as a whole and by service.

CALAVERAS CONNECT OPERATIONS

Like many other transit agencies, Calaveras Connect operations were significantly impacted by the COVID-19 pandemic, a fact that is reflected in ridership data and service quantities shown below for the previous seven years. Simultaneously, CTA rebranded its transit services to Calaveras Connect (in 2019) and then significantly redesigned Calaveras Connect services between late 2020 and January 2022, replacing several fixed routes with on-demand DAR, branded Direct Connect, and introducing a new route: the Columbia College Shuttle.

Ridership

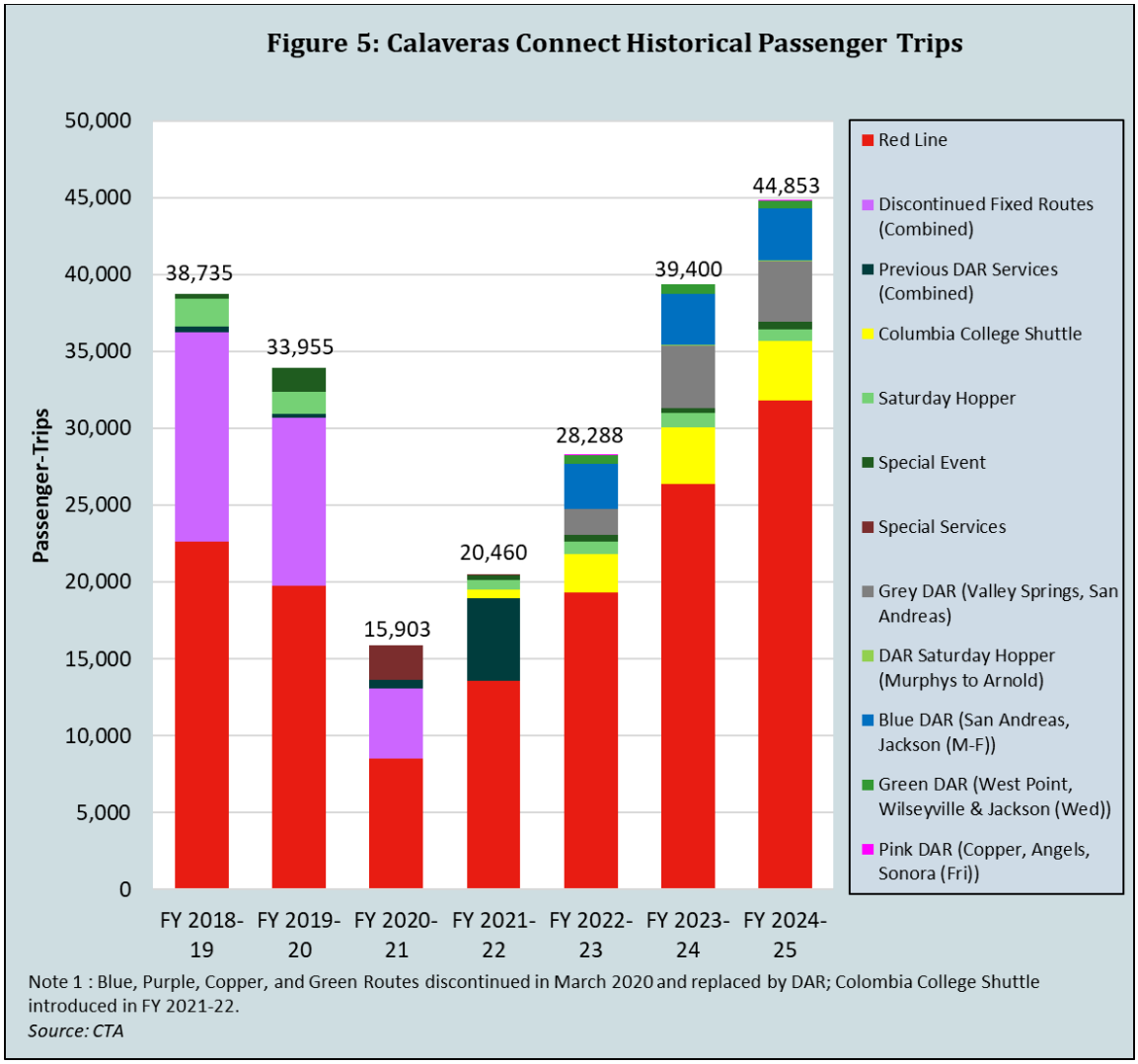
Annual Ridership

Figure 5 shows Calaveras Connect systemwide ridership for Fiscal Year (FY) 2018-19 through FY 2024-25 in total passenger-trips. The COVID-19 pandemic clearly had a swift negative impact on systemwide ridership; however, strong ridership recovery from the pandemic, coupled with the impacts of significant service changes, has led to an extremely positive trend in annual ridership. It is important to note that many peer transit agencies have not experienced the same recovery in ridership.

As shown, systemwide ridership has grown by 58 percent between FY 2022-23 and FY 2024-25, after services were transitioned to the current model. Since the seven-year low in FY 2020-21, ridership has increased by 182 percent. Systemwide ridership for FY 2024-25 was 44,829, or 16 percent above FY 2018-19 ridership pre-pandemic.

Passenger-trips by route/service are also shown in Figure 5. Since FY 2022-23 (when service changes were completed), notable ridership growth has occurred on the Red Line (+65 percent), Columbia College Shuttle (+54 percent), in the Gray DAR zone (+133 percent), and Blue DAR zone (+18 percent). The Red Line acts as the core fixed route of the system and accounts for over 50 percent of systemwide ridership across all years and about 70 percent in FY 2023-24 and FY 2024-25.

DAR ridership overall (including both in-county and out-of-county zones) increased by 52 percent between FY 2022-23 and FY 2024-25; however, ridership decreased by 2 percent between FY 2023-24 and FY 2024-25. Saturday Hopper service has been the slowest to recover from the pandemic, with FY 2024-25 ridership still 58 percent lower than FY 2018-19 pre-pandemic levels.



Note 1 : Blue, Purple, Copper, and Green Routes discontinued in March 2020 and replaced by DAR; Colombia College Shuttle introduced in FY 2021-22.

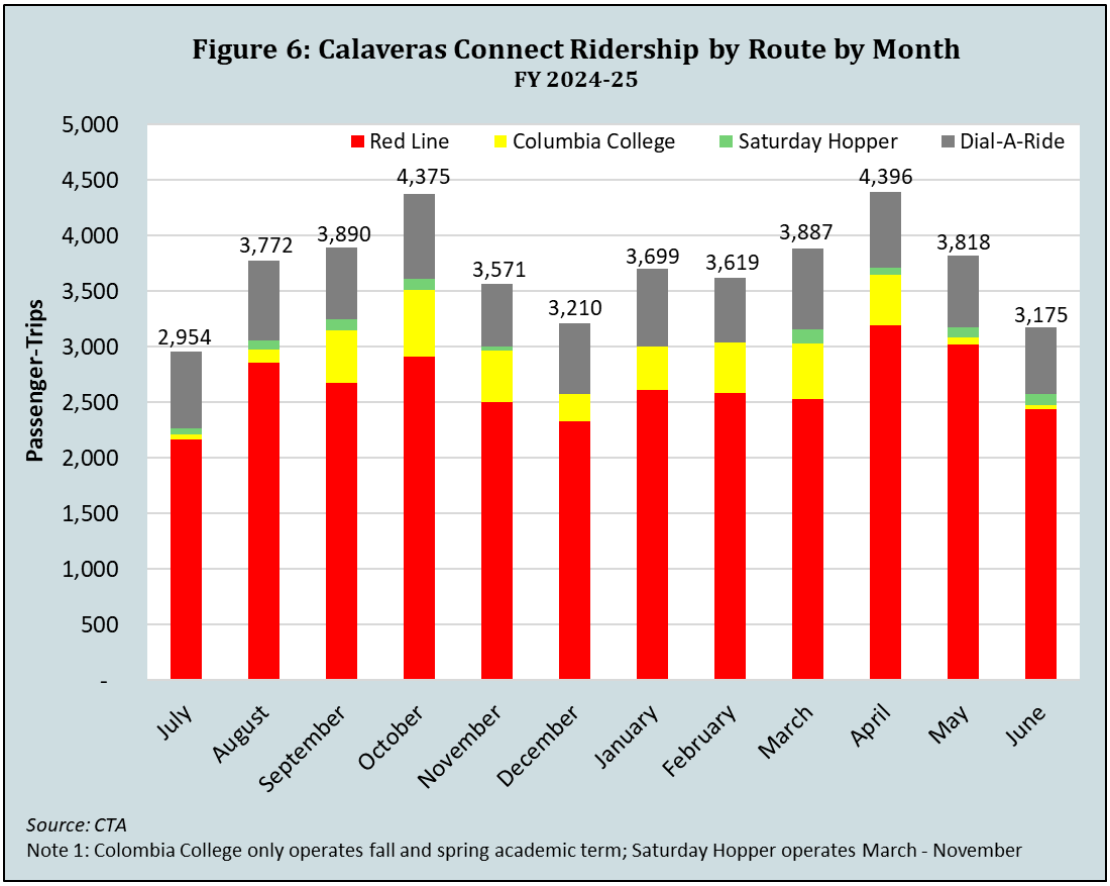
Source: CTA

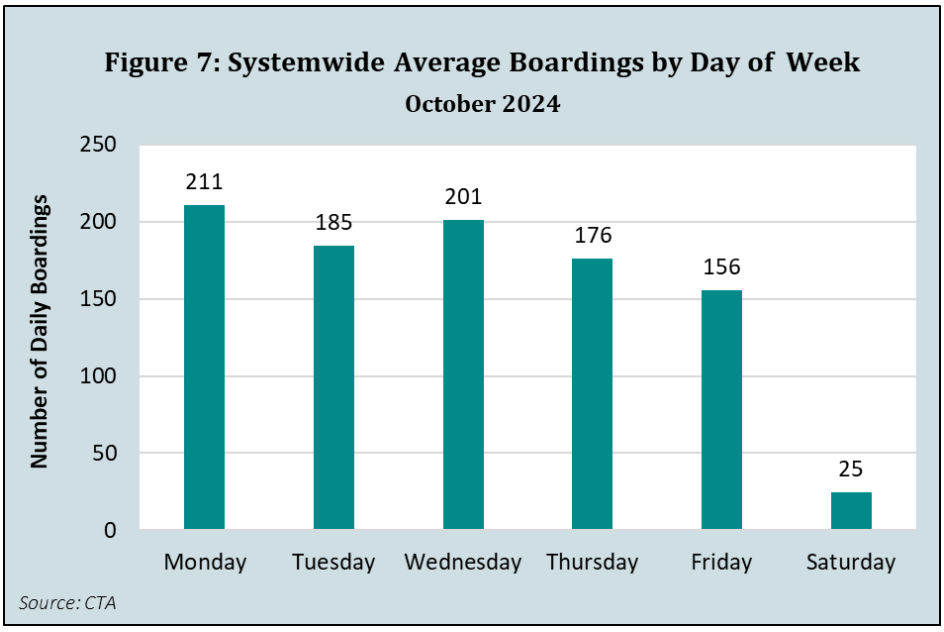
Ridership by Month

Many transit systems experience seasonal fluctuations in ridership throughout the year. Figure 6 depicts Calaveras Connect's monthly ridership by service type for FY 2024-25. Systemwide monthly passenger trips were highest in October and April, with slightly lower ridership in June, July, and December. One factor that may contribute to this is the lack of student ridership due to school breaks: the lack of Columbia College student ridership on the Shuttle and K-12 ridership on the Red Line and DAR. It is important to note that the Columbia College Shuttle only operates when classes are in session (late August-mid December and mid-January-early June). The Saturday Hopper does not operate from December through February when less events take place, and there are fewer visitors to the region.

Boardings by Day of Week

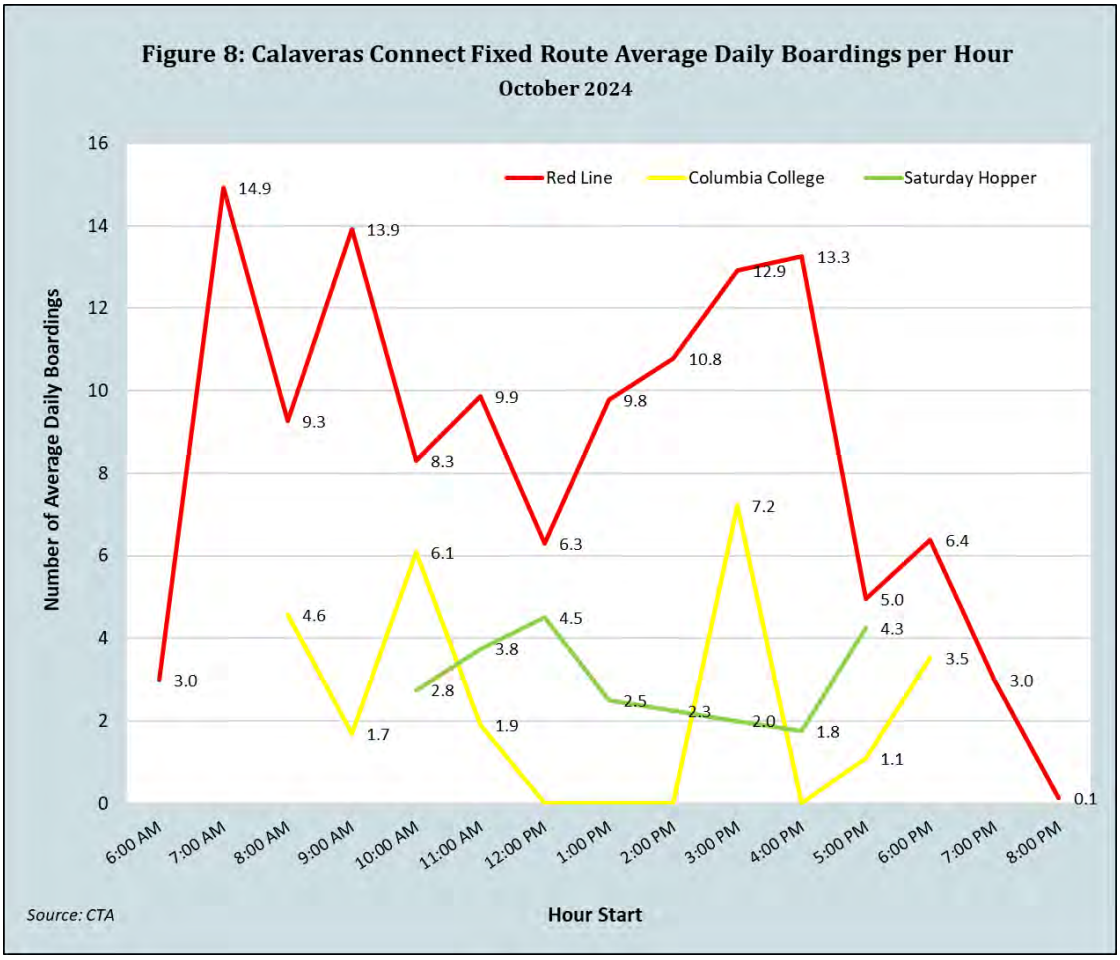
Figure 7 shows average systemwide boardings by day of week for October 2024. As shown, Monday and Wednesday have the highest average boardings (211 and 201, respectively), while Friday saw the fewest average boardings among weekdays (156). Saturdays generally have the fewest boardings of Calaveras Connect's service days, with 25 average boardings per Saturday in October of 2024. This is likely due to reduced demand on weekends, and only the Saturday Hopper route is in service.





Fixed Route Boardings by Hour

Figure 8 shows average boardings by hour for October 2024 by fixed route. As shown, there are significant differences in peak hours between routes, which reflect both the varying purposes for which people ride each route and the different operating hours of each service.



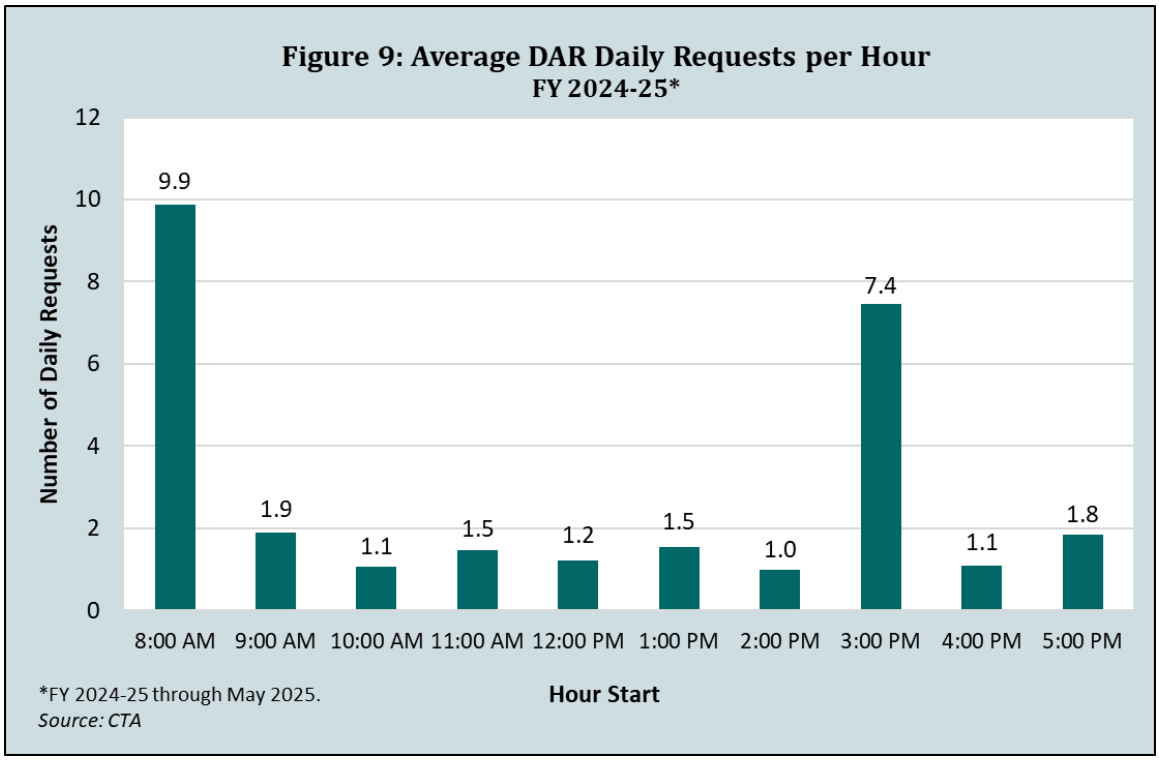
The Red Line operates continuously Monday through Friday between 6:10 AM and 8:13 PM, serving most of the major communities in the county. Boardings are relatively consistent between 7:00 AM and 5:00 PM, with noticeable peaks during the 7:00 AM–8:00 AM and 2:00 PM–5:00 PM hours. The 7:00 AM–8:00 AM hour saw the highest average daily boardings (15 boardings), while the 6:00 AM–7:00 AM and 7:00 PM–8:00 PM hours had the fewest (3 boardings).

The Columbia College Shuttle makes three round trips in the morning between 8:20 AM to 11:30 AM, then breaks before resuming for two afternoon round trips from 3:10 PM to 6:02 PM. Morning boardings peak during the 8:00 AM–9:00 AM and 10:00 AM–11:00 AM hours, which align with the first and third outbound trips of the day. In the afternoon, peak boardings occur during the 3:00 PM–4:00 PM and 6:00 PM–7:00 PM hours, corresponding with the inbound departures from Columbia College. This data suggests that the outbound 10:25 AM trip from Angels Camp to Columbia College and the inbound 3:45 PM trip from Columbia College to Angels Camp are the most utilized by student commuters.

The Saturday Hopper begins service at 9:45 AM and operates continuously until 6:25 PM. As shown, ridership is much lower than on weekday fixed routes and is spread throughout the day, with notable peaks during the 12:00 PM–1:00 PM and 6:00 PM–7:00 PM hours. This route caters primarily to recreational riders, serving popular destinations such as downtown Murphys, the Worldmark Resort, and Ironstone Vineyards; travel patterns that reflect their recreational focus.

DAR Requests by Hour

Direct Connect DAR requests for rides that were completed for FY 2024-25 (through May) are shown by hour in Figure 9. As shown, there are notable peaks in daily ride requests during the 8:00 AM-9:00 AM and 3:00 PM-4:00 PM hours.

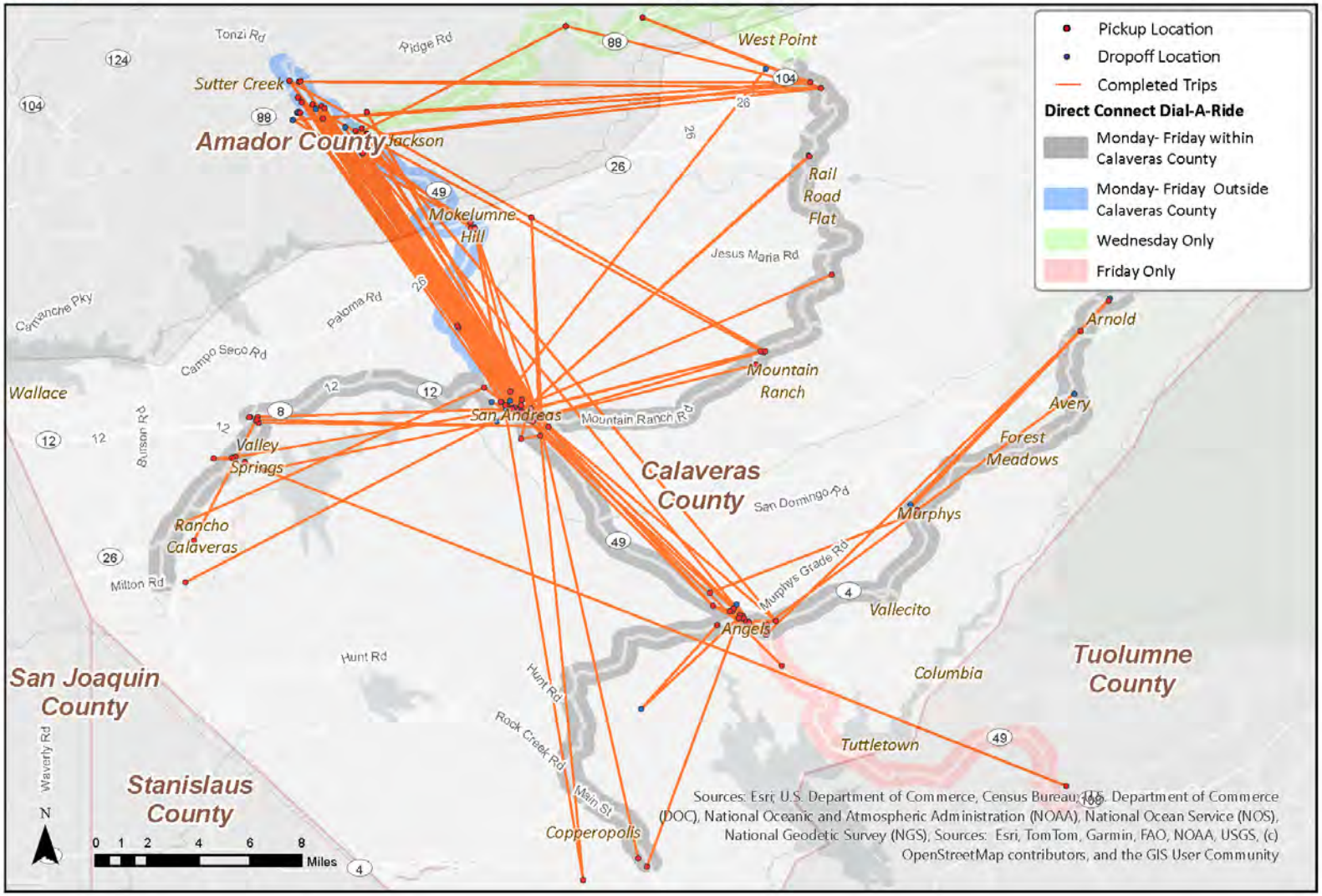


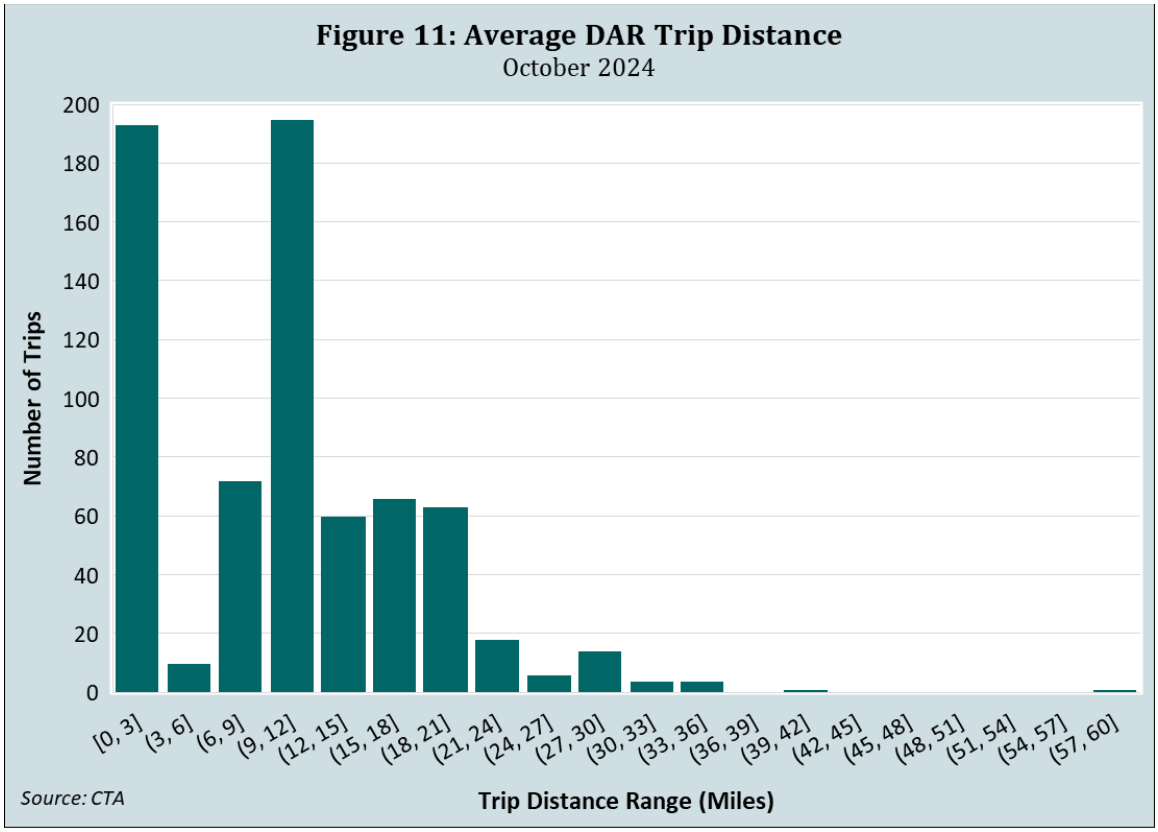
DAR Trip Patterns

Figure 10 shows origin/destinations pairings for completed Direct Connect rides in October 2024. The lines do not show the actual route traveled; rather, they represent pickup and drop-off points for a single trip. As shown, the most common trip pattern is the connection between Sutter Creek/Jackson and San Andreas. Other frequently linked locations include the West Point area and Jackson and San Andreas, and Angels Camp.

Figure 11 shows trip distance (shown as in-vehicle miles) for all trips completed in October 2024. The most common trip distances were those under 3 miles and between 9 and 12 miles. The average trip distance for completed trips was 10.2 miles.

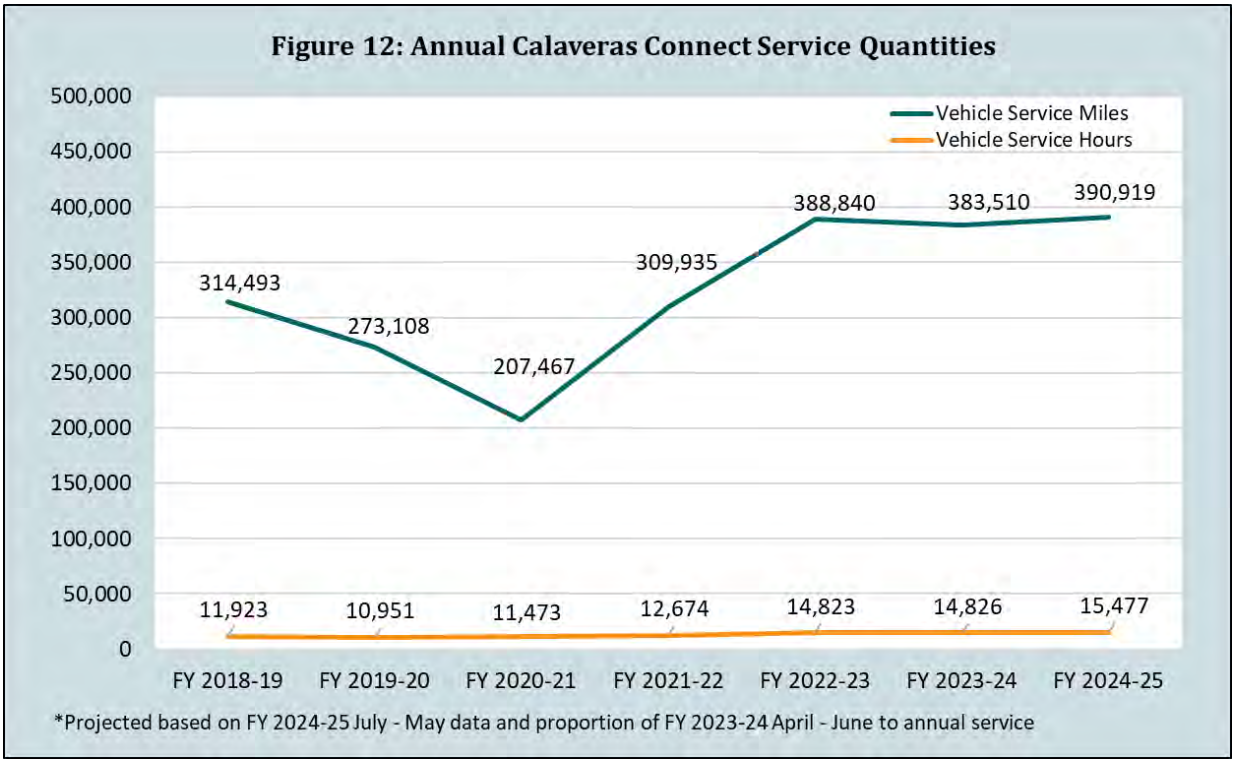
Figure 10
Direct Connect Origin/ Destination Pairs (October 2024)





Vehicle Service Miles and Hours

Similar to ridership, Calaveras Connect service levels have been impacted by service interruptions in recent years due to the pandemic. In the last seven years, service levels were highest in FY 2024-25 (Figure 12). Calaveras Connect operated 34 percent fewer vehicle service miles (VSM) and 4 percent fewer vehicle service hours (VSH) in FY 2020-21 compared to FY 2018-19 due to widespread schedule reductions during the peak of the COVID-19 pandemic. Between FY 2020-21 and FY 2024-25, service levels systemwide increased significantly, with a 44 percent increase in VSM and a 42 percent increase in VSH. In FY 2024-25, fixed routes operated almost four times the VSM of DAR services (311,388 vs. 80,605), but only about double the VSH (10,552 vs. 4,999). This is due to the longer route distances and continuous service of fixed routes that operate regardless of passenger demand.



CTA FINANCIAL REVIEW

The sustainability of transit services is dependent on the balance between revenues and costs. CTA's adopted FY 2024-25 amended budget is reviewed in this section and then used to develop a cost model to analyze transit performance by route. Where appropriate, a comparison is made to FY 2023-24 actual revenues and expenditures.

Operating Revenue

CTA's transit operating revenue stems from several sources (Table 10). Local revenue sources include farebox revenue, advertising revenue, and interest. Only 1 percent of CTA's total revenue is expected to come from fares in FY 2024-25.

State transit funding in California is primarily derived from two sources outlined in the Transportation Development Act (TDA): the Local Transportation Fund (LTF) (sales tax) and State Transit Assistance (STA) funds (fuel tax). State funding (specifically in the form of LTF) has decreased over the past three fiscal years, a trend across many rural counties in California.

The majority of CTA's operating revenue comes from state sources (64 percent of revenue in FY 2024-25), primarily from TDA sources, like LTF and STA. As the only transit operator in Calaveras County, CTA receives almost all the TDA money available in the county. Additional state revenue sources include State of Good Repair (SGR) funding and state bond revenue.

CTA also received about 19 percent of its operating revenue from federal sources in FY 2024-25. About 38 percent of that federal funding was Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) 5311 funds, which is not a long-term funding source. FTA 5311 also served as a federal funding source.

Table 10: CTA Operating Revenues

CTA Revenues	FY 2024-25 Final Budget
Operating Revenue	**$75,000**
Farebox Revenue	$45,000
Pass Sales	$30,000
Other Local Revenue	**$469,260**
Interest	$40,000
Advertising	$35,000
Transit Reserve Fund	$96,943
Fund Balance	$297,317
State Revenue	**$2,098,915**
Local Transportation Fund (LTF)	$1,110,847
State Transit Assistance (STA)	$601,767
Low Carbon Transportation (LCTOP)	$25,684
State of Good Repair Reserve (SGR)	$285,885
State Bond Revenue	$74,732
Federal Revenue	**$621,936**
FTA 5311	$386,936
CRRSAA 5311	$235,000
Total Revenue	**$3,265,111**

Source: CTA Actual Expenditures (FY 2023-24) and Adopted FY 2024-25 (Amendment No. 3)

Operating Expenses

CTA's budgeted operating expenses totaled $1,692,565 in FY 2024-25 (Table 11). This represents a 9 percent increase over actual expenditures in FY 2023-24. The largest line-item increase occurred in purchased transportation, which includes operations contractor expenses, which increased by 14 percent from $1,028,349 to $1,177,090, and CCOG administrative services, which increased by 19 percent from $56,535 to $67,315.

The top annual expense for CTA is purchased transportation, which includes salaries and benefits for transit contractor staff (e.g., drivers and dispatchers) and vehicle insurance and represents 42 percent of the annual operating budget. The operations contract with Paratransit Services was recently amended to reflect an increase of $116,467 for FY 2024-25 due to rising vehicle insurance costs.

Table 11: CTA Operating Expenses

CTA Expenses	FY 2024-25 Final Budget
Technology	**$45,600**
Software Subscriptions (Trilium, and Spare)	$41,600
Communications (Driver Tablets and Data Tracking Software)	$4,000
Maintenance and Fuel	**$317,000**
Gas and Oil (Fuel)	$212,000
Maintenance	$105,000
Administrative	**$152,875**
Professional and Specialized Services (Legal, Technical, Design) [(1)]	$25,000
CCOG Services	$67,315
Rents and Leases	$46,800
Office Expense (Printing and Marketing)	$5,000
Contingencies	$5,000
Special Department Expense	$1,750
Legal Notices	$1,000
Memberships (CalACT)	$1,000
Bank Charges	$10
Operations	**$1,177,090**
Professional and Specialized Services (Purchased Transportation)	$1,177,090
Total Operating Requirements	**$1,692,565**

Source: CTA Actual Expenditures (FY 2023-24) and Adopted FY 2024-25 (Amendment No. 3)
Note 1: Excludes design contract for new transit facility (FY 2024/25 Budget Amendment No. 1)

Cost Allocation

A cost model was developed to reflect FY 2024-25 final budgeted operating costs (Table 12). To develop a cost model, each CTA operating expense was allocated to the service quantity (VSH or VSM) upon which it is most dependent. For example, fuel costs are allocated to vehicle miles, and driver wages are allocated to vehicle hours. Costs not dependent on service levels, such as legal services or marketing, were designated as fixed costs. Purchased transportation costs were allocated based on the costs detailed in the service contract. The model divided the sum of these costs allocated to VSH and VSM by the respective annual service quantity level for FY 2024-25.

FY 2024-25 CTA Operating Cost Model =

$39.44 x vehicle service hours + $0.81 x vehicle service miles + $765,087 in fixed costs

The cost model is used to calculate the marginal and fully allocated operating costs of each CTA service in Table 13.

Table 12: CTA FY 2024-25 Cost Model

Expense Category	FY 24-25	Variable		
		Hour	Mile	Fixed
Software Subscriptions (Trilium, and Spare)	$41,600			$41,600
Communications(Driver Tablets and Data Tracking Software)	$4,000			$4,000
Gas and Oil (Fuel)	$212,000		$212,000	
Maintenance	$105,000		$105,000	
Professional and Specialized Services (Legal, Technical, Design)	$25,000			$25,000
CCOG Services	$67,315			$67,315
Rents and Leases	$46,800			$46,800
Office Expense (Printing and Marketing)	$5,000			$5,000
Contingencies	$5,000			$5,000
Special Department Expense	$1,750			$1,750
Legal Notices	$1,000			$1,000
Memberships (CalACT)	$1,000			$1,000
Bank Charges	$10			
Professional and Specialized Services (Purchased Transportation)*	$1,177,090	$610,468		$566,622
Total	**$1,692,565**	**$610,468**	**$317,000**	**$765,087**
Annual Service Quantity (FY 2024-25)		15,477	390,919	--
Cost per Unit by Variable (Cost Model)		**$39.44**	**$0.81**	**$765,087**

Source: CTA FY 2024-25 Final Adopted Budget (Amendment No. 3)

*Fixed costs calculated based on Paratransit Services operations contract Amendment No. 2.

CALAVERAS CONNECT PERFORMANCE ANALYSIS

The FY 2024-25 cost model was applied to operations data to calculate standard performance metrics such as passenger-trips per hour and operating cost per passenger-trip. This analysis helps to identify potential changes to CTA transit service. The service parameters used in the performance analysis are summarized in Table 13.

The FY 2024-25 performance analysis looks at the Calaveras Connect system as a whole, two service categories (fixed route and DAR), and each specific service. The performance analysis is shown in Table 13 and Figures 13 through 18.

Passenger-Trips per Hour

The relative productivity of transit service can be assessed by calculating the average number of passenger-trips completed per vehicle service hour. Based on this metric, the most productive Calaveras Connect service (excluding Special Events) is the Red Line, a core fixed-route service that carried 3.6 passenger-trips per hour on average in FY 2024-25 (Figure 13). The DAR zone with the highest passenger-trips per hour was Countywide DAR, operating within Calaveras County (1.9 passenger-trips per hour). Special Event transit services had the highest passenger-trips per hour overall (5.9); however, this is not indicative of overall transit service performance, as these services cater to a very specific event, which results in unusually good performance.

Table 13: Calaveras Connect Service Parameters and Performance
FY 2024-25

Routes	Service Parameters: Passenger-Trips	Service Hours[1]	Service Miles[1]	Fully Allocated Operating Cost	Marginal Operating Cost	Fare Revenue[2]
Fixed Routes	**36,449**	**10,479**	**310,339**	**$1,183,003**	**$664,986**	**$56,430**
Red Line	31,825	8,870	270,571	$1,007,792	$569,291	$45,349
Columbia College	3,865	1,274	31,627	$138,920	$75,917	$10,000
Saturday Hopper	759	334	7,513	$35,781	$19,268	$1,082
DAR Services	**7,869**	**4,920**	**79,951**	**$502,075**	**$258,880**	**$16,352**
Countywide DAR [3]	3,982	2,112	31,423	$213,183	$108,782	$8,275
Green DAR	468	378	5,575	$38,087	$19,417	$973
Blue DAR	3,419	2,430	42,954	$250,805	$130,680	$7,105
Special Events [4]	**461**	**78**	**629**	**$7,477**	**$3,602**	**$0**
Systemwide Total	**44,779**	**15,477**	**390,919**	**$1,692,555**	**$927,468**	**$78,364**

Routes	Service Performance: Passengers per... Hour	Passengers per... Mile	Total Operating Cost per Passenger-Trip	Total Operating Subsidy per Passenger-Trip	Total Operating Cost per Service Hour	Farebox Ratio[5]
Fixed Routes	**3.5**	**0.12**	**$32.46**	**$30.91**	**$112.89**	**4.8%**
Red Line	3.6	0.12	$31.67	$30.24	$113.61	4.5%
Columbia College	3.0	0.12	$35.94	$33.36	$109.00	7.2%
Saturday Hopper	2.3	0.10	$47.14	$45.72	$107.11	3.0%
DAR Services	**1.6**	**0.10**	**$63.80**	**$61.73**	**$102.06**	**3.3%**
Countywide DAR	1.9	0.13	$53.54	$51.46	$100.94	3.9%
Green DAR	1.2	0.08	$81.38	$79.30	$100.85	2.6%
Blue DAR	1.4	0.08	$73.36	$71.28	$103.21	2.8%
Special Events	**5.9**	**0.73**	**$16.20**	**$16.20**	**$95.38**	**0.0%**
Systemwide Average	**2.9**	**0.11**	**$37.80**	**$36.05**	**$109.36**	**4.6%**

Source: CTA FY 2024-25 and FY 2023-24 operating data, FY 2024-25 Cost Model.

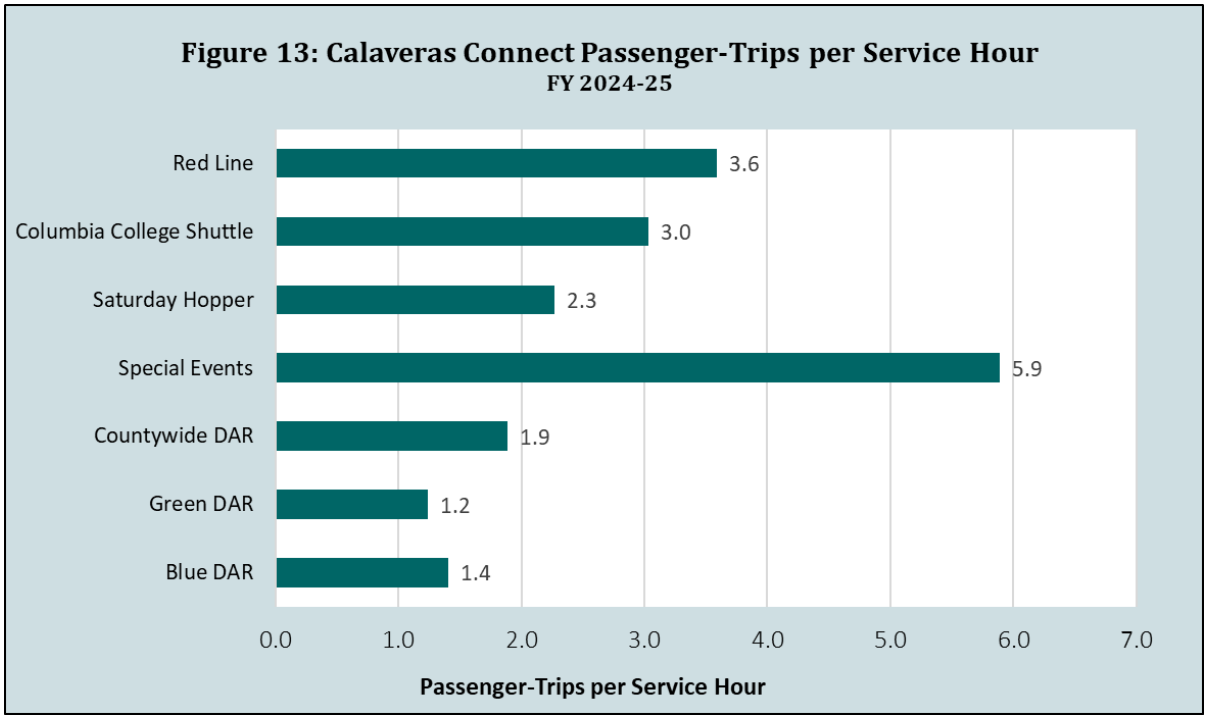
Note 1: Service hours and miles by route/DAR zone are calculated based on FY 2023-24 proportions.

Note 2: Fare revenue broken down by service is estimated based on it's percent of total hours of that service type (Fixed Route, DAR), assuming that Columbia College annual contribution of $10,000 represents total fares paid on CC Shuttle route. Breakdown based on FY 2023-24 data while systemwide total is FY 2024-25.

Note 3: Includes Pink DAR Zone.

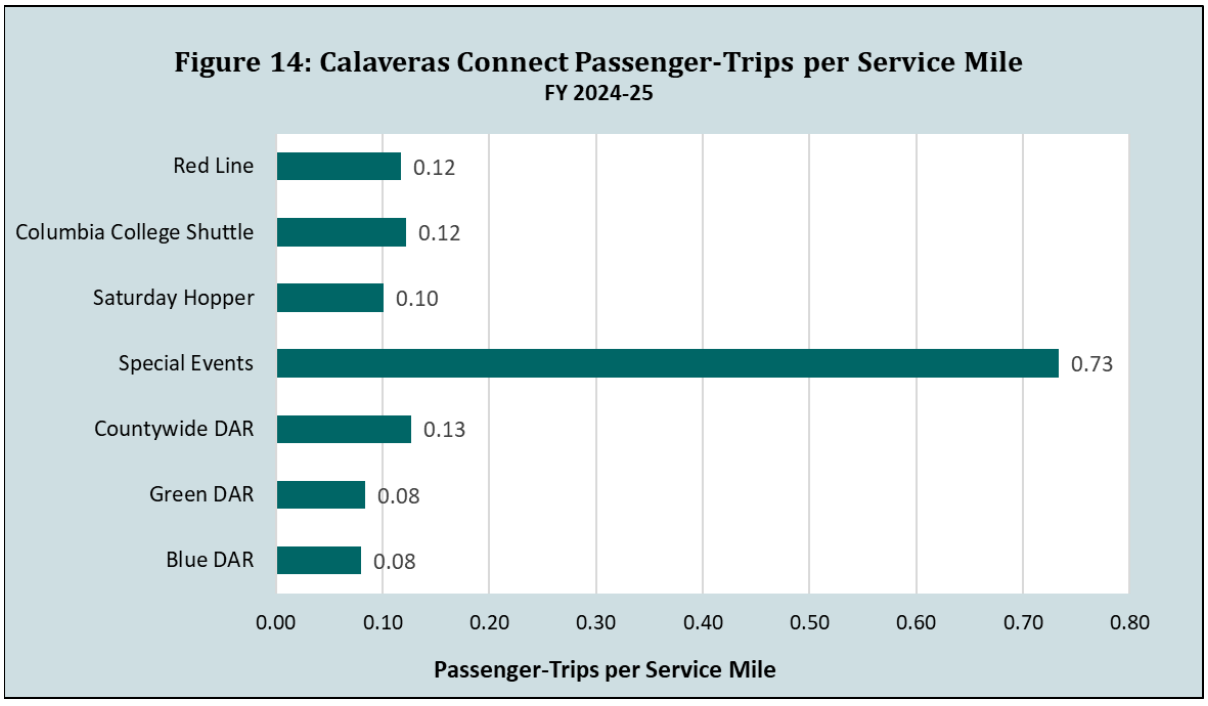
Note 4: Allocates no fare revenue to Special Events.

Note 5: Not official calculation to determine TDA eligibility.



Passenger-Trips per Mile

The number of passenger-trips carried per vehicle service mile is another indicator of transit performance. On average, fixed route services carried 0.12 passengers per mile, and DAR carried 0.10 passengers per mile. While it is slightly unusual that fixed route and DAR services have similar performance in this regard, all Calaveras Connect services cover significant mileage in a very rural County (Figure 14).

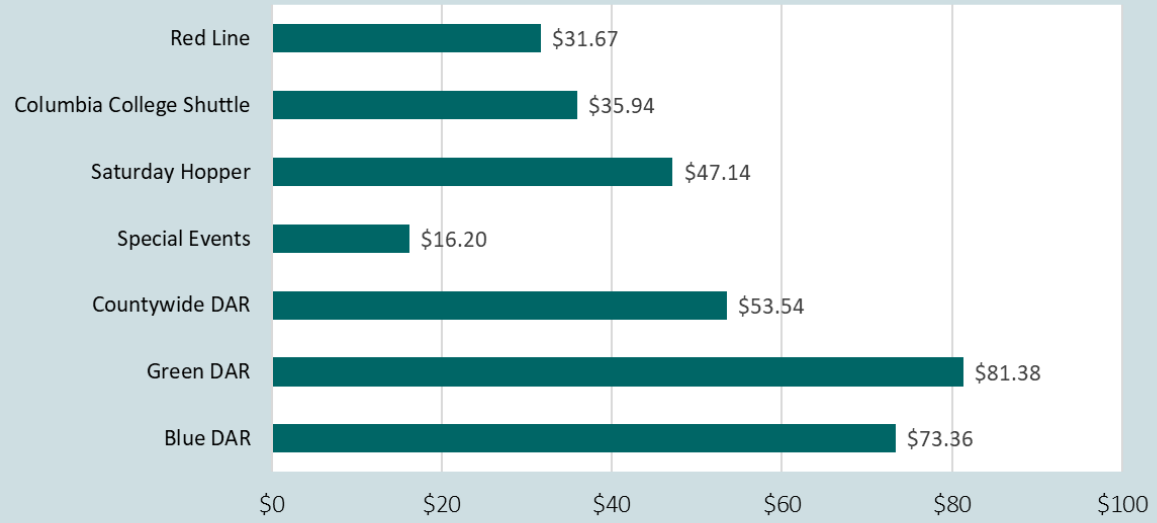


Total Operating Cost per Passenger-Trip

Operating cost per passenger-trip (Figure 15) includes not only direct operating costs such as driver salaries and fuel, but also the other fixed costs included in Table 12, such as marketing, computer supplies, legal counsel, etc. Fixed costs are allocated to each route based on the proportion of the total systemwide vehicle service hours operated by said service.

Systemwide, the operating cost per passenger-trip in FY 2024-25 was $37.80. The lowest average operating cost per passenger-trip was seen on Special Events ($16.20), followed by the Red Line ($31.67), while the highest was seen for the Green DAR ($81.38). This trend is largely due to the lower ridership on DAR compared to fixed routes.

Figure 15: Calaveras Connect Total Operating Cost per Passenger-Trip
FY 2024-25

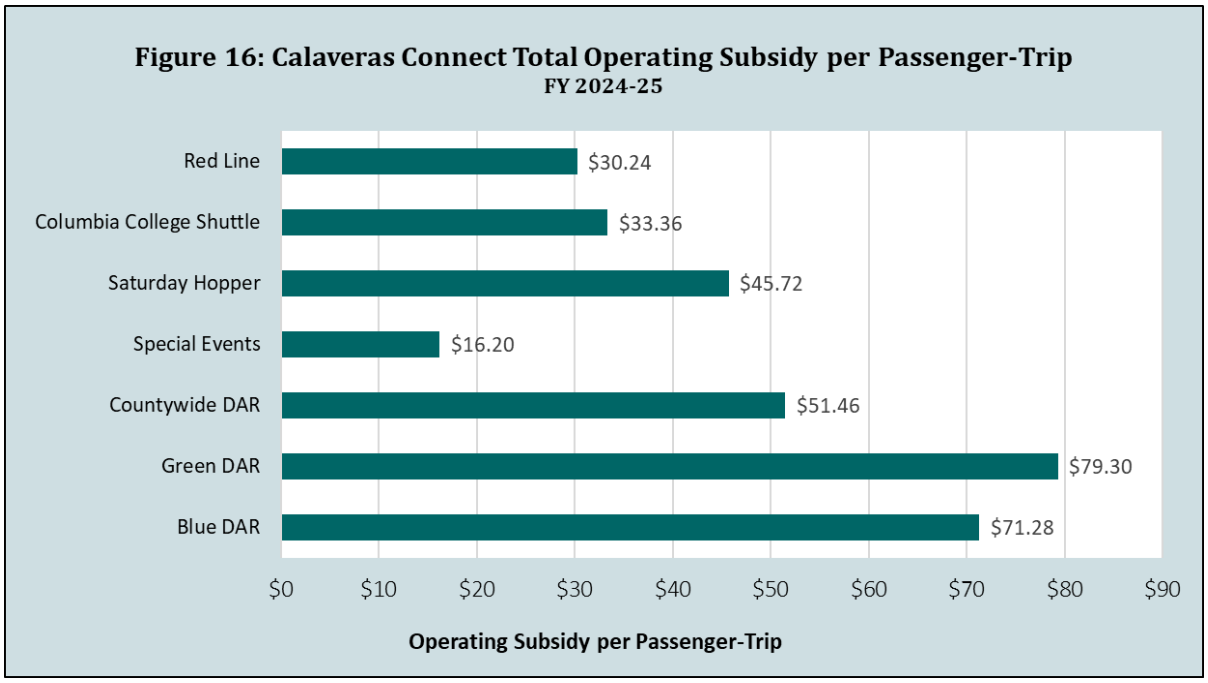


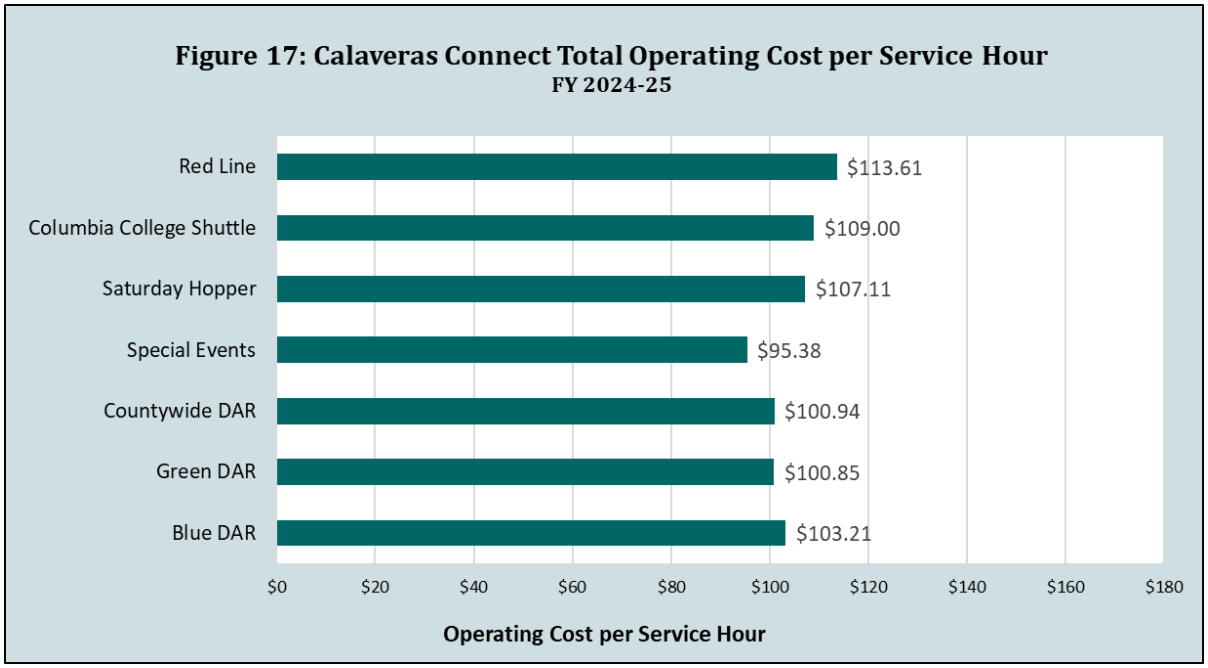
Total Operating Subsidy per Passenger-Trip

The operating subsidy (operating costs minus fare revenue) per passenger-trip represents the amount of taxpayer subsidy per passenger-trip required to operate the transit system and is an excellent measure of cost efficiency. Fare revenue was allocated to each service based on the proportion of passenger trips. Calaveras Connect averaged an operating subsidy of $36.05 per passenger-trip in FY 2024-25 (Figure 16). Special Events and the Red Line saw the lowest operating subsidy per passenger-trip ($16.20 and $30.24, respectively).

Total Operating Cost per Hour

Another metric traditionally monitored by transit agencies is the total operating cost per vehicle service hour (Figure 17). The operating cost per vehicle service hour was lowest for Special Events ($95.38) and the highest for Red Line ($113.61). Systemwide, the operating cost per service hour was $109.36 for FY 2024-25.





Farebox Ratio

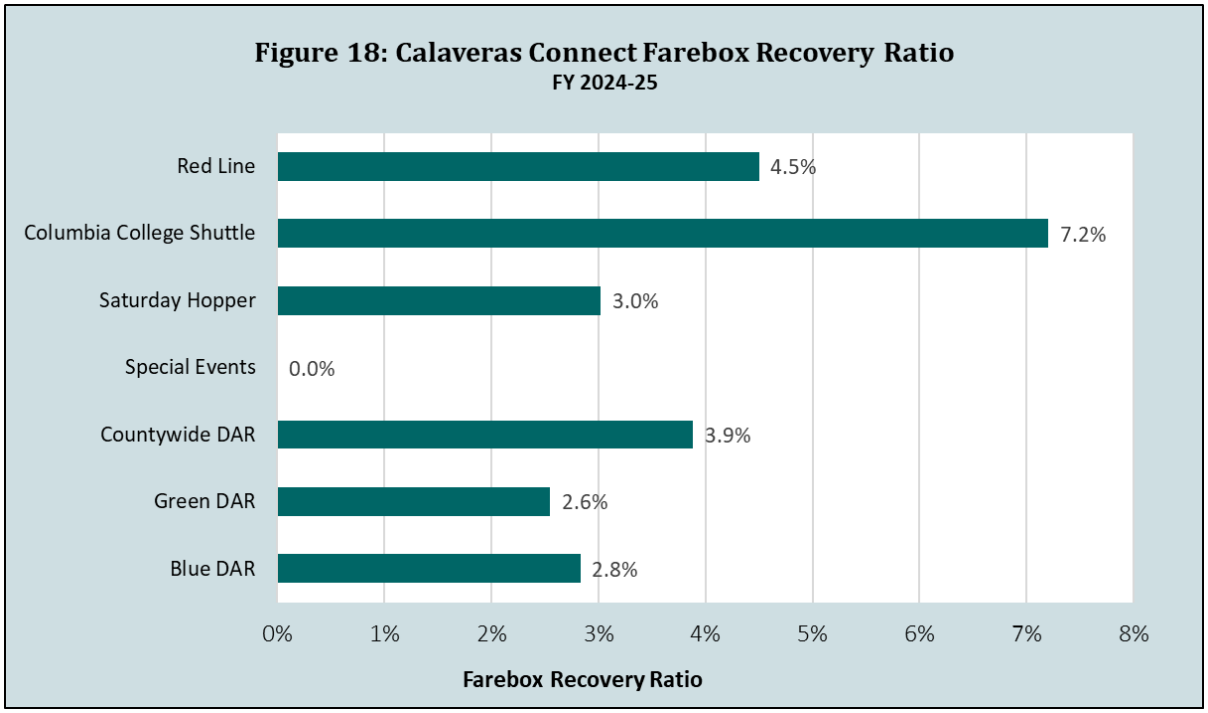
The farebox ratio represents the proportion of operating costs paid for by fare revenues. Before the COVID-19 pandemic, the California Transportation Development Act (TDA) required rural transit agencies (such as Calaveras County) to maintain a farebox ratio of at least 10 percent (or to make up the difference using local support). If the 10-percent farebox ratio were not attained, the difference between the amount of actual fare revenue collected and the required amount of fare revenue needed to meet the 10 percent ratio would be assessed as a penalty. One grace year was allowed per TDA.

During the COVID-19 pandemic, in FY 2019-20 and FY 2020-21, transit operators who did not meet the required minimum farebox recovery ratio requirement could not be penalized (per Assembly Bill 90). This temporary relief was extended through FY 2025-26, per Assembly Bill (AB) 149 and Senate Bill 125.

Per AB 149 in FY 2021-22, the TDA definition of local support was expanded to include "any nonstate grant funds or other revenues generated by, earned by, or distributed to an operator." Examples include advertising revenue, lease revenue, or funds provided by a local agency. As such, federal grant funds utilized for operating purposes can now be classified as local support and used to calculate the farebox ratio.

While a review of official farebox calculation for the purposes of TDA eligibility shows that Calaveras Connect far exceeds the 10-percent minimum[1], the farebox ratio herein was calculated strictly based on fare revenue and operating costs. This was done to enable a comparison across services for performance purposes and does not reflect an official calculation for TDA.

Calaveras Connect systemwide farebox ratio (not accounting for local support) in FY 2024-25 was 4.6 percent (Table 13). The fixed routes maintained a ratio of 4.8 percent, while DAR was 3.3 percent. On a route level, the Columbia College Shuttle maintained the highest farebox ratio of 7.2 percent (Figure 18) due to an agreement between CTA and Columbia College in which the college provides $10,000 in annual funding to support the route.



[1] The official TDA farebox recovery ratio for Calaveras Connect in FY 2023-24 (as calculated by the Fiscal and Compliance Auditor) was 51.48 percent.

FINDINGS AND TAKEAWAYS

Key findings from the analysis of Calaveras County operations and performance include:

- Calaveras Connect has seen significant ridership recovery post-pandemic, with FY 2024-25 ridership 182 percent above that in FY 2020-21. FY 2024-25 ridership is 16 percent higher than pre-pandemic (FY 2018-19). This indicates that service changes to a more demand-response type model after the pandemic has been successful so far. It should be noted that many peer agencies have not seen the same trend in ridership recovery and growth.
- Excluding special events services, Red Line is the highest performing service across numerous performance standards.
- The highest demand for transit services occurs during typical school and work commute hours on weekdays; evening and Saturday ridership is much lower.
- Key alternative and regional transportation providers like Common Ground (for senior transportation services in Calaveras County), Greyhound (serving adjacent Tuolumne County and enabling intercity connections to urban centers), and Amador Transit service to Sacramento have been eliminated. These changes leave gaps in the regional public transportation network for Calaveras County residents.

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Chapter 5
PUBLIC AND STAKEHOLDER OUTREACH

ONBOARD PASSENGER SURVEYS

The onboard passenger survey for the 2025 Calaveras County Short Range Transit Plan (SRTP) was conducted during the beginning of August 2025. The survey was administered on Calaveras Connect Red Line and the equivalent of one full-service day of Direct Connect by trained surveyors. In addition, the survey was distributed by bus drivers on the remaining fixed routes, and a flyer with a QR code was posted at bus stops and online on social media sites. The survey instrument included 17 questions. The survey received a total of 102 responses.

A complete and detailed summary of results is provided in Appendix D. A brief overview of notable findings is presented below:

- Almost half of fixed route respondents were employed either full or part-time (a combined 48 percent), compared to only 31 percent for Direct Connect. High school students, retired, and disabled riders made up higher percentages of Direct Connect responses than fixed route.
- The most common fixed route origin-destination pairings were Angels Camp to San Andreas and Valley Springs to Valley Springs. The most common Direct Connect trips were between San Andreas and Jackson and between San Andreas and Angels Camp.
- Boarding activity on fixed routes (as recorded by reported time of boarding) fluctuated throughout the day with peaks during the 8 AM, 11 AM, 1 PM, and 3 PM hours. Boarding activity on Direct Connect was concentrated in the 8 AM and 9 AM hours, with another smaller peak in activity between 3 PM and 5 PM.
- Overall, riders are happy with Calaveras Connect services, with two-thirds of respondents ranking Overall Service as Excellent. Over 83 percent of respondents ranked the Friendliness of the Driver as Excellent.
- The two most requested service improvements were Saturday Red Line service and Sunday Red Line service.

ONLINE COMMUNITY SURVEY

The online community survey for the 2025 Calaveras County SRTP was conducted over several weeks in July and August 2025. The survey instrument included 23 questions and was made available online in English and Spanish. To inform the public of the survey effort, posts advertising the survey were emailed to stakeholders, including social service agencies, the Social Services Transportation Advisory Council (SSTAC), and key community members, posted on Facebook and Nextdoor, and were also posted as a public notice in local news sources, including Calaveras Enterprise and Valley Spring News. The survey was targeted at all residents of the Calaveras County region, including those who do not use public transit on a regular basis. The survey received a total of 36 responses, 35 of which were in English and one in Spanish.

A complete and detailed summary of responses is included in Appendix E. A brief overview of these responses are presented below:

- Most responses came from those between the ages of 25 and 75, with 43 percent of responses coming from those aged 41-64.
- Over half of respondents (60 percent) indicated that someone within their household had a disability.
- For the 72 percent of respondents who do not use Calaveras Connect, the most common reason is that the bus does not go where they need to travel (54 percent), followed by bus schedule/frequency not matching needs (33 percent), and the service being too far to walk to access (33 percent).
- For those respondents who do use Calaveras Connect, 86 percent use the Red Line, followed by Direct Connect (71 percent).
- The most desired service improvement is Saturday Red Line service (71 percent of respondents).
- When asked if respondents use other regional transit systems, a small percentage indicated they use SacRT and Amador County Transit (8 percent each).

COMMUNITY WORKSHOP SUMMARY

On August 7, 2025, a community workshop was held in San Andreas with the objective of presenting existing demographic and transit conditions in Calaveras County and gathering input on gaps and opportunities for improvement in Calaveras Connect services. A total of six individuals attended, including representatives of social service and County agencies and the school district. After a short presentation by the consultant, the workshop then opened up to a group discussion. During the workshop, the following major themes were discussed:

- The need for expanded transportation options for seniors without vehicles to access essential services within the County and outside of the County.
- The shortage of school bus drivers to provide full yellow school bus transportation throughout the school districts.
- Opportunities and challenges in providing transit services focused on recreation, tourism destinations, and special events.

Chapter 6
PEER REVIEW

INTRODUCTION

A "peer analysis" is a useful tool in measuring the relative efficiency and effectiveness of a transit system against systems that are similar in size, service profile, or community demographics. This discussion first presents a summary of the peer agencies selected for comparison, followed by an analysis of FY 2023-24 operating metrics.

PEER TRANSIT AGENCIES

The following agencies were selected due to their similarities in geographic service area, county population, and service levels and type. A short description of services offered and similarities and differences to those offered by CTA are provided below.

Amador Transit Agency (AT)

Amador Transit (AT) serves Amador County, located just north of Calaveras County. Although Amador has a slightly smaller population (41,029)[2], it offers a similar range of transit services. AT operates five in-county fixed routes and formerly operated a commuter route between Sutter Creek and Sacramento, which was discontinued in June 2025. The agency also provides Dial-A-Ride (DAR) service for Americans with Disabilities Act (ADA)-eligible individuals in most major communities across the county. All services operate Monday through Friday, excluding major holidays. Additionally, AT administers Amador Rides, a volunteer driver program; however, data for this service was excluded from the peer review since CTA does not offer a comparable program.

Tuolumne County Transit Agency (TCTA)

Tuolumne County Transit Agency (TCTA) provides public transportation services throughout Tuolumne County, located south of Calaveras County. With a population of 54,873, Tuolumne County has a larger population than Calaveras. TCTA operates five fixed routes, including a commuter route from Groveland to Sonora, and a seasonal Saturday route during the summer months that focuses on recreational travel—similar to Calaveras Connect's Saturday Hopper. DAR service is available to both ADA-qualified individuals and the general public in northern communities, including Columbia, Sonora, Jamestown, Soulsbyville, Twain Harte, and Sierra Village. Fixed routes (except for the summer Saturday route) generally operate on weekdays, while DAR service is offered Monday through Saturday. No services are provided on Sundays or on major holidays. TCTA also administers Tuolumne Trip, a volunteer driver program; however, data for this program was excluded from the peer review, as CTA does not offer a comparable service.

Lassen Transit Service Agency (LTSA)

Lassen Transit Service Agency (LTSA) provides public transportation throughout Lassen County under the Lassen Rural Bus brand. With a population of 31,177, Lassen County's population is significantly smaller than Calaveras County's. LTSA operates six fixed routes, including a local city route and an express route within Susanville, two intercity routes serving outlying communities, a commuter route serving the

[2] All peer agency population data sourced from 2023 American Community Survey (ACS) 5-Year Estimates.

southern part of the county, and a seasonal Saturday route to Eagle Lake during the summer. The agency also provides DAR service for ADA-qualified individuals within the Susanville area. Most services operate Monday through Saturday, with reduced hours on Saturdays and no service on major holidays.

Lake Transit Authority (LTA)

Lake Transit Authority (LTA) provides public transportation in Lake County under the Lake Transit brand. With a population of 68,163, Lake County's population is larger than that of Calaveras County. LTA operates nine fixed routes, primarily serving the Clear Lake area, including two long-distance routes that extend out of the county—one to Ukiah in Mendocino County and another to Deer Park in Napa County. The agency also offers a general public DAR service, with priority given to ADA-qualified passengers. Most services operate Monday through Saturday, excluding major holidays. In addition, LTA offers two specialized programs: Lake Links, a volunteer driver program, and Medi-Links, a non-emergency medical transportation (NMET) service providing out-of-county trips. Data for these programs was excluded from the peer review, as CTA does not offer comparable services.

SYSTEMWIDE PEER ANALYSIS

As shown in Table 14, Calaveras Transit Agency (CTA) ranks last among its peers for several performance measures systemwide, including vehicle service hours per capita, ridership per capita, passenger-trips per vehicle service hour, and passenger-trips per vehicle service mile. However, CTA ranks second for operating costs per hour.

Table 14: CTA Systemwide Peer Analysis FY 2023-24

		Input Data				
Transit System	Vehicle Type Operated	Annual Ridership	Vehicle Service Hours	Vehicle Service Miles	Service County Population	Total Annual Operating Costs
Calaveras Transit Agency (CTA)[1]	**Cutaway, Van, Mini-Van**	**39,086**	**14,826**	**383,510**	**45,995**	**$1,545,805**
Amador Transit (AT)	Cutaway, Van	40,155	14,775	285,372	41,029	$2,020,791
Tuolumne County Transit Agency (TCTA)[2]	Trolly, Cutaway, Van, Mini-Van	74,527	17,973	248,003	54,873	$2,831,463
Lassen Transit Service Agency (LTSA)	Bus, Cutaway	86,371	10,739	227,372	31,177	$1,749,245
Lake Transit Authority (LTA)[3]	Cutaway, Van	227,966	37,443	822,218	68,163	$3,541,600
Peer Average		**107,255**	**20,232**	**395,741**	**48,811**	**$2,535,775**
CTA Rank (1 = Best)		**5**	**3**	**2**	**3**	**5**

	Performance Measures					
	Annual Vehicle Service Hours per Capita	Annual Ridership per Capita	Passengers per Vehicle-Hour	Passengers per Mile	Operating Cost per Hour	Total Cost per Psgr-Trip
Calaveras Transit Agency (CTA)[1]	**0.32**	**0.85**	**2.6**	**0.10**	**$104.26**	**$39.55**
Amador Transit (AT)	0.36	0.98	2.7	0.14	$136.77	$50.32
Tuolumne County Transit Agency (TCTA)[2]	0.33	1.36	4.1	0.30	$157.54	$37.99
Lassen Transit Service Agency (LTSA)	0.34	2.77	8.0	0.38	$162.88	$20.25
Lake Transit Authority (LTA)[3]	0.55	3.34	6.1	0.28	$94.59	$15.54
Peer Average	**0.40**	**2.11**	**5.25**	**0.27**	**$137.94**	**$31.03**
CTA Percent of Peer Average	**-18%**	**-60%**	**-50%**	**-63%**	**-24%**	**27%**
CTA Rank (1 = Best)	**5**	**5**	**5**	**5**	**2**	**4**

Source: CTA, State Controllers Office Transit Operators Database, TCTA, LTSA, LTA, ACS 2023 5 Year Estimates

Note 1: Special services operating statistics excluded.

Note 2: Tuolumne Trip operating data for volunteer driver program excluded.

Note 3: Lake Links volunteer driver program and out-of-county Non-Emergency Medical Transportation program operating data excluded.

Key highlights and takeaways from the systemwide peer review of ratio-based performance measures at the bottom of the table include:

- **Lowest vehicle service hours and ridership per capita**: CTA provides the fewest vehicle service hours per capita (0.32) and has the lowest annual ridership per capita (0.85), both well below the peer average. This could be indicative of how geographically dispersed Calaveras communities are or that CTA services are not reaching as high a percentage of the County population as peer agencies.
- **Lowest passenger-trips per service hour**: CTA has the lowest systemwide productivity (passenger-trips per service hour) of the peers reviewed (2.6). This is likely a combined result of lower relative fixed route utilization and a high percentage of the CTA service being DAR, which naturally has a lower productivity than fixed route service.
- **Low operating cost per hour, but higher cost per trip**: While CTA's operating cost per hour ($104.26) is 24 percent lower than the peer average (indicating a low contract rate), its total cost per passenger trip ($39.55) is 27 percent higher (indicating lower than average cost-effectiveness). The latter is a reflection of CTA's lower ridership and productivity.

FIXED ROUTE PEER ANALYSIS

As shown in Table 15, Calaveras Transit Agency (CTA) fares slightly better among its peers when looking only at fixed route service performance measures. It should be noted that both LTSA and Lake Transit serve a city which is relatively compact and easy to serve with fixed route bus service (Susanville and Clearlake). This contributes to the higher ridership per capita and lower cost per trip for both of these counties. Lake County also operates significantly higher levels of fixed route service than CTA. Key highlights and takeaways from the peer review for the fixed route only include:

- **Low fixed route vehicle service hours per capita**: CTA provides fewer fixed route service hours per capita (0.22) than most peers, ranking fourth overall. However, it is only slightly behind Amador Transit (0.24) and ahead of Tuolumne County Transit Agency (0.15), CTA's neighboring agencies.
- **Low fixed route ridership per capita and productivity**: CTA ranks below average in ridership per capita (0.67) and passenger-trips per vehicle hour (productivity) (3.1), ahead of only Amador Transit in both metrics.
- **Excellent fixed route cost efficiency per hour**: CTA has the lowest operating cost per hour ($104.26) of the peers reviewed, at 28 percent below the peer average of $145.60. This indicates efficient service delivery from a cost perspective.
- **Above average cost per passenger-trip:** Despite a low operating cost per vehicle hour, CTA's cost per passenger-trip ($33.73) is 13 percent above the peer average ($29.73), ranking fourth. This is largely due to its low ridership.

Table 15: CTA Fixed Route Peer Analysis FY 2023-24

Transit System	County	Input Data: Annual Ridership	Vehicle Service Hours	Vehicle Service Miles	Service County Population	Total Annual Operating Costs
Calaveras Transit Agency (CTA)[1]	**Calaveras**	**30,985**	**10,025**	**314,755**	**45,995**	**$1,045,238**
Amador Transit (AT)[1]	Amador	26,583	9,678	201,803	41,029	$1,323,669
Tuolumne County Transit Agency (TCTA)	Tuolumne	42,335	8,000	140,696	54,873	$1,402,810
Lassen Transit Service Agency (LTSA)	Lassen	63,559	8,410	208,982	31,177	$1,386,754
Lake Transit Authority (LTA)[1]	Lake	224,521	33,604	795,641	68,163	$3,178,522
Peer Average		**89,250**	**14,923**	**336,781**	**48,811**	**$1,822,939**
CTA Rank		**4**	**2**	**2**	**3**	**5**

	Performance Measures: Annual Vehicle Service Hours per Capita	Annual Ridership per Capita	Passengers per Vehicle-Hour	Passengers per Mile	Operating Cost per Hour	Cost per Psgr-Trip
Calaveras Transit Agency (CTA)[1]	**0.22**	**0.67**	**3.1**	**0.10**	**$104.26**	**$33.73**
Amador Transit (AT)[1]	0.24	0.65	2.7	0.13	$136.77	$49.79
Tuolumne County Transit Agency (TCTA)	0.15	0.77	5.3	0.30	$175.35	$33.14
Lassen Transit Service Agency (LTSA)	0.27	2.04	7.6	0.30	$164.90	$21.82
Lake Transit Authority (LTA)[1]	0.49	3.29	6.7	0.28	$105.39	$14.16
Peer Average	**0.29**	**1.69**	**5.57**	**0.25**	**$145.60**	**$29.73**
CTA Percent of Peer Average	**-24%**	**-60%**	**-45%**	**-61%**	**-28%**	**13%**
CTA Rank (1 = Best)	**4**	**4**	**4**	**5**	**1**	**4**

Source: CTA, State Controllers Office Transit Operators Database, TCTA, LTSA, LTA, ACS 2023 5 Year Estimates

Note 1: Operating costs allocated based on proportion of service hours.

DEMAND-RESPONSE PEER ANALYSIS

As shown in Table 16, Calaveras Transit Agency (CTA) also fares below average when the performance measures for demand-response services (Dial-A-Ride) only are compared. It is important to note that there are some significant differences in DAR service characteristics between peer agencies. TCTA's DAR service is most similar to CTA's DAR service, which both operate in an expansive rural service area and are open to the general public. LTSA and LTA's DAR service areas are confined to smaller, more developed parts of the county, and both AT and LTSA have eligibility restrictions.

Key highlights and takeaways from the peer review of DAR performance measures include:

- **Comparable DAR vehicle service hours per capita**: CTA provides nearly the same number of vehicle service hours per capita (0.10) as the peer average (0.11), trailing only Amador Transit and TCTA.
- **Below average DAR ridership per capita and productivity**: CTA ranks fourth in DAR ridership per capita (0.18) and passengers per vehicle service hour (1.7), ahead of only LTA in both measures. Without eligibility restrictions and a large service area, it is possible that CTA could improve its ridership per capita. However, a large and rural service area is going to result in lower than average productivity.

- **Lowest DAR passenger-trips per mile**: CTA serves the fewest passenger-trips per mile (0.12) of any peer (74 percent below the peer average of 0.46). This is likely due to CTA's DAR service focusing on comprehensive coverage for the outlying areas of the county, thus covering a large geographic area.
- **Good DAR cost efficiency per hour**: CTA's operating cost per hour ($104.26) is 21 percent below the peer average and is second only to Lake Transit ($94.59) for the lowest cost per hour.
- **High DAR cost per trip**: CTA's cost per DAR passenger trip ($61.79) exceeds the peer average by 14 percent and is the second highest among peers—higher than all except Lake Transit. This is primarily due to low ridership and low service productivity.

Table 16: CTA DAR Peer Analysis FY 2023-24

		Input Data				
Transit System	County	Annual Ridership	Vehicle Service Hours	Vehicle Service Miles	Service County Population	Total Annual Operating Costs
Calaveras Transit Agency (CTA)[1]	**Calaveras**	**8,101**	**4,801**	**68,755**	**45,995**	**$500,567**
Amador Transit (AT)[1]	Amador	13,572	5,097	83,569	41,029	$697,122
Tuolumne County Transit Agency (TCTA)	Tuolumne	32,192	9,973	107,307	54,873	$1,428,653
Lassen Transit Service Agency (LTSA)	Lassen	22,812	2,330	18,390	31,177	$358,131
Lake Transit Authority (LTA)[1]	Lake	3,445	3,839	26,577	68,163	$363,077
Peer Average		**18,005**	**5,310**	**58,961**	**48,811**	**$711,746**
CTA Rank		**4**	**3**	**3**	**3**	**3**

	Performance Measures					
	Annual Vehicle Service Hours per Capita	Annual Ridership per Capita	Passengers per Vehicle-Hour	Passengers per Mile	Operating Cost per Hour	Cost per Psgr-Trip
Calaveras Transit Agency (CTA)[1,2]	**0.10**	**0.18**	**1.7**	**0.12**	**$104.26**	**$61.79**
Amador Transit (AT)[1,3]	0.12	0.33	2.7	0.16	$136.77	$51.36
Tuolumne County Transit Agency (TCTA)[2]	0.18	0.59	3.2	0.30	$143.25	$44.38
Lassen Transit Service Agency (LTSA)[3]	0.07	0.73	9.8	1.24	$153.71	$15.70
Lake Transit Authority (LTA)[1,2]	0.06	0.05	0.9	0.13	$94.59	$105.39
Peer Average	**0.11**	**0.42**	**4.14**	**0.46**	**$132.08**	**$54.21**
CTA Percent of Peer Average	**-4%**	**-59%**	**-59%**	**-74%**	**-21%**	**14%**
CTA Rank (1 = Best)	**3**	**4**	**4**	**5**	**2**	**4**

Source: CTA, State Controllers Office Transit Operators Database, TCTA, LTSA, LTA, ACS 2023 5 Year Estimates

Note 1: Operating costs allocated based on proportion of service hours.

Note 2: DAR available to general public.

Note 3: DAR available to ADA-qualified individuals or seniors only.

PEER REVIEW CONCLUSION

Overall, the peer review shows that CTA has a low operating cost per hour, ranking among the most cost-efficient systems per vehicle service hour in the peer group. However, CTA consistently performs below the peer average for performance measures that are linked to ridership. These include annual ridership per capita, passenger-trips per hour and mile, and operating cost per passenger-trip. This can largely be attributed to the county's low population density, dispersed communities, and that CTA services span a large portion of the county. Without eliminating service to some of the more remote

communities in the County, the largest opportunity for improvement lies in attracting more riders to boost service productivity. Continued marketing and outreach efforts (discussed further in Chapter 10) and adjustments to service (evaluated later in the SRTP planning process) could positively impact ridership-related performance measures.

Chapter 7
ZEB PLAN UPDATE

INTRODUCTION

The California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation requires public transit agencies across the state to begin planning for and transitioning their fleets to zero-emission buses (ZEBs) in support of statewide greenhouse gas (GHG) reduction goals. Under the current ICT timeline, between January 1, 2026, and December 31, 2028, at least 25 percent of new transit vehicle purchases each calendar year must be ZEBs.[3] Beginning in 2029, 100 percent of new transit vehicle purchases must be zero-emission.

Transit agencies may request exemptions from CARB if specific conditions are met—such as the unavailability of required vehicle types, inability to meet range requirements or gradeability needs, delays in constructing fueling or charging infrastructure, or if a financial emergency is declared.

It's also important to note that vehicles with a Gross Vehicle Weight Rating (GVWR) under 14,000 pounds are excluded from the mandate and do not count towards the annual purchase requirements unless the transit agency opts into the Zero-Emission Mobility Option.[4] This chapter assumes that CTA will not explore this option over the next five-year period.

CTA ZEB STRATEGY REPORT TAKEAWAYS

The *CTA ZEB Rollout and Implementation Plan* was completed in March 2023. Key findings include:

- Calaveras County's topography is rugged and steep. Some routes, like the Saturday Hopper, face road grades as steep as 18.3 percent.
- Only 17 percent of vehicles can be successfully electrified at a one-to-one replacement ratio given current battery-electric bus (BEB) specifications due to the topography, mileage, and climate control requirements of CTA routes.
- In-County DAR (Grey) is the only current CTA service that could be served by a single BEB cutaway. Other services would require a restructuring of driver shifts to allow for mid-day charging and an expanded fleet of vehicles to facilitate midday vehicle swaps while maintaining an appropriate spare ratio.
- Fleet size will have to increase by two vehicles to maintain the existing level of service with a BEB fleet.

[3] According to CARB guidance, in instances where purchase percentage requirements equal part of a bus, it is allowable to round to the nearest integer (with 50 percent of a bus rounding down). Therefore, CTA can purchase two conventional diesel/gas vehicles in a year without being required to purchase a ZEB, or between 3 and 6 vehicles in a year, with only one vehicle required to be a ZEB.

[4] To exercise the Zero-Emission Mobility Option, a small transit agency (such as CTA) is required to track and achieve at least 180,000 passenger miles per year total across all zero-emission vehicles with a GVWR under 14,000 pounds. This threshold earns the transit agency one "mobility credit" for the following calendar year, amounting to one ZEB vehicle for the purposes of ICT ZEB purchasing requirements.

- As required by CARB ICT regulations, the goal is to fully transition the CTA fleet to ZEBs by 2040.

RECOMMENDED STRATEGY

A careful review of the *CTA ZEB Rollout and Implementation Plan* and CARB ICT regulation, limitations of existing ZEB technology to operate CTA services, and consideration of a new operations facility in the near future contribute to the following recommended ZEB strategy for the short-range planning period.

- CTA should plan to purchase ZEBs at the minimum required purchase ratio and replace as many internal combustion engine (ICE) vehicles as possible in the short term by replacing vehicles over 14,000 GVWR as soon as they surpass their FTA minimum life[5].
- CTA should plan for the immediate installation of charging infrastructure at the new operations facility and should not invest in expanded charging infrastructure at its current leased facility.
- Should ZEB technology not improve by 2032 to provide current CTA services with ZEBs, or should completion of the new CTA facility be delayed, CTA should consider filing an exemption with CARB.

In combination, this recommended strategy aims to promote the transition to a ZEB fleet in the most fiscally constrained and efficient manner while complying with the CARB ICT regulation.

RECOMMENDED REPLACEMENT SCHEDULE

CTA currently has an active fleet of 12 vehicles, which is comprised of two diesel cutaways, seven gas cutaways, two electric vans, and one small hybrid van. Currently, five of CTA's vehicles (#65, #66, #69, #73, and #74) are beyond their FTA minimum life and mileage requirements. Additionally, vehicles #65, #66, and #69 are beyond their FTA Useful Life Benchmark (ULB[6]), when the FTA estimates maintenance costs begin to exceed the cost of replacing the vehicle.

Table 17 proposes a ten-year vehicle replacement schedule by calendar year, broken into short and long range plan periods. This vehicle replacement schedule complies with CARB ICT mandates, builds from the *CTA ZEB Rollout and Implementation Plan*, and prioritizes replacement of vehicles based on FTA guidelines as well as their projected mileage.

Following current CARB guidance, CTA can purchase gas/diesel vehicles through 2028 and be compliant with the CARB ICT regulation. Beginning in 2029, CTA will begin purchasing only ZEBs. As CTA plans for bus purchases by fiscal year, it is recommended that CTA "front-load" purchase orders in the fiscal year as much as possible. In other words, issue the purchase orders before December 31 of each fiscal year, due to CARB ICT vehicle purchase requirements being based on the calendar year. Most importantly, CTA should secure purchase orders for the three ICE vehicles scheduled in 2028 before June 30, 2028, if funding has been secured. If the purchase orders for these three vehicles cannot be issued by June 30, 2028, due to funding or budget constraints, it may be important to issue purchase orders as early as

[5] FTA *minimum life* is the minimum number of years or miles (whichever comes first) that transit vehicles purchased with federal funds must be in service before they can be retired without financial penalty. FTA Report No. FTA VA-26-7229-07.1 (2007).

[6] FTA *Useful Life Benchmark* (ULB) is typically defined as the age after which a vehicle is no longer fit for use and should be replaced. After this point, it is common for agencies to see higher maintenance costs and breakdowns. FTA National Transit Database 2024 Policy Manual (2024).

possible after July 2028 to manage any unforeseen delays and to avoid being part of a potential glut of purchase orders received by vendors at the end of 2028.

Starting January 1, 2029, the purchase of ICE vehicles will not be allowed without an exception from CARB. By planning for the purchase of these vehicles in FY 2027-28, CTA has a full fiscal year to secure purchase orders, instead of six months.

Short Range Vehicle Replacement Schedule

The short range vehicle replacement schedule is based on FTA's minimum life. Five vehicles have already or will surpass their FTA minimum life age and mileage during the 5-year planning period. The five vehicles that are recommended for replacement are:

- Vehicles #65 and #66 are beyond their minimum life age and mileage and are recommended for replacement in 2026 with similar 26-passenger diesel cutaways.
- Vehicles #69 and #73 are beyond their minimum life age and mileage and are recommended for replacement in 2027 with similar 17 to 21-passenger gas cutaways.
- Vehicle #74 is beyond its minimum life age and mileage and is recommended for replacement in 2028 with a similar 17 to 21-passenger gas cutaway.

The total cost to replace five vehicles between 2026 and 2030 will be approximately $1.2 million to maintain the status quo. This schedule assumes no change to fleet size during this 5-year planning period, either due to service expansion/reduction resulting from this transit plan or necessitated due to a higher replacement ratio when replacing ICE vehicles with BEBs.

Long Range Vehicle Replacement Schedule

The long range vehicle replacement schedule is based on FTA ULB. Seven more vehicles are recommended for replacement during the long range (6-10 year) planning period. Two additional vehicles are added to support a ZEB CTA fleet and operational needs per the *CTA ZEB Rollout and Implementation Plan*. The long-range fleet replacement schedule is:

- In 2033, Vehicle #V03 will have surpassed ULB age and is recommended for replacement with a similar electric van. Two additional BEB cutaway vehicles are planned for purchase to meet the fleet expansion needs outlined in the ZEB plan.
- In 2034, Vehicle #V05 will have surpassed its ULB age and is recommended for replacement with a similar electric van. Vehicles #75, #76, #77, and #78 will have surpassed their ULB age and are recommended for replacement with BEB Cutaways.
- In 2035, Vehicle #V04 will have surpassed its ULB age and is recommended for replacement with a similar electric van.

Cutaway vehicles that are being replaced in the short range period (#65, #66, # 69, #73, and #74) may need replacement near the end of the long range planning period if they operate high annual mileage and maintenance costs are ballooning. These vehicles are expected to be past or approaching 300,000 miles in 2035 prior to reaching their ULB age. As exact annual mileage is unknown and fleet expansion planned for 2033 may reduce mileage demands on these vehicles, replacements are not included in the fleet replacement table.

Cumulatively, over a ten-year period between 2026 and 2035, CTA will be required to replace 12 vehicles and expand its fleet by two vehicles for a total cost of approximately $5.4 million.

CHARGING INFRASTRUCTURE REQUIREMENTS

The proposed vehicle replacement plan aligns with the charging infrastructure plan outlined in the 2023 *CTA ZEB Rollout and Implementation Plan.* The *CTA ZEB Rollout and Implementation Plan* plans for charging capacity for 4 vehicles between 2025 and 2028, 8 vehicles between 2029 and 2031, and 10 vehicles for 2032 onward. CTA currently has one Type 2 charger installed at the CTA operations facility capable of supporting the existing fleet of ZEVs, but does not have existing infrastructure to support an expansion of CTA's BEB vehicle fleet.

CTA will be relocating its operations facility to a soon-to-be-constructed facility at 967 Highway 49 in San Andreas that will house both the CTA operations and CCOG offices. The project is in the design phase as of June 2025, and it is expected that CTA operations will move to the new facility in 2027, if remaining funding can be secured. CCOG plans to fund about half of the project with SB 125 funds and is in the process of securing additional funds for construction. CCOG recently applied for FTA 5339 competitive grant funding in July 2025. Ideally, CTA would not have to install new charging infrastructure at the old facility.

Although the CTA Vehicle Replacement Schedule does not plan for the addition of any ZEBs to the CTA fleet within the next five years, CTA should continue to plan for fleet transition with ZEB purchases beginning in 2033. By 2038, CTA could expect to have fully transitioned its fleet to BEB's requiring charging infrastructure in place for up to 14 BEBs.

Table 17: CTA Vehicle Replacement Schedule (by Calendar Year)

Estimated FY 2025/26 Cost of Vehicles[1]	
Gas - Vans	$154,600
Electric - Vans	$285,300
Gas - Cutaways	$243,500
Electric - Cutaways	$384,000
Diesel- Cutaways	$228,500

	Short Range Plan Period (by Calendar Year) [3,4,5,6]					*Long Range Plan Period (by Calendar Year)* [4,5,7,8]					5-Year Plan Total	10-Year Plan Total
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035		
Vehicles Under 14,000 GVWR[3]												
Number of Buses (Gas Vans)	0	0	0	0	0	0	0	0	0	0	**0**	**0**
Number of Buses (Electric Vans)	0	0	0	0	0	0	0	1	1	1	**0**	**3**
Vehicles Over 14,000 GVWR[3]												**0**
Number of Buses (Gas Cutaways)	0	2	1	0	0	0	0	0	0	0	**3**	**3**
Number of Buses (Electric Cutaways)	0	0	0	0	0	0	0	2	4	0	**0**	**6**
Number of Buses (Diesel Cutaways)	2	0	0	0	0	0	0	0	0	0	**2**	**2**
Total Number of Vehicles	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**3**	**5**	**1**	**5**	**14**
CARB ICT Compliant	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**YES**	**Yes**	**Yes**
Total Cost[2]	**$457,000**	**$505,510**	**$262,360**	**$0**	**$0**	**$0**	**$0**	**$1,367,520**	**$2,454,480**	**$399,100**	**$1,224,870**	**$5,445,970**
Total Fleet Size	**12**	**12**	**12**	**12**	**12**	**12**	**12**	**14**	**14**	**14**		

Source: LSC Transportation Consultants, Inc.

Note 1: Base vehicle prices sourced from the California Association for Coordinated Transportation (CALACT) cooperative purchasing portal increased by 30 percent for vehicle options (e.g., wheelchair lift), sales tax, and CALACT fees. CALACT Purchase Portal pricing is updated in September each year. FY 2025-26 costs reflect expected September 2025 pricing, assuming a 3.8 percent annual inflation according to the Producer Price Index (PPI).

Note 2: All costs increased by 3.8 percent annually in alignment with the past two years of the Producer Price Index (PPI) which is utilized by CALACT to dictate annual price increases for transit vehicles purchased through the cooperative purchasing platform used by many California transit agencies.

Note 3: For January 1, 2026 through December 31, 2028, 25% of new vehicle purchases with GVWR greater than 14,000 must be ZEBs, unless an exception is provided by CARB. According to CARB guidance, in instances where purchase percentage requirements equal part of a bus, round to the nearest integer (with 50% of a bus rounding down). Therefore, CTA can purchase 2 ICE vehicles in a year without being required to purchase a ZEB, or between 3 and 6 vehicles in a year with only one vehicle required to be a ZEB.

Note 4: Starting January 1, 2029, 100% of new vehicle purchases with GVWR greater than 14,000 must be ZEBs, unless an exception is requested by CTA and approved by CARB.

Note 5: Represents year of purchase order.

Note 6: Anticipated vehicle replacement schedule based on FTA minimum life, as identified in FTA Report No. FTA VA-26-7229-07.1 (2007). FTA has not yet defined minimum life for electric vehicles.

Note 7: Anticipated vehicle replacement schedule based on FTA ULB, as identified in FTA National Transit Database 2024 Policy Manual (2024). FTA has not yet defined minimum life for electric vehicles.

Note 8: Fleet expanded by 2 vehicles in 2033 to align with fleet expansion requirements identified in the ZEB Plan.

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Chapter 8
GOALS AND PERFORMANCE STANDARDS

INTRODUCTION

CTA has a formally adopted mission statement and set of overarching goals to guide the agency's direction, established with the August 2024 update to its Policies and Procedures Manual. CTA has not yet adopted formal performance standards to measure progress or evaluate the effectiveness of its services.

CTA MISSION STATEMENT

CTA's adopted mission statement is:

> *"To provide safe and cost-effective public transportation services throughout Calaveras County to serve the mobility needs of residents and visitors who need public transportation."*

No Recommended Update: This mission statement is an effective description of CTA's mission.

CTA GOALS

CTA's adopted goals are:

- Provide an effective level of service in response to demonstrated community transit market needs.
- Provide public transportation services that are financially sustainable within existing local, state, and federal funding programs in a cost-efficient manner.
- Ensure that all transit programs can be provided at a high quality of service.
- Provide safe and convenient transportation services to the residents of Calaveras County by the most cost-effective mobility mode.

No Recommended Update: These goals effectively capture CTA's organizational priorities. The agency has demonstrated its commitment to these goals by maintaining a cost per service hour well below that of its peers and by recently shifting from fixed route service to Dial-A-Ride in outlying areas—resulting in both improved service quality and greater cost-efficiency.

CTA PERFORMANCE STANDARDS

CTA currently does not have an established set of operational performance standards. It is recommended that the agency formally adopt such standards as part of this SRTP to enable the quantification and tracking of system performance and to support informed operational decision-making moving forward. Table 18 presents five proposed performance standards focused on service effectiveness and cost efficiency for FY 2025-26. These metrics were chosen due to being either directly required to be calculated by the TDA or included in the contract with Paratransit Services. For each metric, the table presents FY 2024-25 performance data, a minimum threshold, and a target level that would indicate operational improvement. In general, the minimum threshold represents current performance levels. As such, any potential change to service must be equal to or better than baseline performance to meet standards. Minimum financial standards are adjusted from FY 2024 -25 levels for three percent inflation. Passenger-trips per hour target level performance is based on peer review

performance, while financial target standards are set equal to FY 2024-25 values, or in other terms, beating inflation. To ensure financial performance metrics remain current and meaningful over time, they should be adjusted for inflation using the California Consumer Price Index (CPI) calculator provided by the California Department of Industrial Relations, with June 2025 as the base date.

Table 18: Performance Standards for Calaveras Connect

Passenger-trips Per Vehicle Service Hour

Service Type	FY 24-25 Values	Recommended Minimum	Recommended Target
Red Line	3.6	3.6	4.0
Columbia College Shuttle	3.0	3.0	3.3
Saturday Hopper	2.3	2.3	2.6
Dial-a-Ride	1.6	1.6	2.0
Systemwide	**2.9**	**2.9**	**3.4**

Total Operating Cost Per Vehicle Service Hour[1]

Service Type	FY 24-25 Values	Recommended Minimum	Recommended Target
Red Line	$113.61	$117.02	$113.61
Columbia College Shuttle	$109.00	$112.27	$109.00
Saturday Hopper	$107.11	$110.33	$107.11
Dial-a-Ride	$102.06	$105.12	$102.06
Systemwide	**$109.36**	**$112.64**	**$109.36**

Total Operating Cost Per Passenger-Trip[1]

Service Type	FY 24-25 Values	Recommended Minimum	Recommended Target
Red Line	$31.67	$32.62	$31.67
Columbia College Shuttle	$35.94	$37.02	$35.94
Saturday Hopper	$47.14	$48.56	$47.14
Dial-a-Ride	$63.80	$65.72	$63.80
Systemwide	**$37.80**	**$38.93**	**$37.80**

Marginal Operating Cost Per Passenger Trip[1]

Service Type	FY 24-25 Values	Recommended Minimum	Recommended Target
Red Line	$17.89	$18.42	$17.89
Columbia College Shuttle	$19.64	$20.23	$19.64
Saturday Hopper	$25.39	$26.15	$25.39
Dial-a-Ride	$32.90	$33.89	$32.90
Systemwide	**$20.71**	**$21.33**	**$20.71**

On-Time Performance

Service Type	FY 24-25 Values	Recommended Minimum	Recommended Target
Red Line	--	95.00%	100.00%
Columbia College Shuttle	--	95.00%	100.00%
Saturday Hopper	--	95.00%	100.00%
Dial-a-Ride	--	95.00%	100.00%
Systemwide	**98.53%**	**95.00%**	**100.00%**

Source: CTA, LSC

Note 1: Cost control standards should be adjusted according to the California Consumer Price Index (CPI) with June 2025 as the beginning month and year (https://www.dir.ca.gov/oprl/CPI/CPICalculator/CpiCalculator.aspx).

Passenger-trips per Vehicle Service Hour – commonly referred to as "productivity"- indicates how well-utilized transit services are. Standards are recommended for each service type and systemwide. The above peer review identified productivity as an operational weakness for CTA compared to its peers. Strategies to improve this metric include improved marketing and the elimination of under-utilized trips or services. The recommended systemwide minimum standard for passenger-trips per hour is 2.9, and the target is 3.4.

Total Operating Cost per Vehicle Service Hour is a common measure of cost efficiency. Standards are recommended for each service type and systemwide. The above peer review identified cost per service hour as an area in which CTA performs better than its peers. CTA should continue to strive to maintain its cost efficiency. The recommended systemwide minimum standard is $112.64 cost per service hour, and the target is $109.36.

Total Operating Cost per Passenger-Trip is a standard measure of cost effectiveness that reflects the average cost to provide a single passenger-trip. It accounts for both total operating expenses (fixed and variable) and ridership levels, offering insight into how well resources are being used to meet demand. Standards are recommended for each service type and systemwide. The peer review identified cost per passenger-trip as an area where CTA underperformed compared to many of its peers. CTA should continue efforts to improve ridership and maintain effective cost controls to maintain or enhance performance in this metric. The recommended systemwide minimum standard for cost per passenger trip is $38.93, and the target is $37.80.

Marginal Operating Cost per Passenger Trip is a useful measure of cost effectiveness that reflects how cost-effective transit services can be provided from an operational standpoint. This metric differs from the above total operating costs by not including fixed costs like building leases and administrative costs. Marginal operating costs only include variable costs like purchased transportation and fuel costs. This metric was not assessed in the peer review; however, it is used to evaluate the impacts of service alternatives in Chapter 10. The benefit of using marginal operating costs to evaluate the performance of alternatives is that fixed costs typically do not increase if service levels are increased. This process allows the Study Team to evaluate the net impact of increasing or decreasing transit service. The recommended systemwide minimum standard for marginal cost per passenger trip is $21.33, and the target is $20.71.

On-Time Performance is a standard measure of how reliable transit services are for passengers who expect the bus to arrive and get them to their destination at the scheduled time. The transit operator is required to meet a 95-percent on-time performance standard per the current contract. For fixed-route service, "on-time" is defined as the bus not departing a stop early and departing no more than 5 minutes and 59 seconds past the scheduled time. For DAR, "on-time" is defined as picking up a passenger within a window of 15 minutes before to 15 minutes after the scheduled pick-up time. On-time performance issues relating to severe weather, road construction, or other issues out of the transit operator's control are documented and not held against the operator.

Currently, CTA receives systemwide on-time performance statistics from the transit contractor. It could be beneficial to track on-time performance by route, particularly if issues or concerns arise. The recommended systemwide minimum standard for on-time performance is 95 percent, and the target is 100 percent.

SAFETY AND RELIABILITY STANDARDS

The safety and reliability of a transit system are very important to the ongoing success of an agency. By adopting measurable standards relating to vehicle maintenance and safe driving practices, long-term performance can be tracked, and issues can be more easily identified and addressed. Table 19 presents two proposed standards focused on safety and service reliability.

Service Miles Between Road Calls – It is stipulated in CTA's operations contract that the operations contractor will maintain operable, clean, and roadworthy buses. "Roadworthy" is defined as meeting all safety requirements of regulatory agencies. It is recommended that CTA adopt a quantifiable performance standard relating to vehicle maintenance. Many other agencies have adopted a standard relating to service miles between road calls that ensures vehicle maintenance does not impact transit services. It is recommended that CTA adopt a minimum standard of achieving 12,500 service miles between road calls and a target of 25,000 service miles between road calls. "Road call" is generally defined as any mechanical issue that results in a delay of service greater than 5 minutes.

Service Miles Between Preventable Accidents – It is stipulated in CTA's operations contract that the contractor will operate a safe service, which is quantified by less than one preventable accident per 30,000 vehicle service miles. It is recommended that CTA formally adopt this as a minimum standard and set a target standard of less than one preventable accident per 100,000 service miles. Many other agencies have adopted a standard for service miles between preventable accidents. The minimum standard adopted by other transit agencies is generally higher than that stipulated in the CTA operations contract. Other agencies have adopted minimums of 100,000 service miles between preventable accidents or one preventable accident per 100,000 service miles.

Table 19: Safety and Reliability Standards for Calaveras Connect

Measure	Recommended Standards	
	Minimum	Target
Service Miles Between Road Calls[1]	12,500	25,000
Service Miles Between Preventable Vehicle Accidents	30,000	100,000

Note 1: Road Calls refer to incidents where service is interrupted longer than 5 minutes due to mechanical failure.
Source: CTA, LSC

Chapter 9
MARKETING PLAN

INTRODUCTION

Effective marketing can improve current passenger satisfaction as well as attract new riders to the transit system. This section evaluates CTA's current marketing tools and provides recommendations for improvements to CTA's marketing.

ONLINE MATERIALS

Calaveras Connect Website

The Calaveras Connect website has information on its entire system. The main page shows a map of all Calaveras Connect routes, including Direct Connect DAR services. The site includes a trip planner tool; however, it can only be used for fixed route services. Google Maps does not currently support General Transit Feed Specifications (GTFS)-Flex data, which can be used to incorporate demand-response services in trip planning tools; however, this technology has not yet been widely adopted by transit agencies. Calaveras Connect service alerts are prominently located in the header of the home page. Each fixed route and Direct Connect DAR has its own page with a route map, fare, and schedule information. Links to download the Token Transit app are provided, which allows passengers to purchase single-ride, multi-ride, and monthly passes for fixed route services, and single-ride passes for Direct Connect DAR.

The Calaveras Connect website has other pages with information on fares, accessibility, service alerts, and connecting services. There is a page with contact information and a contact form so that users can sign up for email or text notifications about service alerts. There are also pages about CTA board meetings, agency documents, employment opportunities, and Request for Proposals. The website is overall informative and generally easy to navigate.

Recommendations:

- Continue to keep the website up to date and monitor GTFS-Flex or similar software developments that enable comingled fixed route and demand-response trip planning.
- Remove reference to the Spare app from the Calaveras Connect website, as passengers are not currently able to utilize this software for Direct Connect ride reservations.

Calaveras County Website

The Calaveras County website has information on a variety of public services available within the county, but no information on public transportation services or links to the Calaveras Connect website.

Recommendation:

- Work with Calaveras County to include a link to the Calaveras Connect website on the County webpage.

Tourism-Focused Websites

Multiple organizations and businesses across Calaveras County promote Calaveras Connect services.

The Calaveras Visitor Bureau website is a resource for visitors to Calaveras County that promotes tourism to the region and includes lots of information on lodging, restaurants, and activities in the region. The site search feature can be used to locate a page promoting Calaveras Connect services, which is dated February 2, 2012, but includes up-to-date information on Calaveras Connect services. It directs people to call the agency or book a ride through the Spare app. While there is a Calaveras Connect app developed by Spare, this technology feature has been "paused" by CTA staff as discussed below. The site also promotes the use of Calaveras Connect alongside private transportation services when promoting major regional events like the Spring Wine Weekend.

The Murphys Business Association website has a transportation page under its directory drop-down menu; however, the link to the page is broken. A search of the site does enable users to find several pages promoting Calaveras Connect services, some of which contain outdated information. The most recent page is dated 2019.

Recommendations:

- Work with local tourism partners to encourage updates to their transportation resources pages.
    - Ask partners to take down outdated pages.
    - Provide updated service information whenever long-term service changes take place.
    - Highlight the Saturday Hopper route, as visitor transportation is a focus of the route.
    - Work with Saturday Hopper destination businesses, like Ironstone Vineyards, to promote the route as an alternative means of transportation.

PRINT MATERIALS

Printed route guides and service information are very important for passengers without devices that can access the internet. Calaveras Connect has a "pocket-sized" printed Transit Guide with route and schedules, fares and payment options, and general information. It is available on board buses and is distributed to various social service agencies and destinations throughout the County.

Recommendation:

- Periodically ensure that the Transit Guide reflects the most up-to-date service information and available software applications.

PHONE INFORMATION

Passengers with limited internet access can also get transit information by phone. The Calaveras Connect dispatch number is clearly listed in various places on the website and in the printed guide.

Direct Connect DAR reservations are made by calling the dispatch phone. Reservations can be made up to 7 days in advance, and passengers must reserve their ride by 3 PM the day before they wish to travel.

SOCIAL MEDIA

Social media has become an important tool for transit outreach for many agencies. Platforms such as Instagram and Facebook can be used to share information on real-time service updates, public input opportunities, upcoming promotional events, and future schedule changes.

Calaveras Connect maintains an active Facebook page with 823 followers, which provides service alerts, promotional messages that encourage transit use, and transit or weather-related safety tips. This is Calaveras Connect's only social media presence, but it is appropriate as it is among the most widely used social media platforms across demographics.

Recommendations:

- Expand social media presence to reach a wider audience.

Instagram is generally used by a younger demographic than Facebook and can be easily linked to the existing Facebook account, making posting across platforms seamless. TCTA has a larger following on Instagram than on Facebook, indicating regional adoption of the platform. A 2024 Pew Research Center report titled *Americans' Social Media Use*[7] found that 78 percent of young adults (aged 18-29) had used Instagram, while only 67 percent had used Facebook.

CALAVERAS CONNECT APP

The use of a downloadable software application for smartphones and tablets is common among transit agencies that offer general public DAR services like Direct Connect. Passengers can reserve rides and be kept up-to-date on service alerts via the app. For the transit agency, a software app built for DAR services uses an algorithm to schedule rides and group ride requests if possible. The use of an app can enable same-day ride reservations, reduce administrative workload on dispatchers, and more efficiently group rides.

CTA maintains a contract with Spare for the Calaveras Connect app. The app was originally set up to allow users to make Direct Connect reservations and to perform DAR scheduling and reservations; however, the ability to directly book reservations via the app has been paused by CTA operations staff due to routing issues. The rural nature of the county has made it challenging for the software mapping system to accurately route DAR vehicles to/from pick-up/drop-off locations. CTA staff indicated that the software does not recognize roads that are, in fact, impassable for DAR buses. Additionally, there are many locations within the DAR service area that lack cell service, rendering the routing feature unreliable. Staff still utilize Spare to schedule and track DAR services and provide reports as needed.

Due to its limited functionality, CTA has not maintained an up-to-date Calaveras Connect app, which creates confusion for users who attempt to access it.

Recommendations:

- Remove reference to the Spare app as a ride-booking platform from the Direct Connect webpage.
- Work with Spare to improve the functionality of software-based routing capabilities.
- Research potential alternatives to Spare that are used by peer transit agencies that could potentially provide more functional benefit to CTA as a comprehensive DAR ride scheduling and dispatching software.

[7]Gottfried, J. (2024, January 31). *Americans' social media use*. Pew Research Center. https://www.pewresearch.org/internet/2024/01/31/americans-social-media-use/

OUTREACH ACTIVITIES AND EVENTS

CTA regularly participates in promotional events, such as the annual free fair shuttle to the County Fair and Frog Jumping Jubilee each May. In October 2024, Calaveras Connect offered a similar service during the Mark Twain Wild West Fest held in Angels Camp. In the past, Calaveras Connect has also participated in community events like the County Fair and Community Health Fair to spread awareness about transit services, worked with the Calaveras Office of Emergency Services and Public Health to provide transportation to emergency heating and cooling centers, and temporarily added service to the Government Center during voting days.

Recommendations:

- Continue to be proactive and engaged in providing transportation during local events.
- Actively work with Columbia College to promote Calaveras Connect services to students during New Student Week each year.

Marketing to Students and Youth

CTA employs two unique marketing strategies focused on developing more ridership and providing transportation services to students and youth. It partners with Columbia College to offer free student bus passes to its students and operates a route specifically focused on getting students to class. CTA also offers a heavily discounted fare rate to youth passengers (ages 7- 12), which is priced at one-third of regular price fares. Programs like these that target younger passengers can be an important investment in creating lifelong transit riders who will continue to use CTA services even after they age out of program eligibility or graduate from Columbia College.

MARKETING PEER ANALYSIS

A review of marketing and outreach strategies conducted by peer transit agencies is provided in Table 20 and summarized below.

Amador Transit (AT)

AT's website is similar to CTA's in terms of passenger information, a Google Trip Planner, service alerts, and contact details, though it appears more outdated visually. The Amador Council of Tourism's website also includes a dedicated transportation page that prominently features AT's contact information and website. AT provides both a regular and toll-free phone number for rider information and ADA Dial-A-Ride reservations. AT's social media presence is wider than CTA's, with Facebook (782 followers), Instagram (138), and X (252) accounts. Facebook is the most frequently updated, featuring service alerts, promotions, staff highlights, and community events. One notable AT marketing strategy is its Summer Youth Bus Pass, which offers unlimited fixed-route rides during summer break for $40—half the price of a standard monthly youth pass. AT's FY 2024-25 marketing budget was $17,262, which is lower than that of other peer agencies but higher than CTA.

Tuolumne County Transit Agency (TCTA)

TCTA's website is up to date, easy to navigate, and features an interactive system map. Regional tourism websites do not mention TCTA directly, instead highlighting the Yosemite Area Regional Transportation System (YARTS). TCTA offers multiple contact options, including a main and non-English phone number, email, and a webmail form. Its social media presence is stronger than CTA's, with Facebook

Table 20: CTA Marketing Peer Analysis

Agency	Agency Website	Regional Tourist Information Websites	Contact Information	Active Social Media Accounts[1]	Passenger App	Outreach Activities	Unique Marketing Strategies	FY 2024-25 Marketing Budget
Calaveras Transit Agency (CTA)	**Appearance and Information up to date, easy to navigate**	**Pages dedicated to Transportation difficult to find, some information listed out of date**	**Website Email Form, Phone Number (Hours not provided)**	**Facebook (823)**	**Agency Branded Spare app for DAR reservations provided but not user friendly**	**Shuttles and Outreach at Major Community Events**	**Partnership with Columbia College to provide free student bus passes. Heavily discounted student and youth fares**	**$5,000 [2]**
Amador Transit (AT)	Contemporary appearance, content up to date, easy to navigate, some broken links	Easy to locate Transportation page, limited information but provides contact and website information	Phone (5:30 AM - 6:30 PM Mon- Fri) Webmail customer feedback form. Unmet Transit Needs Form Linked	Facebook (782) Instagram (138) X (252)	N/A	Free Fare Days, Shuttles and Outreach at Major Community Events	Heavily Discounted Youth Summer Bus Pass	$17,262
Tuolumne County Transit Agency (TCTA)	Appearance and Information up to date, easy to navigate, interactive system map	Page dedicated to Transportation does not include any information about TCTA, but does include information about Yosemite Area Regional Transportation System (YARTS)	Phone and Non-English Phone(No Hours Provided), Email, Webmail Form, Unmet Transit Needs Form	Facebook (968) Instagram (1,220)	Branded Via app, Enables on-demand DAR reservations. Phone call and address verification (to ensure transit vehicle serviceability) required to set up an account	Transit Vehicle "floats" in community parades, Free Shuttles for Major Community Events	Fare Free System, Promotion on Local Television Programing	$50,000 [3]
Lassen Transit Service Agency (LTSA)	Appearance and Information up to date, easy to navigate, interactive system map with real time bus tracking for fixed routes	No Transportation Information on Tourism Information Website, Forest Service promotes shuttles between trailheads in informational brochures	Adress, Phone (No Hours), and Webmail Form	Facebook (996)	LTSA utilizes the ETA Spot App which enables passengers to track the real time location of fixed route busses, and time of departure from stops	Partnership with Lassen Life Skills a community organization serving those with developmental disabilities, Staff participate in Wear R.E.D. Fridays in support of Deployed Military Personnel	Often provides extended hours and service focused on combating impaired driving during community events, for example New Years Eve	$43,053 [4]
Lake Transit Authority (LTA)[1]	Appearance and Information up to date, easy to navigate. Fixed Route Maps, No DAR zone maps	No Transportation Information on County Tourism Information Website, City of Lakeport has a visitors drop down menu which includes a link to the LTA website	Adress, Phone, and Non-English Phone (No Hours), Email for dispatch, and comments and complaints provided	Facebook (446) Link not provided on LTA website	N/A	No information about outreach efforts available	Partners with several local businesses to offer transit passes for purchase. Recently implemented contactless fare payment alongside a $1.00 promotional fare for contactless payments	$21,400 [5]

Source: Agency Websites

Note 1: (Number) represents the number of account followers.

Note 2: CTA marketing budget includes printing expenses.

Note 3: Represents FY 2023-24 budget.

Note 4: LTSA marketing budget includes Spot ETA app subscription, rider's guide printing expenses and general marketing.

Note 5: LTA marketing budget includes printing, promotional materials, advertising and website expenses, promotional campaigns and translation expenses.

(968 followers) and Instagram (1,220). Instagram appears to be the most active platform. TCTA has recently launched the Via app for DAR reservations, but the account setup process is cumbersome and requires a phone call to dispatch to set up an account. TCTA attracts ridership through its fare-free system and markets transit through promotional appearances on local television to highlight major milestones like the new rider app. TCTA's FY 2023-24 marketing budget was $50,000—the highest among the peer agencies reviewed.

Lassen Transit Services Agency (LTSA)

LTSA's website is current, easy to navigate, and features real-time bus tracking and route maps for fixed routes via the ETA Spot app. Unlike other peers, transportation information is not included on local tourism websites; however, the U.S. Forest Service promotes shuttle connections in printed brochures with information about the Bizz Johnson Historical Trail. LTSA provides phone and webmail contact options, but no posted hours. It maintains a single active Facebook account (996 followers), which is updated regularly. Notable outreach includes having a booth at Farmer's Markets, extended service hours during holidays like New Year's Eve, and partnerships with local organizations such as Lassen Life Skills. Many staff members participate in the Wear R.E.D. Friday's military support initiative. LTSA's FY 2024–25 marketing budget was $43,053, falling in the upper end of the range for peer agencies, which supports app subscriptions, printed rider guides, and general marketing expenses.

Lake Transit Authority (LTA)

LTA's website is up to date and user-friendly, offering fixed-route maps but no DAR zone maps. Transportation information is largely absent from regional tourism websites, though the City of Lakeport provides a link to the LTA site. LTA lists contact information, including phone, non-English phone, email, and a dispatch contact, although service hours are not posted. LTA's social media presence is limited to a single Facebook page (446 followers), which is not linked from the agency's website. LTA partners with local businesses to sell transit passes in their storefront locations around the county, and LTA recently introduced contactless fare payment with a promotional $1.00 fare. LTA's FY 2024–25 marketing budget was $21,400, placing it in the mid-range among peer agencies.

Marketing Peer Analysis Takeaways

Key highlights and takeaways from the peer review of marketing programs include:

- CTA's website is a modern and effective resource for passenger information comparable to its peers.
- CTA, as well as most peer agencies, struggles to ensure that unaffiliated visitor information websites maintain up-to-date service information, an avenue to promote transit services to visitors to the region.
- CTA has a comparable social media presence and following to peer agencies; however, some agencies utilize multiple social media platforms.
- CTA's passenger app does not include enough guidance for users to access its basic functionality, while other peer agencies also struggle to provide an effective passenger app.
- CTA's annual marketing budget is much lower than that of its peer agencies.

Chapter 10

SERVICE ALTERNATIVES

INTRODUCTION

This chapter presents potential service changes to Calaveras Connect which better meet the mobility needs of Calaveras County residents or improve efficiency. The service elements presented in this chapter are designed "a la carte"; each alternative is evaluated as a stand-alone option, though when combined, the overall impacts may vary.

The service alternatives discussed in this chapter and presented in Table 21a and Table 21b are organized roughly by service type. First, alternatives impacting fixed routes are discussed in Table 21a. This is followed by an evaluation of potential options for Direct Connect services in Table 21b.

For each service alternative, the likely impacts on Calaveras Connect ridership and operating costs are estimated. Ridership and cost estimates are based on the following parameters:

1. To estimate net impacts on operating costs, a cost model for FY 2026-27 was developed. Final Calaveras Connect budgeted expenses for FY 2025-26 were used and escalated for 3 percent annual inflation, with the one exception being Software Subscriptions (where an inflation escalator was applied to FY 2024-25 budgeted costs). Purchased Transportation costs were broken down into fixed and variable costs based on calculations in the operations contract for FY 2025-26 (as of October 2025). The resulting equation to assess FY 2026-27 operating cost impacts is as follows:

   Change in Marginal Operating Cost = $50.68 X Change in Vehicle Hours
   + $0.86 X Change in Vehicle Miles

   Annual fixed costs are projected at $984,461.

2. Service days are based on FY 24-25 and include 249 days for Red Line, 201 for Columbia College Shuttle, 36 for Saturday Hopper, 249 for countywide Direct Connect, 52 for Green DAR, 249 days for Blue DAR, and 52 for Pink DAR.

3. Ridership estimates were based on FY 2024-25 Calaveras Connect ridership, data from peer systems, and standard transit demand elasticity factors, depending on the alternative.

CHALLENGES AND CONSIDERATIONS

CTA serves a very rural county with limited financial resources beyond the standard federal and state funding sources. Generally speaking, Calaveras Connect effectively provides a variety of transit services in a financially constrained manner. Notably, Calaveras Connect has seen robust ridership recovery post-pandemic, coinciding with significant systemwide service changes and rebranding (completed in 2022). However, with consistently rising operating costs of transit and the uncertainty of future funding, it is even more important to review the cost-effectiveness of each service and weigh the benefits provided to Calaveras County with the costs to provide them. This SRTP, in particular, acts as an opportunity to review the cost-effectiveness and efficiency of the services rolled out in 2022. Now that the services are established and ridership has recovered post-COVID, this is an opportunity to consider service changes to improve cost-efficiency or better serve the needs of the community.

Table 21a: Calaveras Connect Service Alternatives Summary

FY 2026-27

	Change In Annual Service							
	Ridership	Service Hours	Service Miles	Marginal Operating Cost	Fare Revenues [3]	Operating Subsidy	Additional Bus Needed	Additional Driver Needed
Status Quo[1]								
Red Line	36,400	8,900	270,600	$682,800	$50,600	$632,200	--	--
Columbia College Shuttle	4,400	1,300	31,600	$92,900	$11,400	$81,500	--	--
Saturday Hopper	800	300	7,500	$21,600	$2,300	$19,300	--	--
Direct Connect DAR	7,900	4,900	80,000	$316,800	$16,400	$300,400	--	--
Special Events	500	80	600	$4,600	$0	$4,600	--	--
Total	50,000	15,480	390,300	$1,114,100	$80,700	$1,038,000	--	--
Fixed Route Service Alternatives - Change from Status Quo[2]								
Red Line								
Provide 30-minute Service Frequency on Red Line (San Andreas to Angels Camp only) 7:57 AM - 5:14 PM	2,100	2,200	56,000	$159,500	$2,900	$156,600	1	1
Earlier Westbound Service on Red Line (Angels Camp to San Andreas)	1,300	200	5,600	$14,900	$1,800	$13,100	--	--
Eliminate Red Line Service Past 6:00 PM	-2,600	-1,800	-46,300	-$130,900	-$3,600	-$127,300	--	--
Red Line and Saturday Hopper								
Eliminate Saturday Hopper and Add Hourly Red Line Saturday Service								
Eliminate Saturday Hopper	-800	-300	-7,500	-$21,600	-$2,300	-$19,300	--	-1
Add Hourly Red Line Saturday Service (10:30 AM - 5:13 PM)	1,800	800	22,400	$59,700	$2,500	$57,200	--	3
Net Impact	*1,000*	*500*	*14,900*	*$38,100*	*$200*	*$37,900*	--	*2*
Eliminate Saturday Hopper and Add Saturday Red Line Service Every 3 Hours								
Eliminate Saturday Hopper	-800	-300	-7,500	-$21,600	-$2,300	-$19,300	--	-1
Add Saturday Red Line Service Every 3 Hours (10:30 AM - 5:13 PM)	1,300	300	9,200	$23,100	$1,800	$21,300	--	1
Net Impact	*500*	*0*	*1,700*	*$1,500*	*-$500*	*$2,000*	--	*0*
Saturday Hopper								
Eliminate Saturday Hopper and Expand Special Event Services								
Eliminate Saturday Hopper	-800	-300	-7,500	-$21,600	-$2,300	-$19,300	--	-1
Serve Two Additional Special Events per Year	130	20	150	$1,100	$0	$1,100	--	1
Net Impact	*-700*	*-300*	*-7,400*	*-$20,500*	*-$2,300*	*-$18,200*	--	*0*
Columbia College Shuttle								
Add One Afternoon Roundtrip to Columbia College Shuttle	400	200	6,600	$15,800	$200	$15,600	--	--
Expand Columbia College Shuttle to Year-Round Service	600	400	9,500	$28,400	$230	$28,200	--	--

Table 21b: Calaveras Connect Service Alternatives Summary

FY 2026-27

	Change In Annual Service							
	Ridership	Service Hours	Service Miles	Marginal Operating Cost	Fare Revenues [3]	Operating Subsidy	Additional Bus Needed	Additional Driver Needed
Status Quo[1]								
Red Line	36,400	8,900	270,600	$682,800	$50,600	$632,200	--	--
Columbia College Shuttle	4,400	1,300	31,600	$92,900	$11,400	$81,500	--	--
Saturday Hopper	800	300	7,500	$21,600	$2,300	$19,300	--	--
Direct Connect DAR	7,900	4,900	80,000	$316,800	$16,400	$300,400	--	--
Special Events	500	80	600	$4,600	$0	$4,600	--	--
Total	50,000	15,480	390,300	$1,114,100	$80,700	$1,038,000	--	--
Direct Connect Service Alternatives - Change from Status Quo[2]								
Implement Direct Connect Microtransit Service	600	0	4,900	$4,200	$1,200	$3,000	0	0
Reduce Blue Zone Service to Monday, Wednesday, Friday	-700	-1,000	-17,200	-$65,400	-$2,800	-$62,600	0	0
Eliminate Blue Zone & Implement San Andreas-Jackson Fixed Route Service								
Eliminate Blue Zone Direct Connect	-3,400	-2,400	-43,000	-$158,500	-$7,100	-$151,400	-1	-1
Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day)	3,400	1,100	38,800	$89,000	$4,700	$84,300	1	1
Net Impact	*0*	*-1,300*	*-4,200*	*-$69,500*	*-$2,400*	*-$67,100*	*0*	*0*
Eliminate Green Zone Service	-470	-380	-5,600	-$24,100	-$970	-$23,100	0	0
Eliminate Direct Connect Service to Murphys/Arnold	-190	-160	-2,600	-$10,300	-$400	-$9,900	0	0
Eliminate Pink Zone Service	-60	-20	-860	-$1,800	-$100	-$1,700	0	0
Eliminate In-County Direct Connect	-1,900	-2,100	-31,400	-$133,300	-$3,900	-$129,400	-1	-1
Change Service Along Mountain Ranch Rd and SR 88 Corridor from Demand-Response to Lifeline Service								
Eliminate In-County West Point Leg	-150	-70	-1,900	-$5,200	-$300	-$4,900	0	0
Eliminate Green Zone Service	-470	-380	-5,600	-$24,100	-$970	-$23,100	-1	-1
Add Deviated Fixed Route Service (San Andreas, West Point, Jackson) (1 round trip 1 day/week)	580	180	5,400	$13,700	$1,200	$12,500	1	1
Net Impact	*-40*	*-270*	*-2,100*	*-$15,600*	*-$70*	*-$15,500*	0	0
Other Mobility Options - Change from Status Quo[2]								
Out-of-County Non-Emergency Medical Transportation[4]	130	800	9,900	$49,000	$800	$48,200	1	1

Note 1: Status Quo operations are based on 2024-25 operating parameters and the FY 2026-27 cost model.

Note 2: Parameters and costs represent change over existing services. Estimates represent marginal costs and do not include fixed costs.

Note 3: Assumes an average fare per boarding of $1.39 per passenger on Red Line, $2.59 on Columbia College Shuttle, $2.85 on Saturday Hopper, and $2.08 on DAR. Based on FY 2024-25 data.

Note 4: Assumes a one-way fare of $6 for all out-of-county destinations.

FIXED ROUTE SERVICE ALTERNATIVES

Red Line

The Red Line deviated fixed route is the core route of Calaveras Connect. Operating Monday-Friday year-round, this route connects outlying communities to the major communities of San Andreas and Angels Camp. The Red Line carried 70 percent of systemwide ridership in FY 2024-25 and had the highest productivity of any service (excluding Special Events). As the backbone of Calaveras Connect, it is important to retain and encourage a continued increase in ridership. This section provides two alternatives that expand Red Line service: first, one to increase service frequency; the second, to begin westbound service earlier in the morning. One alternative to reduce service during the least productive evening hours and provide cost savings is also provided.

Provide 30-minute Service Frequency on the Red Line between San Andreas and Angels Camp (7:57 AM – 5:14 PM)

The Red Line currently operates on hourly headways, serving each stop every 60 minutes. Three buses are in operation during maximum service. Trip data recorded during a typical day in August 2025 showed that around 25 percent of trips connected San Andreas and Angels Camp. This alternative considers increasing service frequency to every 30 minutes along the central portion of the Red Line between San Andreas and Angels Camp. Under this alternative, the bus would start eastbound service in San Andreas (Post Office) and serve all existing Red Line stops up until the Angels Camp (Downtown) stop. The bus would loop around to begin westbound service at the Angels Camp (Transfer/Bret Harte High School) stop before continuing on to San Andreas (Treats General Store). Here, the bus would turn around again to serve the Post Office stop (eastbound). A new Red Line schedule is shown in Tables 22 and 23. Given that this alternative could be served with a separate vehicle, this route could be branded differently as the Red Line Alternate but included seamlessly in the Red Line schedule online.

It is expected that this alternative would result in 2,100 more passenger-trips annually. Ridership impact was calculated by applying the proportion of daily trips within this corridor to total trips between 8 AM and 5 PM and a standard elasticity factor. Vehicle service hours would increase by 2,200, as would vehicle service miles (+56,000). This results in a marginal cost increase of $159,500. Roughly $2,900 more in fare revenue would be collected, resulting in a marginal operating subsidy increase of $156,600. This alternative would require one additional bus and driver.

Pros:

- Significantly increases service frequency on the most-used portion of the Red Line.
- Increases Red Line ridership by 5 percent.
- Could be operated by a separate vehicle and driver, integrating with the existing Red Line schedule.

Cons:

- Increases marginal operating costs.
- Requires one additional driver and vehicle.

Table 22: Red Line Alternate Schedule: Eastbound

Valley Springs	Valley Springs	San Andreas	San Andreas	San Andreas	Angels Camp	Angels Camp	Angels Camp	Douglas Flat	Murphys	Avery	Arnold	Arnold
Vista Del Lago	Daphne St	Post Office	Government Center	Government Center	Transfer Stop/Savemart	Transfer Stop/Savemart	Downtown	Douglas Flat	Tom Bell Rd	Hotel Rd	Big Tress Market	Arnold Library
			Arrive	Depart	Arrive	Depart						
6:10 AM	6:15 AM	6:27 AM	6:33 AM	6:35 AM	6:53 AM	6:55 AM	6:57 AM	7:06 AM	7:11 AM	7:24 AM	7:28 AM	7:33 AM
7:10 AM	7:15 AM	7:27 AM	7:33 AM	7:35 AM	7:53 AM	7:55 AM	7:57 AM	8:06 AM	8:11 AM	8:24 AM	8:28 AM	8:33 AM
--	--	7:57 AM	8:03 AM	8:05 AM	8:23 AM	8:25 AM	8:27 AM	--	--	--	--	--
8:10 AM	8:15 AM	8:27 AM	8:33 AM	8:35 AM	8:53 AM	8:55 AM	8:57 AM	9:06 AM	9:11 AM	9:24 AM	9:28 AM	9:33 AM
--	--	8:57 AM	9:03 AM	9:05 AM	9:23 AM	9:25 AM	9:27 AM	--	--	--	--	--
9:30 AM	9:35 AM	9:47 AM	9:53 AM	9:55 AM	10:13 AM	10:15 AM	10:17 AM	10:26 AM	10:31 AM	10:44 AM	10:48 AM	10:53 AM
--	--	10:17 AM	10:23 AM	10:25 AM	10:43 AM	10:45 AM	10:47 AM	--	--	--	--	--
10:30 AM	10:35 AM	10:47 AM	10:53 AM	10:55 AM	11:13 AM	11:15 AM	11:17 AM	11:26 AM	11:31 AM	11:44 AM	11:48 AM	11:53 AM
--	--	11:17 AM	11:23 AM	11:25 AM	11:43 AM	11:45 AM	11:47 AM	--	--	--	--	--
11:30 AM	11:35 AM	11:47 AM	11:53 AM	11:55 AM	12:13 PM	12:15 PM	12:17 PM	12:26 PM	12:31 PM	12:44 PM	12:48 PM	12:53 PM
--	--	12:17 PM	12:23 PM	12:25 PM	12:43 PM	12:45 PM	12:47 PM	--	--	--	--	--
12:30 PM	12:35 PM	12:47 PM	12:53 PM	12:55 PM	1:13 PM	1:15 PM	1:17 PM	1:26 PM	1:31 PM	1:44 PM	1:48 PM	1:53 PM
--	--	1:17 PM	1:23 PM	1:25 PM	1:43 PM	1:45 PM	1:47 PM	--	--	--	--	--
1:30 PM	1:35 PM	1:47 PM	1:53 PM	1:55 PM	2:13 PM	2:15 PM	2:17 PM	2:26 PM	2:31 PM	2:44 PM	2:48 PM	2:53 PM
--	--	2:17 PM	2:23 PM	2:25 PM	2:43 PM	2:45 PM	2:47 PM	--	--	--	--	--
2:30 PM	2:35 PM	2:47 PM	2:53 PM	2:55 PM	3:13 PM	3:15 PM	3:17 PM	3:26 PM	3:31 PM	3:44 PM	3:48 PM	3:53 PM
--	--	3:17 PM	3:23 PM	3:25 PM	3:43 PM	3:45 PM	3:47 PM	--	--	--	--	--
3:30 PM	3:35 PM	3:47 PM	3:53 PM	3:55 PM	4:13 PM	4:15 PM	4:17 PM	4:26 PM	4:31 PM	4:44 PM	4:48 PM	4:53 PM
--	--	4:17 PM	4:23 PM	4:25 PM	4:43 PM	4:45 PM	4:47 PM	--	--	--	--	--
4:50 PM	4:55 PM	5:07 PM	5:13 PM	5:15 PM	5:33 PM	5:35 PM	5:37 PM	5:46 PM	5:51 PM	6:04 PM	6:08 PM	6:13 PM
5:50 PM	5:55 PM	6:07 PM	6:13 PM	6:15 PM	6:33 PM	6:35 PM	6:37 PM	6:46 PM	6:51 PM	7:04 PM	7:08 PM	7:13 PM
6:50 PM	6:55 PM	7:07 PM	7:13 PM	7:15 PM								
7:50 PM	7:55 PM	8:07 PM	8:13 PM									

Represents additional runs implemented under this service alternative.

Table 23: Red Line Alternate Schedule: Westbound

Arnold	Arnold	Avery	Murphys	Douglas Flat	Angels Camp	Angels Camp	San Andreas	San Andreas	San Andreas	Valley Springs	Valley Springs
Arnold Library	Big Tress Market	Hotel Rd	Murphys Suites	Douglas Flat	Stop/Bret Harte High School	Stop/Bret Harte High School	Government Center	Government Center	General Store	Ace Hardware	Vista Del Lago
					Arrive	Depart	Arrive	Depart			
7:35 AM	7:39 AM	7:43 AM	7:56 AM	8:00 AM	8:14 AM	8:18 AM	8:32 AM	8:33 AM	8:39 AM	8:52 AM	8:58 AM
8:35 AM	8:39 AM	8:43 AM	8:56 AM	9:00 AM	9:14 AM	9:18 AM	9:32 AM	9:33 AM	9:39 AM	9:52 AM	9:58 AM
--	--	--	--	--	8:31 AM	8:33 AM	8:47 AM	8:48 AM	8:54 AM	--	--
9:35 AM	9:39 AM	9:43 AM	9:56 AM	10:00 AM	10:14 AM	10:18 AM	10:32 AM	10:33 AM	10:39 AM	10:52 AM	10:58 AM
--	--	--	--	--	9:31 AM	9:33 AM	9:47 AM	9:48 AM	9:54 AM	--	--
10:55 AM	10:59 AM	11:03 AM	11:16 AM	11:20 AM	11:34 AM	11:38 AM	11:52 AM	11:53 AM	11:59 AM	12:12 PM	12:18 PM
--	--	--	--	--	10:51 AM	10:53 AM	11:07 AM	11:08 AM	11:14 AM	--	--
11:55 AM	11:59 AM	12:03 PM	12:16 PM	12:20 PM	12:34 PM	12:38 PM	12:52 PM	12:53 PM	12:59 PM	1:12 PM	1:18 PM
--	--	--	--	--	11:51 AM	11:53 AM	12:07 PM	12:08 PM	12:14 PM	--	--
12:55 PM	12:59 PM	1:03 PM	1:16 PM	1:20 PM	1:34 PM	1:38 PM	1:52 PM	1:53 PM	1:59 PM	2:12 PM	2:18 PM
--	--	--	--	--	12:51 PM	12:53 PM	1:07 PM	1:08 PM	1:14 PM	--	--
1:55 PM	1:59 PM	2:03 PM	2:16 PM	2:20 PM	2:34 PM	2:38 PM	2:52 PM	2:53 PM	2:59 PM	3:12 PM	3:18 PM
--	--	--	--	--	1:51 PM	1:53 PM	2:07 PM	2:08 PM	2:14 PM	--	--
2:55 PM	2:59 PM	3:03 PM	3:16 PM	3:20 PM	3:34 PM	3:38 PM	3:52 PM	3:53 PM	3:59 PM	4:12 PM	4:18 PM
--	--	--	--	--	2:51 PM	2:53 PM	3:07 PM	3:08 PM	3:14 PM	--	--
3:55 PM	3:59 PM	4:03 PM	4:16 PM	4:20 PM	4:34 PM	4:38 PM	4:52 PM	4:53 PM	4:59 PM	5:12 PM	5:18 PM
--	--	--	--	--	3:51 PM	3:53 PM	4:07 PM	4:08 PM	4:14 PM	--	--
4:55 PM	4:59 PM	5:03 PM	5:16 PM	5:20 PM	5:34 PM	5:38 PM	5:52 PM	5:53 PM	5:59 PM	6:12 PM	6:18 PM
--	--	--	--	--	4:51 PM	4:53 PM	5:07 PM	5:08 PM	5:14 PM	--	--
6:15 PM	6:19 PM	6:23 PM	6:36 PM	6:40 PM	6:54 PM	6:58 PM	7:12 PM	7:13 PM	7:19 PM	7:32 PM	7:38 PM
7:15 PM	7:19 PM	7:23 PM	7:36 PM	7:40 PM	7:54 PM	7:58 PM	8:12 PM				

Represents additional runs implemented under this service alternative.

Earlier Westbound Service on Red Line (Angels Camp to San Andreas)

Currently, the first westbound Red Line run of the day departs Arnold at 7:35 AM, heading westbound and arriving in Angels Camp at 8:14 AM and San Andreas Government Center at 8:32 AM. For many employed persons, especially government workers in San Andreas, the typical workday begins at 8:00 AM. This alternative considers the addition of a partial westbound run that would serve Angels Camp and arrive in San Andreas prior to 8:00 AM.

Under this alternative, the bus would deadhead to Angels Camp and depart there at 7:18 AM, arriving at San Andreas Government Center at 7:32 AM. This vehicle would then continue on to serve the remaining westbound stops on the route, connecting to the existing departure from Valley Springs at 8:10 AM.

Ridership impacts were estimated based on the number of passenger-trips that occurred on the Red Line between 7 AM and 8 AM, increased by the proportion of westbound boardings that occurred in Angels Camp during the onboard survey effort. It is expected that this alternative would result in 1,300 more passenger-trips annually. Vehicle service hours would increase by 200, as would vehicle service miles (+5,600). This results in a marginal cost increase of $14,900. Roughly $1,800 more in fare revenue would be collected, resulting in a marginal operating subsidy increase of $13,100.

Pros:

- Provide earlier transit service from Angels Camp to San Andreas, which allows for commute trips.
- Improves productivity and cost-effectiveness standards.

Cons:

- Increases marginal operating costs.

Eliminate Red Line Service Past 6:00 PM

Currently, the Red Line operates until approximately 8:15 PM. According to boarding-by-hour data collected during October 2024, there is a notable drop in ridership after 5:00 PM. One alternative to reduce operating costs and increase productivity on the Red Line would be to reduce service by approximately two hours in the evening.

Under this alternative, the last eastbound run would terminate in Angels Camp (Downtown) at 5:37 PM, and the last westbound run would terminate in San Andreas (Treats General Store) at 5:59 PM. While this change would undoubtedly impact some riders who rely on evening service, employed residents who end work at 5:00 PM would still be able to get home on the Red Line.

It is expected that this alternative would result in 2,600 fewer passenger-trips annually. Vehicle service hours would decrease by 1,800, as would vehicle service miles (-46,300). This results in a marginal cost savings of $130,900. Approximately $3,600 in fare revenue would be lost.

Pros:

- Provides cost savings for CTA.
- Improves the productivity of Red Line.

Cons:

- Eliminates Red Line service past 6:00 PM.

Eliminate Saturday Hopper and Add Hourly Red Line Saturday Service (10:30 AM – 5:13 PM)

The Saturday Hopper is currently the worst-performing fixed-route offered by CTA (carrying 2.3 passenger-trips per vehicle service hour in FY 2024-25), although it is the only route operated on the weekend, which typically has a lower productivity than weekday services. It has also not seen similar levels of ridership recovery post-COVID as the Red Line and the Columbia College Shuttle.

The Saturday Hopper operates along a similar route alignment as the Red Line between Angels Camp and Arnold, focusing on serving more tourist destinations (e.g., wineries) than the Red Line. However, on-board surveys indicate that the majority of passengers riding the Saturday Hopper are more consistent Calaveras Connect riders and not one-time visitors to the area.

This alternative evaluates eliminating the Saturday Hopper and adding reduced Saturday Red Line service in its place. The reduced Red Line service would operate on hourly headways between 10:30 AM and 5:13 PM year-round. Adding Saturday Red Line service would meet the top service improvement identified in the online community survey and onboard passenger surveys. Tables 24 and 25 provide a Saturday Red Line schedule as proposed under this alternative.

Ridership projections on Saturday Red Line service were based on the proportion of Saturday to weekday average ridership on comparable routes offered by a peer transit agency. It is expected that Saturday Red Line service would carry around 1,800 passenger-trips annually, would operate 800 vehicle service hours and 22,400 service miles, resulting in a marginal operating cost of $59,700.

The net impact of this alternative (accounting for the new Saturday Red Line service and the elimination of Saturday Hopper) would be an increase in 1,000 passenger-trips annually. Vehicle service hours would increase by 500, as would vehicle service miles (+14,900), resulting in a net marginal cost increase of $38,100. It is anticipated that $200 would be lost in fare revenue. Thus, the net marginal operating subsidy increase would total $37,900.

Pros:

- Provides Saturday service along the core Red Line fixed route.
- Provides year-round Saturday service.
- Addresses the desired service improvement of community members.

Cons:

- Eliminates service to key tourist destinations. However, surveys indicate that more ridership is generated by Calaveras County residents than visitors.

Table 24: Hourly Saturday Red Line Schedule: Eastbound

Valley Springs	Valley Springs	San Andreas	San Andreas	San Andreas	Angels Camp	Angels Camp	Angels Camp	Douglas Flat	Murphys	Avery	Arnold	Arnold
Vista Del Lago	Daphne St	Post Office	Government Center	Government Center	Transfer Stop/Savemart	Transfer Stop/Savemart	Downtown	Douglas Flat	Tom Bell Rd	Hotel Rd	Big Tress Market	Arnold Library
			Arrive	Depart	Arrive	Depart						
10:30 AM	10:35 AM	10:47 AM	10:53 AM	10:55 AM	11:13 AM	11:15 AM	11:17 AM	11:26 AM	11:31 AM	11:44 AM	11:48 AM	11:53 AM
11:30 AM	11:35 AM	11:47 AM	11:53 AM	11:55 AM	12:13 PM	12:15 PM	12:17 PM	12:26 PM	12:31 PM	12:44 PM	12:48 PM	12:53 PM
12:30 PM	12:35 PM	12:47 PM	12:53 PM	12:55 PM	1:13 PM	1:15 PM	1:17 PM	1:26 PM	1:31 PM	1:44 PM	1:48 PM	1:53 PM
1:30 PM	1:35 PM	1:47 PM	1:53 PM	1:55 PM	2:13 PM	2:15 PM	2:17 PM	2:26 PM	2:31 PM	2:44 PM	2:48 PM	2:53 PM
2:30 PM	2:35 PM	2:47 PM	2:53 PM	2:55 PM	3:13 PM	3:15 PM	3:17 PM	3:26 PM	3:31 PM	3:44 PM	3:48 PM	3:53 PM
3:30 PM	3:35 PM	3:47 PM	3:53 PM	--	--	--	--	--	--	--	--	--
4:50 PM	4:55 PM	5:07 PM	5:13 PM	--	--	--	--	--	--	--	--	--

Table 25: Hourly Saturday Red Line Schedule: Westbound

Arnold	Arnold	Avery	Murphys	Douglas Flat	Angels Camp	Angels Camp	San Andreas	San Andreas	San Andreas	Valley Springs	Valley Springs
Arnold Library	Big Tress Market	Hotel Rd	Murphys Suites	Douglas Flat	Transfer Stop/Bret Harte	Transfer Stop/Bret Harte	Government Center	Government Center	Treats General	Ace Hardware	Vista Del Lago
					Arrive	Depart	Arrive	Depart			
11:55 AM	11:59 AM	12:03 PM	12:16 PM	12:20 PM	12:34 PM	12:35 PM	12:52 PM	12:53 PM	12:59 PM	1:12 PM	1:18 PM
12:55 PM	12:59 PM	1:03 PM	1:16 PM	1:20 PM	1:34 PM	1:35 PM	1:52 PM	1:53 PM	1:59 PM	2:12 PM	2:18 PM
1:55 PM	1:59 PM	2:03 PM	2:16 PM	2:20 PM	2:34 PM	2:35 PM	2:52 PM	2:53 PM	2:59 PM	3:12 PM	3:18 PM
2:55 PM	2:59 PM	3:03 PM	3:16 PM	3:20 PM	3:34 PM	3:35 PM	3:52 PM	3:53 PM	3:59 PM	4:12 PM	4:18 PM
3:55 PM	3:59 PM	4:03 PM	4:16 PM	4:20 PM	4:34 PM	4:35 PM	4:52 PM	--	--	--	--

Eliminate Saturday Hopper and Add Saturday Red Line Service Every 3 Hours (10:30 AM – 5:13 PM)

Similar to the prior alternative, this alternative evaluates eliminating the Saturday Hopper and adding reduced Saturday Red Line service in its place. Under this alternative, however, Red Line service would be significantly reduced compared to weekdays and only offered every three hours between 10:30 AM and 5:13 PM year-round. This essentially equates to three round-trips each day, with the final run terminating early in San Andreas. This represents a short time span, which could be operated with one bus and driver. Tables 26 and 27 provide a reduced Saturday Red Line schedule as proposed under this alternative.

It is expected that Saturday Red Line service, as proposed under this alternative, would carry around 1,300 passenger-trips annually, would operate 300 vehicle service hours and 9,200 service miles, resulting in a marginal operating cost of $23,100.

The net impact of this alternative (accounting for the new Saturday Red Line service and the elimination of Saturday Hopper) would be an increase of 500 passenger-trips annually. There would be no net increase in vehicle service hours, and vehicle service miles would increase by 1,700, resulting in a net marginal cost increase of $1,500. It is anticipated that $500 would be lost in fare revenue. Thus, the net marginal operating subsidy increase would total $2,000.

Pros:

- Provides limited Saturday service along the core Red Line fixed route.
- Addresses the desired service improvement of community members.
- Relatively cost-neutral service alternative.
- Exceeds productivity and cost-effectiveness standards.

Cons:

- Eliminates service to key tourist destinations. However, surveys indicate that more ridership is generated by Calaveras County residents than by visitors.

Table 26: Reduced Saturday Red Line Schedule: Eastbound

Valley Springs	Valley Springs	San Andreas	San Andreas	San Andreas	Angels Camp	Angels Camp	Angels Camp	Douglas Flat	Murphys	Avery	Arnold	Arnold
Vista Del Lago	Daphne St	Post Office	Government Center	Government Center	Transfer Stop/Savemart	Transfer Stop/Savemart	Downtown	Douglas Flat	Tom Bell Rd	Hotel Rd	Big Tress Market	Arnold Library
			Arrive	Depart	Arrive	Depart						
10:30 AM	10:35 AM	10:47 AM	10:53 AM	10:55 AM	11:13 AM	11:15 AM	11:17 AM	11:26 AM	11:31 AM	11:44 AM	11:48 AM	11:53 AM
1:30 PM	1:35 PM	1:47 PM	1:53 PM	1:55 PM	2:13 PM	2:15 PM	2:17 PM	2:26 PM	2:31 PM	2:44 PM	2:48 PM	2:53 PM
4:50 PM	4:55 PM	5:07 PM	5:13 PM	--	--	--	--	--	--	--	--	--

Table 27: Reduced Saturday Red Line Schedule: Westbound

Arnold	Arnold	Avery	Murphys	Douglas Flat	Angels Camp	Angels Camp	San Andreas	San Andreas	San Andreas	Valley Springs	Valley Springs
Arnold Library	Big Tress Market	Hotel Rd	Murphys Suites	Douglas Flat	Transfer Stop/Bret Harte	Transfer Stop/Bret Harte	Government Center	Government Center	Treats General	Ace Hardware	Vista Del Lago
					Arrive	Depart	Arrive	Depart			
11:55 AM	11:59 AM	12:03 PM	12:16 PM	12:20 PM	12:34 PM	12:35 PM	12:52 PM	12:53 PM	12:59 PM	1:12 PM	1:18 PM
2:55 PM	2:59 PM	3:03 PM	3:16 PM	3:20 PM	3:34 PM	3:35 PM	3:52 PM	3:53 PM	3:59 PM	4:12 PM	4:18 PM

Eliminate Saturday Hopper and Expand Special Event Services

Currently, Calaveras Connect provides transit services to several special events throughout the county each year, such as the Jumping Frog Jubilee. Many of these events occur on the weekends, including on Saturdays, and Special Event Services have high productivity resulting from many riders over the course of only a few service hours.

This alternative evaluates eliminating the Saturday Hopper and expanding the number of special events that are served by Calaveras Connect annually. As with any special event service, it would be important for CTA to market these services widely to raise awareness and encourage ridership. It would be critically important that CTA continue to adhere to Federal Transit Administration (FTA) regulations governing the provision of Charter Services for any additional special events that are served by CTA by ensuring that the service is open to the general public and not for the exclusive use of one party.[8] The current policy of offering free fares and widely advertising the schedule of these special event services allows CTA to legally provide these services as part of Calaveras Connect.

Given that several major special events are already served each year, it is estimated that two additional special events would be served under this alternative.

The net impact of this alternative (accounting for the elimination of Saturday Hopper and the addition of service to two events annually) would be a decrease in 700 passenger-trips. Vehicle service hours would decrease (-300), as would vehicle service miles (-7,400), resulting in a net marginal cost savings of $20,500. Given that Special Events are fare-free, $2,300 would be lost in fare revenue, resulting in a net marginal operating subsidy savings of $18,200.

Pros:

- Provides operational cost savings.
- Exceeds productivity standard.

Cons:

- Eliminates consistent service to key tourist destinations.

Columbia College Shuttle

While the Columbia College Shuttle is open to the general public, this deviated fixed route is focused on serving Columbia College in Sonora. By extending from Angels Camp to Sonora, it provides a transit connection to the Tuolumne County Transit Agency (TCTA) at Columbia College. Currently, the route provides five round-trips per service day (three in the morning and two in the afternoon) and only operates during the academic school year when school is in session. In exchange for Columbia College students riding for free on all Calaveras Connect services, the College pays CTA a fixed amount each year. This section discusses three alternatives, two of which expand the Columbia College Shuttle service.

[8] If Special Event transportation is determined to be Charter Service, the service must be advertised to private industry operators so that they may bid to provide the service, and the process generally becomes too cumbersome for small transit systems to administer.

Adjust Schedule to Improve Connection with Tuolumne County Transit Route 2

Calaveras Connect Columbia College Shuttle serves the College 8:47 AM/8:50 AM (arrival/departure), 9:52 AM/9:55 AM, 10:57 AM/11:00 AM, 3:42 PM/3:45 PM, and 6:02 PM/6:05 PM. TCTA Route 2 (Sierra Village-Sonora-Columbia) operates four round-trips each weekday. Route 2 serves Columbia College at 7:45 AM/7:55 AM (arrival/departure), 10:50 AM/11:22 AM, 2:20 PM/2:30 PM, and 5:23 PM/6:00 PM. For passengers transferring from Calaveras Connect to TCTA, layover time ranges from 25 minutes to 2 hours and 18 minutes. For passengers transferring from TCTA to Calaveras Connect, layover time ranges from 10 minutes to 1 hour and 25 minutes.

The Study Team reviewed options to adjust the Columbia College Shuttle schedule to improve connections with TCTA Route 2. It was found that while adjusting the 10:25 AM run would reduce layover time for southbound passengers, layover time would be extended for northbound passengers. Thus, the benefits of this alternative are negated. In conclusion, it is not recommended to consider this alternative further.

Lastly, Direct Connect provides another, and potentially well-timed, transfer opportunity at Columbia College once per week.

Add One Afternoon Round-trip to Columbia College Shuttle

Currently, there is a 3-hour 40-minute break in service between 11:30 AM and 3:10 PM (arrival/departure in Angels Camp). However, classes at Columbia College start and end within this time frame, suggesting that students would utilize an additional early afternoon round-trip. Several comments received during the onboard survey effort further suggest that a midday run would be helpful for current route users.

CTA could add one round-trip during the early afternoon to expand midday service on the route. The bus would leave Angels Camp at 2:05 PM and arrive at Columbia College at 2:37 PM, returning to Angels Camp at 3:10 PM to connect with the existing 3:10 PM departure. This alternative would expand daytime service to Columbia College and have the benefit of providing a well-timed transfer opportunity with TCTA Route 2, allowing non-students to travel to Sonora. Students finishing classes between 11:15 AM and 2:30 PM would now be able to catch the 2:40 PM Shuttle without waiting for the 3:45 PM northbound run. Passengers transferring from TCTA Route 2 would have a 20-minute layover.

Ridership impacts were estimated by applying a standard elasticity factor to the additional round-trip. It is expected that this alternative would result in 400 more passenger-trips annually or approximately 1.7 new passenger-trips per service day. Vehicle service hours would increase by 200, as would vehicle service miles (+6,600). This results in a marginal cost increase of $15,800. It is estimated that only $200 more will be collected in fare revenue from non-student passengers, resulting in an operating subsidy increase of $15,600.

No additional driver or vehicle would be required, as a 2.5-hour break in service still exists in the schedule under this alternative.

Pros:

- Expands midday transit service for students and intercounty travel for non-students.
- Provides a high-quality midday transfer between Calaveras Connect and TCTA Route 2.
- Increases Columbia College ridership by 8 percent.

Cons:

- Increases marginal operating costs.

Expand Columbia College Shuttle to Year-Round Service

During FY 2024-25, the Columbia College Shuttle operated 201 service days, correlating with the Columbia College academic calendar. Implementing year-round service on the Columbia College Shuttle would expand service options for summer Columbia College students, those traveling to Sonora, and/or looking to connect to TCTA services in Tuolumne County. This alternative assumes that the Shuttle would operate Monday-Friday, excluding holidays.

Ridership impact was based on the proportion of summer to fall classes offered by a peer college, as well as the proportion of non-student ridership on the Columbia College Shuttle during the onboard survey effort. It is expected that this alternative would result in 600 more passenger-trips annually. Vehicle service hours would increase by 400, as would vehicle service miles (+9,500). This results in a marginal cost increase of $28,400. It is estimated that $230 more would be collected in fare revenue, resulting in an operating subsidy increase of $28,200.

Pros:

- Improves service consistency by providing year-round service.
- Increases Columbia College ridership by 13 percent.

Cons:

- Increases marginal operating costs, which are likely paid in full by CTA (as this increase in service would not directly benefit Columbia College, it should not be assumed that additional funding would come from the College).

DIRECT CONNECT SERVICE ALTERNATIVES

Direct Connect DAR (as it is operating today) was initiated as a pilot program and then implemented more permanently in early 2022 in alignment with the recommendations of the prior SRTP. The 2020 SRTP five-year recommended service plan assumed that this new general public DAR would serve those going to work or school, as well as acting as the ADA paratransit service. Analysis of Direct Connect reservation data for October 2024 shows that, in reality, very few rides are being completed by the general public. The vast majority are the clientele of one local human service agency. While this provides a critical transportation need within the community, scheduling capacity constraints have led to non-subscription rides being regularly turned down, according to CTA staff. As discussed throughout the following section, it is also important to note that productivity (passenger-trips per hour) across all Direct Connect services is relatively low at 1.6 passenger-trips per vehicle hour.

This section provides several service alternatives that change the way Direct Connect is operated, eliminate poorly performing service, or replace DAR with fixed route service. All of the options provided are intended to increase the productivity and cost-effectiveness of Calaveras Connect.

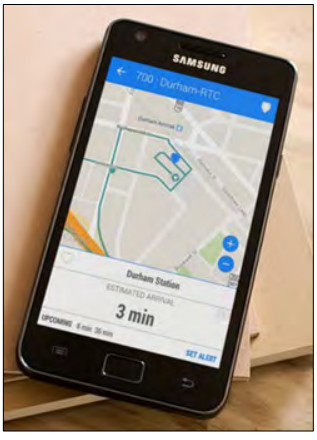
Implement Direct Connect Microtransit Service

This alternative reintroduces the concept of microtransit, an increasingly popular service option that utilizes software to improve the efficiency of general public DAR services (such as Direct Connect). Discussed in the 2020 SRTP, microtransit has been found to be a particularly effective service option in areas with high demand for short trips, such as San Andreas and Angels Camp, and warrants another discussion in this SRTP.

Microtransit applies app-based technology developed for transportation network companies (such as Uber and Lyft) to provide real-time, on-demand service. Most microtransit passengers typically request rides and pay their fares through an app downloaded on their smartphone. Once a ride is requested, a routing algorithm assigns the ride request to a specific driver/vehicle, and the passenger is provided with an estimated wait time. Microtransit is a shared-ride service; therefore, multiple passengers may ride at the same time.

CTA already has the ability to provide microtransit service through its contract with Spare; however, operations staff have identified prohibitive challenges to utilizing the routing options available in Spare. Routing software has sent vehicles down roads that are not passable with buses. Thus, the ability for passengers to request rides through the Spare App has been disabled. Currently, ride requests are received over the phone only, and dispatchers manually enter ride reservations into the Spare scheduling software, which are then communicated to the driver. Although this undoubtedly provides a high level of service for passengers, utilization of a ride reservation app enables last-minute reservations, which can attract new riders (particularly those comfortable with smartphones) and improve efficiency, leading to higher productivity (passenger-trips per hour). The primary difference between an on-demand microtransit service and existing Direct Connect from the perspective of the passenger is that rides would not need to be scheduled in advance and could be scheduled through a mobile device. For operations staff, the primary functional difference is reduced staff time spent receiving ride requests via phone and manually scheduling rides.

If the microtransit model is fully implemented in Calaveras County, fundamental characteristics of Direct Connect would be retained to ensure equitable accommodation. Microtransit rides could still be requested directly over the phone instead of through the app. Microtransit could continue to operate as a "comingled" service, with the general public and paratransit passengers sharing rides in the same vehicles. This strategy meets the requirements of the Americans with Disabilities Act (ADA) by ensuring enough accessible vehicles are available to serve those who need them.



CTA already budgets for software that can be utilized for microtransit. In FY 2024-25, CTA spent $41,500 on software (including Spare). CTA's contract with Spare expires at the end of 2025; however, it is anticipated that CTA will continue to contract with a similar software application

during the planning period. While individual software costs vary and would be determined through any subsequent RFP process, it's estimated that the annual per-vehicle license fee is around $4,500. If CTA were to change software providers, initial costs to procure software and associated hardware may cost around $50,000.

Upgrading the current Direct Connect service to full microtransit would provide a new transit option that utilizes app-based technology to expand the current service offered. Given that CTA already contracts with a microtransit software provider, upgrading Direct Connect to microtransit would not result in additional annual operating costs.

Placer County recently switched its general public DAR services to an on-demand microtransit service. Placer County Transit data indicates that the change to an on-demand service increased ridership by around seven percent. Applying this ridership impact to Calaveras Direct Connect, the result is an annual increase of 700 passenger-trips, which equates to roughly 2.8 new trips per day. Assuming no additional vehicles in max service, the increase in demand from switching to full microtransit could likely be accommodated.

No additional vehicle service hours are expected as the vehicles are already in service during this time; however, service miles will increase by 5,700 per year due to the increase in ridership. This results in a marginal operating cost increase of $4,900. After additional fare revenue is taken into account ($1,500), the increase in operating subsidy required is $3,400.

Reduce Blue Zone Service to Monday, Wednesday, and Friday

Currently, the Blue Zone (serving San Andreas and Jackson) operates Monday – Friday. With a productivity of 1.4 passenger-trips per hour, this service productivity falls below the 3 passenger-trips per hour DAR standard for many peer transit agencies. The Blue Zone is also the only Direct Connect zone that extends out-of-county and operates five days per week.

This alternative considers reducing service to operate only on Monday, Wednesday, and Friday. Under this new schedule, passengers could still connect to the Wednesday-only Green Zone DAR (Jackson to West Point) and to the in-county DAR (which operates Monday-Friday).

Ridership is expected to decrease by 700 passenger-trips annually. Although not accounted for in the ridership impact, it is possible that productivity will increase with this alternative as rides are concentrated on Monday, Wednesday, and Friday instead of being spread out over five weekdays. Vehicle service hours would decrease by 1,000, as would vehicle service miles (-17,200). This results in a marginal cost savings of $65,400. It is estimated that $2,800 would be lost in fare revenue, resulting in an operating subsidy savings of $62,600.

Pros:

- Provides cost savings for CTA.
- Improves both the productivity and cost-effectiveness standards.

Cons:

- Reduces service for residents living in Jackson and along the SR 49 corridor between Jackson and San Andreas.

Eliminate Blue Zone Direct Connect and Implement Monday-Friday Fixed Route Service: San Andreas – Jackson (3 Roundtrips per Day)

As stated previously, the productivity of the existing Blue Zone Direct Connect service (1.4 passenger-trips per hour) falls below industry standards for a productive DAR service. Prior to the rollout of Direct Connect in 2022, the Purple Line fixed route connected Jackson/Sutter Creek in Amador County to San Andreas, as well as serving other outlying communities, such as Railroad Flat. Prior to COVID (during FY 2018-19), the Purple Line carried slightly more passengers per hour than the current Blue Zone DAR (at 2.0 passenger-trips per hour). Farther back in history, the Purple Line (under yet another schedule and route variation) carried 3-4 passengers per hour in FY 2012-13.

This alternative considers the elimination of the Blue Zone DAR and the implementation of an abbreviated fixed route (similar to the historic Purple Line). The new Purple Line would extend from San Andreas to Martell, operating three round-trips per day Monday-Friday. Figure 19 shows the proposed route alignment of the new Purple Line. The bus would depart Government Center in San Andreas at 7:45 AM, 11:45 AM, and 4:45 PM, serve Staples in Martell at this northern terminus, and return to San Andreas. Table 28 provides a complete schedule. The time between runs could be used for in-county DAR trips in San Andreas. In order to meet ADA requirements, three-quarter-mile deviations would be allowed for ADA-eligible passengers.

Under this new fixed route schedule, passengers would be able to reliably access services in San Andreas or Jackson/Martell daily at a known time without needing to make a reservation or run up against capacity constraints. Connections to Amador Transit are possible at Staples in Martell, Sutter Hospital, and Raley's in Jackson, and connections are still possible to the Green DAR zone in Jackson.

Using historic Purple Line ridership as a basis for projection, it is estimated that the new Purple Line would carry 3,400 passenger-trips per year in this scenario. When accounting for the elimination of Blue Zone DAR, this is a net zero change in passenger-trips per year. The Purple Line will operate around 1,100 vehicle service hours and 38,800 vehicle service miles annually. When considering the elimination of Blue Zone DAR, this is a net decrease in hours (-1,300) and miles (-4,200). This results in net marginal operating cost savings of $69,500 per year. It is expected that approximately $2,400 less will be collected in fare revenue on the fixed route, resulting in a net operating subsidy savings of $67,100.

Pros:

- Provides more dependable and consistent fixed route service between San Andreas and Jackson.
- Provides more reliable connections with Amador Transit in Jackson.
- Improves productivity and cost-efficiency standards.

Cons:

- Eliminates door-to-door service for general public riders.

Figure 19
Proposed Purple Line

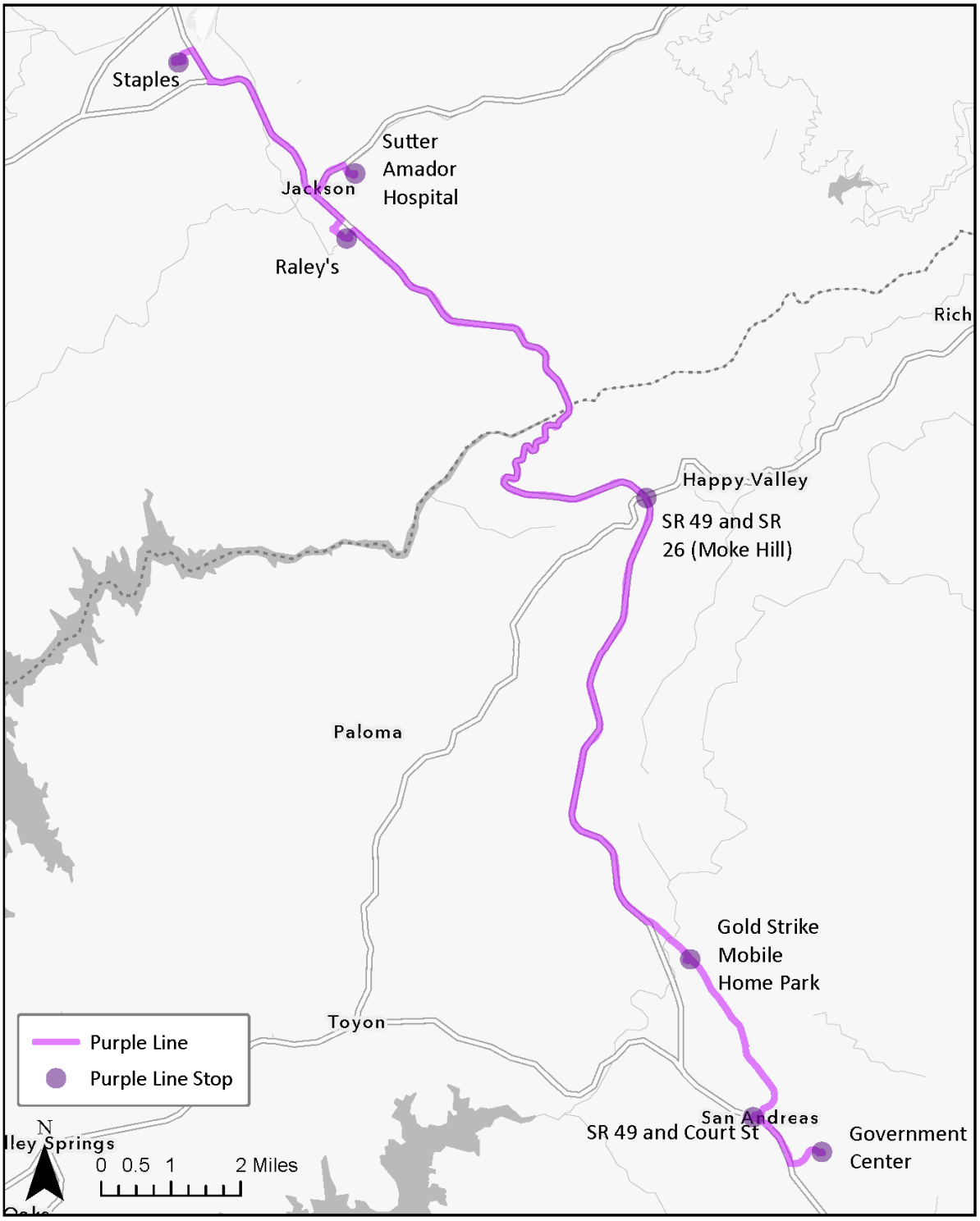


Table 28: Proposed Purple Line

Stop	Morning	Midday	Afternoon
San Andreas Government Center (depart)**	7:45 AM	11:45 AM	4:45 PM
SR 49 and Court St	7:50 AM	11:50 AM	4:50 PM
Gold Strike Mobile Home Park	7:50 AM	11:50 AM	4:50 PM
SR 49 and SR 26 (Moke Hill)	7:58 AM	11:58 AM	4:58 PM
Raley's*	8:13 AM	12:13 PM	5:13 PM
Sutter Amador Hospital*	8:18 AM	12:18 PM	5:18 PM
Martell Staples (arrive)*	8:28 AM	12:25 PM	5:25 PM
Martell Staples (depart)*	8:30 AM	12:30 PM	5:30 PM
Sutter Amador Hospital*	8:40 AM	12:40 PM	5:40 PM
Raley's*	8:45 AM	12:45 PM	5:45 PM
SR 49 and SR 26 (Moke Hill)	9:00 AM	1:00 PM	6:00 PM
Gold Strike Mobile Home Park	9:07 AM	1:07 PM	6:07 PM
SR 49 and Court St	9:12 AM	1:12 PM	6:12 PM
San Andreas Government Center (arrive)**	9:15 AM	1:15 PM	6:15 PM

* denotes connection to Amador Transit

** denotes connection to Calaveras Connect Red Line

Eliminate Green Zone Direct Connect Service

The Green Zone Direct Connect connects Jackson to Wilseyville and West Point on Wednesday only. In FY 2024-25, it was the worst-performing service, carrying only 1.2 passenger-trips per hour. Elimination of the Green Zone would provide modest cost savings to CTA. Residents in West Point would still have access to the In-County DAR that operates Monday-Friday and connects riders to services in San Andreas and Angels Camp. The majority of service area along the SR 88 corridor that would be impacted is located in Amador County and is served by Amador Transit. However, West Point residents would lose their connection to Jackson, where there are larger commercial businesses.

The elimination of Green Zone service would result in 470 fewer passenger-trips per year. CTA would operate 380 fewer vehicle service hours and 5,600 fewer vehicle service miles per year, resulting in a marginal cost savings of $24,100. Approximately $970 less in fare revenue would be collected, resulting in an operating subsidy savings of $23,100 per year.

Pros:

- Provides modest cost savings with minimal impact to Calaveras County residents.

Cons:

- Eliminates the connection between West Point and services in Jackson.

Eliminate Direct Connect Service to Murphys/Arnold

In-County Direct Connect currently serves the SR 4 corridor between Angels Camp and Arnold, Monday-Friday from 8 AM to 5 PM. The Red Line also serves this corridor Monday-Friday on regular headways between 7 AM and 7 PM, with deviations allowed. In October 2024, 16 Direct Connect passenger-trips originated or ended at destinations along this corridor. If we extrapolate this to a full year, an estimated

192 trips begin or end along this corridor. This equates to only 5 percent of total annual In-County Direct Connect trips.

This alternative considers eliminating Direct Connect service east of Angels Camp along the SR 4 corridor to reduce duplication of service, increase capacity for rides in other portions of the county on In-County Direct Connect, and promote fixed route ridership.

It is estimated that 190 passenger-trips would be lost per year on Direct Connect as a result of this alternative. However, it is assumed that all of these trips would be taken on the Red Line in the future. Approximately 160 fewer vehicle hours and 2,600 fewer vehicle miles would be operated annually, equating to a marginal cost savings of $10,300. It is important to consider that these operational and financial savings would likely be zeroed out as this vehicle would be freed up to provide more service within the remaining In-County service area. However, given that the average miles per trip for trips in this corridor is higher than the overall average Direct Connect miles per trip in October 2024 (13.75 v. 10.2), shifting resources will likely result in increased productivity for In-County Direct Connect.

Pros:

- Eliminate the poorer performing Direct Connect service area.
- Shift limited resources (vehicle availability) to a higher productivity service area.
- Reduce redundancy in service along the SR 4 corridor.
- Encourage an increase in Red Line ridership.
- Improve productivity and cost-efficiency standards.

Cons:

- Eliminate Direct Connect service along the SR 4 corridor.

Eliminate Pink Zone Direct Connect Service

The Pink Zone Direct Connect connects Angels Camp to Sonora on Fridays only. In FY 2024-25, it carried 55 passenger-trips (equating to an estimated 2.6 passenger-trips per hour). Eliminating Pink Zone service would negatively impact the connection between Calaveras County and Tuolumne County in that: 1) passengers would be required to use the Columbia College Shuttle, which terminates at the College, and transfer to TCTA services to reach Sonora, 2) the Columbia College Shuttle only operates during the academic year, thus access to Sonora is limited. However, terminating Pink Zone Direct Connect would provide modest cost savings to CTA.

It is estimated that 60 passenger-trips would be lost per year on Direct Connect as a result of this alternative. Approximately 42 of the 55 trips completed in FY 2024-25 were to/from one address in Angel's Camp (Pickled Porch Café) and one address in Sonora (Aegis Treatment Center, methadone clinic). This analysis assumes that all pink zone passengers would find another way to get to their destination in Sonora. Approximately 20 fewer vehicle hours and 860 fewer vehicle miles would be operated annually, equating to a marginal cost savings of $1,800.

Pros:

- Reduces operating costs.

Cons:

- Eliminates Calaveras Connect service to Sonora.

Eliminate In-County Direct Connect Service

CTA could eliminate all in-county Direct Connect service as a way to significantly reduce operating costs. This option would eliminate all transit service to Mountain Ranch, Rail Road Flat, West Point, Wilseyville, and Copperopolis. This would eliminate transit access for these communities to services in San Andreas.

It is expected that this alternative would result in 1,900 fewer passenger-trips annually (or 3.5 percent of projected systemwide ridership). Vehicle service hours would decrease by 2,100, as would vehicle service miles (-31,400). This results in a marginal cost savings of $133,300. It is estimated that $3,900 would be lost in fare revenue, resulting in an operating subsidy savings of $129,400.

Pros:

- Provides significant cost savings to CTA.

Cons:

- Eliminates or reduces transit service for numerous residents throughout Calaveras County.
- Significantly reduces Calaveras Connect ridership systemwide (-7.3 percent).

Change Service Along Mountain Ranch Rd and SR 88 Corridor from Demand-Response to Lifeline Service (1 Round Trip, 1 Day/Week)

CTA currently operates in-county Direct Connect along Mountain Ranch Road between San Andreas and West Point, serving the communities of Mountain Ranch, Rail Road Flat, and Wilseyville on weekdays. It also provides Green Zone Direct Connect service on Wednesdays between West Point/Wilseyville and Jackson, serving Pine Grove and providing important connections to services. One option would be to replace both of these Direct Connect service zones with a deviated fixed route service one day per week (on Wednesday). Under this alternative, the vehicle could depart San Andreas at 10:00 AM, serving the Mountain Ranch Road corridor to West Point, before continuing west to terminate in Jackson and Martell (Table 29). The bus would provide drop-offs and pickups within a set zone encompassing Jackson and Martell before having a scheduled departure from Martell (Staples) at 2:00 PM to make the return trip along this corridor, ending in San Andreas at 3:45 PM.

Table 29: Proposed Mountain Ranch Rd & SR 88 Lifeline Service

Stop	Wednesdays
San Andreas Government Center (depart)**	10:00 AM
Mountain Ranch (@ Washington St)	10:15 AM
Rail Road Flat (@ Town Hall)	10:40 AM
Wilseyville (@ Blizzard Mine Rd)	10:50 AM
West Point (@ Library)	10:55 AM
Red Corral (@ Kamps Propane) *	11:10 AM
Pine Grove (@ Town Hall) *	11:15 AM
Sutter Amador Hospital*	11:30 AM
Raley's*	11:35 AM
Martell Staples (arrive)*	11:45 AM
Martell Staples (depart)*	2:00 PM
Raley's*	2:10 PM
Sutter Amador Hospital*	2:15 PM
Pine Grove (@ Town Hall) *	2:30 PM
Red Corral (@ Kamps Propane) *	2:35 PM
West Point (@ Library)	2:50 PM
Wilseyville (@ Blizzard Mine Rd)	2:55 PM
Rail Road Flat (@ Town Hall)	3:05 PM
Mountain Ranch (@ Washington St)	3:30 PM
San Andreas Government Center (arrive)**	3:45 PM

* denotes connection to Amador Transit

** denotes connection to Calaveras Connect Red Line

It is expected that this alternative would result in a net loss of 40 passenger-trips annually. Net vehicle service hours would decrease by 270, as would vehicle service miles (-2,100). This results in a marginal cost savings of $15,600. It is estimated that $70 would be lost in fare revenue, resulting in an operating subsidy savings of $15,500. Prior to implementation, CTA staff should ground truth the route to ensure schedule accuracy beyond what is proposed here. Additionally, passenger surveys should be conducted to determine the best day of the week to offer the service.

Pros:

- Provides cost savings to CTA.
- Maintains lifeline service along the Mountain Ranch Road and SR 88 corridors.
- Improves reliability of service by replacing Direct Connect with a deviated fixed route.

Cons:

- Reduces service for Mountain Ranch, Rail Road Flat, Wilseyville, and West Point from 5 days/week to 1 day/week.
- Limits flexibility for residents with fixed route service.

OTHER MOBILITY ALTERNATIVES

Out-of-County Non-Emergency Medical Transportation

Non-Emergency Medical Transportation (NEMT) services provide essential transportation specifically for non-emergency medical appointments. These programs often fill gaps in public transit service, and rides commonly extend out-of-county. As is common in many rural counties, Calaveras County residents must travel to medical facilities concentrated in Angels Camp and San Andreas, as well as farther away destinations, such as Modesto, Stockton, and Sacramento. The recent closing of Common Ground has left a gap in NEMT service for out-of-county medical appointments. Aligning with Strategy 2.2 of the *2024 Calaveras Coordinated Transportation Plan*, one alternative to consider is for CTA to implement NEMT service for medical trips to out-of-county destinations.

The trip's purpose should be limited to medical appointments. Under this alternative, NEMT service would be offered two days per week to out-of-county destinations. For the purpose of this analysis, it is assumed that the vehicle would make one trip to Stockton and one to Modesto each week, as these two destinations are the closest cities with various medical services. At least 48-hour advance reservations should be required, with the option to make a reservation up to two weeks in advance. CTA could designate pick-up locations to improve the efficiency of the service.

For Modesto, morning pickups could occur between 8:00 AM and 9:00 AM before departing Angels Camp at 9:00 AM. The van would arrive in Modesto around 10:30 AM and drop off passengers at their medical appointments. The driver would layover in Modesto and begin picking up passengers for the return trip at 2:30 PM. Passengers could be back in Angels Camp by 4:00 PM or other destinations in the county by 5:00 PM. This schedule would allow passengers to connect with Direct Connect DAR, Red Line, and Columbia College Shuttle (when in operation).

For Stockton, morning pickups would follow a similar schedule, with the van departing San Andreas at 9:00 AM. Passengers could be picked up in Valley Springs/Rancho Calaveras or along the SR 26 corridor.

The van would arrive in Stockton between 10:00 AM and 10:30 AM. The driver would layover in Stockton and begin picking up passengers for the return trip at 2:00 PM. Passengers could be back in San Andreas by 3:00 PM or other destinations in the county by 4:00 PM. This schedule would allow passengers to connect with the Direct Connect DAR and Red Line.

Based on one-way fares charged by peer agencies that operate NEMT services, it is recommended that CTA charge $6 per one-way trip. Ridership was based on trips per capita for a similar out-of-county NEMT service operated in El Dorado County. It is estimated that this service would carry 130 passenger-trips per year or 2.5 passenger-trips per week. Assuming that the vehicle travels to both Modesto and Stockton each week, this service would operate 800 vehicle service hours and 9,900 vehicle service miles annually. The marginal operating cost to implement this alternative is estimated at $49,900 annually. An estimated $800 will be collected in fare revenue.

One additional driver and designated vehicle would be required for implementation. If the NEMT service were focused on transportation for seniors and disabled residents, CTA/CCOG could pursue FTA 5310 funding for both the purchase of vehicles and operations funding to provide NEMT services.

Mileage Reimbursement Program

Another option for transit agencies, such as the CTA, that are tasked with meeting the mobility needs of very rural counties is a mileage reimbursement program (identified as Strategy 2.1 of the *2024 Calaveras Coordinated Transportation Plan*). This type of program provides mileage reimbursement to eligible individuals who have unmet transportation needs and receive a ride from a friend or family member. The general guidelines of the program could be as follows:

- The person needing the trip recruits his or her own driver.
- The driver is then reimbursed for mileage at the IRS mileage reimbursement rate, up to a certain mileage cap, which is paid to the rider, who in turn pays the driver.
- There are eligibility requirements regarding who may receive these reimbursements. Some agencies only allow reimbursement for non-emergency medical needs, while others allow transportation for any purpose. CTA could tailor the program parameters to both remain fiscally constrained and meet the needs of residents.
- CTA or CCOG would administer the program; however, there would be no liability as the rider is providing their own volunteer driver.
- Geographic parameters should be established. CTA could limit the mileage that could be reimbursed or require that reimbursements over a specified threshold get prior approval.
- This program could be funded with a small amount of LTF funds, beginning on the order of $10,000 annually.

Although they do require administrative hours on the part of the transit agency, mileage reimbursement programs expand access to medical services for residents who rely on friends or family for transportation without additional agency driver or fleet needs. If services such as the Green DAR are eliminated, a mileage reimbursement program is a way to help transit-dependent West Point residents with a “ride of last resort”. It is estimated that the program would initially require 20-30 hours of staff

time to design parameters for the program and create an application process. After program implementation, roughly 5 hours per month would be needed to administer the program.

ALTERNATIVES PERFORMANCE ANALYSIS

Relative performance and key impacts of each alternative were compared, identifying the relative benefits of the various alternatives. The performance analysis considers impacts on ridership, marginal operating cost, passenger-trips per vehicle hour, and marginal operating cost per passenger-trip.

Comparison of Service Alternatives

Table 30 and Figures 20 through 22 show the relative performance of the service alternatives considered for Calaveras Connect. The bottom portion of Table 30 shows recommended productivity and cost-efficiency standards, as presented in Table 18 in Chapter 9, adjusted for inflation to reflect FY 2026-27.

In terms of ridership, implementing 30-minute service frequency on the Red Line between San Andreas and Angels Camp is anticipated to increase ridership more than any other alternative; however, it comes with a significant marginal cost increase of around $159,500 annually and does not improve productivity and cost-efficiency standards. Three of the alternatives considered would benefit productivity by increasing service. Eight would benefit productivity by reducing service. In terms of cost-efficiency, some would improve the marginal cost per passenger-trip performance metric by eliminating low-efficiency service (in the case of evening Red Line service), while others replace an existing service with one that is more efficient (such as replacing Blue Zone Direct Connect with fixed route service).

The following service options would improve relative performance by expanding service:

- Provide earlier westbound service on the Red Line from Angels Camp to San Andreas.
- Eliminate Saturday Hopper and add Saturday Red Line service every 3 hours.
- Implement Direct Connect Microtransit service.

The following service options would improve relative performance by reducing service:

- Eliminate Red Line service past 6 PM.
- Eliminate Saturday Hopper and expand Special Event Services.
- Reduce Blue zone service to Monday, Wednesday, and Friday only.
- Eliminate Blue Zone and implement Monday-Friday fixed route service between San Andreas and Jackson (3 Round-trips/Day).
- Eliminate Green Direct Connect service.
- Eliminate the Direct Connect service to Murphys/Arnold.
- Eliminate Pink Zone Service.
- Eliminate In-County Direct Connect.
- Change Service Along Mountain Ranch Rd and SR 88 Corridor from Demand-Response to Lifeline Service.

Additionally, implementation of Non-Emergency Medical Transportation (NEMT) service and a Mileage Reimbursement Program warrant further consideration, as these would provide an essential service to rural transit-dependent residents and those without a vehicle.

Table 30: Comparison of Service Alternatives
FY 2026-27

Service Alternatives	Annual Impacts: Ridership	Vehicle Service Hours	Marginal Operating Cost [1]	Passenger-trips per Veh-Hour	Marginal Operating Cost per Passenger-Trip
	Increase in Service - Alternatives Improving Standard Shown in Green				
	Decrease in Service - Alternatives Improving Standard Shown in Blue				
Red Line					
Provide 30-minute Service Frequency on Red Line (San Andreas to Angels Camp) 7:57 AM-5:14 PM	2,100	2,200	$159,500	1.0	$75.95
Earlier Westbound Service on Red Line (Angels Camp to San Andreas)	1,300	200	$14,900	6.5	$11.46
Eliminate Red Line Service Past 6:00 PM	-2,600	-1,800	-$130,900	1.4	$50.35
Red Line and Saturday Hopper					
Eliminate Saturday Hopper and Add Hourly Red Line Saturday Service (10:30 AM - 5:13 PM)	1,000	500	$38,100	2.0	$38.10
Eliminate Saturday Hopper and Add Saturday Red Line Service Every 3 Hours (10:30 AM - 5:13 PM)	500	0	$1,500	--	$3.00
Saturday Hopper					
Eliminate Saturday Hopper and Expand Special Event Services	-700	-300	-$20,500	2.3	$29.29
Columbia College Shuttle					
Add One Afternoon Roundtrip to Columbia College Shuttle	400	200	$15,800	2.0	$39.50
Expand Columbia College Shuttle to Year-Round Service	600	400	$28,400	1.5	$47.33
Direct Connect					
Implement Direct Connect Microtransit Service	600	0	$4,200	--	$7.00
Reduce Blue Zone Service to Monday, Wednesday, Friday	-700	-1,000	-$65,400	0.7	$93.43
Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day)	0	-1,300	-$69,500	0.0	--
Eliminate Green Zone Service	-470	-380	-$24,100	1.2	$51.28
Eliminate Direct Connect Service to Murphys/Arnold	-190	-160	-$10,300	1.2	$54.21
Eliminate Pink Zone Service	-60	-20	-$1,800	3.0	$30.00
Eliminate In-County Direct Connect	-1,900	-2,100	-$133,300	0.9	$70.16
Change Service Along Mountain Ranch Rd and SR 88 Corridor from Demand-Response to Lifeline Service	-40	-270	-$15,600	0.1	$390.00
Other Mobility Options					
Out-of-County Non-Emergency Medical Transportation	130	800	$49,000	0.2	$376.92

Recommended Minimum Performance Standards FY 2026-27>	Red Line	3.6	$18.98
	Columbia College Shuttle	3.0	$20.84
	Saturday Hopper	2.3	$26.93
	Direct Connect Dial-A-Ride	1.6	$34.90

Note 1: Does not include fixed costs

Figure 20: Change in Passenger-Trips per Hour of Service Alternatives

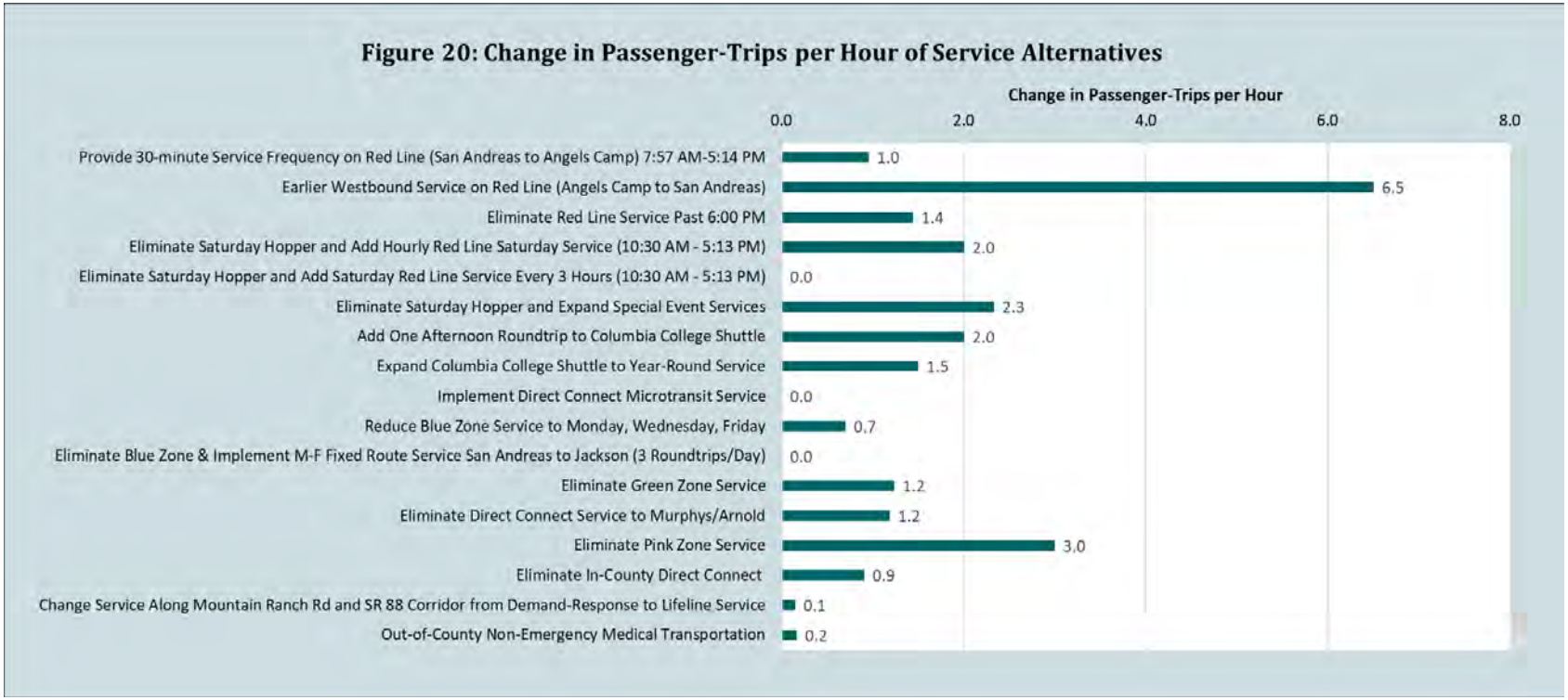


Figure 21: Change in Marginal Operating Cost per Passenger-Trip of Service Alternatives

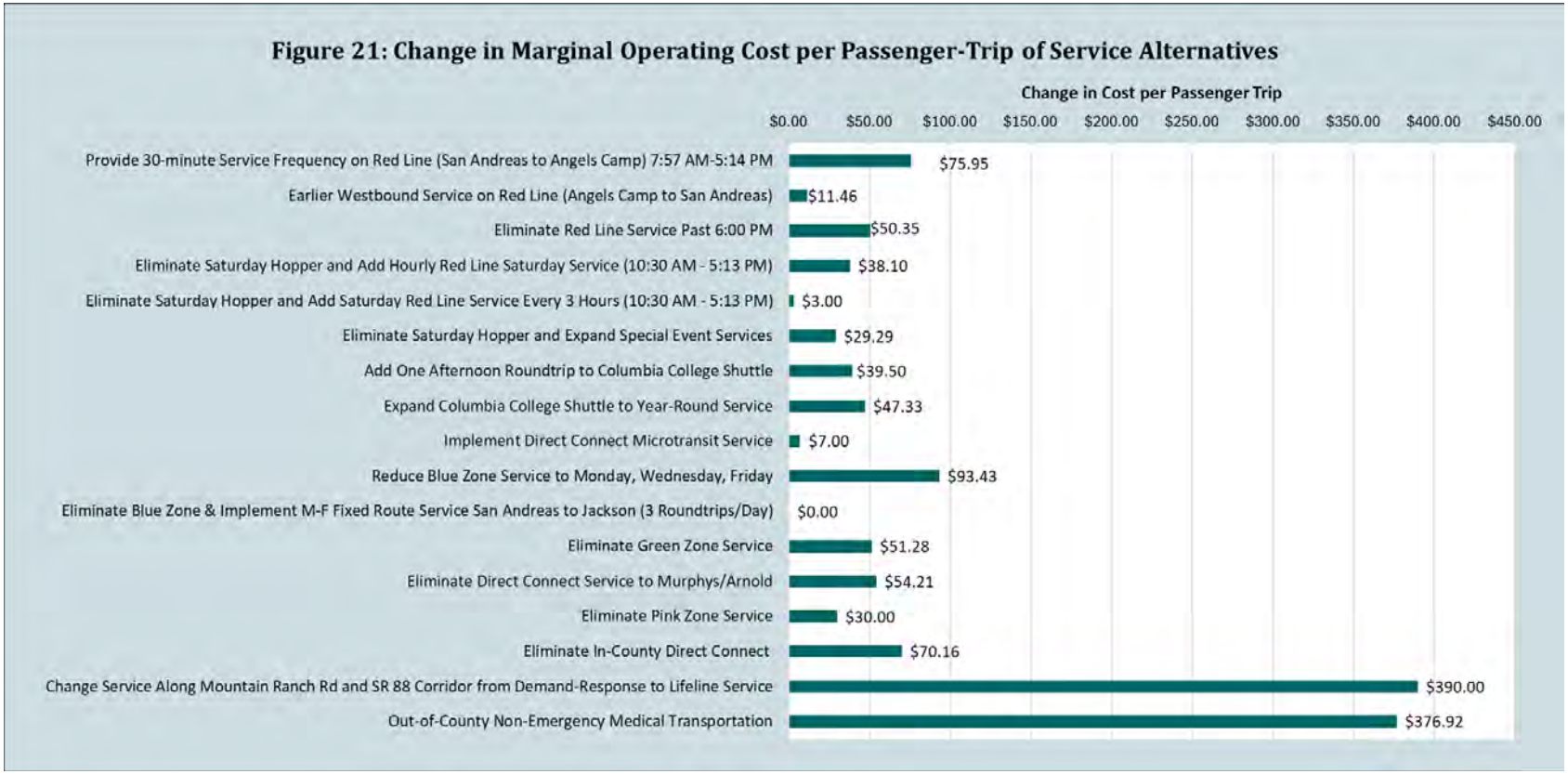
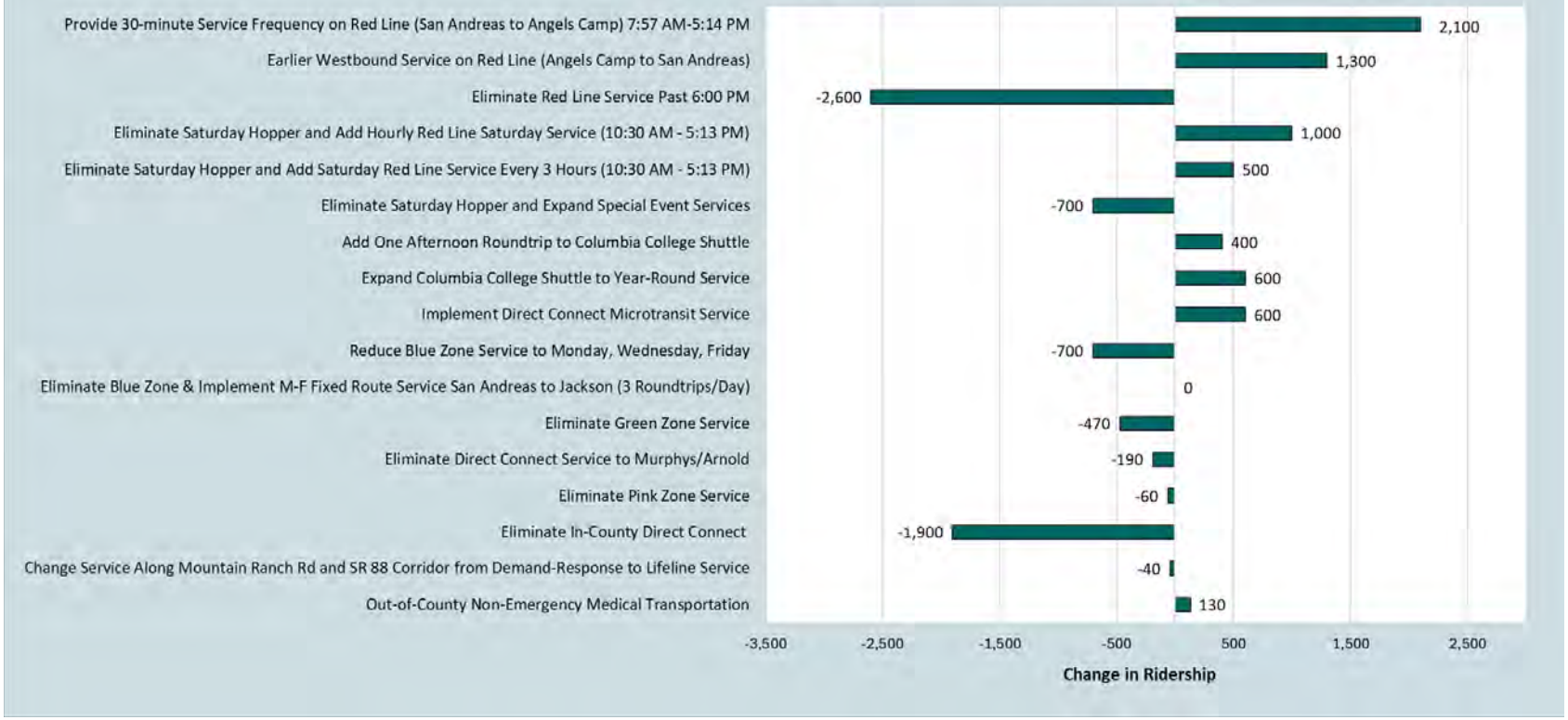


Figure 22: Change in Ridership of Service Alternatives



Chapter 11
FARE ALTERNATIVES

INTRODUCTION

The current Calaveras Connect fare structure is shown in Table 8 in Chapter 3. As shown in the table, CTA has several fare categories that vary based on the type of service and rider classification. Fixed route fares for the Red Line and Columbia College Shuttle are lower ($1.50 for regular riders) than Direct Connect DAR fares and Saturday Hopper fares. Additionally, fifteen ride pass booklets and monthly pass options are available for the Red Line and Columbia College Shuttle, which offer discounts for frequent riders. Ticket books and monthly passes are not accepted on Direct Connect DAR or Saturday Hopper, which only offer single-ride tickets.

Table 31 shows the systemwide boardings by fare type in FY 2023-24 and FY 2024-25. The following trends are apparent when comparing year-over-year data in Table 30:

- More passengers paying a regular fare rode in FY 2024-25 than in FY 2023-24.
- Passengers utilized 15-ride ticket books and monthly passes at higher rates in FY 2024-25 than in FY 2023-24.
- Youth cash fares are significantly down while student monthly pass use is up, indicating that youth riders are riding more frequently.
- Discount fare riders are increasingly paying cash fares for one-way trips, and discount pass use is significantly down. It is likely that more discount riders are increasingly utilizing Direct Connect DAR services for which monthly fixed route passes are not accepted, potentially indicating the need for a DAR monthly pass.

FARE ALTERNATIVES

The relatively simple existing fare structure of Calaveras Connect, coupled with the data shown in Table 31, suggests that no major changes to the fare structure should be considered at this time. If, however, major service changes are implemented in the future, CTA could consider offering more pass options, including a fixed route day pass and a Direct Connect monthly pass.

A fixed route day pass could become advantageous for passengers making at least 3-4 one-way trips per day, but who were not already using a monthly pass. This type of pass may appeal to tourists and infrequent riders. A fixed route day pass may also be cost-effective if CTA implements additional fixed routes in the future and fixed route transfers become more common.

A monthly Direct Connect pass would offer savings to those frequent riders who represent a large portion of Direct Connect riders and could help streamline the collaboration between CTA and social service agencies, who currently buy ticket books for clients.

A large percentage of Direct Connect passengers are frequent riders: during October 2024, there were 88 unique passengers who completed 868 rides (an average of 10 rides per person). Most of these frequent riders are already provided passes through Arc, a social service agency that serves disabled individuals in Calaveras County and beyond. As this partnership appears to work well for all parties, it is not recommended that CTA pursue a Direct Connect Monthly Pass at this time. If, however, there is a

significant increase in general public ridership on Direct Connect in the future or the existing arrangement becomes administratively burdensome, CTA could explore a monthly pass option.

Table 31: Boardings By Fare Type

Fare Type	Passenger Type	Boardings by Fare Type FY 2023-24	Boardings by Fare Type FY 2024-25[1]	FY 2023-24 to FY 2024-25 Change
Cash	Regular	13,066	16,783	3,717
	% of Total Annual Boardings	34.3%	37.5%	28.4%
	Youth	380	183	-197
	% of Total Annual Boardings	1.0%	0.4%	-51.8%
	Discount	4,793	6,047	1,254
	% of Total Annual Boardings	12.6%	13.5%	26.2%
Ticket (1)	Regular	2,796	5,583	2,787
	% of Total Annual Boardings	7%	12%	99.7%
	Discount	534	567	33
	% of Total Annual Boardings	1.4%	1.3%	6.2%
Monthly Pass (2)	Regular Monthly Pass	4,884	7,401	2,517
	% of Total Annual Boardings	13%	17%	52%
	Student Monthly Pass	5,075	6,150	1,075
	% of Total Annual Boardings	13%	14%	21%
	Discount Monthly Pass	1,740	546	-1,194
	% of Total Annual Boardings	4.6%	1.2%	-68.6%
Free	Promotional	4,109	839	-3,270
	% of Total Annual Boardings	11%	2%	-80%
	Personal Care Attendant	17	30	13
	% of Total Annual Boardings	0.0%	0.1%	76.5%
	Transfer	358	569	211
	% of Total Annual Boardings	0.9%	1.3%	58.9%
	Children Under 6	358	112	-246
	% of Total Annual Boardings	0.9%	0.2%	-68.7%
Total Annual Boardings		**38,110**	**44,810**	**6,700**
				17.6%

Note 1: Ticket refers to 15-ride ticket books.
Note 2: Monthly pass only usable on Red Line and Columbia College Shuttle.
Source: CTA

FARE TECHNOLOGY

Currently, CTA collects exact cash fares on board all Calaveras Connect services. Alternatively, fare cards for fifteen fixed route rides and monthly passes can be purchased at the CTA office. Fifteen ride passes are punched by the driver as the passenger boards, and monthly passes are good for the calendar month, expiring at midnight on the final day of the month. CTA also utilizes the Token Transit app to enable passengers to purchase all fare mediums digitally.

Online Reservations and Payment

Enabling online reservations and fare payment for Direct Connect DAR would be a relatively simple way to expand access to service by providing an alternative means to reserve rides, allowing on-demand reservations, and accepting digital forms of payment (e.g., credit cards). Providing an online payment

option would reduce cash collection onboard buses, simplifying the boarding and fare collection process for drivers and reducing the administrative burden on CTA operations staff who currently handle all reservations via phone. It may also increase ridership by making it easier to reserve and pay for rides. The operational impact of transitioning to Microtransit service is evaluated in Chapter 10.

CTA currently employs Spare for its DAR reservation software and has an agency-branded online app that was established to enable passengers to self-reserve rides. The technology included in the app has the ability to efficiently route trips, combine rides, and decline rides which cannot be served due to capacity issues. Due to concerns about the ability to serve many private residences throughout the county, due to the condition of side streets and driveways that do not allow for the safe operation of transit vehicles, the ability to reserve rides through the Calaveras Connect online app has been disabled by agency staff.

Tuolumne County Transit Agency (TCTA) has a similar app and encountered similar issues with concerns about some roadways and driveways being able to be served safely by transit vehicles. Tuolumne County's solution to this issue was to require passengers to contact the agency prior to setting up an account to verify that their residential address could be served. This is a viable option for CTA to explore. This does require staff time to verify addresses, which in some cases is as simple as using satellite or street view imagery. In other cases, this may require a staff member to travel to the address for assessment and determination.

CTA should consider enhancing its app functionality to improve the passenger experience by enabling app-based passenger booking. It could improve the passenger experience, reduce the workload of CTA dispatch staff, and improve performance by filling more gaps between rides and comingling more rides.

Contactless Payment Technology

A more technology-intensive and expensive option would be to implement a contactless fare payment system. It is becoming increasingly common among transit agencies, and research has found that agencies that accept contactless payments often see ridership increase and administrative expenses decrease. Cal-ITP is helping transit agencies procure contactless payment technology capable of accepting agency-specific passes, contactless bank card payments, and digital wallets. In order to implement contactless payment technology, CTA would be required to invest in new fareboxes, supporting software, such as driver tablets, and extensive public and staff training. A major benefit to passengers of implementing this technology is that, when coupled with real-time GTFS (RT-GTFS), it can be used to provide automated 'fare capping'. Fare capping allows frequent riders the ability to ride the bus freely and access the benefits of transit passes with reduced up-front costs. Once the passenger boards the bus, the designated amount of tips and the 'cap' is reached, the passenger is no longer charged for a fare. This eliminates the need to sell separate fare payment types, such as day or monthly passes. Contactless payment options also eliminate the need for passengers to carry a physical bus pass or make trips to the operations facility to purchase those passes.

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Chapter 12

CALAVERAS SHORT RANGE TRANSIT PLAN

INTRODUCTION

This chapter presents three scenarios for the Calaveras Short Range Transit Plan (SRTP), which consist of service, capital, and financial plans. As presented, the Calaveras SRTP is a fiscally constrained five-year plan that will improve the efficiency of transit services, and a ten-year fiscally unconstrained plan. The SRTP scenarios were developed based on reviews of Calaveras County demographics and recent Calaveras Connect transit operations, multiple rounds of public and stakeholder input, and a detailed analysis of individual potential service alternatives (Chapter 10). The reader is encouraged to refer to prior chapters for additional background on the plan elements.

The three scenarios present three service plan "packages" (and the associated net impacts on cost, ridership, and fare revenue) that provide increasing levels of cost savings to CTA. These do not represent the only three service plan packages possible, however. As needs and funding levels change, CTA is encouraged to consider other individual service plan elements as evaluated in Chapter 10.

ASSUMPTIONS

The service, financial, and capital plans include the following assumptions:

- Status Quo operating costs were based upon the FY 2025-26 Amended Budget and the Paratransit operations contract (Amendment No. 4). It was assumed that operating costs not associated with the operations contract would increase by 3 percent annually. Given that higher labor rates will be required over the short term to attract employees, the operations contract cost is assumed to increase by 5 percent in FY 2026-27 and by 3 percent going forward, except in FY 2029-30 when the contract is up for renewal, and a higher increase of 5 percent is anticipated.
- Base case ridership will increase by 14 percent by FY 2026-27 over actual FY 2024-25 totals to reflect average ridership growth over the past two years as the transit system recovers from COVID impacts. Growth will slow to 2 percent annually for the remaining fiscal years of the planning period.
- Base case fare revenue represents projected base case ridership for FY 2026-27 and the actual average fare by route from FY 2024-25.
- It is assumed that year-round Columbia College Shuttle service will be implemented in FY 2025-26 due to the recent commitment of CTA to this service change. This service alternative, as evaluated in Chapter 10, is assumed to remain operating throughout the short- and long-range planning period.

FINANCIAL PLANNING

For each scenario, a Financial Plan is presented. As discussed in previous chapters, CTA receives funding through various FTA and state programs. There is considerable uncertainty in funding levels beyond FY 2025-26 with the expiration of the Bipartisan Infrastructure Law (BIL) and Infrastructure Investment and Jobs Act (IIJA). This plan takes a conservative approach and assumes that, while FTA and state funding will remain available for transit, state funding levels will mirror the projected change in County

population,[9] and FTA funding will increase at a rate of one percent per year. It is possible, however, that actual funding levels will exceed these projections.

LTF revenues, which are derived from state sales tax receipts, are primarily intended for public transportation. In rural counties with populations less than 500,000, LTF funds not needed for public transit can be used for streets and roads purposes. However, CCOG must make a determination that there are no unmet transit needs reasonable to meet (discussed in further detail in Appendix B). Historically, CTA has received around 1.6 million in LTF revenues for both operating and capital purposes. Roughly $3 million has been claimed by the City and County for streets and roads over the past few years under Article 8 of the TDA. It is reasonable to assume that a similar level of **total** LTF funding will be available for allocation by CCOG during this planning period.

Within each scenario described below, two LTF revenue options are presented in the Financial Plan: 1) CTA Base LTF Claim and 2) Max Allowable LTF Claim for Operations. The CTA Base LTF Claim is $626,000 (as per the CTA budget) with no escalator for inflation. Therefore, the Base Claim of $626,000 represents a significant reduction in funding for the public transit system (down 39 percent from the $1.6 million claimed in FY 2023-24). The Max Allowable LTF Claim represents the Study Team's estimate of what CTA could claim for transit purposes, given the assumed service levels for each scenario. Under the Max Allowable LTF Claim options, less LTF revenue would be left over for streets and roads purposes.

SCENARIO ONE – COST NEUTRAL

Scenario One presents a cost-neutral option for service and financial planning for the short-term (5-year) and long-term (10-year) planning periods. Building off the service alternatives analysis presented in Chapter 10, Scenario One increases cost-effectiveness and productivity. FY 2026-27 impacts include:

- Ridership will increase by 2,210 passenger-trips (+4.4%).
- Fare Revenue will decrease by $1,270 (-1.6%).
- Marginal Operating Cost will decrease by $35,000 (-1.6%).

Service Plan

The recommended Scenario One service plan elements, described in greater detail below and presented in Figure 23, are:

- Expand Columbia College Shuttle to Year-Round Service.
- Earlier Westbound Service on Red Line (Angels Camp to San Andreas).
- Eliminate Saturday Hopper and Add Saturday Red Line Service Every 3 Hours (10:30 AM - 5:13 PM).
- Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day).
- Eliminate Direct Connect Service to Murphys/Arnold.

[9] According to DOF population projections for Calaveras County, total County population will decrease by 0.8 percent annually for the short-term and by 0.55 percent annually for the long-term planning period.

Figure 23
SRTP Scenario One

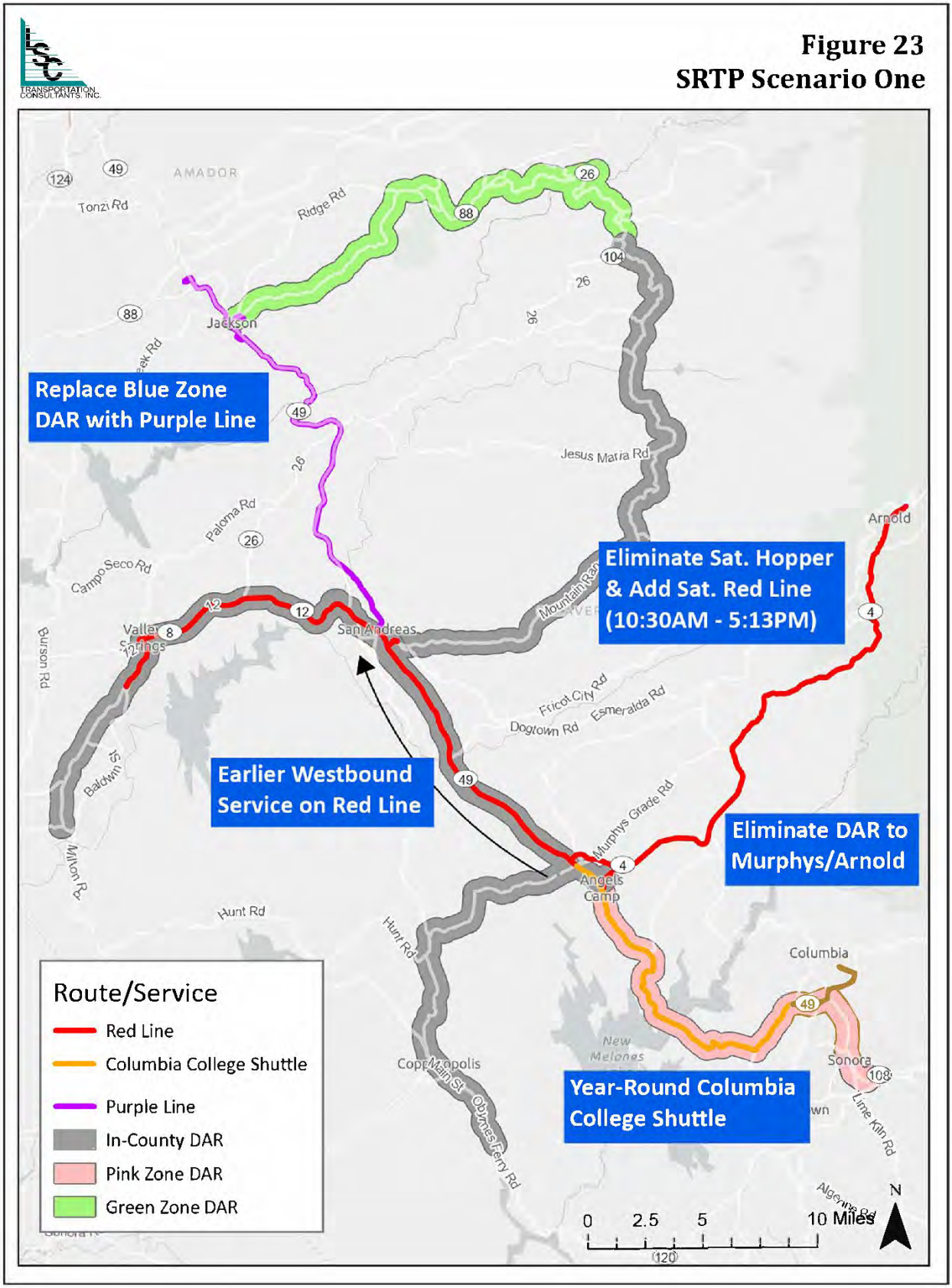


Table 32 shows the estimated operating cost of the Scenario One service plan over the next ten fiscal years, beginning with FY 2026-27. Table 33 shows the anticipated ridership impacts, and Table 34 shows the anticipated impacts to fare revenue under this scenario.

When considering existing revenue sources and the CTA Base LTF Claim of $626,000, CTA will operate with a surplus through FY 2027-28 only. In FY 2028-29, CTA will begin experiencing an operating deficit of $165,225, with a five-year deficit total of $313,644. If the max allowable LTF claim is made for operations, the Scenario One 5-year plan is fiscally constrained with CTA operating with a surplus through FY 2031-32.

Expand Columbia College Shuttle to Year-Round Service

During FY 2024-25, the Columbia College Shuttle operated 201 service days, correlating with the Columbia College academic calendar. Implementing year-round service on the Columbia College Shuttle would expand service options for summer Columbia College students, those traveling to Sonora, and/or looking to connect to TCTA services in Tuolumne County. It is assumed that the Shuttle would operate Monday-Friday, excluding holidays. Scenario One (as well as Scenarios Two and Three) recommends expanding the Shuttle to Year-Round service to meet the needs of Columbia College students and honor CTA's recent commitment to this service expansion. Columbia College contributes $10,000 annually to CTA in exchange for their students riding fare-free.

Due to summer usage by students and non-student riders, ridership is expected to increase by 600 passenger-trips annually, and $230 more would be collected in fare revenue from non-student riders. Due to an increase in service levels, this year-round service will cost an additional $28,200 in annual operating subsidy beginning in FY 2026-27.

Earlier Westbound Service on Red Line (Angels Camp to San Andreas)

Currently, the first westbound Red Line run of the day departs Arnold at 7:35 AM, heading westbound and arriving in Angels Camp at 8:14 AM and San Andreas Government Center at 8:32 AM. For many employed persons, especially government workers in San Andreas, the typical workday begins at 8:00 AM. Scenario One recommends the addition of a partial westbound run that would pick up passengers in Angels Camp and arrive in San Andreas prior to 8:00 AM. The bus would depart Angels Camp at 7:18 AM, arriving at San Andreas Government Center at 7:32 AM. This vehicle would then continue to serve the remaining westbound stops on the route, connecting to the existing departure from Valley Springs at 8:10 AM. Ridership is expected to increase by 1,300 passenger-trips annually, and $1,800 more would be collected in fare revenue. Due to an increase in service levels, this additional service will cost an additional $13,100 in annual operating subsidy beginning in FY 2026-27.

Table 32: Calaveras Short Range Transit Plan Operating Costs - Scenario One

Plan Element	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36
Base Case Operating Cost [1]										
Marginal Operating Costs	*$1,119,135*	*$1,152,710*	*$1,187,291*	*$1,281,055*	*$1,319,487*	*$1,359,072*	*$1,399,844*	*$1,441,839*	*$1,485,094*	*$1,529,647*
Fixed Costs	*$984,461*	*$1,013,995*	*$1,044,415*	*$1,089,326*	*$1,113,291*	*$1,137,784*	*$1,162,815*	*$1,188,397*	*$1,214,542*	*$1,241,261*
Total	$2,103,596	$2,166,704	$2,231,705	$2,370,381	$2,432,778	$2,496,855	$2,562,659	$2,630,236	$2,699,636	$2,770,908
Short Range Transit Plan Element Costs										
Earlier Westbound Service on Red Line (Angels Camp to San Andreas	$14,900	$15,300	$15,800	$16,300	$16,800	$17,300	$17,800	$18,300	$18,900	$19,400
Eliminate Saturday Hopper and Add Saturday Red Line Service Every 3 Hours (10:30 AM - 5:13 PM)	$1,500	$1,500	$1,600	$1,600	$1,700	$1,700	$1,800	$1,800	$1,900	$2,000
Expand Columbia College Shuttle to Year-Round Service	$28,400	$29,300	$30,100	$31,000	$32,000	$32,900	$33,900	$34,900	$36,000	$37,100
Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3	-$69,500	-$71,600	-$73,700	-$75,900	-$78,200	-$80,600	-$83,000	-$85,500	-$88,000	-$90,700
Eliminate Direct Connect Service to Murphys/Arnold	-$10,300	-$10,600	-$10,900	-$11,300	-$11,600	-$11,900	-$12,300	-$12,700	-$13,000	-$13,400
Total Service Plan Costs	-$35,000	-$36,100	-$37,100	-$38,300	-$39,300	-$40,600	-$41,800	-$43,200	-$44,200	-$45,600
Total SRTP Operating Cost	**$2,068,596**	**$2,130,604**	**$2,194,605**	**$2,332,081**	**$2,393,478**	**$2,456,255**	**$2,520,859**	**$2,587,036**	**$2,655,436**	**$2,725,308**

Note 1: Base Case costs based upon FY 2025-26 Adopted Budget and FY 2024-25 service levels, excluding capital. Assumes 3%-5% annual inflation rate. For FY 2029-30, 5% has been added to contract costs to reflect a new service contract.

Source: LSC Transportation Consultants, Inc.

Table 33: Calaveras SRTP Ridership - Scenario One

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36
Annual Ridership										
Base Case	50,000	51,000	52,000	53,100	54,100	55,200	56,300	57,400	58,600	59,800
SRTP Service Plan Elements										
Earlier Westbound Service on Red Line (Angels Camp to San Andreas	1,300	1,300	1,400	1,400	1,400	1,400	1,500	1,500	1,500	1,600
Eliminate Saturday Hopper and Add Saturday Red Line Service Every 3 Hours (10:30 AM - 5:13 PM)	500	500	500	500	500	600	600	600	600	600
Expand Columbia College Shuttle to Year-Round Service	600	600	600	600	600	700	700	700	700	700
Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day)	0	0	0	0	0	0	0	0	0	0
Eliminate Direct Connect Service to Murphys/Arnold	-190	-200	-200	-200	-200	-200	-200	-200	-200	-200
Subtotal Impact of Plan Service Elements	*2,210*	*2,200*	*2,300*	*2,300*	*2,300*	*2,500*	*2,600*	*2,600*	*2,600*	*2,700*
Total Annual Ridership	**52,210**	**53,200**	**54,300**	**55,400**	**56,400**	**57,700**	**58,900**	**60,000**	**61,200**	**62,500**
Change from Base Case	***2,210***	***2,200***	***2,300***	***2,300***	***2,300***	***2,500***	***2,600***	***2,600***	***2,600***	***2,700***

Source: LSC Transportation Consultants, Inc.

Table 34: Calaveras SRTP Fare Revenue - Scenario One

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36
Fare Revenue (Passenger Revenues)										
Base Case	$80,700	$82,300	$84,000	$85,600	$87,400	$89,100	$90,900	$92,700	$94,600	$96,400
SRTP Service Plan Elements										
Earlier Westbound Service on Red Line (Angels Camp to San Andreas	$1,800	$1,800	$1,840	$1,870	$1,910	$1,950	$1,990	$2,030	$2,070	$2,110
Eliminate Saturday Hopper and Add Saturday Red Line Service Every 3 Hours (10:30 AM - 5:13 PM)	-$500	-$500	-$510	-$520	-$530	-$540	-$550	-$560	-$570	-$590
Expand Columbia College Shuttle to Year-Round Service	$230	$230	$230	$240	$240	$250	$250	$260	$260	$270
Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3	-$2,400	-$2,400	-$2,450	-$2,500	-$2,550	-$2,600	-$2,650	-$2,700	-$2,760	-$2,810
Eliminate Direct Connect Service to Murphys/Arnold	-$400	-$400	-$410	-$420	-$420	-$430	-$440	-$450	-$460	-$470
Subtotal Impact of Plan Service Elements	*-$1,270*	*-$1,270*	*-$1,300*	*-$1,330*	*-$1,350*	*-$1,370*	*-$1,400*	*-$1,420*	*-$1,460*	*-$1,490*
Total Annual Fare Revenue	**$79,430**	**$81,030**	**$82,700**	**$84,270**	**$86,050**	**$87,730**	**$89,500**	**$91,280**	**$93,140**	**$94,910**
Change from Base Case	***-$1,270***	***-$1,270***	***-$1,300***	***-$1,330***	***-$1,350***	***-$1,370***	***-$1,400***	***-$1,420***	***-$1,460***	***-$1,490***

Source: LSC Transportation Consultants, Inc.

Eliminate Saturday Hopper and Add Saturday Red Line Service Every 3 Hours (10:30 AM - 5:13 PM)

The Saturday Hopper is currently the worst-performing fixed-route offered by CTA (carrying 2.3 passenger-trips per vehicle service hour in FY 2024-25), although it is the only route operated on the weekend, which typically has a lower productivity than weekday services. It has also not seen similar levels of ridership recovery post-COVID as the Red Line and the Columbia College Shuttle. The Saturday Hopper operates along a similar route alignment as the Red Line between Angels Camp and Arnold, focusing on serving more tourist destinations (e.g., wineries) than the Red Line. However, on-board surveys indicate that the majority of passengers riding the Saturday Hopper are more consistent weekday Calaveras Connect riders and not one-time visitors to the area. Surveys also indicated that Saturday service was a top-priority request for passengers.

Scenario One recommends eliminating the Saturday Hopper and adding reduced Saturday Red Line service in its place: offered every three hours between 10:30 AM and 5:13 PM year-round. This essentially equates to three round-trips each day, with the final run terminating early in San Andreas.

With the implementation of this plan element, ridership is expected to increase by 500 passenger-trips annually (accounting for the new Saturday Red Line service and the elimination of Saturday Hopper); however, $500 would be lost in fare revenue due to the difference in route pricing. This service change will cost an additional $2,000 in annual operating subsidy beginning in FY 2026-27.

Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day)

Currently, Blue Zone Direct Connect (connecting San Andreas and Jackson) operates Monday – Friday. With a productivity of 1.4 passenger-trips per hour, this service productivity falls below the 3 passenger-trips per hour DAR standard for many peer transit agencies. Prior to the rollout of Direct Connect in 2022, the Purple Line fixed route connected Jackson/Sutter Creek in Amador County to San Andreas, as well as serving other outlying communities, such as Railroad Flat. Prior to COVID (during FY 2018-19), the Purple Line carried slightly more passengers per hour than the current Blue Zone DAR (at 2.0 passenger-trips per hour). Farther back in history, the Purple Line (under yet another schedule and route variation) carried 3-4 passengers per hour in FY 2012-13.

Scenario One recommends the elimination of Blue Zone Direct Connect and the implementation of an abbreviated fixed route (similar to the historic Purple Line). The new Purple Line would extend from San Andreas to Martell, operating three round-trips per day Monday-Friday. The bus would depart Government Center in San Andreas at 7:45 AM, 11:45 AM, and 4:45 PM, serve Staples in Martell at this northern terminus, and return to San Andreas. In order to meet ADA requirements, three-quarter-mile deviations would be allowed for ADA-eligible passengers.

There would be a net zero impact of this service change on ridership; however, $2,400 would be lost in fare revenue due to the difference in service pricing. This service change will save CTA $67,100 in annual operating subsidy beginning in FY 2026-27.

Eliminate Direct Connect Service to Murphys/Arnold

In-County Direct Connect currently serves the SR 4 corridor between Angels Camp and Arnold, Monday-Friday from 8 AM to 5 PM. The Red Line also serves this corridor Monday-Friday on regular headways between 7 AM and 7 PM, with deviations allowed. In October 2024, 16 Direct Connect passenger-trips originated or ended at destinations along this corridor. If we extrapolate this to a full year, an estimated 192 Direct Connect trips begin or end along this corridor (5 percent of total annual In-County Direct Connect trips).

Scenario One recommends eliminating Direct Connect service east of Angels Camp along the SR 4 corridor to reduce duplication of service, increase capacity for rides in other portions of the county on In-County Direct Connect, and promote fixed route ridership.

Ridership is expected to decrease by 190 passenger-trips annually; however, it can be assumed that these trips will be taken on the Red Line in the future. Roughly, $400 would be lost in fare revenue. However, this service change will save CTA $9,900 in annual operating subsidy beginning in FY 2026-27.

CTA has some flexibility to allocate the State of Good Repair[10] and/or LCTOP[11] funds for operating instead of capital expenditures. This is not recommended, however, as these funds are necessary for vehicle replacement as discussed in the capital plan.

Financial Plan

Table 35 presents the 10-Year Financial Plan for CTA under Scenario One.

When considering existing revenue sources and a CTA Base LTF Claim, CTA will operate with a surplus through FY 2027-28; however, CTA will begin experiencing an operating deficit in FY 2028-29 of $165,225, with a five-year deficit total of $313,644. If the max allowable LTF claim is made for operations, the Scenario One 5-year plan is fiscally constrained with CTA operating with a surplus through FY 2031-32.

[10] In accordance with PUC Section 99212.1(c), eligible projects for SGR funding include "transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation and/or modernization of the existing vehicles or facilities." This includes transit preventative maintenance to maintain existing vehicles in a state of good repair that goes beyond normal maintenance such as oil changes. California Department of Transportation 2024 State of Good Repair Program Guidelines.

[11] LCTOP funds can be used for operating or capital assistance to reduce greenhouse gas emissions and to improve mobility. In accordance with Public Resource Code 75230(f)(1-3), eligible projects for LCTOP funds include "expenditures that directly enhance or expand transit service by supporting new or expanded bus services…and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities, operational expenditures that include transit mode share, and expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses." Caltrans FY 2023-24 LCTOP Operations Program Guidelines.

Table 35: CTA SRTP Financial Plan - Operating - Scenario One

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36	5-Year Plan Revenues/Costs	10-Year Plan Revenues/Costs
OPERATING REVENUE												
Fare Revenues (Passenger Revenues) [1]	$79,430	$81,030	$82,700	$84,270	$86,050	$87,730	$89,500	$91,280	$93,140	$94,910	$413,480	$870,040
Interest [2]	$25,250	$25,503	$25,758	$26,015	$26,275	$26,538	$26,803	$27,071	$27,342	$27,616	$128,800	$264,171
Advertising [3]	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$175,000	$350,000
Local Transportation Fund (LTF) - CTA Base LTF Claim [4]	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$3,130,465	$6,260,930
Local Transportation Fund (LTF) - Additional Available to Claim [4]	$451,300	$468,280	$459,525	$450,840	$442,224	$436,348	$430,505	$424,694	$418,914	$413,167	$2,272,167	$4,395,796
State Transit Assistance (STA) [4]	$452,320	$448,702	$445,112	$441,551	$438,019	$435,610	$433,214	$430,831	$428,462	$426,105	$2,225,704	$4,379,925
FTA 5311 [2]	$399,204	$403,196	$407,228	$411,300	$415,413	$419,567	$423,763	$428,000	$432,280	$436,603	$2,036,339	$4,176,552
TOTAL OPERATING REVENUE (CTA Base LTF Claim)	**$1,617,297**	**$1,619,523**	**$1,621,890**	**$1,624,229**	**$1,626,850**	**$1,630,538**	**$1,634,373**	**$1,638,276**	**$1,642,317**	**$1,646,327**	**$8,109,788**	**$16,301,618**
TOTAL OPERATING REVENUE (Max Allowable LTF Claim for Operatic	**$2,068,596**	**$2,087,802**	**$2,081,415**	**$2,075,069**	**$2,069,074**	**$2,066,886**	**$2,064,878**	**$2,062,969**	**$2,061,231**	**$2,059,493**	**$10,381,956**	**$20,697,414**
Transit Reserve Fund/Carryover (CTA Base LTF Claim)	$1,369,871	$918,572	$407,490	$0	$0	$0	$0	$0	$0	$0	$2,695,933	$2,695,933
Transit Reserve Fund/Carryover (Max Allowable LTF Claim for Operations)	$1,369,871	$1,369,871	$1,327,069	$1,213,878	$956,866	$632,462	$243,092	$0	$0	$0	$6,237,555	$7,113,109
TOTAL SRTP OPERATING COSTS - Scenario One (Table 32)	**$2,068,596**	**$2,130,604**	**$2,194,605**	**$2,332,081**	**$2,393,478**	**$2,456,255**	**$2,520,859**	**$2,587,036**	**$2,655,436**	**$2,725,308**	**$11,119,366**	**$24,064,259**
Net Balance Operating (CTA Base LTF Claim)	*$918,572*	*$407,490*	*-$165,225*	*-$707,852*	*-$766,628*	*-$825,718*	*-$886,486*	*-$948,760*	*-$1,013,119*	*-$1,078,982*	*-$313,644*	*-$5,066,708*
Net Balance Operating (Max Allowable LTF Claim for Operations)	*$1,369,871*	*$1,327,069*	*$1,213,878*	*$956,866*	*$632,462*	*$243,092*	*-$212,888*	*-$524,066*	*-$594,204*	*-$665,815*	*$3,227,978*	*-$649,532*
LTF Available for Streets and Roads (CTA Base LTF Claim)	$477,105	$468,280	$459,525	$450,840	$442,224	$436,348	$430,505	$424,694	$418,914	$413,167	$2,297,973	$4,421,601
LTF Available for Streets and Roads (Max Allowable LTF Claim for Operations)	$25,805	$0	$0	$0	$0	$0	$0	$0	$0	$0	$25,805	$25,805

Note 1: Reflects service enhancements, 2% annual increase in ridership.
Note 2: Assumes 1% increase annually.
Note 3: Assumes no change in advertising revenue.
Note 4: Assumes total LTF allocation to CCOG and STA revenue changes annually based on projected County population change.

SCENARIO TWO – MINOR SERVICE AND COST REDUCTION

Scenario Two presents a minor service and cost reduction option for service and financial planning for the short-term (5-year) and long-term (10-year) planning periods. This scenario provides cost savings through service reduction and adjustments to reduce duplication of services and improve cost-efficiency. Scenario Two is financially constrained through FY 2028-29, assuming a Base LTF Claim amount of $626,093 and fiscally constrained through FY 2034-35 (beyond the short-range planning period), assuming the max allowable LTF claim for operations. FY 2026-27 impacts include:

- Ridership will decrease by 2,860 passenger-trips (-5.7%).
- Fare Revenue will decrease by $8,470 (-10.5%).
- Marginal Operating Cost will decrease by $218,400 (-10%).

Service Plan

The recommended Scenario Two service plan elements described in greater detail below and presented in Figure 24 are:

- Expand Columbia College Shuttle to Year-Round Service.
- Eliminate Red Line Service Past 6:00 PM.
- Eliminate Saturday Hopper and Expand Special Event Services.
- Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day).
- Eliminate Direct Connect Service to Murphys/Arnold.
- Change Service Along Mountain Ranch Rd and SR 88 Corridor from Demand-Response to Lifeline Service (1 Round Trip, 1 Day/Week).

For those service plan elements not already discussed under Scenario One, a summary is provided below. Table 36 shows the estimated operating cost of the Scenario Two service plan over the next ten fiscal years, beginning with FY 2026-27. Table 37 shows the anticipated ridership impacts, and Table 38 shows the anticipated impacts to fare revenue under this scenario.

Eliminate Red Line Service Past 6:00 PM

Currently, the Red Line operates until around 8:15 PM. According to boarding-by-hour data collected during October 2024, there is a notable drop in ridership after 5:00 PM. In order to reduce operating costs and increase Red Line productivity, Scenario Two recommends reducing service by approximately two hours in the evening. As a result, the last eastbound run would end in Angels Camp (Downtown) at 5:37 PM, and the last westbound run would end in San Andreas (Treats General Store) at 5:59 PM. While this change would impact some riders who rely on evening service, many employed residents who end work at 5:00 PM would still be able to get home on the Red Line.

Ridership is expected to decrease by 2,600 passenger-trips annually, and $3,600 would be lost in fare revenue. Due to a reduction in service levels, CTA will save $127,300 in annual operating subsidy beginning in FY 2026-27.

Figure 24
SRTP Scenario Two

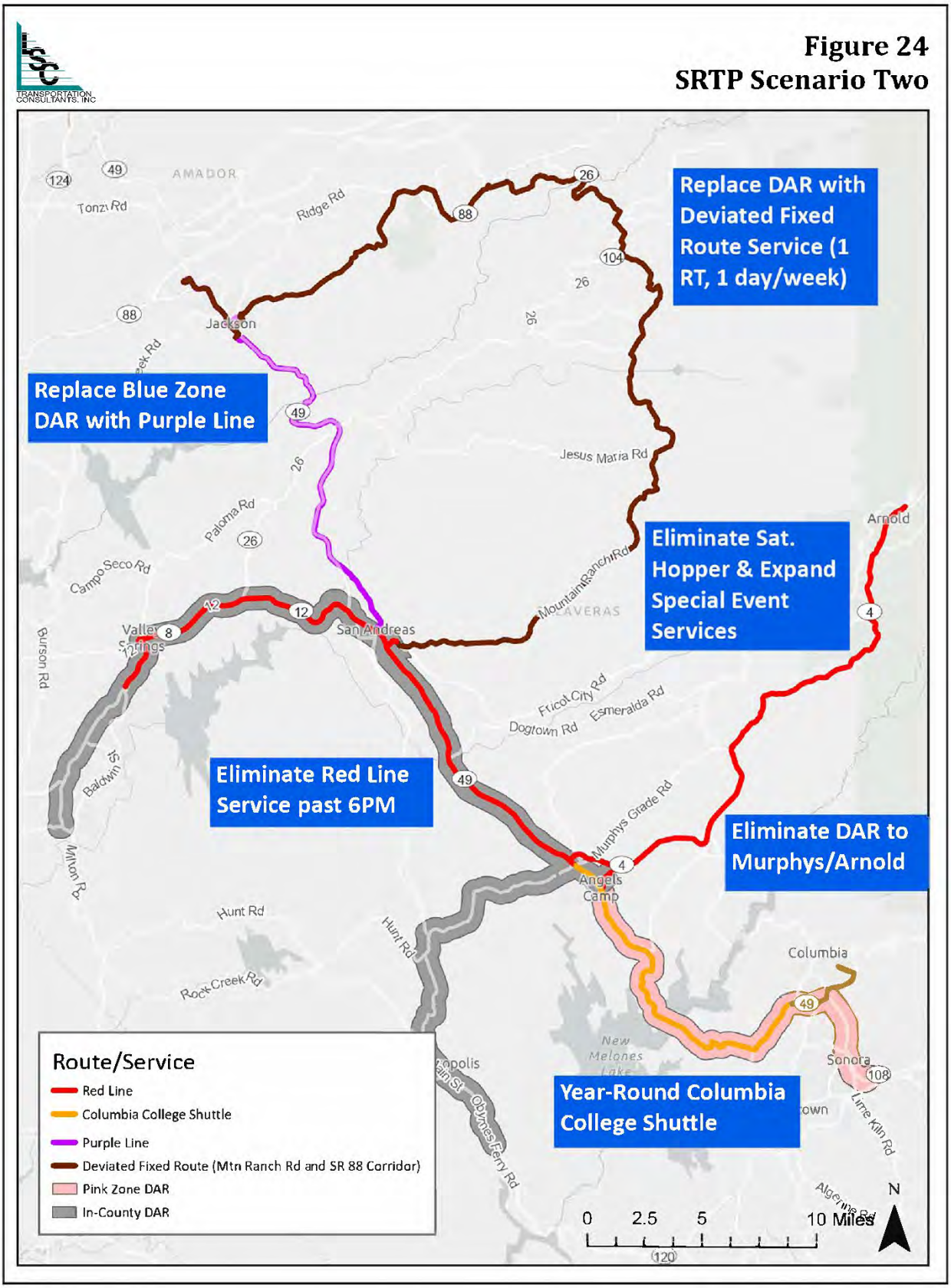


Table 36: Calaveras Short Range Transit Plan Operating Costs - Scenario Two

Plan Element	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36
Base Case Operating Cost [1]										
Marginal Operating Costs	*$1,119,135*	*$1,152,710*	*$1,187,291*	*$1,281,055*	*$1,319,487*	*$1,359,072*	*$1,399,844*	*$1,441,839*	*$1,485,094*	*$1,529,647*
Fixed Costs	*$984,461*	*$1,013,995*	*$1,044,415*	*$1,089,326*	*$1,113,291*	*$1,137,784*	*$1,162,815*	*$1,188,397*	*$1,214,542*	*$1,241,261*
Total	$2,103,596	$2,166,704	$2,231,705	$2,370,381	$2,432,778	$2,496,855	$2,562,659	$2,630,236	$2,699,636	$2,770,908
Short Range Transit Plan Element Costs										
Eliminate Red Line Service Past 6:00PM	-$130,900	-$134,800	-$138,900	-$143,000	-$147,300	-$151,700	-$156,300	-$161,000	-$165,800	-$170,800
Eliminate Saturday Hopper and Expand Special Event Services	-$20,500	-$21,100	-$21,700	-$22,400	-$23,100	-$23,800	-$24,500	-$25,200	-$26,000	-$26,700
Expand Columbia College Shuttle to Year-Round Service	$28,400	$29,300	$30,100	$31,000	$32,000	$32,900	$33,900	$34,900	$36,000	$37,100
Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day)	-$69,500	-$71,600	-$73,700	-$75,900	-$78,200	-$80,600	-$83,000	-$85,500	-$88,000	-$90,700
Eliminate Direct Connect Service to Murphys/Arnold	-$10,300	-$10,600	-$10,900	-$11,300	-$11,600	-$11,900	-$12,300	-$12,700	-$13,000	-$13,400
Change Service Along Mountain Ranch Rd and SR 88 Corridor from Demand-Response to Lifeline Service (1 Round Trip, 1 Day/Week)	-$15,600	-$16,100	-$16,600	-$17,000	-$17,600	-$18,100	-$18,600	-$19,200	-$19,800	-$20,400
Total Service Plan Costs	-$218,400	-$224,900	-$231,700	-$238,600	-$245,800	-$253,200	-$260,800	-$268,700	-$276,600	-$284,900
Total SRTP Operating Cost	**$1,885,196**	**$1,941,804**	**$2,000,005**	**$2,131,781**	**$2,186,978**	**$2,243,655**	**$2,301,859**	**$2,361,536**	**$2,423,036**	**$2,486,008**

Note 1: Base Case costs based upon FY 2025-26 Adopted Budget and FY 2024-25 service levels, excluding capital. Assumes 3%-5% annual inflation rate. For FY 2029-30, 5% has been added to contract costs to reflect a new service contract.

Source: LSC Transportation Consultants, Inc.

Table 37: Calaveras SRTP Ridership - Scenario Two

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36
Annual Ridership										
Base Case	50,000	51,000	52,000	53,100	54,100	55,200	56,300	57,400	58,600	59,800
SRTP Service Plan Elements										
Eliminate Red Line Service Past 6:00 PM	-2,600	-2,700	-2,700	-2,800	-2,800	-2,900	-2,900	-3,000	-3,000	-3,100
Eliminate Saturday Hopper and Expand Special Event Services	-700	-700	-700	-700	-800	-800	-800	-800	-800	-800
Expand Columbia College Shuttle to Year-Round Service	600	600	600	600	600	700	700	700	700	700
Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day)	0	0	0	0	0	0	0	0	0	0
Eliminate Direct Connect Service to Murphys/Arnold	-190	-200	-200	-200	-200	-200	-200	-200	-200	-200
Change Service Along Mountain Ranch Rd and SR 88 Corridor from Demand-Response to Lifeline Service (1 Round Trip, 1 Day/Week)	-40	-40	-40	-40	-40	-40	-50	-50	-50	-50
Subtotal Impact of Plan Service Elements	*-2,930*	*-3,040*	*-3,040*	*-3,140*	*-3,240*	*-3,240*	*-3,250*	*-3,350*	*-3,350*	*-3,450*
Total Annual Ridership	**47,070**	**47,960**	**48,960**	**49,960**	**50,860**	**51,960**	**53,050**	**54,050**	**55,250**	**56,350**
Change from Base Case	***-2,930***	***-3,040***	***-3,040***	***-3,140***	***-3,240***	***-3,240***	***-3,250***	***-3,350***	***-3,350***	***-3,450***

Source: LSC Transportation Consultants, Inc.

Table 38: Calaveras SRTP Fare Revenue - Scenario Two

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36
Fare Revenue (Passenger Revenues)										
Base Case	$80,700	$82,300	$84,000	$85,600	$87,400	$89,100	$90,900	$92,700	$94,600	$96,400
SRTP Service Plan Elements										
Eliminate Red Line Service Past 6:00PM	-$3,600	-$3,600	-$3,670	-$3,750	-$3,820	-$3,900	-$3,970	-$4,050	-$4,140	-$4,220
Eliminate Saturday Hopper and Expand Special Event Services	-$2,300	-$2,300	-$2,350	-$2,390	-$2,440	-$2,490	-$2,540	-$2,590	-$2,640	-$2,690
Expand Columbia College Shuttle to Year-Round Service	$230	$230	$230	$240	$240	$250	$250	$260	$260	$270
Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day)	-$2,400	-$2,400	-$2,450	-$2,500	-$2,550	-$2,600	-$2,650	-$2,700	-$2,760	-$2,810
Eliminate Direct Connect Service to Murphys/Arnold	-$400	-$400	-$410	-$420	-$420	-$430	-$440	-$450	-$460	-$470
Change Service Along Mountain Ranch Rd and SR 88 Corridor from Demand-Response to Lifeline Service (1 Round Trip, 1 Day/Week)	-$70	-$70	-$70	-$70	-$70	-$80	-$80	-$80	-$80	-$80
Subtotal Impact of Plan Service Elements	*-$8,540*	*-$8,540*	*-$8,720*	*-$8,890*	*-$9,060*	*-$9,250*	*-$9,430*	*-$9,610*	*-$9,820*	*-$10,000*
Total Annual Fare Revenue	**$72,160**	**$73,760**	**$75,280**	**$76,710**	**$78,340**	**$79,850**	**$81,470**	**$83,090**	**$84,780**	**$86,400**
Change from Base Case	***-$8,540***	***-$8,540***	***-$8,720***	***-$8,890***	***-$9,060***	***-$9,250***	***-$9,430***	***-$9,610***	***-$9,820***	***-$10,000***

Source: LSC Transportation Consultants, Inc.

Eliminate Saturday Hopper and Expand Special Event Services

Currently, Calaveras Connect provides transit services to several special events throughout the county each year, such as the Jumping Frog Jubilee. Many of these events occur on weekends, including on Saturdays, and Special Event Services have high productivity resulting from many riders during only a few service hours. Scenario Two recommends eliminating the Saturday Hopper and expanding the number of special events that are served by Calaveras Connect annually by two each year.

Ridership is expected to decrease by 670 passenger-trips annually, and $2,300 would be lost in fare revenue. CTA will save $18,200 in annual operating subsidy beginning in FY 2026-27.

Change Service Along Mountain Ranch Rd and SR 88 Corridor from Demand-Response to Lifeline Service (1 Round Trip, 1 Day/Week)

CTA currently operates Direct Connect on weekdays along Mountain Ranch Road between San Andreas and West Point, serving Mountain Ranch, Rail Road Flat, and Wilseyville. Green Zone Direct Connect service is also available on Wednesdays between West Point/Wilseyville and Jackson, serving Pine Grove and providing important connections. Scenario Two recommends replacing both these Direct Connect zones with one deviated fixed route operating one round trip, one day per week (on Wednesday). The bus would depart San Andreas at 10:00 AM, serving the Mountain Ranch Road corridor to West Point, before continuing west to terminate in Jackson and Martell. The bus would provide drop-offs and pickups within a set zone encompassing Jackson and Martell before having a scheduled departure from Martell (Staples) at 2:00 PM to make the return trip along this corridor, ending in San Andreas at 3:45 PM.

Ridership is expected to decrease by 40 net passenger-trips annually, and $70 would be lost in fare revenue. CTA will save $15,500 in annual operating subsidy beginning in FY 2026-27.

Financial Plan

Table 39 presents the 10-Year Financial Plan for CTA under Scenario Two.

When considering existing revenue sources and a CTA Base LTF Claim, CTA will operate with a surplus through FY 2028-29; however, CTA will begin experiencing an operating deficit in FY 2029-30 of $135,218, with a five-year deficit total of $1,536,900. If the max allowable LTF claim is made for operations, the Scenario Two 5-year plan is fiscally constrained with CTA operating with a surplus through FY 2034-35.

Table 39: CTA SRTP Financial Plan - Operating - Scenario Two

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36	5-Year Plan Revenues/ Costs	10-Year Plan Revenues/ Costs
OPERATING REVENUE												
Fare Revenues (Passenger Revenues) [1]	$72,160	$73,760	$75,280	$76,710	$78,340	$79,850	$81,470	$83,090	$84,780	$86,400	$376,250	$791,840
Interest [2]	$25,250	$25,503	$25,758	$26,015	$26,275	$26,538	$26,803	$27,071	$27,342	$27,616	$128,800	$264,171
Advertising [3]	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$175,000	$350,000
Local Transportation Fund (LTF) - CTA Base LTF Claim [4]	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$3,130,465	$6,260,930
Local Transportation Fund (LTF) - Additional Available to Claim [4]	$275,170	$329,552	$385,535	$450,840	$442,224	$436,348	$430,505	$424,694	$418,914	$413,167	$1,883,320	$4,006,949
State Transit Assistance (STA) [4]	$452,320	$448,702	$445,112	$441,551	$438,019	$435,610	$433,214	$430,831	$428,462	$426,105	$2,225,704	$4,379,925
FTA 5311 [2]	$399,204	$403,196	$407,228	$411,300	$415,413	$419,567	$423,763	$428,000	$432,280	$436,603	$2,036,339	$4,176,552
TOTAL OPERATING REVENUE (CTA Base LTF Claim)	**$1,610,027**	**$1,612,253**	**$1,614,470**	**$1,616,669**	**$1,619,140**	**$1,622,658**	**$1,626,343**	**$1,630,086**	**$1,633,957**	**$1,637,817**	**$8,072,558**	**$16,223,418**
TOTAL OPERATING REVENUE (Max Allowable LTF Claim for Operations)	**$1,885,196**	**$1,941,804**	**$2,000,005**	**$2,067,509**	**$2,061,364**	**$2,059,006**	**$2,056,848**	**$2,054,779**	**$2,052,871**	**$2,050,983**	**$9,955,879**	**$20,230,367**
Transit Reserve Fund/Carryover (CTA Base LTF Claim)	$1,369,871	$1,094,702	$765,150	$379,615	$0	$0	$0	$0	$0	$0	$3,609,337	$3,609,337
Transit Reserve Fund/Carryover (Max Allowable LTF Claim for Operations)	$1,369,871	$1,369,871	$1,369,871	$1,369,871	$1,305,598	$1,179,984	$995,335	$750,324	$443,568	$73,404	$6,785,083	$10,227,698
TOTAL SRTP OPERATING COSTS - Scenario One (Table32)	**$1,885,196**	**$1,941,804**	**$2,000,005**	**$2,131,781**	**$2,186,978**	**$2,243,655**	**$2,301,859**	**$2,361,536**	**$2,423,036**	**$2,486,008**	**$10,145,766**	**$21,961,859**
Net Balance Operating (CTA Base LTF Claim)	*$1,094,702*	*$765,150*	*$379,615*	*-$135,498*	*-$567,838*	*-$620,998*	*-$675,516*	*-$731,450*	*-$789,079*	*-$848,192*	*$1,536,130*	*-$2,129,104*
Net Balance Operating (Max Allowable LTF Claim for Operations)	*$1,369,871*	*$1,369,871*	*$1,369,871*	*$1,305,598*	*$1,179,984*	*$995,335*	*$750,324*	*$443,568*	*$73,404*	*-$361,621*	*$4,711,876*	*$4,489,257*
LTF Available for Streets and Roads (CTA Base LTF Claim)	$477,105	$468,280	$459,525	$450,840	$442,224	$436,348	$430,505	$424,694	$418,914	$413,167	$2,297,973	$4,421,601
LTF Available for Streets and Roads (Max Allowable LTF Claim for Operations)	$201,935	$138,728	$73,989	$0	$0	$0	$0	$0	$0	$0	$414,653	$414,653

Note 1: Reflects service enhancements, 2% annual increase in ridership.

Note 2: Assumes 1% increase annually.

Note 3: Assumes no change in advertising revenue.

Note 4: Assumes total LTF allocation to CCOG and STA revenue changes annually based on projected County population change.

SCENARIO THREE – SIGNIFICANT SERVICE AND COST REDUCTION

Scenario Three presents a significant service and cost reduction option for service and financial planning for the short-term (5-year) and long-term (10-year) planning periods. This scenario provides significant cost savings through service reduction, eliminates the need for Direct Connect software, and has a negative impact on those who rely on Direct Connect. FY 2026-27 impacts include:

- Ridership will decrease by 5,130 passenger-trips (-10%).
- Fare Revenue will decrease by $13,040 (-16.2%).
- Marginal Operating Cost will decrease by $338,000 (-16%).

Service Plan

The recommended Scenario Three service plan elements described in greater detail below and presented in Figure 25 are:

- Expand Columbia College Shuttle to Year-Round Service.
- Eliminate Red Line Service Past 6:00 PM.
- Eliminate Saturday Hopper and Expand Special Event Services.
- Eliminate Direct Connect.
    - Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day).
    - Eliminate Green Zone Direct Connect.
    - Eliminate Pink Zone Direct Connect.
    - Eliminate In-County Direct Connect.
    - Add Deviated Fixed Route Service (San Andreas, West Point, Jackson) (1 round trip 1 day/week).

For those service plan elements not already discussed under Scenario One or Two, a summary is provided below. Table 40 shows the estimated operating cost of the Scenario Three service plan over the next ten fiscal years, beginning with FY 2026-27. Table 41 shows the anticipated ridership impacts, and Table 42 shows the anticipated impacts to fare revenue under this scenario.

Figure 25
SRTP Scenario Three

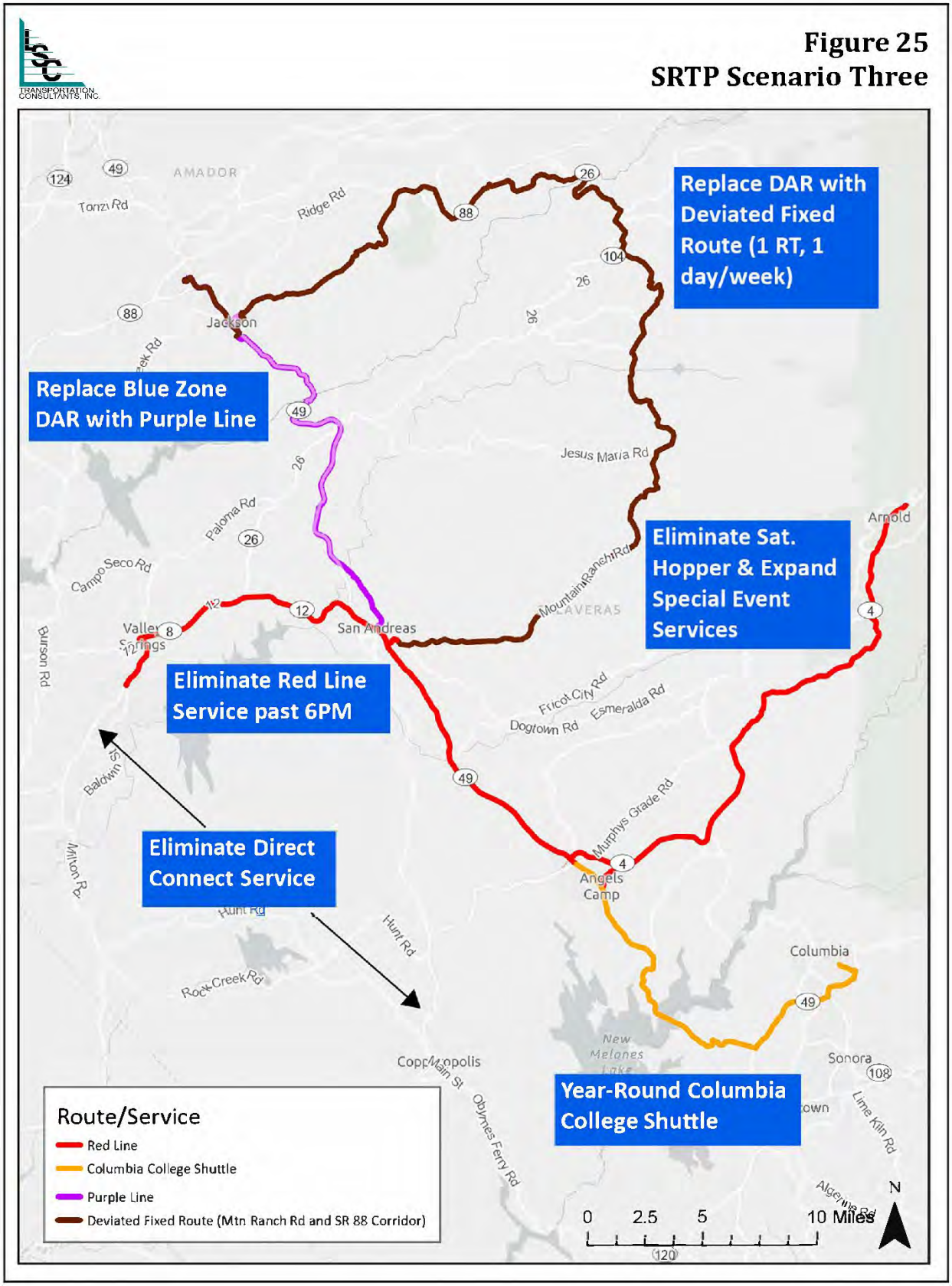


Table 40: Calaveras Short Range Transit Plan Operating Costs - Scenario Three

Plan Element	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36
Base Case Operating Cost [1]										
Marginal Operating Costs	$1,119,135	$1,152,710	$1,187,291	$1,281,055	$1,319,487	$1,359,072	$1,399,844	$1,441,839	$1,485,094	$1,529,647
Fixed Costs	$984,461	$1,013,995	$1,044,415	$1,089,326	$1,113,291	$1,137,784	$1,162,815	$1,188,397	$1,214,542	$1,241,261
Total	$2,103,596	$2,166,704	$2,231,705	$2,370,381	$2,432,778	$2,496,855	$2,562,659	$2,630,236	$2,699,636	$2,770,908
Short Range Transit Plan Element Costs										
Eliminate Red Line Service Past 6:00PM	-$130,900	-$134,800	-$138,900	-$143,000	-$147,300	-$151,700	-$156,300	-$161,000	-$165,800	-$170,800
Eliminate Saturday Hopper and Expand Special Event Services	-$20,500	-$21,100	-$21,700	-$22,400	-$23,100	-$23,800	-$24,500	-$25,200	-$26,000	-$26,700
Expand Columbia College Shuttle to Year-Round Service	$28,400	$29,300	$30,100	$31,000	$32,000	$32,900	$33,900	$34,900	$36,000	$37,100
Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day)	-$69,500	-$71,600	-$73,700	-$75,900	-$78,200	-$80,600	-$83,000	-$85,500	-$88,000	-$90,700
Eliminate Green Zone Service	-$24,100	-$24,800	-$25,600	-$26,300	-$27,100	-$27,900	-$28,800	-$29,600	-$30,500	-$31,400
Eliminate Pink Zone Direct Connect	-$1,800	-$1,900	-$1,900	-$2,000	-$2,000	-$2,100	-$2,100	-$2,200	-$2,300	-$2,300
Eliminate In-County Direct Connect	-$133,300	-$137,300	-$141,400	-$145,700	-$150,000	-$154,500	-$159,200	-$163,900	-$168,900	-$173,900
Add Deviated Fixed Route Service (San Andreas, West Point, Jackson) (1 round trip 1 day/week)	$13,700	$14,100	$14,500	$15,000	$15,400	$15,900	$16,400	$16,800	$17,400	$17,900
Total Service Plan Costs	-$338,000	-$348,100	-$358,600	-$369,300	-$380,300	-$391,800	-$403,600	-$415,700	-$428,100	-$440,800
Total SRTP Operating Cost	**$1,765,596**	**$1,818,604**	**$1,873,105**	**$2,001,081**	**$2,052,478**	**$2,105,055**	**$2,159,059**	**$2,214,536**	**$2,271,536**	**$2,330,108**

Note 1: Base Case costs based upon FY 2025-26 Adopted Budget and FY 2024-25 service levels, excluding capital. Assumes 3%-5% annual inflation rate. For FY 2029-30, 5% has been added to contract costs to reflect a new service contract.

Source: LSC Transportation Consultants, Inc.

Table 41: Calaveras SRTP Ridership - Scenario Three

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36
Annual Ridership										
Base Case	50,000	51,000	52,000	53,100	54,100	55,200	56,300	57,400	58,600	59,800
SRTP Service Plan Elements										
Earlier Westbound Service on Red Line (Angels Camp to San Andreas	0	0	0	0	0	0	0	0	0	0
Eliminate Red Line Service Past 6:00PM	-2,600	-2,700	-2,700	-2,800	-2,800	-2,900	-2,900	-3,000	-3,000	-3,100
Eliminate Saturday Hopper and Expand Special Event Services	-700	-700	-700	-700	-800	-800	-800	-800	-800	-800
Expand Columbia College Shuttle to Year-Round Service	600	600	600	600	600	700	700	700	700	700
Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day)	0	0	0	0	0	0	0	0	0	0
Eliminate Pink Zone Direct Connect	-60	-100	-100	-100	-100	-100	-100	-100	-100	-100
Eliminate In-County Direct Connect	-1,900	-1,900	-2,000	-2,000	-2,100	-2,100	-2,100	-2,200	-2,200	-2,300
Add Deviated Fixed Route Service (San Andreas, West Point, Jackson) (1 round trip 1 day/week)	580	590	600	620	630	640	650	670	680	690
Subtotal Impact of Plan Service Elements	*-5,130*	*-5,300*	*-5,400*	*-5,500*	*-5,700*	*-5,700*	*-5,700*	*-5,900*	*-6,000*	*-6,200*
Total Annual Ridership	**44,870**	**45,700**	**46,600**	**47,600**	**48,400**	**49,500**	**50,600**	**51,500**	**52,600**	**53,600**
Change from Base Case	***-5,130***	***-5,300***	***-5,400***	***-5,500***	***-5,700***	***-5,700***	***-5,700***	***-5,900***	***-6,000***	***-6,200***

Source: LSC Transportation Consultants, Inc.

Table 42: Calaveras SRTP Fare Revenue - Scenario Three

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36
Fare Revenue (Passenger Revenues)										
Base Case	$80,700	$82,300	$84,000	$85,600	$87,400	$89,100	$90,900	$92,700	$94,600	$96,400
SRTP Service Plan Elements										
Eliminate Red Line Service Past 6:00PM	-$3,600	-$3,600	-$3,670	-$3,750	-$3,820	-$3,900	-$3,970	-$4,050	-$4,140	-$4,220
Eliminate Saturday Hopper and Expand Special Event Services	-$2,300	-$2,300	-$2,350	-$2,390	-$2,440	-$2,490	-$2,540	-$2,590	-$2,640	-$2,690
Expand Columbia College Shuttle to Year-Round Service	$230	$230	$230	$240	$240	$250	$250	$260	$260	$270
Eliminate Blue Zone & Implement M-F Fixed Route Service San Andreas to Jackson (3 Roundtrips/Day)	-$2,400	-$2,400	-$2,450	-$2,500	-$2,550	-$2,600	-$2,650	-$2,700	-$2,760	-$2,810
Eliminate Green Zone Service	-$970	-$970	-$990	-$1,010	-$1,030	-$1,050	-$1,070	-$1,090	-$1,110	-$1,140
Eliminate Pink Zone Direct Connect	-$100	-$100	-$100	-$100	-$110	-$110	-$110	-$110	-$110	-$120
Eliminate In-County Direct Connect	-$3,900	-$3,900	-$4,000	-$4,100	-$4,100	-$4,200	-$4,300	-$4,400	-$4,500	-$4,600
Add Deviated Fixed Route Service (San Andreas, West Point, Jackson) (1 round trip 1 day/week)	$1,200	$1,200	$1,220	$1,250	$1,270	$1,300	$1,320	$1,350	$1,380	$1,410
Subtotal Impact of Plan Service Elements	*-$13,040*	*-$13,040*	*-$13,330*	*-$13,610*	*-$13,810*	*-$14,100*	*-$14,390*	*-$14,680*	*-$15,000*	*-$15,310*
Total Annual Fare Revenue	**$67,660**	**$69,260**	**$70,670**	**$71,990**	**$73,590**	**$75,000**	**$76,510**	**$78,020**	**$79,600**	**$81,090**
Change from Base Case	***-$13,040***	***-$13,040***	***-$13,330***	***-$13,610***	***-$13,810***	***-$14,100***	***-$14,390***	***-$14,680***	***-$15,000***	***-$15,310***

Source: LSC Transportation Consultants, Inc.

Eliminate Direct Connect and Implement Purple Line and Lifeline Service Along Mountain Ranch Rd and SR 88 Corridor

Direct Connect (as it is operating today) was initiated as a pilot program and then implemented more permanently in early 2022 in alignment with the recommendations of the prior SRTP. The 2020 SRTP five-year recommended service plan assumed that this new general public DAR would serve those going to work or school, as well as acting as the ADA paratransit service. Analysis of Direct Connect reservation data for October 2024 shows that, in reality, very few rides are being completed by the general public. The vast majority are the clientele of one local human service agency. While this provides a critical transportation need within the community, scheduling capacity constraints have led to non-subscription rides being regularly turned down, according to CTA staff. Productivity across all Direct Connect services is low at 1.6 passenger-trips per vehicle hour. Scenario Three recommends eliminating all Direct Connect service and implementing two new services in the areas of the highest demand to partly replace transit services being lost. The first replacement was discussed in Scenario One: replacing Blue Zone Direct Connect with a Purple fixed route. The second replacement was discussed in Scenario Two: implementing lifeline service one day per week along the Mountain Ranch Road and SR 88 corridor.

The net impact of eliminating all Direct Connect service and implementing a Purple fixed route and a lifeline service along the Mountain Ranch Road and SR 88 corridor is a decrease in ridership of 1,300 passenger-trips annually. Approximately $5,100 would be lost in fare revenue. Due to a reduction in service levels, CTA will save $184,000 in annual operating subsidy beginning in FY 2026-27.

Financial Plan

Table 43 presents the 10-Year Financial Plan for CTA under Scenario Three. When considering existing revenue sources and a CTA Base LTF Claim, CTA will operate with a surplus through FY 2029-30; however, CTA will begin experiencing an operating deficit in FY 2030-31 of $91,516. If the max allowable LTF claim is made for operations, the Scenario Three 5-year and ten-year plan is fiscally constrained with CTA operating with a surplus through the long-range planning period.

Table 43: CTA SRTP Financial Plan - Operating - Scenario Three

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36	5-Year Plan Revenues/ Costs	10-Year Plan Revenues/ Costs
OPERATING REVENUE												
Fare Revenues (Passenger Revenues) [1]	$67,660	$69,260	$70,670	$71,990	$73,590	$75,000	$76,510	$78,020	$79,600	$81,090	$353,170	$743,390
Interest [2]	$25,250	$25,503	$25,758	$26,015	$26,275	$26,538	$26,803	$27,071	$27,342	$27,616	$128,800	$264,171
Advertising [3]	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$175,000	$350,000
Local Transportation Fund (LTF) - CTA Base LTF Claim [4]	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$626,093	$3,130,465	$6,260,930
Local Transportation Fund (LTF) - Additional Available to Claim [4]	$160,070	$210,852	$263,245	$389,132	$438,088	$436,348	$430,505	$424,694	$418,914	$413,167	$1,461,387	$3,585,015
State Transit Assistance (STA) [4]	$452,320	$448,702	$445,112	$441,551	$438,019	$435,610	$433,214	$430,831	$428,462	$426,105	$2,225,704	$4,379,925
FTA 5311 [2]	$399,204	$403,196	$407,228	$411,300	$415,413	$419,567	$423,763	$428,000	$432,280	$436,603	$2,036,339	$4,176,552
TOTAL OPERATING REVENUE (CTA Base LTF Claim)	**$1,605,527**	**$1,607,753**	**$1,609,860**	**$1,611,949**	**$1,614,390**	**$1,617,808**	**$1,621,383**	**$1,625,016**	**$1,628,777**	**$1,632,507**	**$8,049,478**	**$16,174,968**
TOTAL OPERATING REVENUE (Max Allowable LTF Claim for Operations)	**$1,765,596**	**$1,818,604**	**$1,873,105**	**$2,001,081**	**$2,052,478**	**$2,054,156**	**$2,051,888**	**$2,049,709**	**$2,047,691**	**$2,045,673**	**$9,510,866**	**$19,759,983**
Transit Reserve Fund/Carryover (CTA Base LTF Claim)	$1,369,871	$1,209,802	$998,950	$735,705	$346,572	$0	$0	$0	$0	$0	$4,660,900	$4,660,900
Transit Reserve Fund/Carryover (Max Allowable LTF Claim for Operations)	$1,369,871	$1,369,871	$1,369,871	$1,369,871	$1,369,871	$1,369,871	$1,318,972	$1,211,801	$1,046,975	$823,130	$6,849,356	$12,620,105
TOTAL SRTP OPERATING COSTS - Scenario One (Table 32)	**$1,765,596**	**$1,818,604**	**$1,873,105**	**$2,001,081**	**$2,052,478**	**$2,105,055**	**$2,159,059**	**$2,214,536**	**$2,271,536**	**$2,330,108**	**$9,510,866**	**$20,591,159**
Net Balance Operating (CTA Base LTF Claim)	*$1,209,802*	*$998,950*	*$735,705*	*$346,572*	*-$91,516*	*-$487,248*	*-$537,676*	*-$589,520*	*-$642,759*	*-$697,602*	*$3,199,513*	*$244,709*
Net Balance Operating (Max Allowable LTF Claim for Operations)	*$1,369,871*	*$1,369,871*	*$1,369,871*	*$1,369,871*	*$1,369,871*	*$1,318,972*	*$1,211,801*	*$1,046,975*	*$823,130*	*$538,695*	*$5,387,969*	*$8,203,914*
LTF Available for Streets and Roads (CTA Base LTF Claim)	$477,105	$468,280	$459,525	$450,840	$442,224	$436,348	$430,505	$424,694	$418,914	$413,167	$2,297,973	$3,944,496
LTF Available for Streets and Roads (Max Allowable LTF Claim for Operations)	$317,035	$257,428	$196,279	$61,707	$4,136	$0	$0	$0	$0	$0	$836,586	$519,550

Note 1: Reflects service enhancements, 2% annual increase in ridership.

Note 2: Assumes 1% increase annually.

Note 3: Assumes no change in advertising revenue.

Note 4: Assumes total LTF allocation to CCOG and STA revenue changes annually based on projected County population change.

IMPLEMENT MILEAGE REIMBURSEMENT PROGRAM

Regardless of the service scenario pursued by CTA, it is recommended that CTA implement a mileage reimbursement program. This type of program provides mileage reimbursement to eligible individuals who have unmet transportation needs and receive a ride from a friend or family member. A mileage reimbursement program is a way to support transit-dependent residents with a "ride of last resort". The general guidelines of the program could be as follows:

- The person needing the trip recruits his or her own driver.
- The driver is then reimbursed for mileage at the IRS mileage reimbursement rate, up to a certain mileage cap, which is paid to the rider, who in turn pays the driver.
- There are eligibility requirements regarding who may receive these reimbursements. Some agencies only allow reimbursement for non-emergency medical needs, while others allow transportation for any purpose. CTA could tailor the program parameters to both remain fiscally constrained and meet the needs of residents.
- CTA/CCOG would administer it, but there is no liability as the rider finds their own driver.
- Geographic parameters should be established. CTA could limit the mileage that could be reimbursed or require that reimbursements over a specified threshold get prior approval.
- This program could be funded with LTF funds, beginning with the order of $10,000 annually.
- It is estimated that the program would initially require 20-30 hours of staff time to design program parameters and create an application process. After program implementation, roughly 5 hours per month would be needed to administer the program.

SERVICE CONSIDERATIONS

The following considerations should be taken into account when evaluating the benefits and impacts of the above scenarios:

- The legal priority of TDA LTF funds is to fund public transit before revenue is made available for streets and roads purposes.
- CTA applied for an FTA 5339 grant in late 2025 to operate an NEMT service five days per week between 8 AM and 5 PM within Calaveras County. If funding is secured, this service would duplicate Direct Connect in many regards by providing on-demand door-to-door services on weekdays; however, an NEMT service would only serve eligible individuals for limited trip purposes (medical). On board surveys conducted in August 2025 show that the primary trip purposes for Direct Connect passengers were work and K-12 school (25 percent each), followed by personal errands (20 percent).
- Arc client ridership represented roughly 40 percent of Direct Connect trips in FY 2024-25. If Scenario Three is pursued, CTA should work closely with Arc staff to determine how fixed route Red Line service can best meet the needs of ARC clients.
- Public outreach should be conducted prior to implementing any major service changes, particularly those proposed under Scenario Three. A short survey could be distributed to better identify passenger needs and further refine service changes.

- A fourth scenario that would be beneficial if Direct Connect is eliminated (as under Scenario Three) includes the alternative "Eliminate Saturday Hopper and Add Saturday Red Line Service Every 3 Hours (10:30 AM - 5:13 PM)". Saturday Red Line service was the top service improvement request during the onboard passenger surveys. This alternative did not fit into Scenario Three (as it does not provide a cost savings); however, it would provide a new sought-after service in the face of Scenario Three reductions.

INITIAL SERVICE PLAN RECOMMENDATION

Scenario One is the initial recommended service plan due to being cost-neutral, fiscally constrained in the short-range planning period (through FY 2030-31) if CTA claims its maximum allowable amount of Local Transportation Funds (LTF), and improving service performance and efficiency. Scenario One increases ridership (4 percent) while providing annual cost savings ($35,000 or 2 percent in FY 2026-27).

CAPITAL PLAN

The Calaveras SRTP capital plan consists of purchasing new vehicles and constructing the new CCOG/CTA Administrative and Operations Facility. Capital revenue and capital plan costs for both the short and long-term planning periods are identified in Table 44.

CTA uses both SGR and LCTOP funds for capital expenses. This plan assumes that remains the case for the duration of the ten-year planning period. As mentioned previously, however, CTA does have the flexibility to use these revenue sources for operating. Given that costs for large capital projects and transit vehicles can increase quickly, it is recommended that CTA maintain a capital reserve fund.

Vehicle Replacement

CTA will be required to purchase five vehicles in the short-range plan period and 14 vehicles over the ten-year plan period. Annual vehicle replacement costs increase significantly in the long range, mainly due to the need to purchase battery electric vehicles beginning in 2033 per CARB regulations. Vehicle replacement costs will total approximately $1.3 million over the next five years and $5.4 million over the next ten years. A detailed description of vehicle replacement requirements and vehicle costs is provided in Table 17 in Chapter 7.

The capital plan does not assume FTA 5339 grant funding for vehicle replacement in FY 2026-27; however, it does for the remaining years in which vehicles are scheduled for replacement.

CCOG/CTA Administrative and Operations Facility

CCOG and CTA are in the process of designing, engineering, and building a new administrative and operations facility. The total cost of this facility is estimated at $14 million. It is assumed in the capital plan that this facility will be completed in FY 2027-28. Even with SB 125 funds being allocated to this project over the first two years, a deficit of $4.2 million exists in both FY 2026-27 and FY 2027-28. CCOG has applied for grant funding to cover a portion of the construction costs; however, this funding has not been secured yet.

Table 44: CTA SRTP Financial Plan - Capital

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36	5-Year Plan Revenues/Costs	10-Year Plan Revenues/Costs
CAPITAL REVENUE												
CTA Capital Reserve Fund - Starting Balance/Carryover	$341,825	$0	$0	$48,858	$149,377	$249,092	$348,258	$446,879	$271,454	$0	--	
FTA 5339 (Low-No Bus/ Infrastructure) [1]	$0	$404,408	$209,888	$0	$0	$0	$0	$1,094,016	$1,963,584	$319,280	$614,296	$3,991,176
State of Good Repair - Capital [2]	$77,492	$76,872	$76,257	$75,647	$75,042	$74,629	$74,219	$73,811	$73,405	$73,001	$381,310	$750,374
LCTOP [2]	$25,479	$25,275	$25,073	$24,872	$24,673	$24,537	$24,402	$24,268	$24,135	$24,002	$125,371	$246,715
SB 125 [3]	$2,182,408	$2,182,408	$0	$0	$0	$0	$0	$0	$0	$0	$4,364,817	$4,364,817
TOTAL CAPITAL REVENUE	**$2,627,204**	**$2,688,963**	**$311,218**	**$149,377**	**$249,092**	**$348,258**	**$446,879**	**$1,638,974**	**$2,332,577**	**$416,283**	**$5,485,794**	**$9,353,082**
CAPITAL PLAN COSTS												
Vehicle Replacement Costs (Table 17)	$457,000	$505,510	$262,360	$0	$0	$0	$0	$1,367,520	$2,454,480	$399,100	$1,224,870	$5,445,970
CCOG/CTA Administrative and Operations Facility [4]	$6,427,914	$6,427,914	$0	$0	$0	$0	$0	$0	$0	$0	$12,855,828	$12,855,828
TOTAL CAPITAL COSTS	**$6,884,914**	**$6,933,424**	**$262,360**	**$0**	**$0**	**$0**	**$0**	**$1,367,520**	**$2,454,480**	**$399,100**	**$14,080,698**	**$18,301,798**
Net Balance Capital [5]	*-$4,257,710*	*-$4,244,461*	*$48,858*	*$149,377*	*$249,092*	*$348,258*	*$446,879*	*$271,454*	*-$121,903*	*$17,183*		

Note 1: Assumes 80 percent of vehicle replacement costs.

Note 2: Annual change based on projected County population change.

Note 3: Assumes all SB 125 funds are spent on Admin and Ops Facility during FY 25-26 through FY 2027-28. This revenue source a flexible funding source (i.e., year spent, operating/capital)

Note 4: Assumes a total cost of $14 million between FY 2025-26 and FY 2027-28.

Note 5: Deficit in FY 2026-27 and FY 2027-28 represents need for discretionary grant funding for CCOG/CTA administrative and operations facility.

ADMINISTRATIVE SUPPORT

In order to successfully implement the recommended service and capital plan presented in this chapter, CTA staff will be required to apply for grant funding, meet rigorous reporting requirements, review and update the vehicle replacement schedule, and expand administrative duties to oversee a mileage reimbursement program.

While it does not seem necessary at this time to hire another full-time staff member, CCOG/CTA could explore procuring on-call services from an outside consultant to perform some administrative tasks, including:

- Completion of FTA 5339 applications for vehicle replacement and regularly required reporting documents.
- Research new competitive funding sources that may arise at the state or federal level.
- Administration of a mileage reimbursement program, including eligibility verification and monthly performance tracking.

This on-call contract could be limited to around $30,000 per year (equating to 10-15 hours per month on average). This is significantly less of a financial burden than hiring an additional staff member to meet these needs. Expanding the administrative capacity of CTA through an on-call contract could have a significant net benefit if CTA does not currently have the staff capacity to secure additional funding sources (such as FTA 5339).

Appendix A
DEMOGRAPHIC MAPS

DETAILED DEMOGRAPHIC MAPS

A large proportion of transit riders belong to what is known as the transit-dependent population. The following demographic maps provide additional context about where transit-dependent persons live in Calaveras County, building on the discussion presented in Chapter Two of this Short Range Transit Plan (SRTP). The subpopulations reviewed in this Appendix include:

- Figure A-1, Youths under 18 years of age – most children are unable to drive or do not have a parent/guardian to give them a ride, yet still have commitments outside of the home. Those who can drive may not have a car available.
- Figure A-2, Senior population ages 65 and older – senior adults need to travel to attend medical appointments, go grocery shopping, or do other errands, but many are either not comfortable driving or not able to drive anymore.
- Figure A-3, Individuals with a disability – disabled persons may be unable to drive due to medical concerns.
- Figure A-4, The population living below the poverty level – there are many financial barriers preventing people from owning a private vehicle. The low-income population is defined by factors such as household income and the number of dependent children.
- Figure A-5, Households without a vehicle available – public transit may be the best alternative for traveling longer distances for those who live in homes without vehicles.

Figure A-1
Concentration of Youth Population by Census Tract

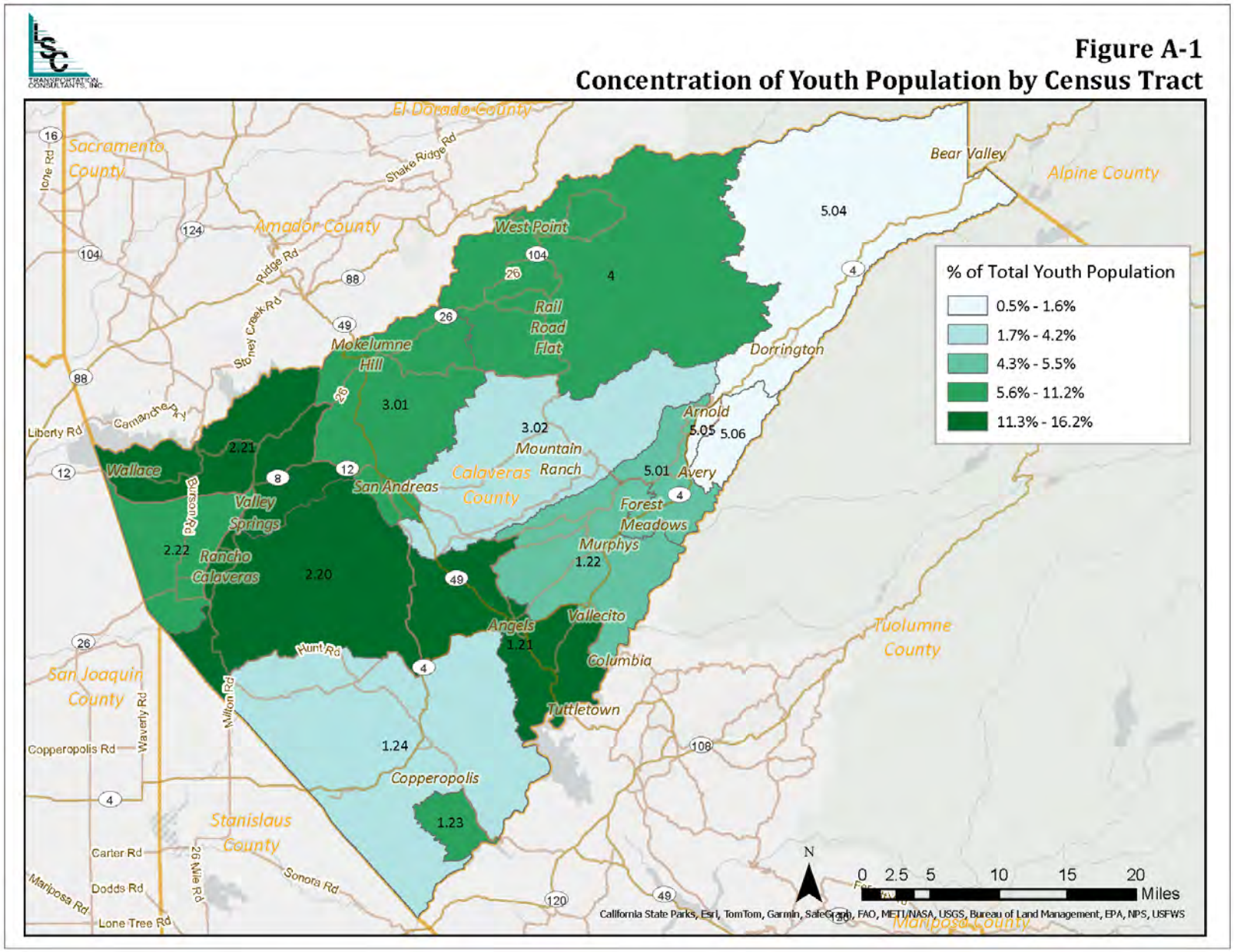


Figure A-2
Concentration of Seniors (65 and Over) by Census Tract

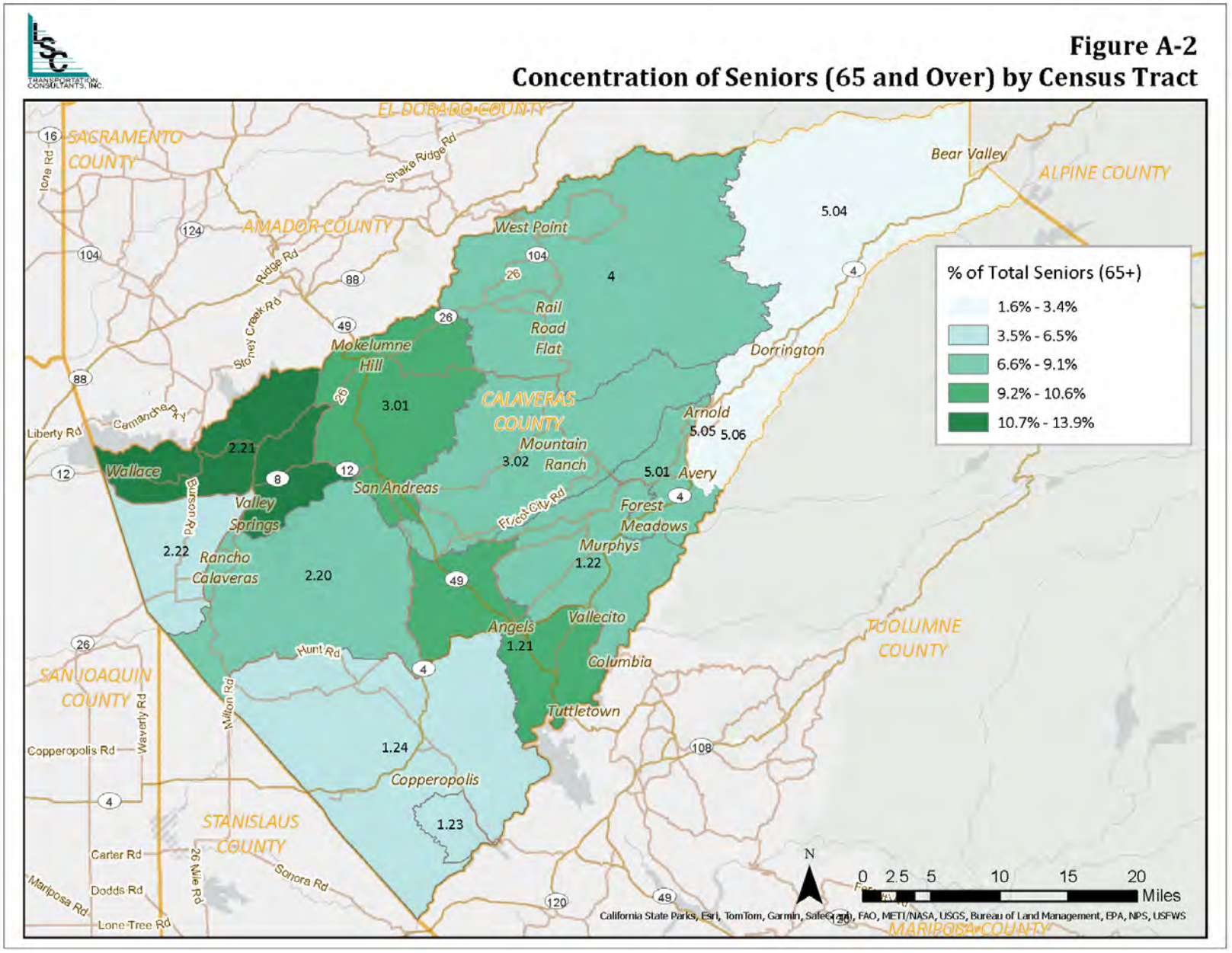


Figure A-3
Concentration of Persons with a Disability by Census Tract

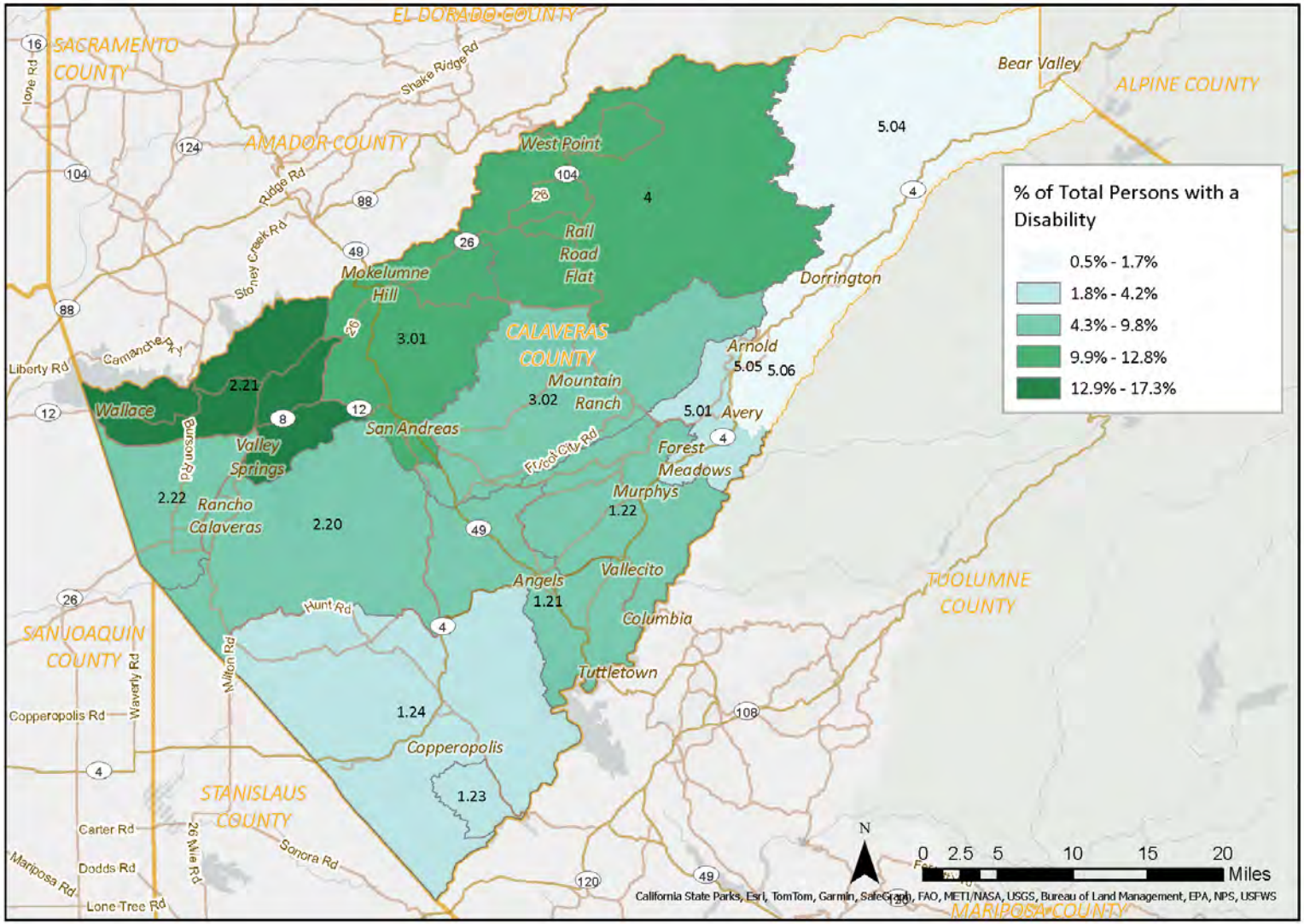


Figure A-4
Concentration of Persons Living Below the Poverty Level

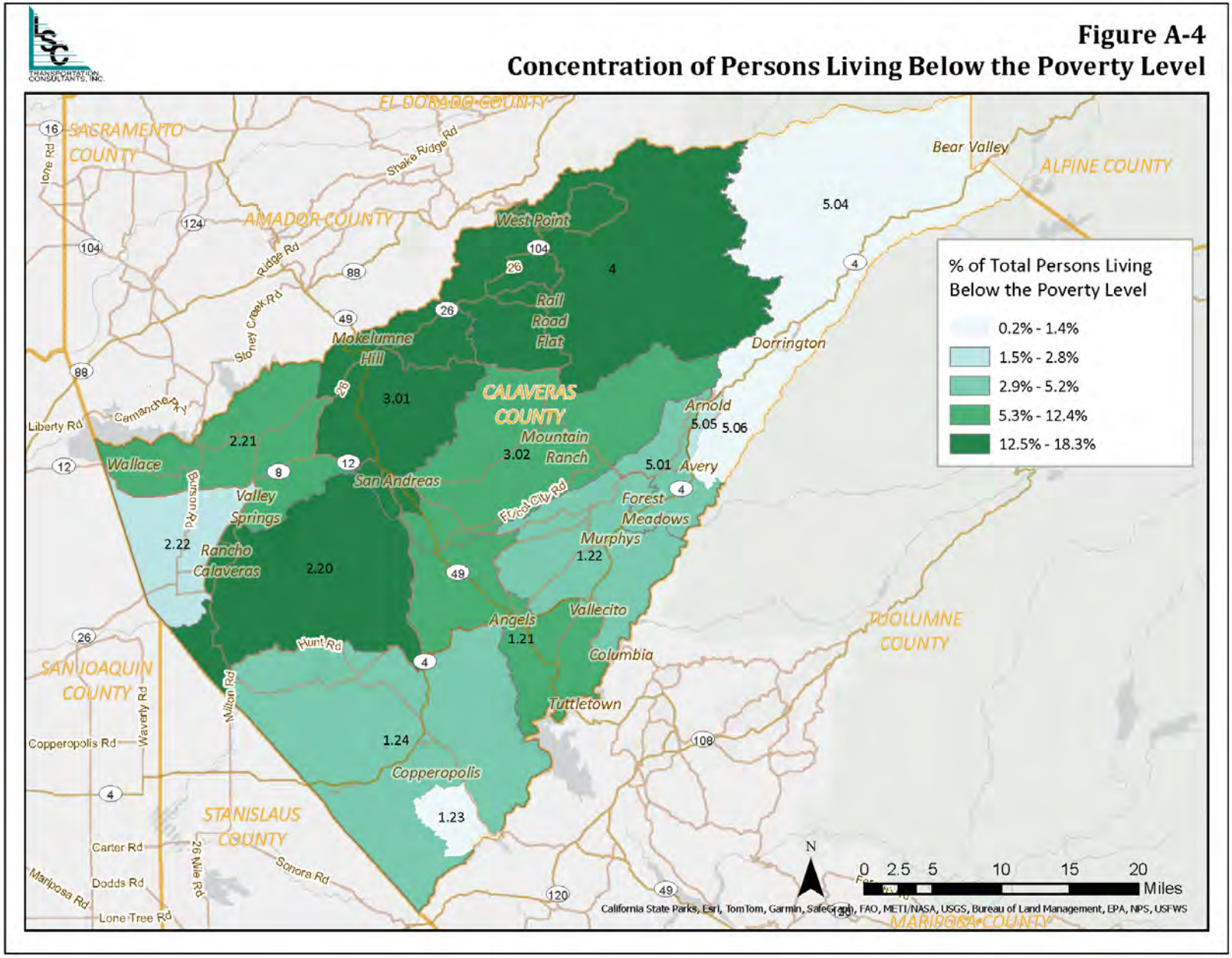
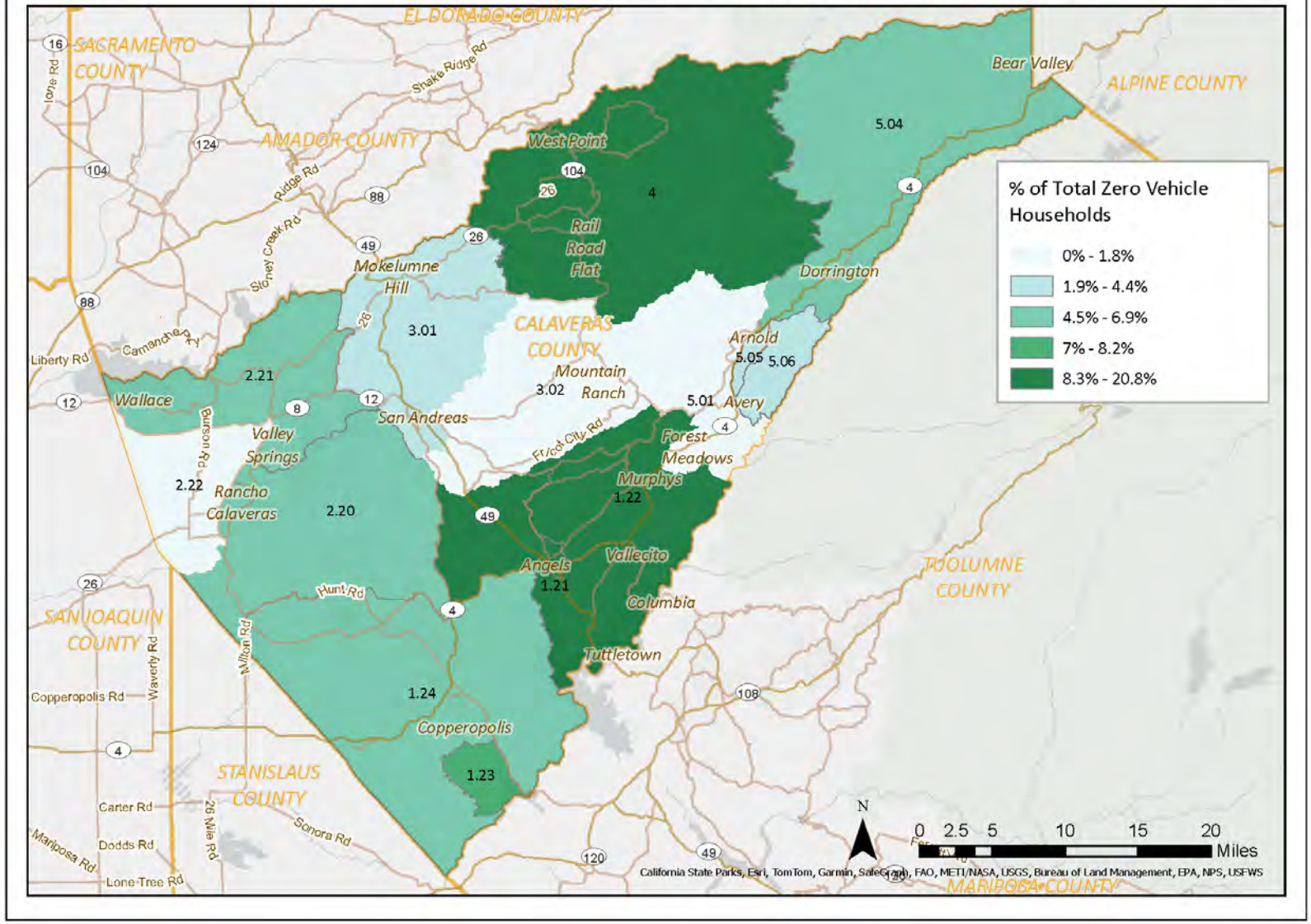


Figure A-5
Concentration of Zero-Vehicle Households by Census Tract



Appendix B

REVIEW OF EXISTING PLANNING DOCUMENTS

INTRODUCTION

There are multiple regional studies that have been adopted in recent years which are relevant to the Calaveras County Short Range Transit Plan. The components of these existing plans, most pertinent to public transit and transportation services, are summarized below.

UNMET TRANSIT NEEDS

The California Transportation Development Act (TDA) and Regional Transportation Planning Agencies (RTPAs) are required to hold an annual hearing to determine unmet transit needs in the region. TDA funding must be spent on any unmet transit needs deemed through the hearing process to be reasonable to meet before the RTPA can allocate any leftover funds to other types of transportation projects. TDA funds are administered by the Calaveras Council of Governments (CCOG), as the designated RTPA. Within this area lie three eligible claimants: Calaveras County, City of Angels Camp (the only incorporated city in Calaveras County), and Calaveras Transit Agency (transit operator). In Calaveras, the CTA is the transit operator and files a transit claim for LTF and STA funds.

Definitions of Unmet Transit Needs and Reasonable to Meet

CCOG has adopted the following definitions of unmet transit needs and those that are reasonable to meet:

Unmet Transit Need

Public transit or specialized transportation services not currently provided for persons within Calaveras County who have no reliable, affordable, or accessible transportation for necessary trips. Necessary trips are defined as those trips which are required for the maintenance of life, education, access to social service programs, health, physical and mental well-being, including trips which serve employment purposes. The size and location of the group must be such that a service to meet their needs is feasible within the definition of "reasonable to meet" as set forth below. Unmet transit needs may include those identified through the annual unmet transit needs process or by the Social Services Transportation Advisory Council (SSTAC) which are not yet implemented or funded. The consideration of unmet transit needs is not limited to the abovementioned methods. It is the practice of the CCOG to consider input relative to transit needs from any group or member of the public wishing to express such needs.

The definition excludes:

1. *Minor operational improvements or changes, involving issues such as bus stops, schedules, and minor route changes which are being addressed by routine or normal planning process,*
2. *Improvements funded or scheduled for implementation in the fiscal year following the Unmet Transit Needs Hearing, and*
3. *Future transportation needs.*

Reasonable to Meet

A. *Financial Feasibility. 1) The proposed transit service, if implemented or funded, would not cause the responsible operator or service claimant to incur expenses in excess of the maximum allocation of Transportation Development Act (TDA) funds, State Transit Assistance, FTA 5311 funds, and other transit specific monies as may become available. 2) The proposed service, if implemented or funded, would not affect the responsible operator or service claimant's ability to meet the required system-wide farebox revenue-to-operating cost ratio of 10%. 3) Proposed transit system expansion must be monitored and evaluated after 6 months of operation (or other approved period of review) by the CCOG board.*
B. *Cost Effectiveness. Supporting data demonstrates sufficient ridership and revenue potential exists for the new, expanded or revised transit service to meet or exceed the required farebox revenue-to-operating cost ratios on a stand-alone basis; except in case of an extension of service determined to be a necessary lifeline service for transit-dependent populations. Furthermore, cost-per-passenger is reasonable when compared to the level of service provided, benefit accrued to the community and to existing service cost-per-passenger.*
C. *Community Acceptance. There is sufficient public support for the proposed transit service, as indicated through the annual public hearing process.*
D. *Equity. The proposed transit service would benefit either the general public or the elderly and disabled population as a whole. Transit Service will not be provided favoring one group at the exclusion of any other.*
E. *System Impact. It has been demonstrated to the CCOG Board that the proposed transit service combined with existing service will allow the system to meet or exceed performance standards such as the cost-per-passenger trip, cost-per-service-hour, passenger trips-per-service hour, passenger trip-per-service mile, on time performance and vehicle service hours-per-employee. The proposed service does not duplicate transit services currently provided either publicly or privately. The proposed service is in response to an existing rather than a future need.*
F. *Operational Feasibility. There are adequate roadways and turnouts to safely accommodate transit vehicles.*
G. *Availability of Services Provided. A qualified contractor is available to implement the service.*

2023/24, 2024/25, and 2025/26 Unmet Transit Needs Finding Reports

Over the last three fiscal years, 8 comments have been provided by the public. However there have been no unmet transit needs that are reasonable to meet identified through the unmet transit needs process.

PLANNING DOCUMENTS

2024 Calaveras County Coordinated Public Transit Human Services Transportation Plan

The goal of the Coordinated Public Transit Human Services Transportation Plan for Calaveras County (Coordinated Plan) is to improve mobility in Calaveras County by enhancing coordination among public, non-profit, and for-profit transportation providers. Goals and strategies identified in the Coordinated plan include:

- Goal 1: Provide a Sustainable Public Transit System
  - Strategy 1.1—Continue to increase efficiencies on Calaveras Connect routes.
  - Continue coordinating Calaveras Connect services with community stakeholders and services providers.
  - Strategy 1.3—Improve schedule coordination with routes in Amador and Tuolumne counties.
- Goal 2: Sustainable Responses for Isolated Communities and Out-of-County Trips
  - Strategy 2.1—Pilot a mileage reimbursement program, similar to Tuolumne County's TRIP program, to subsidize cost-effective lifeline transport.
  - Strategy 2.2—Implement a non-emergency medical transportation (NEMT) pilot program, to help meet out-of-county medical transportation needs using FTA Section 5310 funds for capital and operations expenses along with other discretionary grant fund sources.
- Goal 3: Integrated Transportation Information Network
  - Strategy 3.1—Actively promote connections to Calaveras Connect and to human service transportation providers via contracted boots-on the ground transportation liaison persons associated with community organizations.
  - Strategy 3.2—Continue to ensure information tools exist for public transit and key human service transportation programs that clearly and specifically define services available, service areas, trips allowed, fares and how to access.
  - Strategy 3.3—Establish and participate in coordination meetings among Calaveras, Amador, and Tuolumne County transit agencies, with respective SSTACs and key transportation and social service providers, to jointly promote transit and undertake activities of mutual interest, including new grant funding opportunities.
- Goal 4: Housing and Transportation Coordination: Coordinate affordable housing development with transit, supporting locations near existing transit to improve the quality of life for low-income residents and ensure access to essential services of health care, education, and employment.
  - Strategy 4.1—Encourage County and City policy that recognizes transit access as an important dimension of affordable housing in this low-density, rural county. The region should locate new housing facilities near existing transit routes to the greatest extent possible.
  - Strategy 4.2—Ensure that the transit operator has input to housing and development initiatives during the coming years. Continue to educate policymakers and planners on the Calaveras Connect transit corridor and Direct Connect service areas, so that new development has good transit access.
- Goal 5: Emergency Services Coordination: Collaborate around local emergency transportation initiatives to support Coordinated Plan target group members during times of emergency.
  - Strategy 5.1—Identify the human service programs and transportation providers that could be resources and develop strategies for response, particularly in the evacuation of

vulnerable populations.

- Strategy 5.2—Expand and ensure the participation of key human service stakeholders and human service transportation providers in tabletop exercises and other regional emergency planning activities to strengthen coordination.

- Goal 6: Addressing Infrastructure Needs: Promote infrastructure and capital improvements that support mobility, including public transit use and active transportation use by pedestrians and bicyclists.
  - Strategy 6.1—Promote and seek funding for Complete Street-type initiatives that support safe bicycle and pedestrian trips, as first-mile/last-mile strategies for travel on Calaveras Connect.
  - Strategy 6.2—Continue integrating bicycle and pedestrian information into transit information.
  - Strategy 6.3—Ensure that highway corridor planning will address the needs of pedestrians, bicyclists, and transit riders.

2024 Calaveras County Regional Transportation Improvement Program

The goal of a Regional Transportation Improvement Program (RTIP) is to develop a prioritized program of regional transportation programs required by the California Transportation Commission (CTC) that the Regional Transportation Planning Agency must submit to CTC. When the CTC adopted the 2024 State Transportation Improvement Program (STIP), $1,117,000 were allocated to Calaveras County Region for a 5-year programming period for projects. The bulk of the funding is programmed for the Wagon Trail Eastern Segment at a total of $1,042,000. The rest of the funding is allocated to planning, programming, and monitoring, at an amount of $75,000.

2023 Calaveras Transit Agency ZEB Rollout and Implementation Plan

The goal of the ZEB (Zero Emission Bus) Rollout and Implementation Plan is to outline the recommended steps in transitioning the CTA fleet to ZEBs to comply with California Air Resources Board (CARB) Innovative Clean Transit (ICT) mandates. The plan covers the fleet replacement and infrastructure requirements. High level findings include:

- The climate, terrain, and route distances in Calaveras County make ZEB implementation challenging.
- The transit fleet will need to be expanded from 9 cutaways and 2 vans to 11 cutaways and 3 vans to offer the same level of service with battery electric buses (BEBs).
- As the CTA's current yard is leased by CTA, the landlord will need to be consulted prior to constructing the necessary charging infrastructure at this location.
- Fleet costs are expected to be 37 percent higher than a combustion engine vehicle fleet due to the higher cost of vehicles and charging infrastructure buildout costs.

2021 Calaveras County Regional Transportation Plan

The Calaveras County 2021 Regional Transportation Plan (RTP) outlined a comprehensive 20-year vision for enhancing the transportation network to effectively facilitate the movement of goods and people within the region. Mandated by California law, the Calaveras County Council of Governments, as the Regional Transportation Planning Agency, is responsible for developing, adopting, and submitting the RTP to the California Transportation Commission every four years. The development of the RTP involves collaboration with various stakeholders and must align with existing local plans, such as general plans and public transit strategies. Public input was actively sought through surveys and workshops, helping to shape the Policy Element and Project Lists.

The RTP found that although there is limited funding available for public transit in Calaveras County, the need for transit was demonstrated. Continuing to improve public transit service by replacing aged vehicles and improvements to passenger facilities would make the transit system more visible and thereby encourage non-regular riders or visitors to utilize the bus system. The RTP emphasizes public transit infrastructure improvements and vehicle replacements, focusing on enhancing the first-mile/last-mile connectivity for Calaveras Connect riders, including adding sidewalks and crosswalks. It advocates for future state highway upgrades to accommodate public transit users. As Valley Springs expands, increasing transit service in that area will be essential. In the long term, there may be a reconsideration of intercity public transportation to Stockton, although past pilot services were discontinued due to low ridership. With population growth, revisiting intercity service feasibility could be beneficial.

CCOG oversees Calaveras Connect (formerly Calaveras Transit), which currently operates contracted services with Paratransit Services. Before the pandemic, Calaveras Connect offered five deviated fixed routes and allowed for deviations for seniors and those with disabilities. At the time of the RTP's adoption, services were available Monday through Friday, with only the Red Line operating as a fixed route. Other communities previously served by fixed routes shifted to on-demand transit.

The Regional Transportation Plan (RTP) for Calaveras County identifies improvements for various transportation modes, categorized into financially constrained and unconstrained projects. Constrained projects have secured funding for both short- and long-term implementation, while unconstrained projects are aspirational and unlikely to receive funding in the next 20 years unless new sources are found. Proposed projects of the 2021 RTP align with the Interregional Transportation Improvement Program (ITIP), Federal Transportation Improvement Program (FTIP), and the 2020 Regional Transportation Improvement Program (RTIP). These projects include infrastructure and vehicle replacement needs for public transit, including improvements to first-mile/last-mile connections (like sidewalks and crosswalks), consideration of public transit in state highway upgrades, and replacing aging vehicles.

Below are the Goals, Objectives, and Policies outlined in the RTP that relate to transit in Calaveras County.

Goal 2: Emergency Access/Climate Resilience—Provide a transportation system that allows for safe and efficient evacuation and is adaptable to future changes in weather patterns.

- Objective 2D: Facilitate collaboration between public transit, human service agencies, and emergency services to support low-income, elderly, and other disadvantaged groups during times of emergency.
    - *Policy 2.9—Implement Emergency Services Coordination Strategies of the Coordinated Public Transit Human Services Transportation Plan.*

Goal 3: Infrastructure—Maintain a high-quality transportation system.

- Objective 3C: Maintain a safe and effective public transit system.
    - *Policy 3.4—Work with Calaveras Transit Agency and other state and federal agencies to both support and advocate for an ongoing funding source that funds fleet replacement and maintains a safe fleet within established useful life standards.*
    - *Policy 3.5—Program transit capital improvement projects that result in a decrease in ongoing and long-term maintenance costs and improve safety.*

Goal 4: Quality of Life/Public Health—Enable vibrant and healthy communities.

- Objective 4A: Promote pedestrian and bicycle travel mode share so as to increase overall public health.
    - *Policy 4.1—Support land use patterns that provide for infill, are transit-oriented, bicycle and pedestrian-friendly, and provide for efficient use of underdeveloped land, and existing and planned transportation resources.*
    - *Policy 4.3—Provide safe and convenient non-motorized access to existing and future transit stops and facilities within Calaveras County.*

Goal 5: Environment—Enhance environmental health and reduce negative transportation impacts.

- *Objective 5A: Reduce the demand for travel by single-occupant vehicles through transportation demand management and transportation system management techniques.*
    - *Policy 5.1—Increase the mode share for public transit and non-motorized travel through operational improvements and construction of bicycle, pedestrian, and park-and-ride facilities.*
    - *Policy 5.2—Support public awareness of Calaveras Transit and bicycle and pedestrian options among residents and visitors through media and promotional events.*
    - *Policy 5.5—Encourage compact development patterns to minimize construction of roads and impacts to agricultural operations and open space.*
    - *Policy 5.6—Encourage local jurisdictions to seek a balance of housing and employment land uses to improve the jobs/housing balance and encourage the use of transit and/or active modes for daily trips.*
    - *Policy 5.7—Encourage local land use planning and community design, which minimizes dependence on long-distance, single-occupant vehicle commute trips. Objective 5B: Promote transportation policies and projects that support a sustainable environment and positively contribute to meeting statewide global warming emissions targets set in the Global Warming Solutions Act of 2006 (AB 32).*
    - *Policy 5.8—Coordinate with federal and state agencies and local air management*

districts on matters related to the air quality conformity process specified in the latest federal clean air requirements and legislation for transportation projects (transportation-related).

- *Policy 5.9—Consider alternative transportation technologies, such as micro-transit and electric car or bike share programs.*
- *Policy 5.10—Coordinate with local and neighboring jurisdictions to identify mutually beneficial programs, projects, or partnership opportunities aimed at reducing or offsetting regionally produced mobile source GHG emissions.*

- Objective 5C: Support and program projects to expand Electric Vehicle (EV) Infrastructure.
  - *Policy 5.11—Support projects listed in the Central Sierra EV Plan.*
  - *Policy 5.12—Support and program projects listed in the Calaveras Transit Agency Zero-Emission Bus Rollout Plan.*

Goal 6: Mobility/Accessibility/Equity—Provide a high degree of mobility and reliability for people and goods in Calaveras County using multimodal solutions, which provide accessibility to goods and services for all residents and preserve the rural character of the region.

- Objective 6A: Provide a regional transportation system that is safe and accessible to all types of users regardless of income level, race, and age.
  - *Policy 6.1—Encourage the development of mobility improvement projects to equitably support disadvantaged communities and ensure that community values and regional character are protected and enhanced.*
  - *Policy 6.2—Coordinate with local jurisdictions to provide effective transportation choices for a diverse population including aging, youth, and persons with disabilities.*
  - *Policy 6.3—Coordinate with Calaveras Transit Agency, neighboring transit systems, and non-profit and social service agencies to support transit trips into and out of Calaveras County for employment, education, medical, tourism, and recreation travel purposes.*
  - *Policy 6.4—Work with local jurisdictions to encourage development of active transportation facilities that provide access to transit stops and other multi-modal facilities.*
  - *Policy 6.5—Work with local jurisdictions to consider transit accessibility for projects and investments. Policy 6.6—Encourage the transit operator to utilize developments in technology, such as mobile device applications and other intelligent transportation systems, to inform transit users of available service and monitor transit vehicles in order to optimize routes where feasible.*
  - *Policy 6.7—Market the availability of transit service information to likely transit users including educational, commercial, recreational, and employment.*
  - *Objective 6C: Promote a transit system that is responsive to the needs of the transit-dependent persons.*
  - *Policy 6.13—Update and implement the strategies identified in the Coordinated Public Transit-Human Services Transportation Plan in coordination with Calaveras Transit Agency.*

- *Policy 6.14—Work with transit providers and social service transportation providers to improve or increase transit services to rural and remote areas.*
- *Policy 6.15—Support pilot transit programs and promote coordination opportunities with local private or non-profit organizations, school district, and adjacent counties to meet the needs of transit-dependent populations in locations not adequately or appropriately served by public transit.*
- *Policy 6.16—Coordinate with senior living facilities, healthcare clinics, and other transportation providers and services of seniors and people with disabilities.*

Calaveras County Housing Element 2019-2027

The Calaveras County Housing Element is a document published by Calaveras County that takes inventory of current housing for all income levels and makes plans for future development

Goals and policies that pertain to transit in Calaveras County:

- Goal H-3 - Adequate housing for County residents with special needs, including seniors, large families, single parents, farmworkers, persons in need of emergency shelter, and persons with physical or developmental disabilities.
  - *H3.3 Encourage the development of housing for seniors on land within or contiguous to community centers, served by public water and sewer, and near public transit routes and medical facilities.*

Financial sources for housing that encourage transit use:

- Transit-Oriented Development Housing Program (Proposition 1C) - Provides grants and/or loans for the development and construction of mixed-use and rental housing development projects, homeownership mortgage assistance, and infrastructure necessary for the development of housing near transit stations. (Note: this program applies to specific transit stations in particular cities.)

Calaveras Transportation Element 2021

The Transportation and Circulation chapter of the Calaveras County General Plan – Environmental Impact Report evaluates key circulation systems within Calaveras County and analyzes future traffic conditions associated with the buildout of the Draft General Plan.

The EIR document considered what impact the General Plan may have on existing plans and programs regarding public transit and active transportation and found the impact to be less than significant, so no mitigation is required. The draft plan includes the following goals and policies for public transit and active transportation in Calaveras County:

- Policy C 3.1—Maintain a county transit system and strive to increase service efficiency, availability, and convenience for all residents, employees, and visitors to the degree feasible with available resources. (IM C-3B)
- Policy C 3.2—Encourage the expansion of public transit services to nearby urban areas in order to reduce automotive dependency, access intercity transportation services, and improve mobility for County residents. (IM C-3A, C-3B)

- Policy C 3.3—Strive to develop new attractive, well-maintained, and pedestrian-friendly bus stops, with benches and shelters where warranted, located in high-visibility and heavily used areas. (IM C-3C)
- Policy C 3.4—Encourage the use of public transit, as well as ridesharing, and vanpools. (IM C-3A and C-3C)
- Policy C 3.5—Ensure that new developments incorporate measures into project design that promote the use of alternative modes of transportation. (IM C-3C)
- Policy C 3.6—Coordinate with the City of Angels Camp and adjacent counties to develop the most cost-effective transit program. (IM C-3B)
- Policy C 5.1—Incorporate safe and convenient bicycle and pedestrian access, where feasible, in all transportation improvement projects. (IM C-1A, C-1B and COS-7B)
- Policy C 5.2—Bicycle and pedestrian access and circulation shall be designed into new development projects where applicable to enhance internal circulation and interconnectivity with surrounding land uses and to implement any adopted bicycle and/or pedestrian plan. (IM C-1A and COS-7B)
- Policy C 5.3—Safe routes to schools shall be incorporated into new residential projects where appropriate. (IM C-1A and COS 7B)
- IM C-1A—Complete Streets – Review the County Municipal Code and Public Works Department Development Manual and incorporate, as appropriate, complete streets design principles such as the following:
    - Balanced design to accommodate walking, cycling, transit, driving, parking, accessibility, drainage, storm water management, emergency vehicle access, snow removal, and deliveries.
    - Safe access to public transportation and other non-motorized uses through the construction of dedicated paths where appropriate and where right-of-way is available.
    - Safe road crossings at major intersections.
    - Interconnect roadway networks to expand travel route options and allow short trips to be completed off arterial roadways.
    - Pedestrian and bicycling facilities where appropriate to promote safety and maximize access, including construction of bicycle parking facilities where feasible.
- IM C-1B—Greenhouse Gasses – When preparing capital improvement plans and reviewing development proposals, the County shall favorably consider projects which minimize greenhouse gas impacts and are appropriate to the rural nature of Calaveras County, including, but not limited to, transit programs, ridesharing programs, bicycle and pedestrian improvements, and maintenance of existing roadways to reduce vehicle emissions.
- IM C-1C—Transportation Alternatives in Impact Fees – Consider transit capital improvements and non-auto travel improvements necessary to serve new development in impact fee programs to fund public transportation infrastructure, park-and-ride lots, and bicycle and pedestrian facilities associated with the new development.

- IM C-2B—Transportation Impact Study Guidelines – Develop and adopt transportation impact study (TIS) guidelines that consider all modes of travel and define, at a minimum, the need for transportation impact studies, analysis methodology, and CEQA significance criteria.
- IM C-3A—Park-and-Ride Facilities – As funding allows, designate and implement appropriate "Park and Ride" facilities, and promote ridesharing programs.
- IM C-3B—Transit Planning – Work with the Calaveras County Council of Governments and City of Angels Camp to update the annual Unmet Transit Needs Report and to periodically review and update the short-range transit plan.
- IM C-3C—Transit Stops – Coordinate with Calaveras Transit when reviewing development projects to determine if transit stops or other public transit facilities should be incorporated into the design of the project.
- IM C-5A—Bicycle and Pedestrian Plans – Update the bicycle and pedestrian master plan and implement the priority projects in those documents as funding allows. The County shall pursue available federal, state, and local funding for construction and maintenance of non-motorized transportation facilities.

2019 Central Sierra Zero Emission Vehicle (ZEV) Readiness Plan

The 2019 Central Sierra ZEV Plan was completed to support California goals to reduce greenhouse gas emissions from vehicles. The Plan included recommendations for Alpine, Amador, Calaveras, and Tuolumne Counties and included the following: 1) Evaluations of the current state of the ZEV market; 2) Study and analysis of site locations needed for ZEV infrastructure deployment; 3) Evaluations of opportunities to streamline ZEV permitting, installation, and inspection to facilitate the timely approval and construction of ZEV infrastructure; 4) Analysis of the feasibility of ZEV adoption in municipal fleets; 5) Stakeholder coordination and input; 6) Funding sources for an implementation program.

2020-2025 Calaveras County Short Range Transit Plan

The purpose of the Short Range Transit Plan (SRTP) is to guide the development of public transportation services for Calaveras County residents and visitors over the next five years from FY 2020-21 to FY 2024-25. The following are the key initiatives for transit in Calaveras County since the last Short Range Transit Plan:

- Formed a new organization (Calaveras Connect)
- **Rebranding campaign**: The new Calaveras Transit Agency organization undertook a branding project to create a new look for the new organization. Its specific purposes included: a) create a new identity and Brand for Calaveras Transit; b) enhance resident and tourist awareness and perception of service; c) create awareness, relationships, and coordination with events, attractions, and key destinations throughout Calaveras County; and d) develop collateral specific for different target markets and services.
- **Token Transit for Fare Payment**: Paying fares on Calaveras Connect has become more convenient due to the implementation of a smart phone application called Token Transit. By

downloading the app, riders can purchase, and store passes and tickets on their phone in advance of their ride or even as they are boarding the bus.

- **Columbia College Free Fare Program**: Columbia College is an important destination or the two-county area, Calaveras and Tuolumne Counties. Calaveras Connect established during 2019 a free-fare opportunity using Low Carbon Transit Program (LCTOP) funding to off-set the lost fare revenue and with contributions from Columbia College and associated organizations including the Columbia College Foundation and Associated Students of Columbia College.

The following recommendations were made as a result of the SRTP:

- Red Line between Valley Springs and Arnold operating Monday to Friday every 60 minutes.
- Columbia College Shuttle between Angels Camp and Columbia three times in the morning and three times in the afternoon on days that Columbia College is in operation.
- Improved general public dial-a-ride service five days a week for trip origins and destinations within Calaveras County that are currently being served with public transportation.
- Individuals who work or go to school can make a recurring subscription trip on dial-a-ride, for example from Copperopolis to a job in San Andreas, as long as the working hours are between 7 am and 7 pm Monday to Friday. Along the Red Line corridor, the route deviation or Direct Connect service would be discontinued, and trips with an origin or destination within ¾ mile of the route would be served with the general public dial-a-ride, including ADA eligible trips. This will enable the 60-minute service on the Red Line to maintain excellent on-time performance.
- For out-of-county trips, Direct-Connect service on select days would be provided between eligible Calaveras County origins and out of county destinations. The three Direct-Connect services are:
    - San Andreas-Mokelumne Hill-Jackson-Sutter Creek
    - Wilseyville-West Point-Pine Grove-Jackson
    - Angel's Camp-Sonora
- Saturday Hopper would be maintained and improved as market conditions dictate. During the community outreach, there was the desire to have the Saturday Hopper extended to the new hotel that is just about to open in Copperopolis Town Square.

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Appendix C

CALAVERAS COUNTY ACTIVITY CENTERS

Table C-1 provides a detailed list of activity centers by community in Calaveras County that are likely to generate transit demand. This list is not all-inclusive, but it paints a picture of where essential services and community resources are concentrated. This table was used in the development of Figure 3 and Figure 4 of *Chapter 3*.

Table C-1: Major Transit Activity Centers in Calaveras County

	Human Services & Tribal Agencies	Government	Affordable & Senior Housing	Shopping	Education	Medical
Angels Camp	Sierra Hope Resource Connection Food Bank[1]	Calaveras County Library Calaveras County Office of Education	Habitat for Humanity Calaveras Foothill Village Senior Living Copello Square Apartments	Save Mart Angels Food Market CVS Dollar General Tractor Supply	Columbia College Mark Twain Elementary School Bret Harte Union High School Vallecito High School	Angels Camp Family Medical Center James Dalton Medical Office Angels Camp Rapid Care Sonora Regional Medical Center Adventist Health Hospital MACT Dental Clinic 1st Impressions Dentistry
Arnold/Avery		Calaveras County Library		Big Trees Market Dollar General	Hazel Fischer Elementary School Avery Middle School	Arnold Family Medical Center
Copperopolis		Copper Valley Community Services District Calaveras County Library	Young's Payless Market IGA		Copperopolis Elementary School	Dignity Health Family Medical Center
Dorrington		Independence Hall Community Center		Camp Connell General Store		
Forest Meadows/ Murphys	The Resource Connection - Childcare Resource & Referral Services California Valley Miwok Tribe	Calaveras County Library	CBM Murphys Senior Center Murphys Senior Center Murphys Diggins Mobile Home Park	Murphy's Market Sierra Hills Natural Food	Albert Michelson Elementary School	
Mokelumne Hill	The Resource Connection - Childcare Resource & Referral Services	Calaveras County Library		Moke Hill Market	Mokelumne Hill Elementary School	
Rancho Calaveras/ Valley Springs		Calaveras Veterans Service Calaveras County Library		Mar-Val Food Stores CVS Dollar General	Valley Springs Elementary School	Valley Springs Health & Wellness
San Andreas	HRC Food Bank/Emergency Services Calaveras Head Start The Resource Connection The Arc of Amador and Calaveras Counties First 5 Calaveras	Calaveras County Government Center CA State DMV Branch Calaveras County Library CA Superior Court Calaveras County Calaveras County Sheriff's Office/Jail	Calaveras Senior Center Golden San Andreas Care Center Oak Shadows Mobile Home Park	San Andreas Pharmacy Treats True Value General Store County Feed and More	San Andreas Elementary School Calaveras High School Gold Strike High School Calaveras River Acadamy Mountain Oaks School	Calaveras County Health & Human Services Mark Twain St. Joseph Hospital San Andreas Community Clinic Outpatient Specialty Center MACT Medical Clinic MACT Dental Clinic MACT Behavioral Health
West Point	Blue Mountain Community Services	Calaveras County Library		Dollar General	West Point Elementary School	
Out-of-County Locations	Stockton, Sacramento, San Francisco, Tuolumne County, Amador County					

Source: LSC Transportation Consultants, Inc.

Note 1: The Resource Connection facilitiates several programs in Calaveras County, including Calaveras Children's Advocacy Center, Calaveras Crisis Center, Early Childhood Programs, the Food Bank of Calaveras County, WIC of Amador & Calaveras Counties

Appendix D

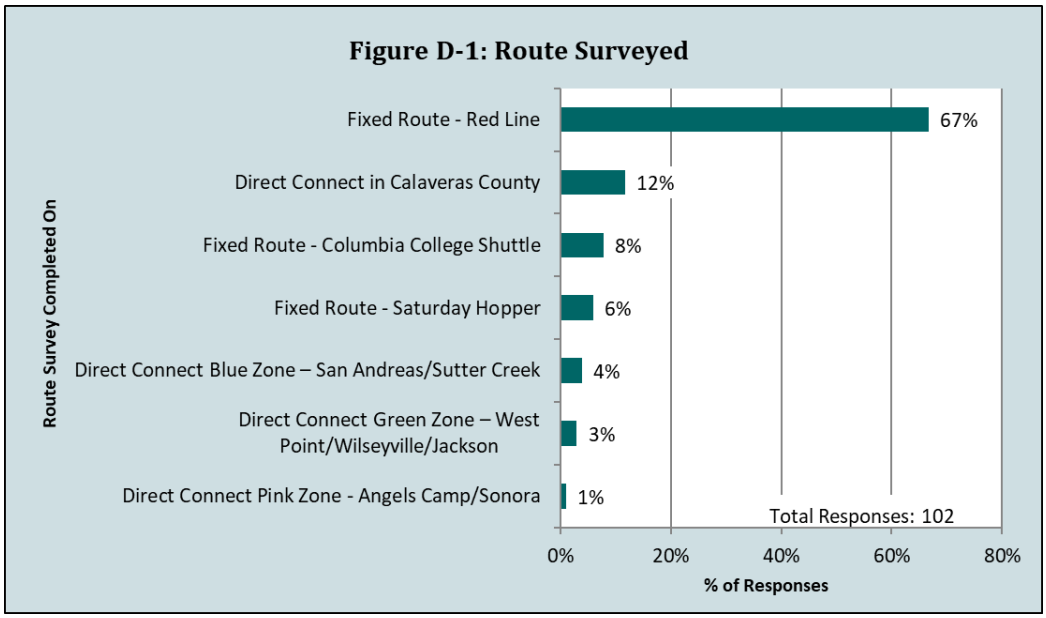
ONBOARD PASSENGER SURVEY SUMMARY

INTRODUCTION

The onboard passenger survey for the 2025 Calaveras County Short Range Transit Plan (SRTP) was conducted at the beginning of August 2025. The survey was administered on Calaveras Connect Red Line and the equivalent of one full-service day of Direct Connect by trained surveyors. Additionally, the survey was distributed by bus drivers on the remaining fixed routes, and a flyer with a QR code was posted at bus stops and online on social media sites. The survey instrument included 17 questions. The survey received a total of 102 responses.

ROUTES SURVEYED

Participants of the survey were asked what route they were riding when they took the survey. Figure D-1 shows that a combined total of 80 percent of respondents were using a fixed route, including the Red Line (67 percent of respondents), the Columbia College Shuttle (8 percent), and the Saturday Hopper (6 percent). Those riding on Direct Connect accounted for a combined total of 20 percent of respondents, with the highest number using the In-County Direct Connect (12 percent), followed by Blue Zone – San Andreas/Sutter Creek (4 percent), Green Zone – West Point/Wilseyville/Jackson (3 percent), and Pink Zone-Angels Camp/Sonora (1 percent).



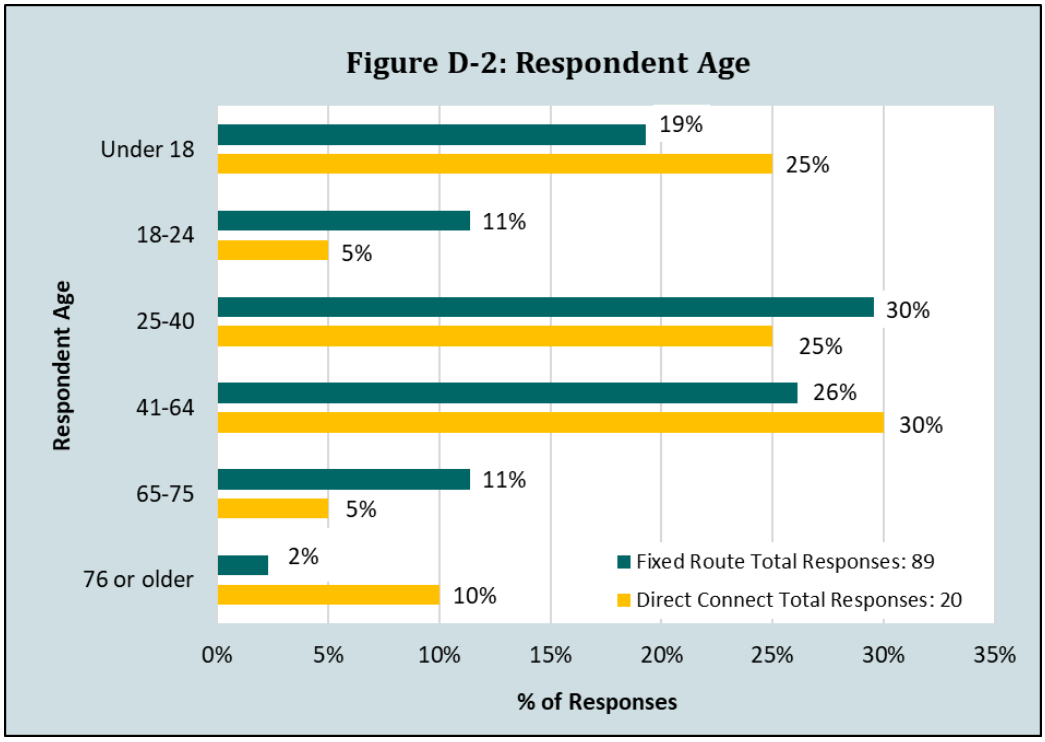
DEMOGRAPHICS

Age

Participants were asked to provide their age (Figure D-2). The age distribution of respondents shows notable differences between Fixed Route and Direct Connect services. Almost two-thirds of Fixed Route respondents were aged 40 or under (60 percent), with 19 percent of respondents being under 18 years of age, 11 percent between ages 18–24, and 30 percent between ages 25–40. Those aged 41-64 years

accounted for 26 percent of responses. Only 11 percent were ages 65-75, and 2 percent of fixed route respondents were aged 76 or older.

About half of Direct Connect respondents (55 percent) are aged 40 and under, with 25 percent under 18, 5 percent between ages 18–24, and 25 percent between ages 25–40. A little less than a third of Direct Connect respondents were aged 41-64 (30 percent), while those aged 65 and older made up a combined 15 percent of responses.



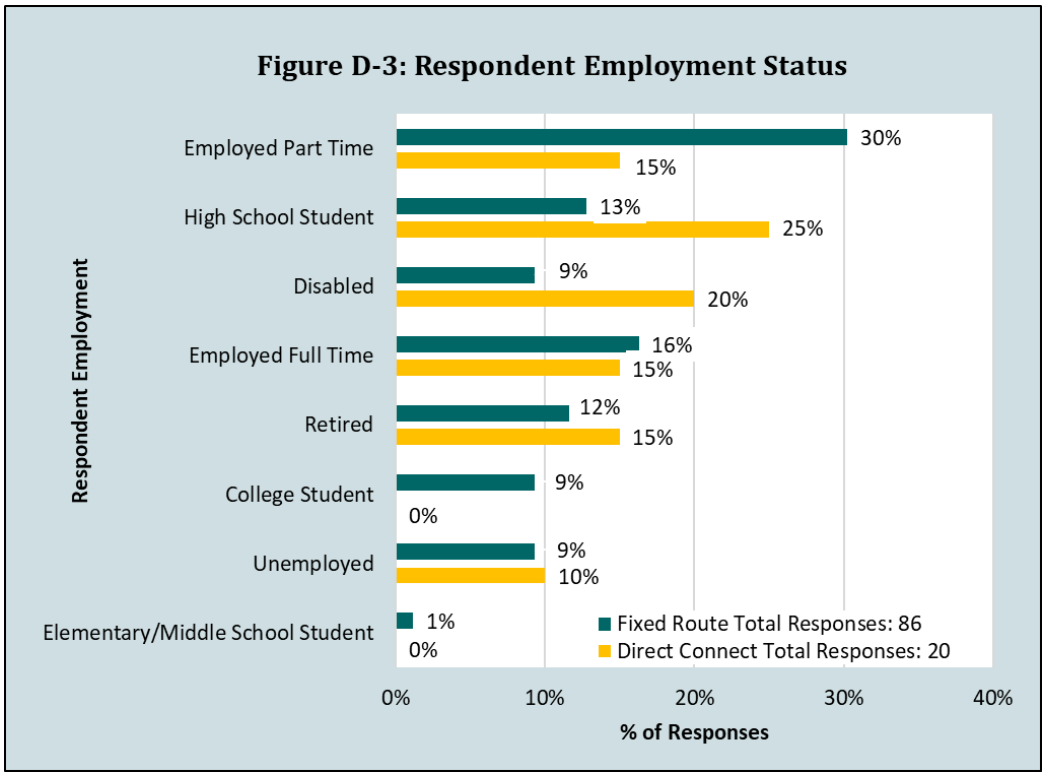
Disabled Persons in Respondents' Households

Participants were asked whether anyone in their household had a disability that limited their mobility. Those who answered "Yes, a member of their household has a mobility-limiting disability" accounted for 14 percent of Fixed Route and 11 percent of Direct Connect respondents. Those in households that had no members with a mobility-limiting disability accounted for 86 percent of Fixed Route respondents and 89 percent of Direct Connect respondents. A total of 78 responses were received from Fixed Route participants, and 18 responses were received from Direct Connect participants.

Employment Status

Participants were asked about their employment status (Figure D-3). For Fixed Route riders, the largest share (30 percent) was employed part-time, followed by those employed full-time (16 percent) and high school students (13 percent). Retirees accounted for 12 percent of responses, while college students accounted for 9 percent of responses. Other responses included 9 percent who were unemployed and 9 percent who identified as disabled. Only a small share (1 percent) were elementary or middle school students.

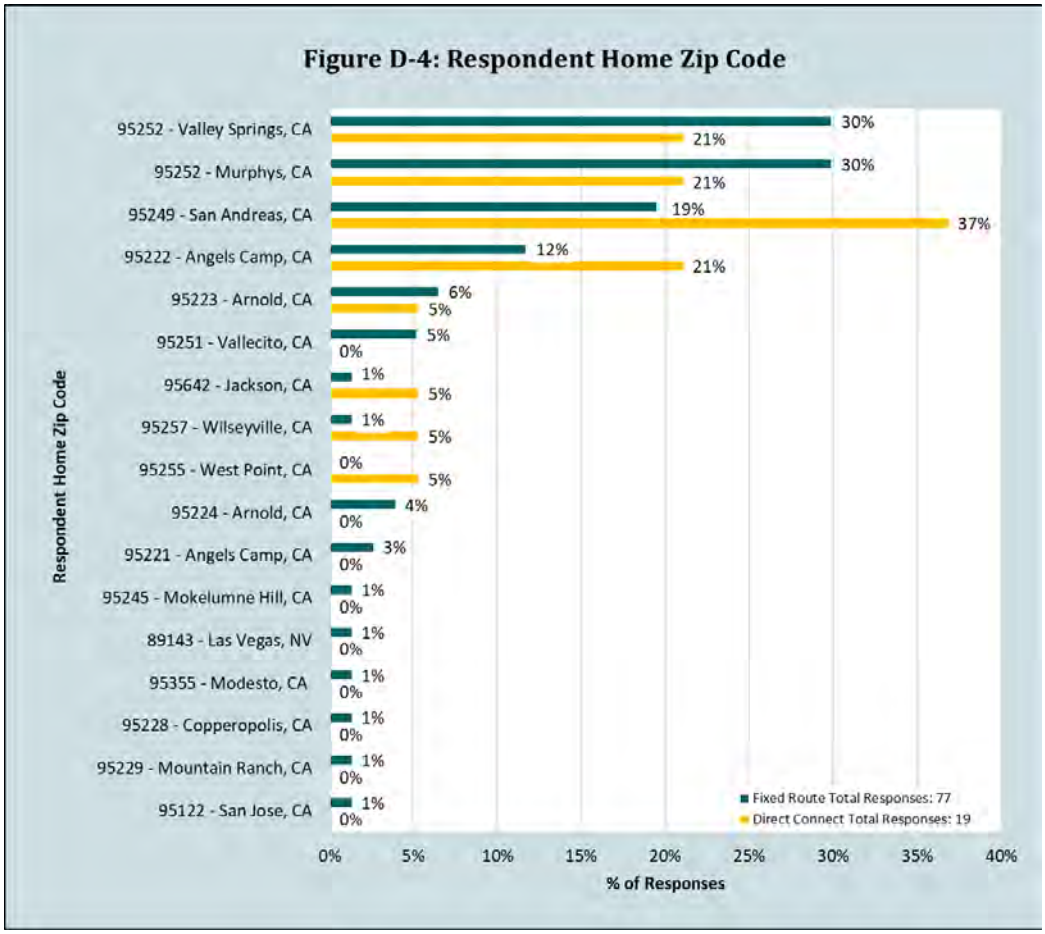
High school students made up the largest share of Direct Connect responses (25 percent). Disabled riders represented a significant proportion of respondents (20 percent). Retired, full-time employed, and part-time employed riders each accounted for 15 percent of responses. Smaller shares include unemployed riders (10 percent of Direct Connect responses).



Home Zip Code

Participants were asked what their home zip code was (Figure D-4). Fixed Route respondents were concentrated in a few key communities. The largest shares come from Murphys (30%), Valley Springs (30%), and San Andreas (19%), followed by Angels Camp (12%). Smaller numbers were reported from Arnold (6%), Vallecito (5%), and other communities, including Mountain Ranch, Copperopolis, Modesto, Wilseyville, Jackson, Mokelumne Hill, and even out-of-area locations such as San Jose and Las Vegas (each with 1%). This aligned with communities served by fixed routes, particularly Murphys, Valley Springs, and San Andreas.

Direct Connect respondent home zip codes have less diversity, with more than one-third coming from San Andreas (37%) and another 21% each from Angels Camp, Murphys, and Valley Springs. Smaller shares are spread across Arnold, Wilseyville, Jackson, and West Point (each 5%).



TRIP DETAILS

Trip Origin and Destination Pairs

Table D-1 shows the trip origin-destination pairs reported by respondents who took the survey on a Fixed Route. On the origin side, Angels Camp generated the highest number of trips (23), with San Andreas (13) and Valley Springs next (15). Arnold (6), Columbia (5), Murphys (4), and Vallecito (3) show moderate trip generation, while all other origins account for just one or two trips. The most common destination is San Andreas (24 trips), followed by Angels Camp (16), Valley Springs (14), Arnold (8), and Murphys (8). Other destinations had very limited activity, with only one or two trips.

Table D-2 shows Direct Connect origin-destination pairs reported by respondents. San Andreas stands out as the primary origin, generating 8 trips to a variety of destinations, including Jackson, Angels Camp, Mokelumne Hill, and Valley Springs. Smaller volumes of trips originated in Angels Camp, Arnold, and Valley Springs (2 each), while single trips were recorded from West Point, Jackson, Oak Shadows, and Wilseyville.

Table D-1: Calaveras County Fixed Route Trip Origin/Destination Pairs

		Trip Destination										
		Angels Camp	Arnold	Avery	Columbia	Douglas Flat	Mt. Ranch	Murphys	San Andreas	Sonora	Valley Springs	**Origin Total**
Origin	Angels Camp	1	4	1	1	1	0	4	10	0	1	**23**
	Arnold	1	1	0	0	0	0	1	3	0	0	**6**
	Avery	0	0	0	0	0	0	1	0	0	0	**1**
	Big Trees	0	1	0	0	0	0	0	0	0	0	**1**
	Columbia	3	0	0	0	0	0	0	1	0	1	**5**
	Douglas Flat	1	0	0	0	0	0	1	0	0	0	**2**
	Murphys	2	0	1	0	0	0	0	0	0	1	**4**
	San Andreas	5	1	0	0	0	1	0	2	0	4	**13**
	Vallecito	2	0	0	0	0	0	1	0	0	0	**3**
	Valley Springs	1	0	0	0	0	0	0	5	2	7	**15**
	Wilseyville	0	0	0	0	0	0	0	1	0	0	**1**
	Oak Shade	0	0	0	0	0	0	0	1	0	0	**1**
	Mokelumne Hill	0	0	0	0	0	0	0	1	0	0	**1**
	Destination Total	**16**	**7**	**2**	**1**	**1**	**1**	**8**	**24**	**2**	**14**	**76**

Table D-2: Calaveras County Direct Connect Trip Origin/Destination Pairs

		Trip Destination								
		Angels Camp	Copperopolis	Jackson	Mokelumne Hill	San Andreas	Sonora	Valley Springs	West Point	**Origin Total**
Origin	Angels Camp	1	0	0	0	1	0	0	0	**2**
	Arnold	1	1	0	0	0	0	0	0	**2**
	Jackson	0	0	0	0	1	0	0	0	**1**
	Oak Shadows	0	0	0	0	1	0	0	0	**1**
	San Andreas	2	0	3	1	1	0	1	0	**8**
	Valley Springs	0	0	0	0	0	1	1	0	**2**
	West Point	0	0	0	0	0	0	0	1	**1**
	Wilseyville	0	0	1	0	0	0	0	0	**1**
	Destination Total	**4**	**1**	**4**	**1**	**4**	**1**	**2**	**1**	**18**

On the destination side, the most common Direct Connect endpoints were Angels Camp and Jackson, each receiving four trips, followed by San Andreas with three. Other destinations such as Valley Springs, Copperopolis, Mokelumne Hill, Sonora, and West Point saw one to two trips each.

Time Respondent Boarded Bus

Participants were asked what time they boarded the bus (Table D-3). For the Fixed Route service, boarding times were spread fairly evenly across the day, with the largest shares occurring between 8:00–8:59 AM (18 percent), 11:00–11:59 AM (12 percent), 1:00–1:59 PM (12 percent), and 3:00–3:59 PM (12 percent). Midday usage was strong overall, while very early morning (7:00–7:59 AM, 7 percent) and evening hours after 5:00 PM saw lighter ridership, each at 6 percent or less. Late evening trips after 6:00 PM were rare, with only two boardings reported.

For Direct Connect, boardings were more concentrated in the morning, with 8:00–8:59 AM (26 percent) and 9:00–9:59 AM (26 percent) together accounting for half of all trips. Afternoon ridership was more modest, with a peak between 3:00 PM–4:59 PM (22 percent combined). Very few trips occurred at midday, and none were reported after 5:00 PM.

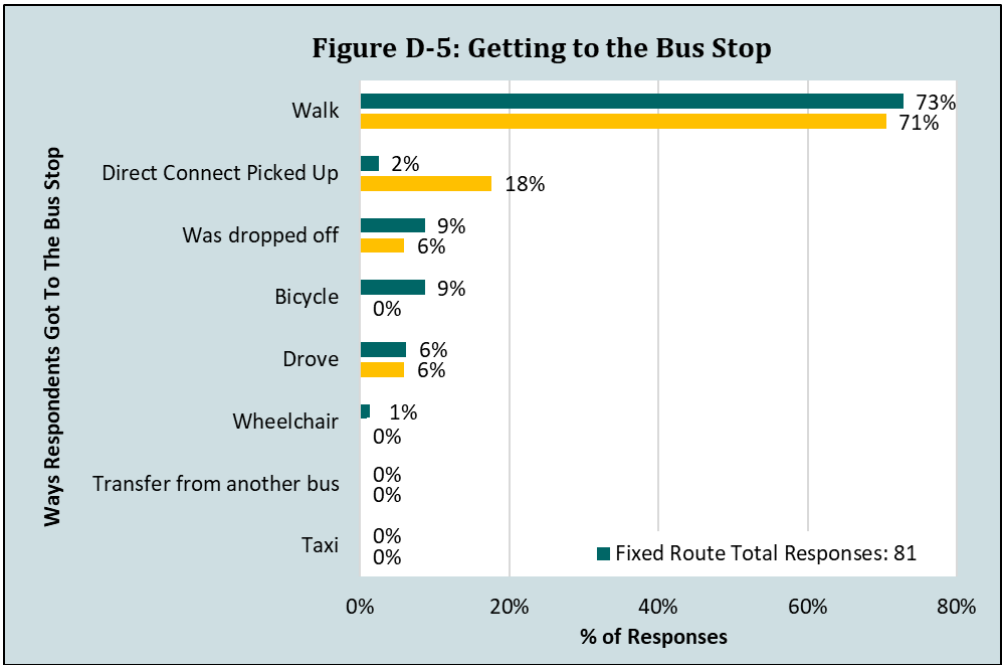
Table D-3: Time Respondent Boarded Bus

	Fixed Route		Direct Connect	
	#	%	#	%
7:00 AM - 7:59 AM	6	7%	1	5%
8:00 AM - 8:59 AM	15	18%	5	26%
9:00 AM - 9:59 AM	8	9%	5	26%
10:00 AM - 10:59 AM	2	2%	0	0%
11:00 AM - 11:59 AM	10	12%	1	5%
12:00 PM - 12:59 PM	5	6%	1	5%
1:00 PM - 1:59 PM	10	12%	1	5%
2:00 PM - 2:59 PM	6	7%	1	5%
3:00 PM - 3:59 PM	10	12%	2	11%
4:00 PM - 4:59 PM	6	7%	2	11%
5:00 PM - 5:59 PM	5	6%	0	0%
6:00 PM - 6:59 PM	1	1%	0	0%
7:00 PM - 7:59 PM	1	1%	0	0%
Total Responses	85		19	

Modes of Transportation Used

Respondents were asked how they got to the bus stop to board the bus (Figure D-5). For Fixed Route service, the overwhelming majority of riders walked to the bus stop (73 percent), making it by far the most common access mode. Smaller shares arrived by being dropped off (9 percent), riding a bicycle (9 percent), or driving themselves (6 percent). Very few reported a Direct Connect pickup (2 percent) or a wheelchair (1 percent), and none reported using a taxi or transferring from another bus.

For Direct Connect, the results were similar, with 71 percent of riders walking to meet the vehicle. A notable difference is that 18 percent were directly picked up by the service, a feature unique to Direct Connect. The remaining riders either drove (6 percent) or were dropped off (6 percent).



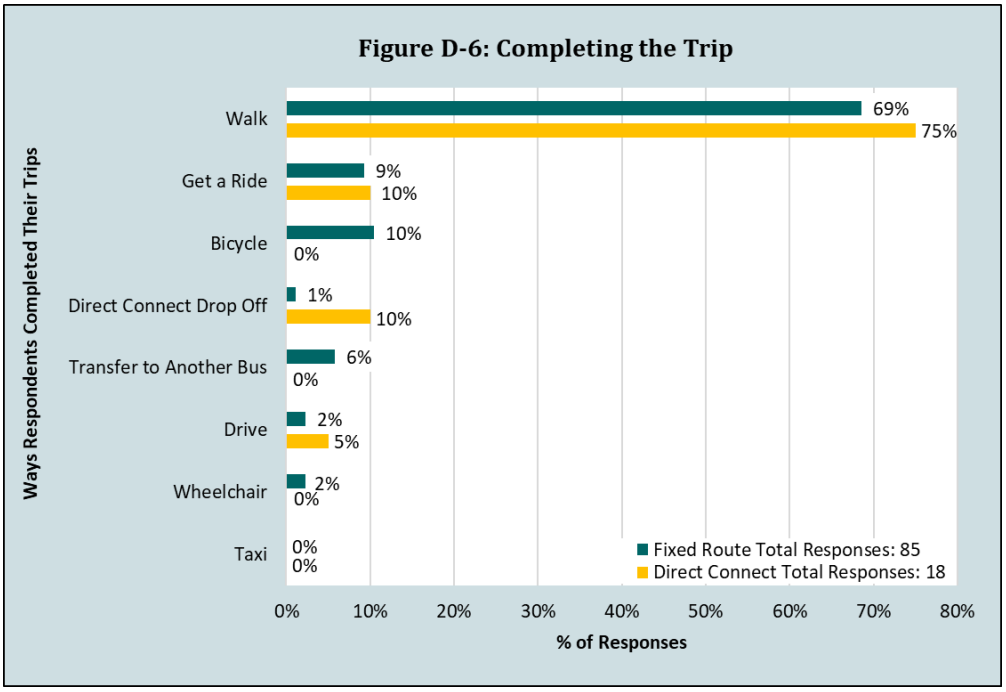
Respondents were also asked how they would complete their trip once they got off the bus (Figure D-6). For Fixed Route service, most riders completed their trips by walking to their final destination (69 percent), while smaller groups used a bicycle (11 percent) or got a ride (9 percent). Transfers to another bus accounted for 6 percent of responses, and very few completed their trip by wheelchair (2 percent), driving themselves (2 percent), or being dropped off by Direct Connect (1 percent).

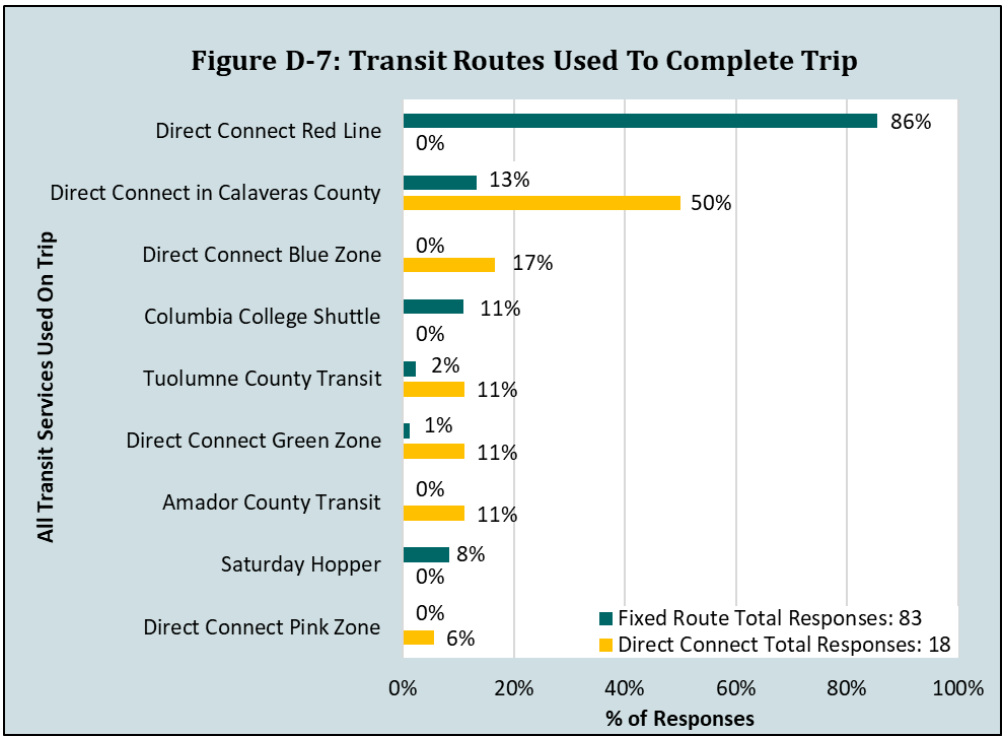
For Direct Connect, the majority also walked to their final destination (75 percent), followed by those who got a ride (10 percent) or were dropped off directly by the service (10 percent). A small share (5 percent) drove themselves, while no respondents reported using bicycles, wheelchairs, or bus transfers.

Other Transit Services Used to Complete the Trip

Participants were asked what other transit routes would be used to complete their trip (Figure D-7). For the Fixed Routes, nearly all respondents indicated they would ride the Red Line (86 percent). Other notable services included the In-County Direct Connect (13 percent), the Columbia College Shuttle (11 percent), and the Saturday Hopper (8 percent). Smaller shares connected with Tuolumne County Transit (2 percent) and the Direct Connect Green Zone (1 percent). No Fixed Route riders reported transferring to Direct Connect Blue Zone, Direct Connect Pink Zone, or Amador County Transit.

For Direct Connect, half (50 percent) reported also using In-County Direct Connect, while others connected with Direct Connect Blue Zone (17 percent), Amador County Transit (11 percent), Direct Connect Green Zone (11 percent), or Tuolumne County Transit (11 percent). A small share (6 percent) reported using the Direct Connect Pink Zone.

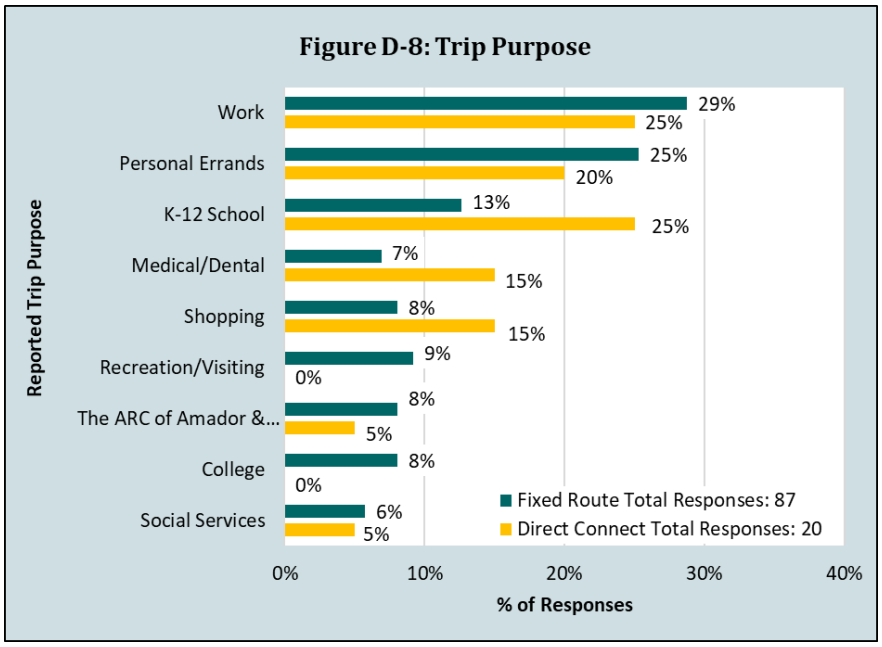




Trip Purpose

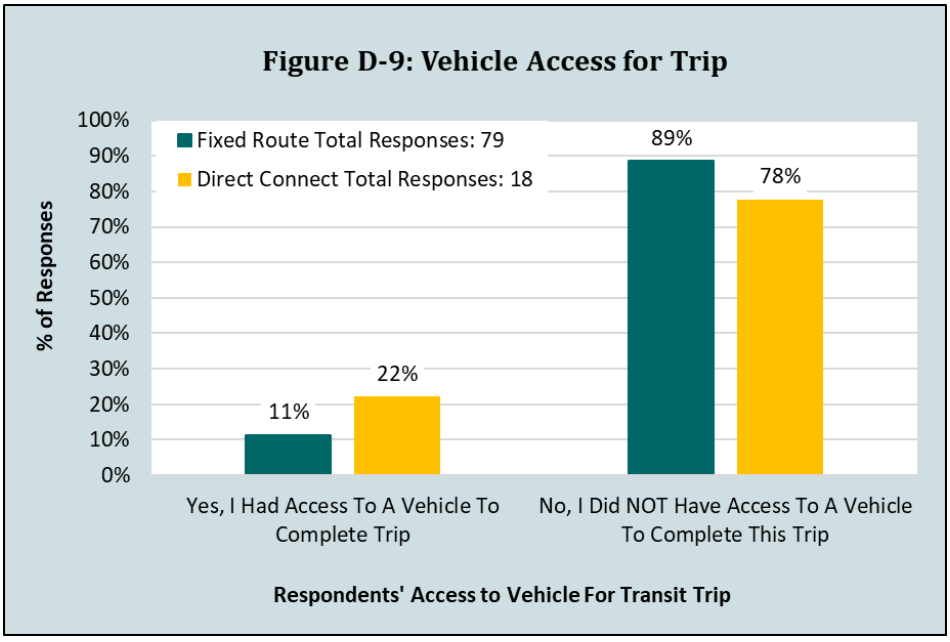
Participants were asked what the purpose of their transit trip was (Figure D-8). For Fixed Route riders, the most common trip purpose was work (29 percent), followed by personal errands (25 percent), and K–12 school (13 percent). Smaller shares of respondents used the service for recreation or visiting (9 percent), shopping (8 percent), college (8 percent), the Arc of Amador and Calaveras Counties (8 percent), and medical or dental appointments (7 percent). Social services represented 6 percent of trips.

For Direct Connect riders, the leading trip purposes were K–12 school and work (both 25 percent), followed by personal errands (20 percent). Shopping and medical or dental trips each accounted for 15 percent, while 5 percent of respondents were accessing social services or going to the Arc of Amador and Calaveras Counties. No Direct Connect trips were reported for college or recreation.



Alternative Vehicle Available for Trip

Participants were asked whether they had an alternative vehicle available to them to complete their trip. A majority of Fixed Route respondents reported that they did not have a vehicle available to them (89 percent of Fixed Route). Similarly, a majority of participants who were riding the Direct Connect Service reported that they also did not have a vehicle to complete the trip (78 percent of Direct Connect respondents).

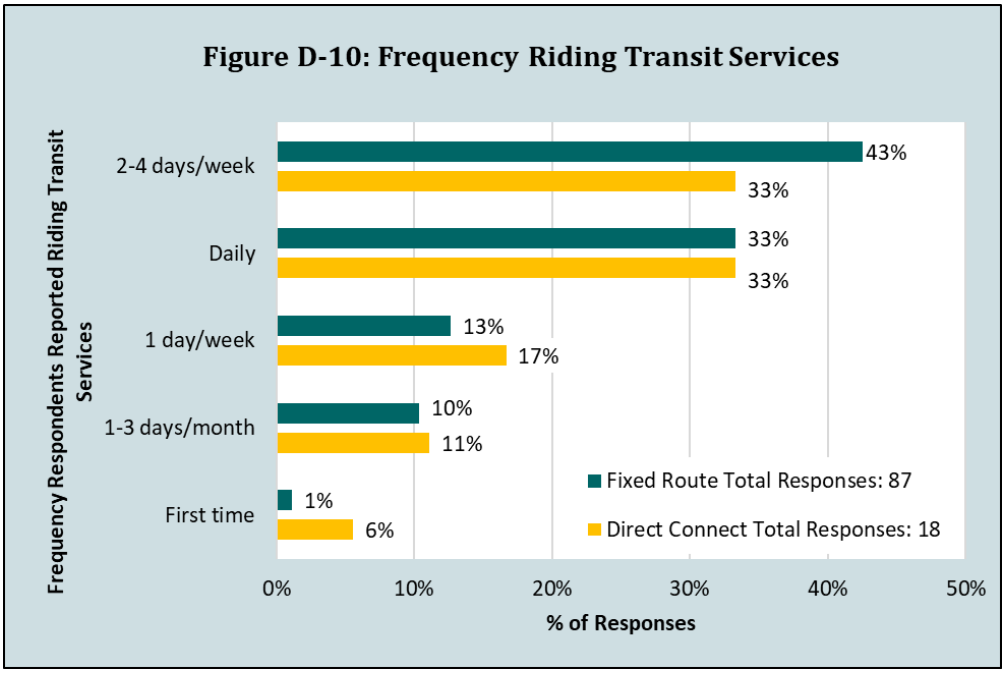


TRANSIT USE

Frequency of Transit Use

Participants were asked how often they use Calaveras Connect public transit services (Figure D-10). For Fixed Route riders, the majority use the service frequently, with 43 percent riding two to four days per week and 33 percent riding daily. Another 13 percent use it once per week, while 10 percent ride one to three days per month. Only 1 percent were first-time riders.

For Direct Connect riders, usage is more evenly distributed. Those riding 2-4 days per week accounted for 33 percent of responses, and 33 percent ride daily. Another 17 percent use it once per week, while 11 percent ride one to three days per month. Six percent of riders were first-time users.



Respondent's Rating of Service Categories

Survey participants were asked to rank a list of Calaveras Connect service categories on a scale of 1 (Very Poor) to 5 (Excellent) (Table D-4). Survey results show that both Fixed Route and Direct Connect services were rated positively across all categories, with most weighted averages above 4.0 (out of 5). For Fixed Route, the highest rating was Friendliness of Driver (4.8), followed by Overall Service (4.52) and On-Time Performance (4.38). The lowest score was for Bus Stops (3.94).

Direct Connect received consistently strong ratings, with Friendliness of Driver (4.58), Overall Service (4.56), On-Time Performance (4.45), and Availability of Information (4.44) standing out. The lowest rating was again for Bus Stops (4.11).

Table D-4: Calaveras Connect Service Category Weighted Average

	On-Time Performance	Hours of Operation	Frequency of Service	Where Services Go	Bus Stops
Fixed Route	4.38	4.06	4.28	4.22	3.94
Direct Connect	4.45	4.16	4.32	4.29	4.11

	Connecting to Other Services	Availability of Info	Friendliness of Driver	Overall Service	Total # of Responses
Fixed Route	4.16	4.33	4.80	4.52	**87**
Direct Connect	4.29	4.44	4.58	4.56	**20**

Note: Survey respondents were asked to rate the service categories mentioned about on a scale of 1 (very poor) to 5 (Excellent). A weighted average was then calculated to show the how each category scored overall.

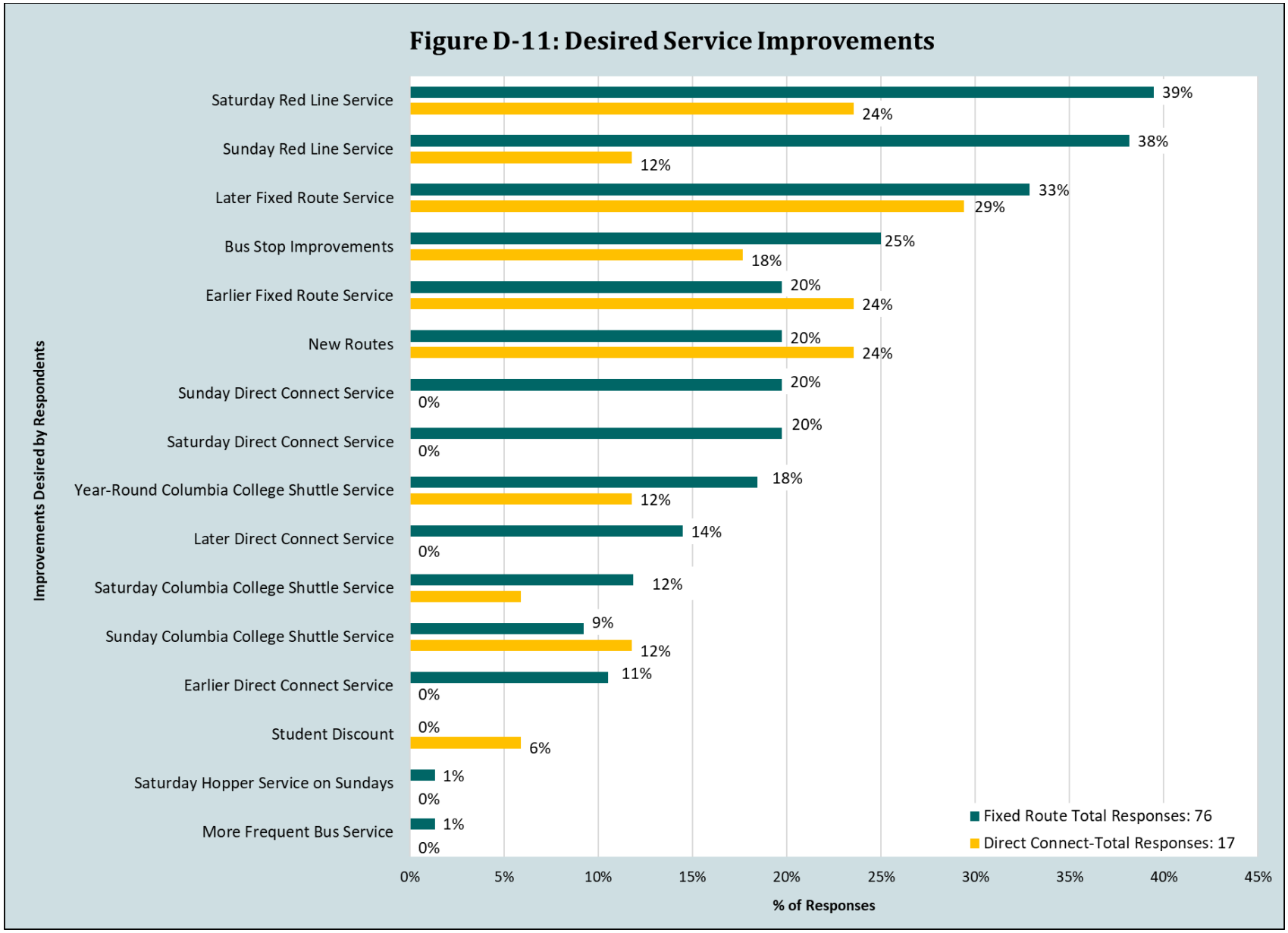
Desired Improvements

Participants were asked what improvements they would like to see for Calaveras Connect (Figure D-11). The survey results show that the highest priorities for Fixed Route riders are expanding weekend service and extending service hours. Saturday Red Line Service (39 percent) and Sunday Red Line Service (38 percent) are the top requests, followed by Later Fixed Route Service (33 percent). Other frequently chosen improvements include bus stop enhancements (25 percent), Earlier Fixed Route Service (20 percent), and the addition of new routes (20 percent). Riders also expressed interest in more Columbia College shuttle options, such as year-round service (18 percent), Saturday service (12 percent), and Sunday service (9 percent). A smaller share of respondents requested more frequent service (1 percent) or Sunday Hopper Service (1 percent).

Respondents on the Fixed Route expressed a strong desire for improved bus stop amenities across Calaveras County. The most common requests focused on adding shade structures and shelters, as well as benches to make waiting more comfortable, especially at high-use locations like Big Trees, Bret Harte High School, Rancho Calaveras, and Circle X. Several respondents also mentioned the need for trash and recycling bins and clean, well-maintained stops. In terms of stop placement, participants suggested adding new stops in Angels Camp (near McDonald's to better connect downtown and the upper plaza), Rancho Calaveras, Hathaway Pines, and near CCCE. Riders also noted that some existing stops are not clearly marked, recommending better signage so passengers know where to wait.

For Direct Connect riders, commonly suggested improvements focus on expanded service hours and additional days of service. Later Fixed Route Service (29 percent) was the top priority, followed by New Routes (24 percent), Earlier Fixed Route Service (24 percent), and Saturday Red Line Service (24 percent). Riders also called for bus stop improvements (18 percent), along with Sunday Columbia College service (12 percent) and year-round service (12 percent). Smaller shares of Direct Connect respondents noted a need for a student discount (6 percent) or Saturday shuttle service (6 percent). Overall, both groups highlighted the importance of longer operating hours, weekend coverage, and better connections to key destinations.

Figure D-11: Desired Service Improvements



Respondents from Direct Connect suggested several service improvements, including adding benches and clearer signs at stops and expanding service to new destinations such as Lodi, Stockton, Sacramento, Jackson, Sonora, Lake Hogan, Red Apple, Tanwood, and Copperopolis. Other requests included a student discount and considerations for riders with mobility challenges, such as difficulty using stairs.

Open-Ended Comments

Survey participants were given the opportunity to leave open-ended feedback or comments at the end of the survey (Table D-5). A total of 24 respondents left comments. The comments reflect strong appreciation for drivers, with several riders praising their friendliness, professionalism, and knowledge of the routes. Many riders expressed gratitude for the convenience of service and noted that everyone does a great job. At the same time, there were calls for drivers to receive better pay, benefits, and retention incentives to maintain service quality.

Service-related feedback centered on improving schedules, stops, and reliability. Riders asked for more bus stop locations and shelters (such as at Bret Hart School, California Burrito, and Frogtown), better alignment of the Columbia College Shuttle with midday and evening class times, and more frequent service to reduce long gaps in availability. Requests included bigger buses for after-school service, later shuttles for evening activities, and clearer scheduling to avoid confusion. Some noted challenges with traffic delays, digital system accuracy (geo-location services), and route cancellations, such as the Copperopolis line. While riders acknowledged the small population limits frequency, the overall message was a desire for modest service adjustments that would significantly improve accessibility.

Table D-5: Open-Ended Comments or Feedback Left by Respondents

I would like to say David is one of the best drivers and persons I've ever met on Transit Rides
You should consider having a late shuttle people enjoy evening dinners, etc. Uber isn't available here. Your Saturday Driver between 3-6 PM is very nice and a good driver.
Need bus stops in Angels at Bret Hart School and California Burrito - No shelter or bus stop.
I would like for the Columbia College Shuttle to stop at the college between 12:00pm - 2:00 pm. A stop between those times would really help me get home faster and improve my experience overall.
I only need the bus 1-2 times a week, and you didn't have enough people for the Copperopolis Route
Some college classes start around 8 am, which I usually miss out on. There are also some classes that do go into later in the night like 7 or so, so I think it would be beneficial if the college and County talked about the bus schedule. Normal routes are fine, its just so weird having the bus go all morning, stop at 11 am, and then the next bus being available being at 3 or so. I can understand having a lunch break, but that still a big gap.
Scheduling confusion/mix-up has caused slight issues for me before.
Keep us going.
We like you a lot!
It's perfect. Bigger buses for after school.
I appreciate the convenience of the bus.
All good. Bus stop at the end of 49 and Frogtown ?
All drivers are extremely good and are very knowledgeable about the bus routes.
The SACS or CRM (the digital system) needs to have it's GEO Location Services improved and how the system set ride times for driver and passenger Should localize the GEO system. Maybe get local outreach to help.
Thanks for your services
Thank you.
Drive bigger busses for after school.
Friendly drivers
Bus drivers - better pay + full benefits. If they stay with the company 5+ years, like a dollar a year. Max out at $30 an hour.
Could be more frequent, but with the small population of my area, I get it.
Thank you.
Traffic and debris can delay trips
Everybody does a great job!
Real nice drivers

ONLINE COMMUNITY SURVEY SUMMARY

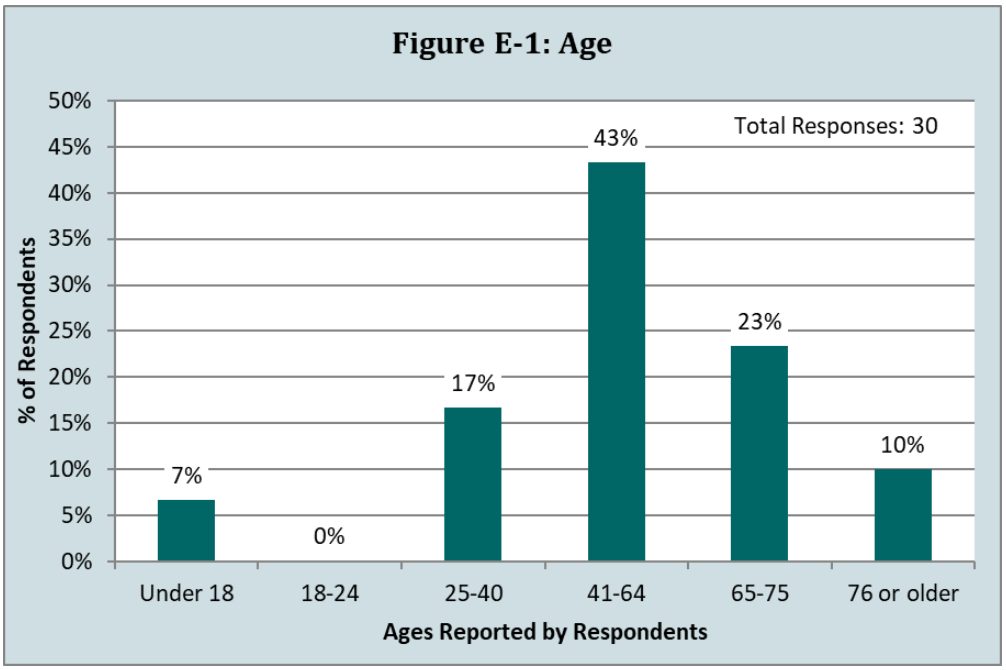
INTRODUCTION

The online community survey for the 2025 Calaveras County Short Range Transit Plan (SRTP) was conducted over several weeks in July and August 2025. The survey instrument included 23 questions and was made available online in English and Spanish. To inform the public of the survey effort, posts advertising the survey were emailed to stakeholders, including social service agencies, the Social Services Transportation Advisory Council (SSTAC), and key community members, posted on Facebook and Nextdoor, and was also posted as a public notice in local news sources, including Calaveras Enterprise and Valley Spring News. The survey was targeted at all residents of the Calaveras County region, including those who do not use public transit on a regular basis. The survey received a total of 36 responses, 35 of which were in English and one in Spanish.

DEMOGRAPHICS

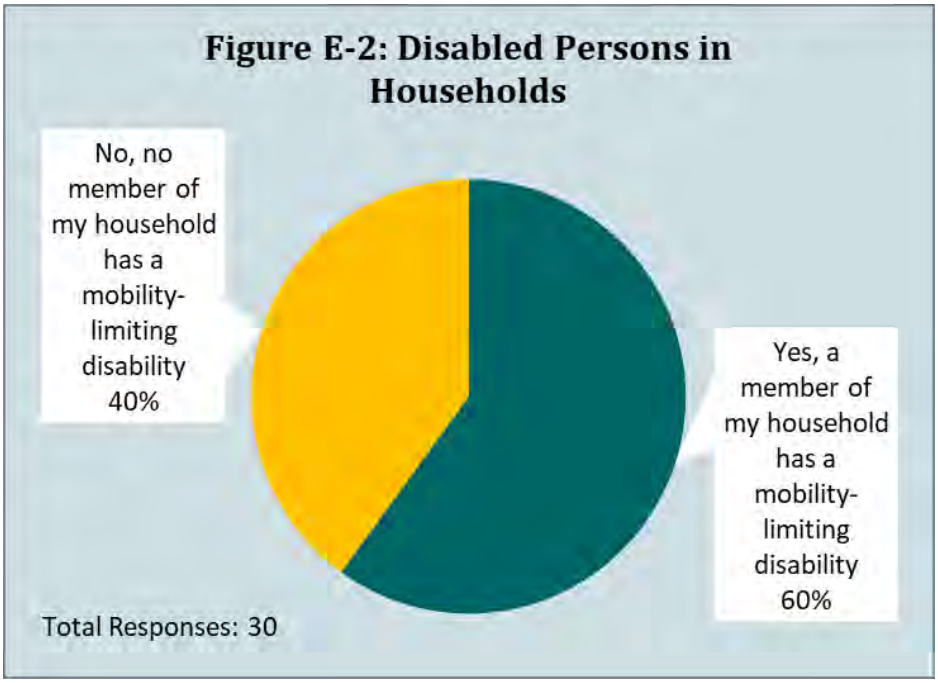
Age

Participants were asked to provide their age (Figure E-1). Only 7 percent of survey responses were from individuals under 25 years old, and 10 percent from respondents 76 years of age and above. A combined 83 percent of responses were from those 25-75 years old, with those 41-64 years of age accounting for 43 percent of survey responses.



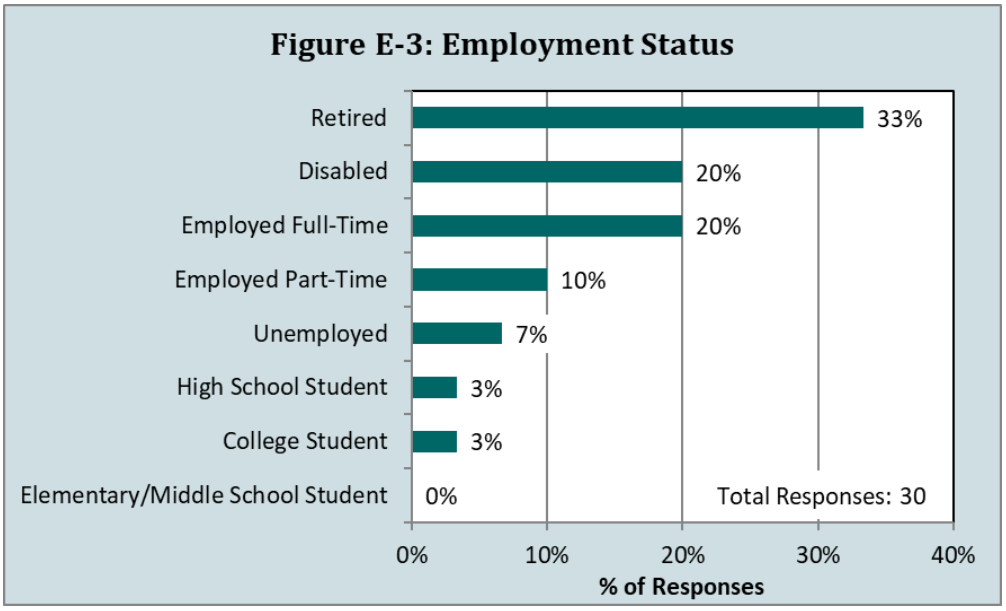
Disabled Persons in Households

Participants were asked whether anyone in their household had a disability that limited their mobility (Figure E-2). Those who answered "Yes, a member of their household has a mobility-limiting disability" accounted for 60 percent of respondents. Those in households that had no member with a mobility-limiting disability accounted for 40 percent of respondents.



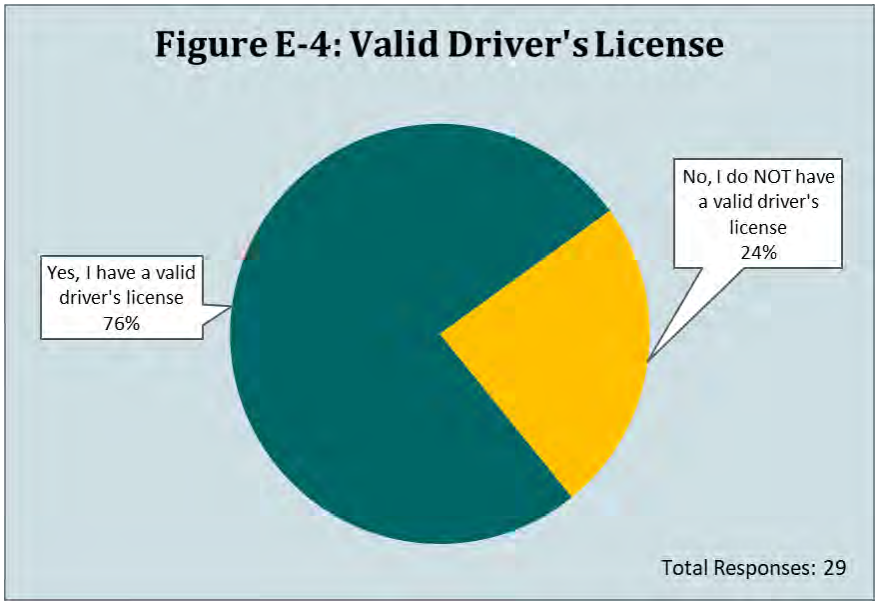
Employment Status

Respondents were asked to identify their employment status (Figure E-3). The largest share of respondents reported that they were retired (33%), followed by those who were disabled (20%) and those who were employed full-time (20%). Smaller groups reported being employed part-time (10%), unemployed (7%), or students, with 3 percent reporting being in college and 3 percent reporting attending high school. No respondents identified as elementary or middle school students.



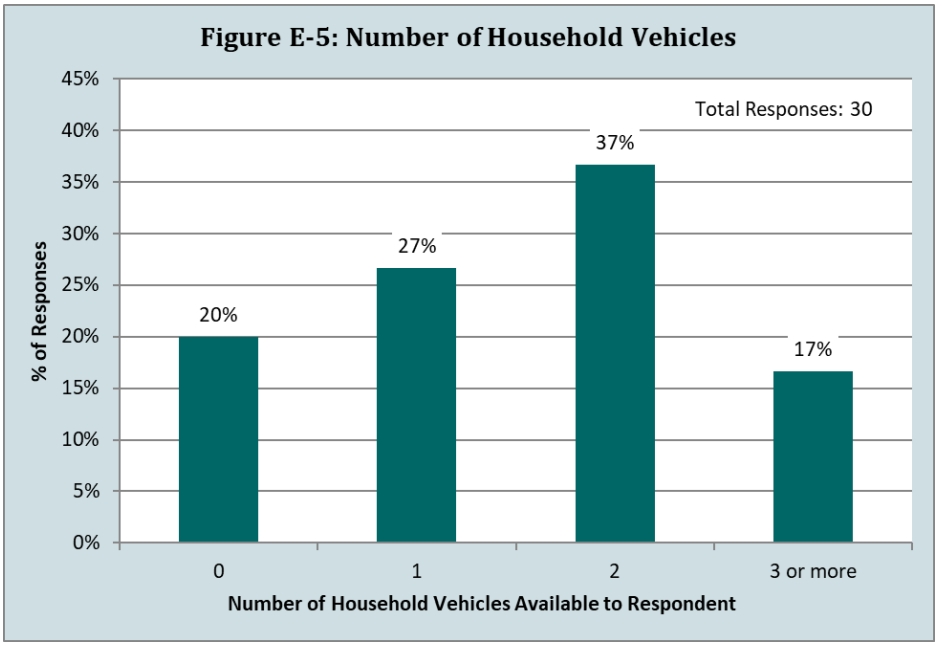
Valid Driver's License

Respondents were asked whether they had a valid driver's license (Figure E-4). Those who have a valid driver's license accounted for 76 percent of respondents, and those who did *not* have a driver's license accounted for 24 percent of respondents.



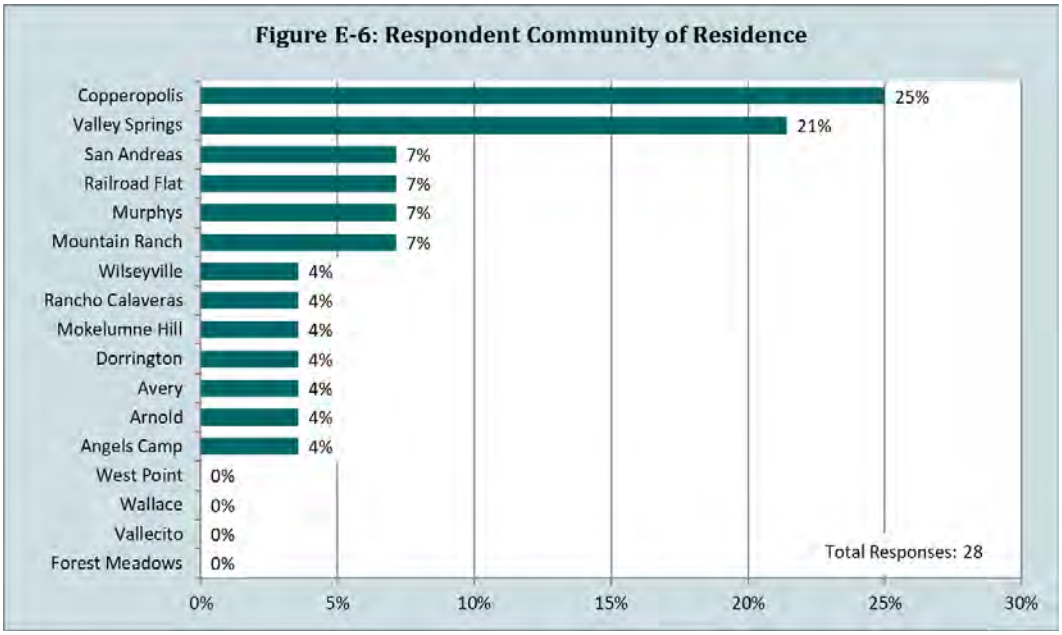
Total Number of Household Vehicles

Respondents were asked how many vehicles were available to their household (Figure E-5). Those who live in a household with no access to a vehicle accounted for 20 percent of respondents. Those with access to at least one vehicle in their households accounted for 80 percent of respondents.



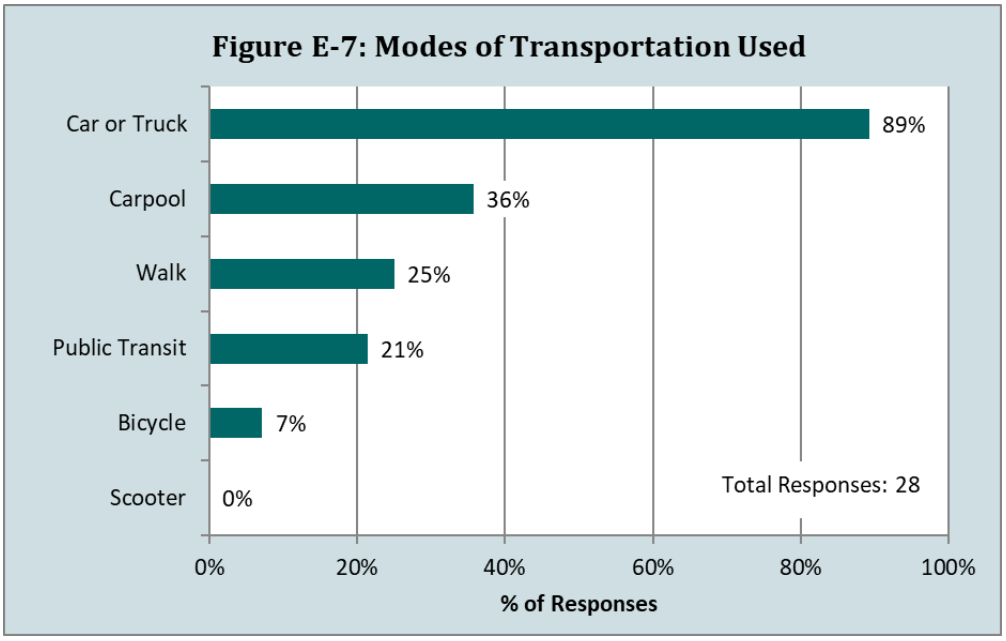
Community of Residence

Participants were asked in what general area of Calaveras County they lived (Figure E-6). The largest shares of respondents reported living in Copperopolis (25 percent) and Valley Springs (21 percent). A smaller group of respondents reported living in Mountain Ranch, Murphys, Railroad Flat, and San Andreas (7% each). A group of communities, including Angels Camp, Arnold, Avery, Dorrington, Mokelumne Hill, Rancho Calaveras, and Wilseyville, each accounted for 4 percent of responses. No respondents identified living in Forest Meadows, Vallecito, Wallace, or West Point.



Modes of Transportation Used

Participants were asked what mode of transportation they used (Figure E-7). Most respondents rely on a car or truck (89 percent), while a smaller portion uses carpooling (36 percent). Active transportation modes are less common, with walking (25 percent) and bicycling (7 percent) reported. A share of respondents also use public transit (21 percent), while scooter use was not reported (0 percent).



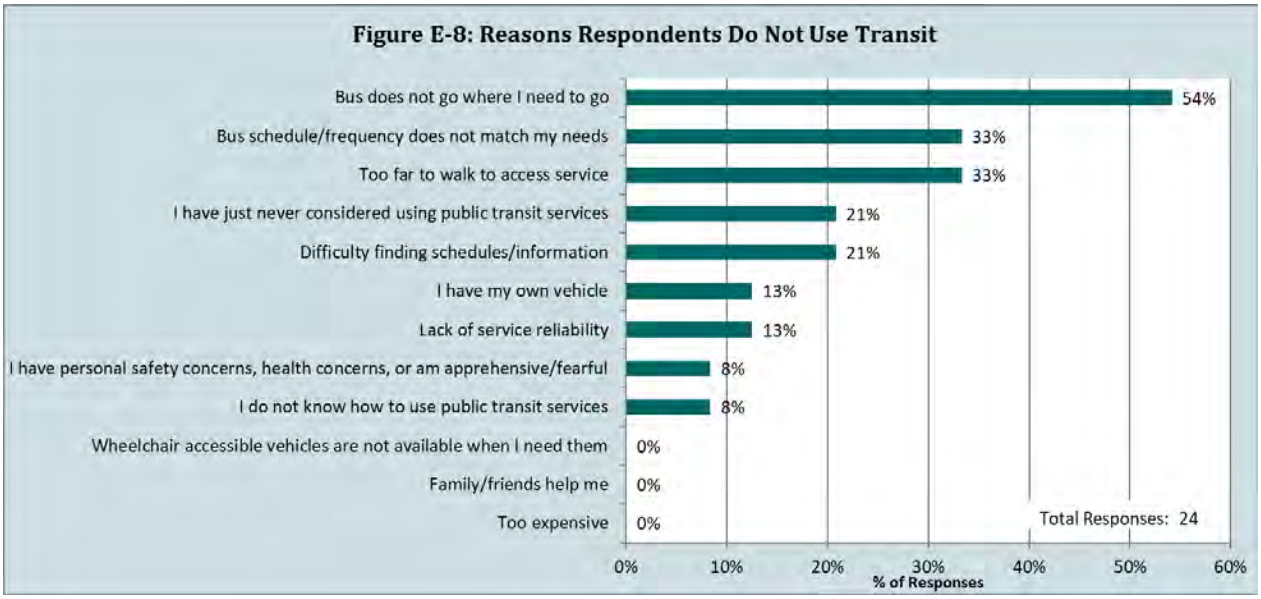
TRANSIT USE

Calaveras Connect Usage

Participants were asked if they use Calaveras Connect. Over a quarter of respondents (28 percent) reported using Calaveras Connect, while 72 percent of participants indicated that they did not use these services.

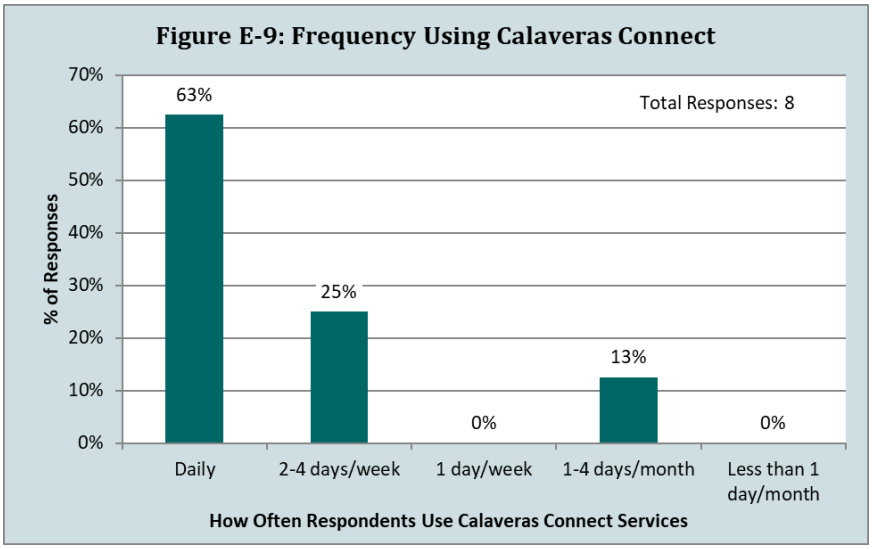
Respondent Reasons Not to Use Public Transit

Respondents who answered no to using Calaveras Connect were asked why they do not use the service (Figure E-8). The leading reason respondents do not use Calaveras Connect is that the bus does not go where they need to travel (54 percent). Other major barriers include the bus schedule/frequency not matching needs (33 percent) and the service being too far to walk to access (33 percent). A smaller share cited difficulty finding schedules or information (21 percent) or that they have never considered using transit (21 percent). Additional reasons included lack of reliability (13 percent), having a personal vehicle (13 percent), personal safety or health concerns (8 percent), or not knowing how to use public transit services (8 percent). Cost, reliance on family/friends, and lack of wheelchair-accessible vehicles were not reported as barriers.



Frequency of Transit Use

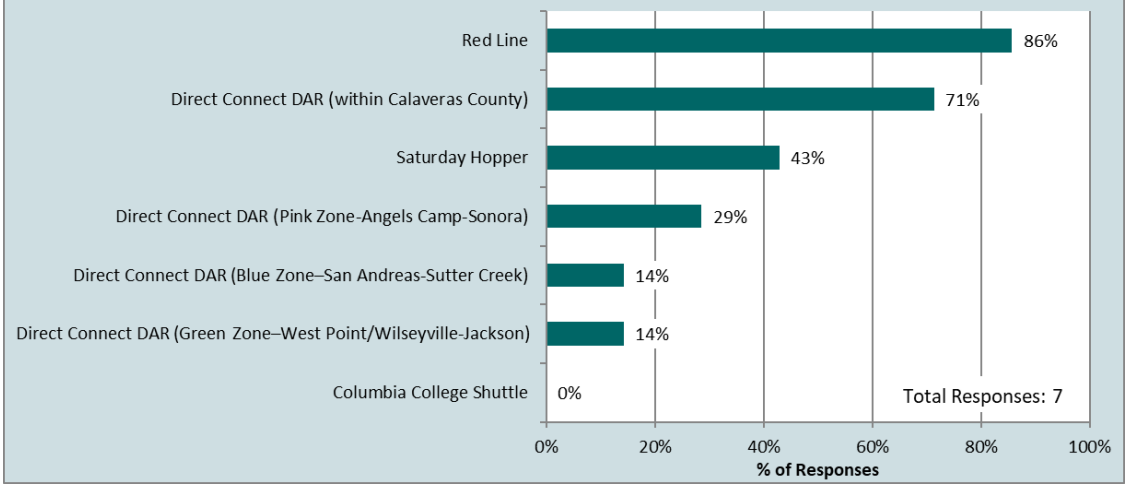
Participants who indicated that they use Calaveras Connect were asked about how frequently they use it (Figure E-9). Most reported using Calaveras Connect daily (63 percent), while 25 percent use it 2–4 days per week. A smaller share (13%) uses it 1–4 days per month.



Calaveras Connect Transit Services Used

Participants who indicated that they use Calaveras Connect transit services were asked to identify which services they use and were allowed to select multiple services (Figure E-10). The most commonly used Calaveras Connect service among respondents is the Red Line (86 percent), followed by Direct Connect Dial-A-Ride within Calaveras County (71 percent). Other services with notable use include the Saturday Hopper (43 percent) and the Pink Zone Dial-A-Ride (29 percent). Smaller shares reported using the Green Zone (14 percent) and Blue Zone (14 percent) Dial-A-Ride services. No respondents reported using the Columbia College Shuttle.

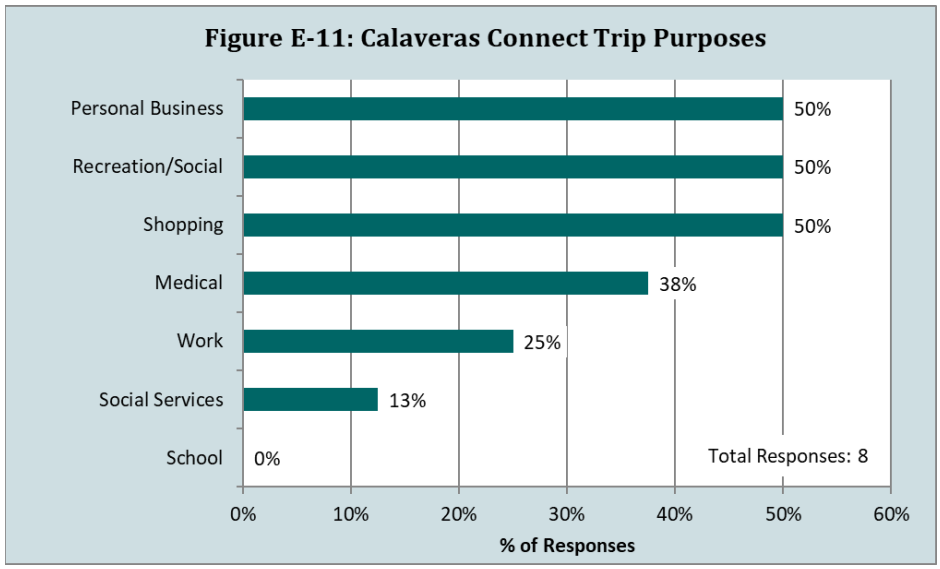
Figure E-10: Calaveras Connect Transit Services Used



Reasons for Using Calaveras Connect

Participants who answered yes to using Calaveras Connect transit services were asked the purpose of their trip while using public transit (Figure E-11) and could select multiple choices. Respondents reported that they most often use Calaveras Connect for shopping, recreation/social activities, and personal business (50% each). Medical trips are also a significant purpose (38 percent), followed by work (25 percent) and social services (13 percent). No respondents reported using the service for school.

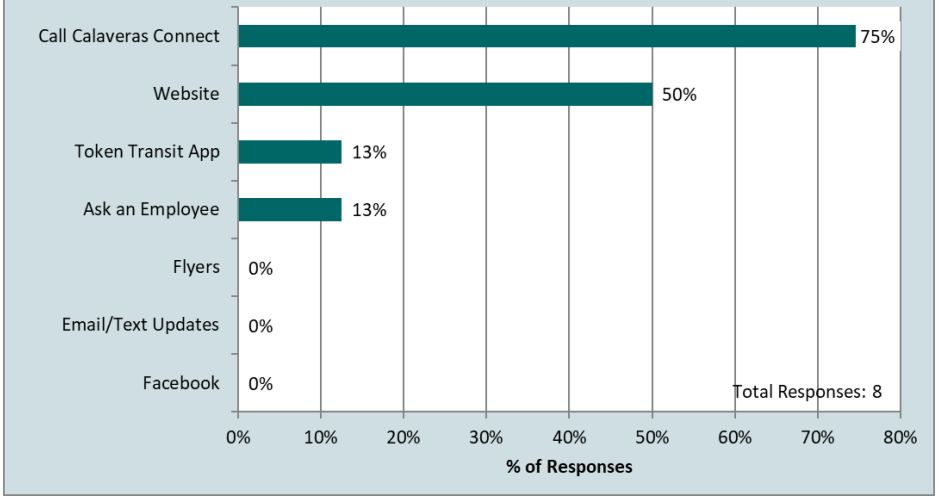
Figure E-11: Calaveras Connect Trip Purposes



Sources of Information Regarding Transit Services

Participants who answered yes to using Calaveras Connect transit services were asked where they got information about their local public transit services (Figure E-12). Most respondents got information about Calaveras Connect by calling the agency directly (75 percent) or using the website (50 percent). Smaller shares relied on the Token Transit app (13 percent) or asking an employee of the transit service (13 percent). No respondents reported using Facebook, email/text updates, or flyers for information.

Figure E-12: Transit Services Information Sources



OPINION ON TRANSIT SERVICES

Impact of Calaveras Connect Service Changes

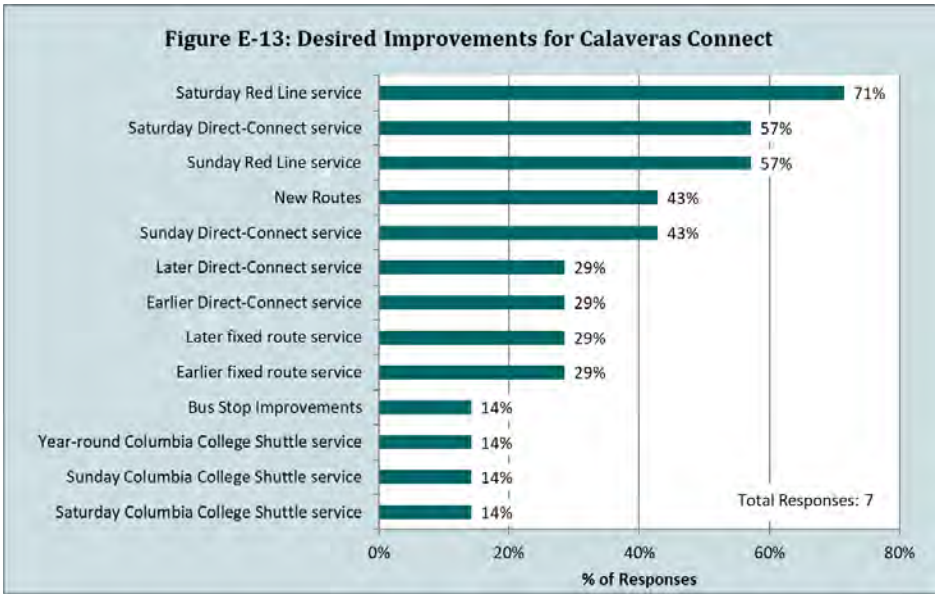
Participants who answered yes to using Calaveras Connect transit services were asked if the changes implemented to Calaveras Connect services in the last five years have been an improvement in their experience. A total of seven answered the question. Those whose experience has NOT been improved by the changes accounted for 71 percent of respondents, while 14 percent of respondents indicated that the changes have improved their experience.

Importance of Public Transit in Calaveras County

Participants who answered yes to using Calaveras Connect transit services were asked to rate how important public transit service is as a community service in Calaveras County. All respondents view public transit as an important community service in Calaveras County, with 86 percent strongly agreeing and the remaining 14 percent somewhat agreeing.

DESIRED CALAVERAS CONNECT SERVICE CHANGES

Participants who answered yes to using Calaveras Connect transit services were asked to identify their desired service improvements for Calaveras Connect (Figure E-13). More than one option could be selected. The majority of respondents are interested in Saturday Red Line service (71%), followed by Saturday Direct Connect (57%) and Sunday Red Line service (57%).



Open-Ended Suggestions to Improve Calaveras Connect Services

Participants were given the option to provide open-ended feedback and suggestions on how to improve Calaveras Connect transit services. A total of 4 respondents completed this question, and they suggested expanding service days and hours, including Saturday service, earlier/later operating times, and routes that run in both directions. Several emphasized the need for better rural coverage, particularly to communities like Wilseyville and Railroad Flat, where residents lack reliable transportation to larger towns for work, food, and necessities. Other ideas included stronger connections to neighboring county transit services, more designated bus stops in isolated areas, and dedicated space on buses for groceries.

Unserved Destinations Desired by Respondents

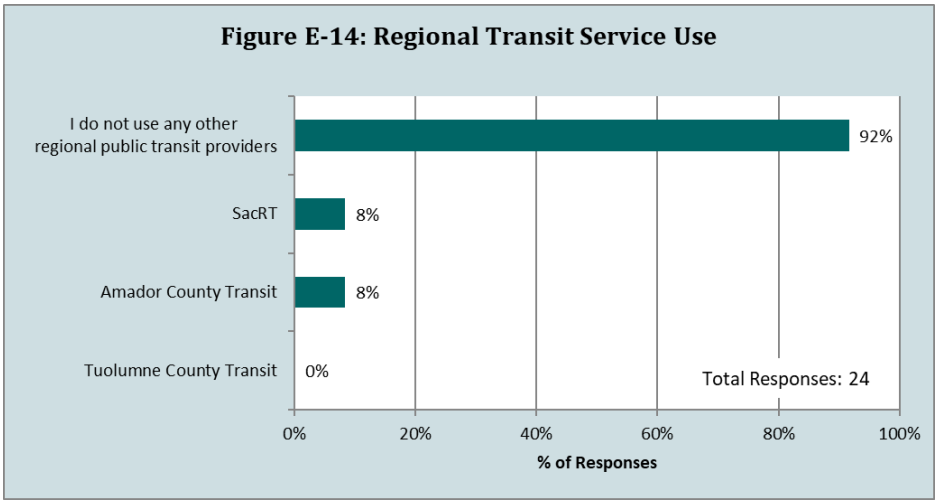
Participants were asked where they would like to go that they cannot access using public transit. The question was answered by three respondents. The responses included:

- Sonora
- El Dorado County
- Sacramento
- Angles Camp (Weekend Service)
- San Andreas (Weekend Service)
- Railroad Flats

REGIONAL PUBLIC TRANSIT USE

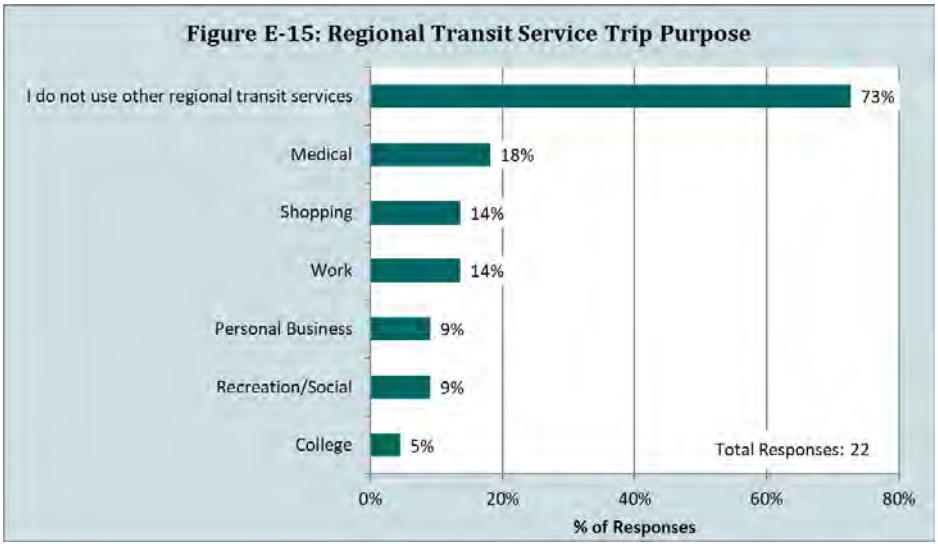
Regional Public Transit Service Use

Participants were asked which, if any, other regional transit services they used (Figure E-14). Those who did not use any regional public transit services accounted for 92 percent of the respondents. Those who used SacRT or Amador County Transit accounted for 8 percent of the respondents. No respondents reported using Tuolumne County Transit.



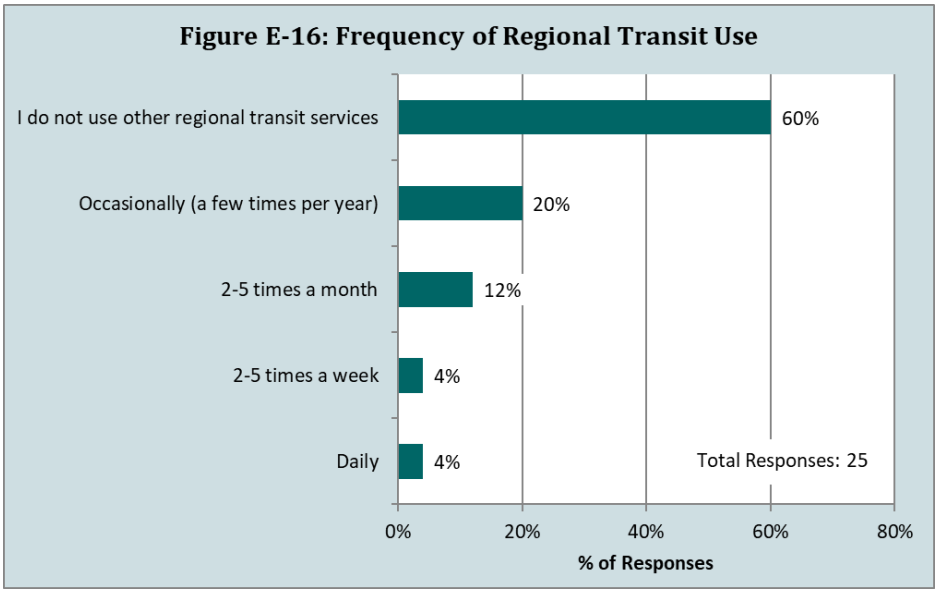
Regional Transit Trip Purposes

Participants were asked why they were using other regional transit services (Figure E-15). Those respondents who indicated that they did not use other transit services accounted for 73 percent of the responses. Among those who do, the most common reasons are medical trips (18 percent), followed by work and shopping (14% each). Smaller shares of riders use regional transit for personal business (9 percent), recreation/social trips (9 percent), or college (5 percent).



Frequency of Trips on Other Regional Transit Services

Participants were asked how often they rode other regional transit services (Figure E-16). A majority of respondents (60 percent) indicated they do not use other regional transit services. Among those who do, 20 percent indicated they do occasionally, followed by two to five times per month (12 percent). Smaller shares reported riding daily (four percent) or two to five times a week (4 percent).


Figure E-16: Frequency of Regional Transit Use
I do not use other regional transit services
60%
Occasionally (a few times per year)
20%
2-5 times a month
12%
2-5 times a week
4%
Daily
4%
Total Responses: 25
0%
20%
40%
60%
80%
% of Responses

CALAVERAS COUNCIL OF GOVERNMENTS AGENDA SUBMITTAL

Presented by: ***Anne Dell'Orto, Administrative Services Officer***	**Board Meeting Date** March 4, 2026	**Agenda Number** **4**
Acceptance of the City of Angels Camp FY 2024/25 Annual Transportation Development Act (TDA) Non-Transit Streets and Roads Financial Audit		
Published Notice Required? No **Public Hearing Required?** No		**Estimated Time:** 0-5
Type of Document: Action Item **PowerPoint Presentation Included?** No		

Recommendation:
Staff recommends the Council accept the Fiscal Year 2024/25 City of Angels Camp Annual Transportation Development Act (TDA) Non-Transit Streets and Roads Financial Audit.

Background:
According to the Transportation Development Act (TDA), Sections 6661, 6662 and 6751, all claimants of TDA funds are required following the close of each fiscal year, unless an extension is granted, to submit reports of fiscal and compliance audits to the California State Controller. This includes the CCOG, Calaveras Transit Agency, County Public Works Department and City of Angels Camp. The Council approved the County Public Works Department and City of Angels Camp 90-day extensions at the December 3, 2025 Regular Council Meeting. These audits are performed in accordance with Generally Accepted Auditing Standards by a certified public accountant and include a determination of compliance with TDA rules and regulations.

Discussion:
Richardson & Company, LLP has completed the City of Angels Camp Non-transit TDA fund audit with no findings identified.

Fiscal Impact:
Providing completed audits to the State Controller is an annual requirement following the close of the fiscal year, unless an extension is granted, is a requirement for the receipt of Local Transportation Funds. If an audit is not completed, claimants will be considered out of compliance and will not be eligible to receive TDA funds until the audit has been completed.

ATTACHMENT(S):
CCOG City of Angels TDA Audit 2025.pdf

CITY OF ANGELS

TRANSPORTATION DEVELOPMENT ACT FUND

Audited Financial Statements
and Compliance Report

June 30, 2025

CITY OF ANGELS

TRANSPORTATION DEVELOPMENT ACT FUND

Audited Financial Statements
and Compliance Report

June 30, 2025 and 2024

Audited Financial Statements

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Balance Sheets 3
Statements of Revenues, Expenditures and Changes in Fund Balance 4
Notes to Financial Statements 5

Compliance Report

Independent Auditor's Report on Compliance with the Transportation Development Act 7

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INDEPENDENT AUDITOR'S REPORT

To the City Council
City of Angels, California

Report on the Financial Statements

Opinion

We have audited the accompanying financial statements of the Transportation Development Act Fund (the Fund) of the City of Angels (the City), as of and for years ended June 30, 2025 and 2024, and the related notes to the financial statements, as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Transportation Development Act Fund of the City of Angels, as of June 30, 2025 and 2024, and the changes in financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis-of-Matter

As discussed in Note B, the financial statements present only the Transportation Development Act Fund of the City of Angels and do not purport to, and do not, present fairly the financial position of the City as of June 30, 2025 and 2024, the changes in financial position, or where applicable, its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that,

individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Management has omitted management's discussion and analysis and budgetary comparison information that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Other Reporting Required by the Transportation Development Act

In accordance with the Transportation Development Act, we have also issued our report dated February 24, 2026 on our consideration of the City's compliance with the Transportation Development Act. The purpose of that report is to describe the scope of our testing of compliance and the results of that testing, and not to provide an opinion on compliance. That report is an integral part of an audit performed in accordance with the Transportation Development Act in considering the City's internal control over financial reporting and compliance.

Richardson & Company, LLP

February 24, 2026

CITY OF ANGELS

TRANSPORTATION DEVELOPMENT ACT FUND

BALANCE SHEETS

As of June 30, 2025 and 2024

	2025	2024
ASSETS		
TOTAL ASSETS	$ -	$ -
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE		
LIABILITIES		
Accounts payable		$ 6,371
Due to other funds		10,321
TOTAL LIABILITIES		16,692
FUND BALANCE		
Unssigned		(16,692)
TOTAL FUND BALANCE (DEFICIT)		(16,692)
TOTAL LIABILITES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE	$ -	$ -

The accompanying notes are an integral part of these financial statements.

CITY OF ANGELS

TRANSPORTATION DEVELOPMENT ACT FUND

STATEMENTS OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE

For the Years Ended June 30, 2025 and 2024

	2025	2024
REVENUES		
Local Transportation Funds:		
Streets and roads projects	$ 53,047	$ 52,111
TOTAL REVENUES	53,047	52,111
EXPENDITURES		
Streets and roads projects		6,371
TOTAL EXPENDITURES		6,371
EXCESS OF REVENUES OVER EXPENDITURES	53,047	45,740
OTHER FINANCING USES		
Transfers out - Streets and roads projects	36,355	46,677
NET CHANGE IN FUND BALANCE	16,692	(937)
Fund balance (deficit) at beginning of year	(16,692)	(15,755)
FUND BALANCE (DEFICIT) AT END OF YEAR	$ -	$ (16,692)

The accompanying notes are an integral part of these financial statements.

NOTE A – ORGANIZATION

The City of Angels (the City) receives funds under the provisions of the Transportation Development Act (TDA) from the Calaveras Council of Governments Local Transportation Fund (LTF) under Article 8, Section 99400(a) for local streets and roads and pedestrian and bicycle projects. The funds provided under Article 8 represent amounts available after the determination by the Calaveras Council of Governments (the Council), the transportation planning agency administering TDA funds, of amounts needed to meet the unmet transportation needs of the City. The funds received by the City are accounted for within the City of Angels' Local Transportation Fund, which are reflected in these financial statements of the Transportation Development Act Fund.

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation: The financial statements of the Transportation Development Act Fund (the Fund) of the City have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

Reporting Entity: The financial statements are intended to present the financial position and results of operations of only those transactions recorded in the Fund. The Fund is included in the financial statements of the City.

Fund Accounting: The accounts of the City are organized on the basis of funds. A fund is an accounting entity with a self-balancing set of accounts established to record the financial position and results of operations of a specific governmental activity.

The City utilizes the special revenue fund type of the governmental fund group to account for the activities of the Fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes.

Basis of Accounting: The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. A special revenue fund is accounted for using a current financial resources measurement focus. With this measurement focus, only current assets and current liabilities generally are included on the balance sheet. Operating statements of these funds present increases (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) in net current assets.

The modified accrual basis of accounting is used by special revenue funds. Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual, i.e., when they become both measurable and available. "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period, which is generally 60 days. LTF revenues are recognized when all eligibility requirements have been met. Expenditures are recorded when the related fund liability is incurred.

When both restricted and unrestricted resources are available for use, it is the City's policy to use restricted resources first, then unrestricted resources as they are needed.

Interfund Transactions: During the course of operations, numerous transactions occur between individual funds for goods provided or services rendered. These interfund receivables and payables are classified as "due from other funds" and "due to other funds" on the balance sheet. The "due to other funds" at June 30, 2024 represents amounts due to another City fund for a cash subsidy of the TDA Fund.

Deferred Inflows of Resources: Deferred inflows of resources in governmental funds arise when a potential revenue source does not meet both the "measurable" and "available" criteria for recognition in the current period. Deferred inflows of resources consist of TDA revenues for which all eligibility requirements have been met at year end, but the amounts were not received from the Council within the 90-day availability period.

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Fund Balance: Restrictions of fund balance represent amounts that can be spent only for the specific purposes stipulated by constitution, external resource providers or through enabling legislation. The restrictions of fund balance are according to the provisions of the Transportation Development Act and the purpose of each restriction is indicated by the account title on the face of the balance sheets.

NOTE C – CASH AND INVESTMENTS

The Fund held no cash and investments at June 30, 2025 and 2024.

Investment policy: The Fund's investment policy may be found in the notes to City's basic financial statements.

Investment in the City Investment Pool: The Fund's cash is held in the City Treasury. The City maintains an investment pool and allocates interest to the various funds based upon the average cash balances. Investments held in the City's investment pool are available on demand and are stated at cost, which approximates fair value.

Interest rate risk: Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates.

Credit Risk: Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The City's investment pool does not have a rating provided by a nationally recognized statistical rating organization.

Custodial credit risk: Custodial risk is the risk that the government will not be able to recover its deposits on the value of its investments that are in the possession of an outside party. Custodial credit risk does not apply to a local government's indirect deposits or investment in securities through the use of government investment pools such as the City's investment pool.

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH THE TRANSPORTATION DEVELOPMENT ACT

To the City Council
City of Angels, California

We have audited, in accordance with auditing standards generally accepted in the United States of America, the financial statements of the Transportation Development Act Fund of the City of Angels (the City), as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated February 24, 2026.

Compliance

As part of obtaining reasonable assurance about whether the City's financial statements are free of material misstatement, we performed tests to determine that Transportation Development Act (TDA) funds allocated to and received by the City were expended in conformance with the applicable statutes, rules and regulations of the TDA and Section 6666 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance that are required to be reported under the TDA.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of compliance and the results of that testing, and not to provide an opinion on compliance. This report is an integral part of an audit performed in accordance with the TDA in considering the entity's compliance. Accordingly, this communication is not suitable for any other purpose.

Richardson & Company, LLP

February 24, 2026

2/24/26

Capital Improvement Program

Summary of All Project Funding "At a Glance" for Board of Directors

Filtered by Agency: City of Angels

		Fund Source Expenditures					
Project Name	**Lead Agency**	**Fund**	**Fiscal Year**	**Phase**	**Programmed Amount**	**Invoiced Amount**	**% Invoiced To Date**
Angels Creek Bike & Pedestrian Network	City of Angels	CMAQ CMAQ RSTP- State RSTP- State	17/18 26/27 26/27 27/28	PE CON CON CON	$707,013 $419,000 $412,393 $373,704	$455,468 $0 $0 $0	64% 0% 0% 0%
Collector Roads Striping & Sign Replacement	City of Angels	RSTP- STATE	15/16	CON	$75,200	$1,951	3%

Capital Improvement Program

Summary of All Project Funding "At a Glance" for Board of Directors

Filtered by Agency: Calaveras County

	Fund Source Expenditures						
Project Name	**Lead Agency**	**Fund**	**Fiscal Year**	**Phase**	**Programmed Amount**	**Invoiced Amount**	**% Invoiced To Date**
Road Safety Sign Audit Project	Calaveras County	RSTP- STATE	25/26	CON	$48,642	$0	0%
SR 4 Wagon Trail Realignment - Phase 1	Calaveras County	PLH	09/10	PA&ED, PA&ED	$951,401	$951,401	100%
		RIP	10/11	PA&ED	$250,000	$118,109	47%
		RIP	17/18	PS&E	$2,466,000	$2,466,000	100%
		RIP	18/19	R/W	$2,800,000	$2,800,000	100%
		RIP	20/21	CON	$5,182,000	$5,182,000	100%
		RIM COUNTY	22/23	CON	$13,749,054	$4,915,792	36%
		HPP (DEMO)	10/11	PA&ED	$899,806	$899,806	100%
		SHOPP	22/23	CON	$24,325,000	$24,324,999	100%
		SB1 SC GRANT	22/23	CON	$5,988,000	$5,988,000	100%
		CRRSAA STIP	20/21	CON	$509,766	$509,766	100%
		RSTP-STATE	23/24	PE	$500,000	$500,000	100%
		RSTP-STATE	24/25	CON	$2,000,000	$0	0%
		LTF	24/25	CON	$2,000,000	$0	0%
Valley Springs School Safety Improvement Project	Calaveras County	RSTP- STATE	19/20	PE	$210,000	$210,000	100%
		RSTP- STATE	22/23	CON	$210,000	$210,000	100%
		RSTP- STATE	23/24	CON	$223,000	$6,346	3%
		RSTP- STATE	24/25	CON	$33,607	$0	0%
		CMAQ	23/24	CON	$1,393,393	$1,363,806.22	98%
		RMRA	23/24	CON	$821,333	$0	0%

CALAVERAS COUNCIL OF GOVERNMENTS AGENDA SUBMITTAL

Presented by: ***Melissa Raggio, Executive Director***	**Board Meeting Date** March 4, 2026	**Agenda Number** **8**
Presentation of the Draft Calaveras County Active Transportation and Recreational Trails Plan (ATRTP) by Fehr and Peers.		
Published Notice Required? No **Public Hearing Required?** No		**Estimated Time:** 20
Type of Document: Informational **PowerPoint Presentation Included?** No		

Recommendation:
No action is requested. This item is a presentation of the Draft Calaveras County Active Transportation and Recreational Trails Plan. The presentation will be provided by Carly Hoyt with Fehr and Peers.

Background:
The Calaveras Council of Governments (CCOG), in partnership with the City of Angels and the County of Calaveras, successfully applied for and was awarded a Caltrans Sustainable Transportation Planning Grant to prepare the Active Transportation and Recreational Trails Plan (ATRTP). The total grant award was $264,000, with a required local match of $34,204 totaling $298,204.

At the March 6, 2024 regular meeting, the Calaveras Council of Governments (CCOG) awarded a contract in the amount of $263,987 to Fehr & Peers to develop the Calaveras County Active Transportation and Recreational Trails Plan (ATRTP). The purpose of the ATRTP is to build upon prior planning efforts to identify current and future active transportation and recreational trail needs throughout Calaveras County and the City of Angels, while supporting improved mobility and expanded modal choices for residents and visitors.

The planning efforts included a comprehensive public outreach and stakeholder engagement process designed to gather community input and ensure equitable representation. Through this process, gaps and barriers within the existing active transportation network were identified, and priority project lists were developed with the City of Angels Camp and County of Calaveras.

At the February 4, 2026 CCOG meeting the Council approved an amendment to the Fehr and Peers contract for a not to exceed amount of $293,987 for the development of Project Fact Sheets to be utilized for Active Transportation Program (ATP) grant application this summer.

The ATRTP Draft Plan was provided to the Project Advisory Committee (PAC) made up of City, County, CCOG and Caltrans staff on January 7, 2026 for review and comment.

Discussion:
Staff recommends the Council receive a presentation from Fehr and Peers on the Draft Calaveras County Active Transportation and Recreational Trail plan (ATRTP). Public comments will be accepted until March 20th.

Fiscal Impact:
None.

ATTACHMENT(S):
CCOG ATRTP Draft.pdf
CCOG ATRTP Appendix.pdf

Calaveras County Active Transportation & Recreational Trails Plan

March 2026



Acknowledgments

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Statement of Protection of Data from Discovery and Admissions

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Introduction

Calaveras County is a place of scenic beauty, historic charm, and quaint but bustling rural communities located in the Sierra Nevada foothills. Rolling hills provide a home to the approximately 46,000 residents living in the county. As the county continues to grow and evolve, there is a pressing need to ensure that residents and visitors alike can safely and comfortably walk and bike for both transportation and recreation. The Calaveras County Active Transportation and Recreational Trails Plan (ATRTP) is a holistic planning document aimed at improving mobility, promoting public health, supporting environmental sustainability, and enhancing the quality of life for all who live, work, play, and travel in the region.

Calaveras County is comprised of one incorporated city (Angels Camp), and multiple unincorporated community areas. Some community areas are formally designated as a census designated place (CDP) while others are not CDPs but are designated communities in the Calaveras County General Plan. Communities are geographically dispersed throughout the county but there are larger clusters of development which serve the broader adjacent community areas. Although rural in nature, many of these small communities have a variety of land uses that are geographically spaced close together.

From a transportation perspective, many trips are short enough that they could be walking or biking trips; however, due to the fact that high volume, high speed roads (in many cases highways) with limited bicycle and pedestrian facilities provide the primary connection in most of these communities, many people rely solely on vehicles for transportation.

The ATRTP outlines a vision for a connected network of pedestrian, bicycle, and in some locations, equestrian, infrastructure that links communities, schools, parks, employment centers, and recreational destinations. The intent of the plan is to serve as a roadmap for creating safer, more accessible, and more inviting streets and trails through the following efforts:

- Identifying existing opportunities and constraints;
- Identifying key communities and locations in which active transportation facilities would improve access and mobility;
- Identifying areas in which new trails can be developed and/or existing trails can be expanded to provide more recreational opportunities;
- Prioritizing infrastructure improvements;
- Promoting policy and implementation strategies, including cost and funding opportunities

Public input has played a key role in shaping the ATRTP as ensuring the plan reflects the county's unique rural character and community values is critical. Through thoughtful planning and investment, Calaveras County can foster a culture of active transportation and develop a robust active transportation and recreational trail network that supports economic vitality, reduces traffic congestion, air pollution, and greenhouse gas emissions by reducing vehicle miles traveled, and helps preserve the natural environment for future generations.

The ATRTP is an important step toward making walking, biking and recreating safer, easier, and more enjoyable for everyone. The plan will help make the county and city eligible for new funding to create new trails, sidewalks, bike lanes, and other improvements towards walking and biking. The plan will support applications for funding from the statewide Active Transportation Program and other funding sources. This plan meets all requirements for active transportation plans as specified by the California Transportation Commission's 2025 Active Transportation Program Guidelines (adopted March 22, 2024). A summary of these requirements and where they are addressed within the plan is provided in Appendix A - Plan Conformance with ATP Guidelines.

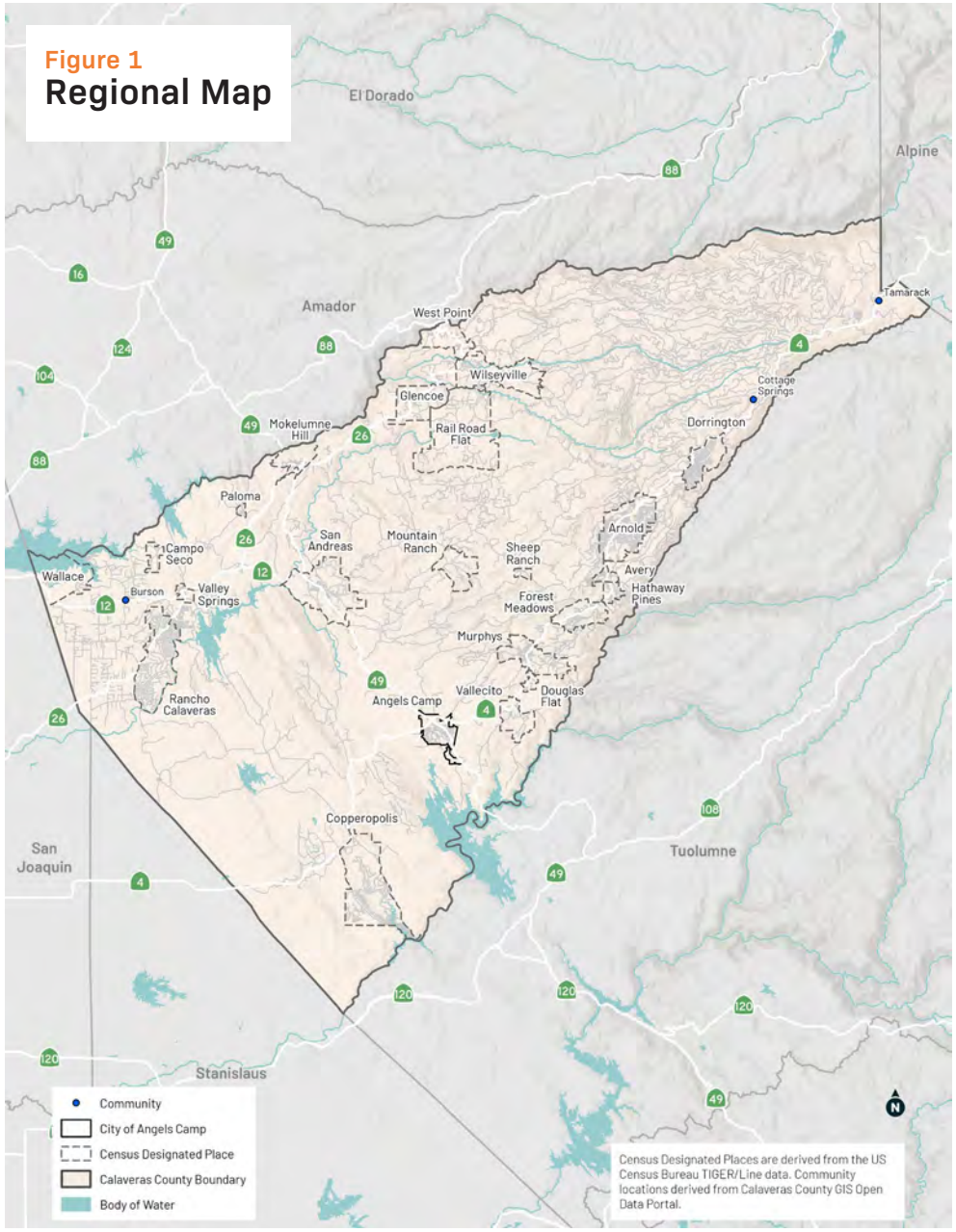
The goals for this plan were developed with consideration of other local and state plans and policies, desires of local residents, and emerging trends and opportunities in active transportation.

The 2015 Calaveras County Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan, the Regional Transportation Plan, and the General Plan each have goals supporting increasing walking and biking. The California Transportation Plan, Caltrans Complete Streets Action Plan, and the Caltrans District 10 Active Transportation Plan also have specific goals and policies for increasing biking and walking that are also supported by this plan. Lastly, multiple community specific plans such as the San Andreas Pope Street and Safe Routes to School Gap Fill Plan, the Valley Springs Town Center Connectivity Plan, the Murphys SR 4 Complete Streets Corridor Plan and Project Prioritization, the Angels Camp North Main Street Plan and the SR 49 Complete Streets Corridor Plan and Copello Road Pedestrian Connector, among others, have been developed in recent years and include specific improvements aimed at supporting walking and biking throughout the County. These community plans were developed in coordination with local community members, schools, businesses and other stakeholders and served as a starting point for this ATRTP. These plans are described in greater detail in Appendix B - Relevant Plans and Policies.

Plan Goals

1. Develop facilities and programs to allow all people in the county to more easily and more safely get to where they need to go by walking and biking, including wheelchairs, scooters, and e-bikes.
2. Create a network of local bicycle and pedestrian facilities that connect residents to key destinations, including commercial shopping centers, employment centers, medical facilities, schools, parks, recreational trails and more.
3. Create a network of regional bicycle and in some cases, equestrian, connections that encourages both local residents and visitors to make longer distance recreational trips between various communities in the county and between communities and existing recreational facilities.
4. Consider all members of community when selecting facilities and prioritizing transportation modes.
5. Support implementation of the General Plan and Regional Transportation Plan.
6. Meet the requirements of the California Transportation Commission ATP guidelines.
7. Support successful funding applications for walking, biking, and recreational trail improvements.

Figure 1
Regional Map



Regional Context

Calaveras County is located in the western Sierra Nevada foothills, bordering the counties of Amador, Alpine, Tuolumne, San Joaquin and Stanislaus (see Figure 1). Calaveras is considered a gateway community for outdoor recreation as it provides access to many key destinations within and adjacent to the county including Big Trees State Park, Stanislaus National Forest, Bear Valley Mountain Resort, Yosemite National Park, and other various hiking, camping, and fishing key destinations. This plan includes walking and biking recommendations for the larger community areas including Angels Camp, Arnold, Burson/Wallace, Copperopolis, Mokelumne Hill, Murphys, Rancho Calaveras, San Andreas, Valley Springs, and West Point. Additionally, recommendations are included for bikeways and paths that connect these communities both to each other, and to recreational destinations.

Public Participation

Obtaining input from residents throughout the county was an important part of the ATRTP development process. The public helped identify recommended improvements to walking, biking, and recreational trail opportunities. The public outreach effort included the following:

- A booth at the four-day Calaveras County Fair & Jumping Frog Jubilee in May 2024 and 2025.
- Community meetings in Valley Springs and Angels Camp in July 2024.
- Attendance at the following pop-up events:
  - Music in the Park – San Andreas in July 2024
  - Music in the Park – Murphys in July 2024
  - Farmers Market – Valley Springs in May 2025
  - 4th of July Parade/Sierra Nevada Arts and Crafts Festival – Arnold in July 2025
- Stakeholder meetings in August 2024 and July 2025.
- Joint community meeting and stakeholder meeting in San Andreas in October 2025.
- Online survey which garnered 360 responses.
- Two online crowdsourced interactive maps:
  - The first map was used to display existing conditions and provide opportunity for the public to provide input on what improvements they'd like to see/identify areas of concern. This map was available for comment from May 2024 to November 2024. Input was used to develop the initial draft recommended projects.
  - The second map was used to display the initial draft recommended projects and provide opportunity for the public to easily review improvements and provide input on the recommendations. This map was available for comment from May 2025 to August 2025. Input was used to finalize the draft recommended projects.
- A website used to communicate information about the plan process throughout the project.
- Project advertisements through local newspapers and online through social media platforms and nextdoor.

Appendix C - Public Participation, provides additional details on public input received.



Active Transportation Facilities

Active transportation networks include several different types of infrastructure. Walking facilities include sidewalks, marked crosswalks, and shared-use paths/sidepaths. Bicycling facilities, in order from lowest stress and most comfortable to highest stress and least comfortable, include shared-use paths/sidepaths, separated bikeways, bike lanes, and bike routes. Bike parking also supports bicycling networks. Paved shoulders can also be used as an effective tool in promoting both walking and biking, particularly in areas with constraints. These improvements, as well as other treatments are introduced in this chapter and described in detail in Appendix D - Walking and Biking Facilities Toolkit.

Sidewalks

Sidewalks are paved areas immediately adjacent to the vehicular right-of-way for the use of pedestrians. Unlike shared-use paths, they are directly adjacent to the main right-of-way or may have minimal separation. Sidewalks may be used by people riding bicycles unless directly prohibited. Neither the Calaveras County or City of Angels Camp Municipal Codes prohibit bicycle riding on sidewalks; however, both prohibit skateboards and rollerskating.

Specifically, the City of Angels Camp Municipal Code Section 10.42 states:

"No person may propel or ride upon any skateboard or rollerskates on any sidewalk or roadway in the business district of the City of Angels or on any public access parking lot, any city property or sidewalks contained therein. The business district of the City of Angels is defined as the Main Street or State Highway 49 from the north end to the south end of the city limits of the city of Angels, Highway 4 to the city limits and Murphys Grade Road."

The Calaveras County Municipal Code Section 10.30 states:

"No person shall ride or propel skateboards, rollerskates, coasters, toy vehicles, or similar devices on public highways, sidewalks, roadways or parking lots in the unincorporated area of Calaveras County in such a manner as to interfere with the movement of vehicles or pedestrians thereon. "



Crosswalks

Crosswalks, which are street crossings for pedestrians, may be marked or unmarked. Marked crosswalks feature striping and other enhancements. These features may be used to to raise awareness of the crossing and to delineate the best place to cross. There are two types of marked crosswalks:

- **Controlled crosswalks** are located with stop signs or traffic signals.
- **Uncontrolled crosswalks** are located without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Additional features can be added to crosswalks to increase visibility on busy streets:

- **High-visibility crosswalk markings** add additional striping to the pavement.
- **Warning signage** improves visibility of crosswalks and increases the likelihood that a driver will yield to or stop for pedestrians.
- **Curb extensions** decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.
- **Median refuge islands** allow pedestrians to cross one direction of traffic, then wait in the center of the street to cross the other direction of traffic.
- **Rectangular rapid flashing beacons** (RRFBs) allow the pedestrian to activate a flashing light when crossing.
- **Pedestrian hybrid beacons** (PHBs) require traffic to stop for pedestrians when activated, but allow vehicles to proceed with caution after the pedestrian crossing has been completed.

More features are described in Appendix D.



Shared-Use Paths/Sidepaths

Shared-use paths, often referred to as a Class I Bike Path in the Highway Design Manual, or paved trails, are off-street facilities that provide exclusive use for non-motorized travel by both bicyclists and pedestrians (Figure 2). They are often utilized for both recreational and commute trips and are the preferred facility type for interested but concerned bicyclists. Shared-use paths are often referred to as sidepaths when located directly adjacent to a roadway. Because the broader facility design considerations (width and mix of user types) are the same for shared-use paths and sidepaths, they are grouped together for the purposes of this ATRTP. Shared-use paths/sidepaths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and those using other non-motorized forms of travel.

Separated Bikeways

Separated bikeways, also referred to as cycle tracks, protected bike lanes, or a Class IV Separated Bikeway in the Highway Design Manual, are physically separated bicycle facilities located within or directly adjacent to the roadway that are designed for exclusive use by bicyclists. The key feature of a separated bikeway is a vertical element that provides physical separation from motor vehicle traffic (Figure 3), which helps create a level of comfort similar to shared-use paths/sidepaths. The type and characteristics of separation can vary but may include raised medians, landscaped area, large planters, painted buffers with flexible delineator posts, parked vehicles, other fixed barriers, or an elevation change between the bikeway and roadway. Separated bikeways can be either one-way or two-way, accommodating a single direction of travel or both.

Figure 2: Shared-Use Path

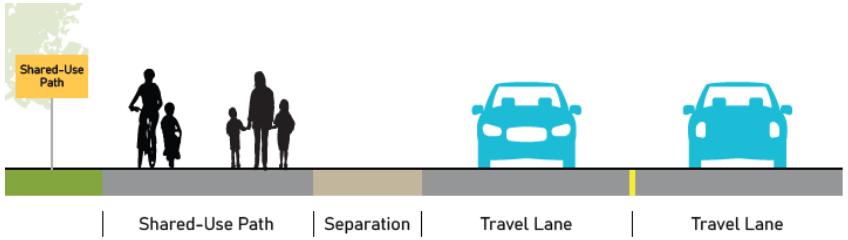
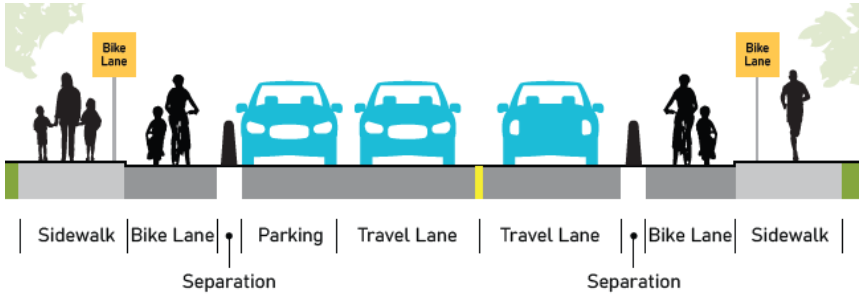


Figure 3: Separated Bikeway



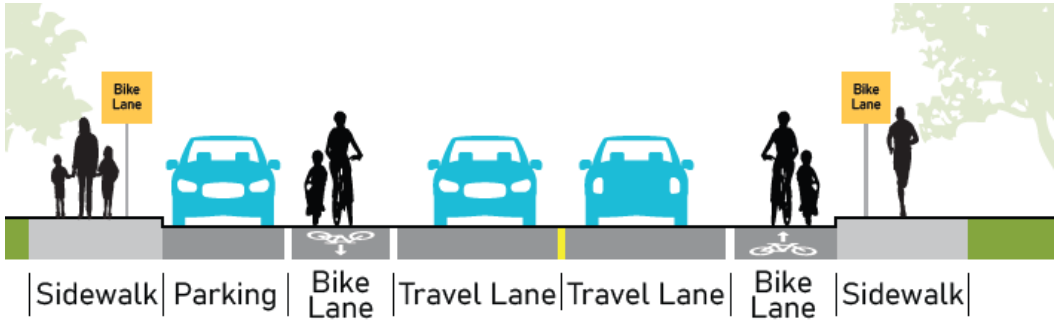
Bike Lanes

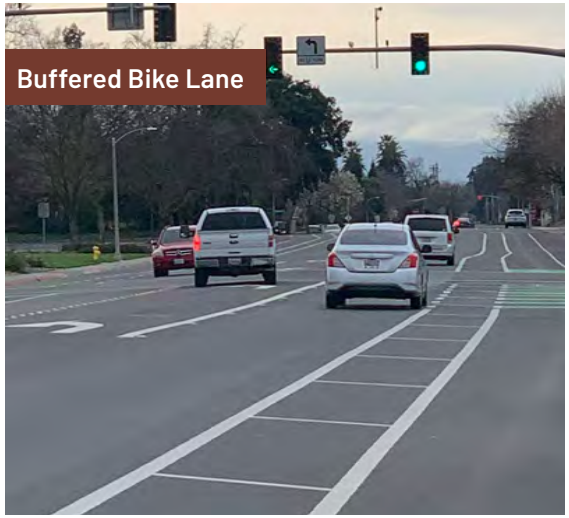
Bike lanes, also referred to as a Class II Bike Lane in the Highway Design Manual, are on-street facilities that use striping, stencils, and signage to designate an exclusive or preferential space for bicyclists. A bike lane is located directly adjacent to motor vehicle traffic and follows the same direction of travel as motor vehicle traffic (Figure 4). Bike lanes provide adequate space for comfortable riding and alert drivers about the predictable movements of bicyclists.

Buffered bike lanes are similar to bike lanes but have an additional painted section of pavement that provides space between bike and motor vehicle travel lanes. The total bike lane width encompasses the buffer and the bike lane width.



Figure 4: Bike Lane





Bike Routes

Bike routes, also referred to as a Class III Bike Route in the Highway Design Manual and in some cases, as a Bike Boulevard, are low-stress shared roadways designed to offer priority for bicyclists traveling within a roadway shared with motor vehicles (see Figure 5). Bike Routes are often utilized on low-speed, low-volume roadways to connect to bike lanes or paths and include signage and in some cases, shared-lane markings (sharrows), to alert drivers to the presence of bicyclists. Additional traffic calming features such as speed humps or tables, raised crosswalks, chicanes, etc. can be paired with signage and striping to reduce speeds and increase comfort.

Bicycle boulevards are enhanced bike routes that are intentionally located on low-volume, low-speed local streets and include other features designed to make a low-stress, comfortable, attractive bikeway that prioritizes bicycle travel. These features include shared lane markings, wayfinding signs, and traffic calming features, including at crossings with higher volume arterials. Physical and non-physical measures such as signs, pavement markings, speed lumps, and low or reduced vehicle speeds are utilized to discourage through trips by motor vehicles and create safe, convenient bicycle access.

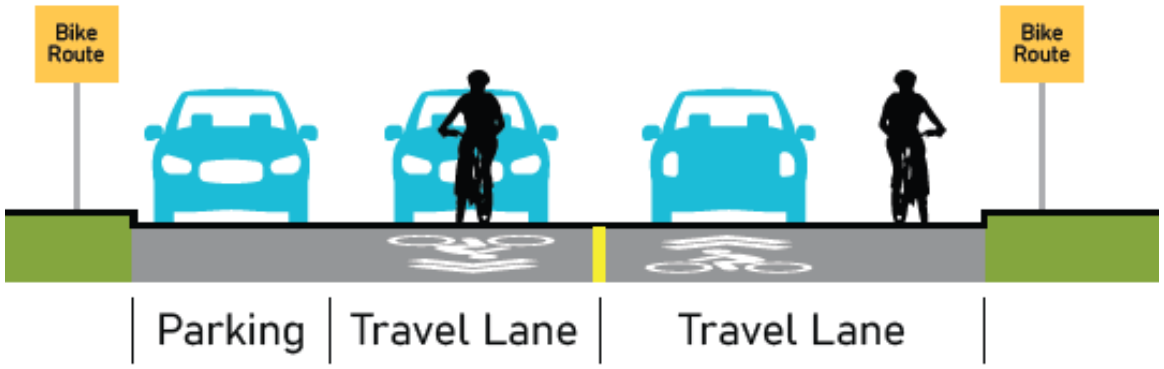
Sharrows, or shared-lane markings, are a common bike route pavement marking that alerts drivers that bicyclists are sharing the road and facilitate wayfinding through neighborhoods.



Bike Routes in West Point



Figure 5: Bike Route



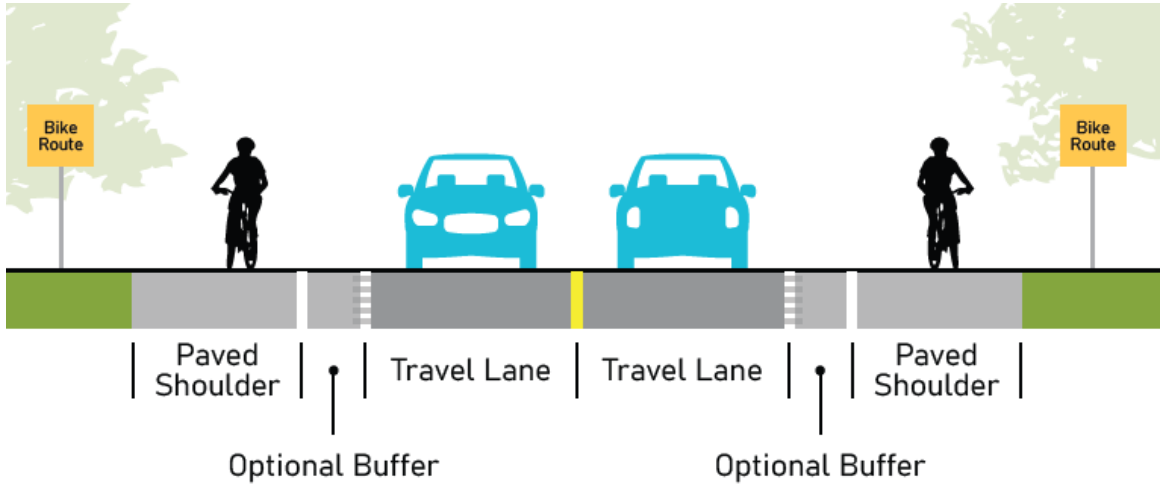
Paved Shoulder

A paved shoulder is a paved area on the edge of the roadway which can be enhanced to serve as a functional travel space for bicyclists and pedestrians in the absence of other facilities with more separation (Figure 6). In Calaveras County, paved shoulders can be an effective tool for providing walking and biking space particularly in constrained locations or in locations where vehicles may need to utilize the shoulder for maintenance, emergency purposes, farm equipment, or even horseback riding.

Buffered paved shoulders can be beneficial for increasing comfort and distance between bicyclists/pedestrians and vehicles. The ATRTP specifically recommends buffered paved shoulders for some locations (generally areas with high speeds and/or volumes) and does not differentiate between buffered and non-buffered in others. However, a buffer can and should be evaluated for all locations where a paved shoulder is recommended, it is just more critical to provide in locations with higher motor vehicle speeds and/or volumes.

Signage is critical when implementing paved shoulders for bicycle or pedestrian use as it communicates to motorists that bicycles and pedestrians may be present in the shoulder. The ATRTP recommends paved shoulders with designated recreational route signage and paved shoulders with bike route signage. Recreational route signage is recommended for locations anticipated to serve both bicyclists and pedestrians and may be used for a variety of trip types. Bike route signage is recommended for locations anticipated to primarily serve bicyclists and is generally recommended on routes anticipated to serve longer distance recreational trips.

Figure 6: Paved Shoulder



Bicycle Parking

Bicycle parking encourages ridership by supporting the final stage of a bicycle trip. Locations with high ridership are excellent candidates for bicycle parking, including civic, residential, commercial, and office spaces. At these locations, both short-term and long-term parking should be accommodated.

Short-term bicycle parking is temporary bicycle parking intended for visitors. Bicycle racks are a common form of short-term parking. Bicycle racks in front of stores and other destinations allow patrons to park their bike for short periods. Bike parking should be located in well-lit areas to discourage theft. Installing permanent bicycle racks near main entrances also helps bicyclists feel welcome and encourages them to ride their bicycle again on a return trip. Bicycle racks that allow at least two points of contact, such as the wheel and frame, provide the most protection against theft and accidental damage.

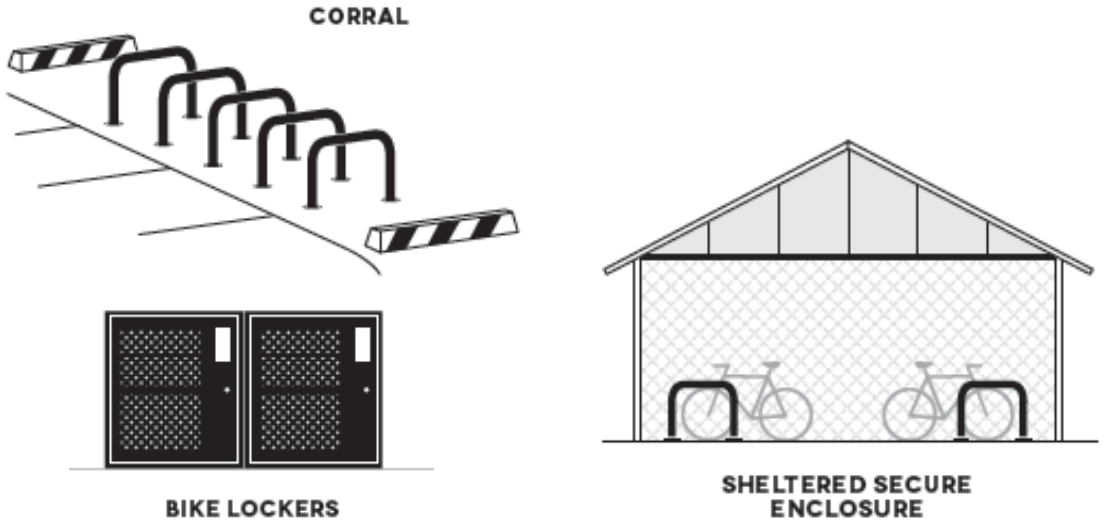


Source: Fehr & Peers.

Long-term bicycle parking is intended for employees, students, commuters, and residents to protect bicycles for extended periods. Long-term facilities are more secure than short-term and should fully protect bicycles from theft and weather. Long-term bicycle parking includes bike lockers, bike cages, and bike rooms:

- Bike lockers are outdoor enclosures that accommodate one or two bicycles and are usually leased on a monthly basis or paid short-term use.
- Bike cages are fully enclosed, roofed shelters that house racks of bicycle parking, typically found at schools.
- Bicycle rooms are found inside office or residential buildings, and provide secure indoor parking. Bicycle rooms may feature amenities such as bike pumps and quick-fix tools for employees and residents.

The Association of Pedestrian and Bicycle Professionals (APBP) Essentials of Bike Parking: Selecting and Installing Bike Parking that Works (2015) provides guidance for planning and installing bike parking facilities that are effective and secure.



Source: APBP, Essentials of Bike Parking: Selecting and Installing Bike Parking that Works (2015).



Traffic Calming

Traffic calming devices include a wide range of design treatments capable of reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians. Traffic calming devices may employ vertical deflection, as with speed bumps, or horizontal deflection as with curb extensions.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic can reduce motor vehicle speed. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right-of-way for painted medians, center turn lanes, bicycle lanes, or parking.

Emerging Trends and Opportunities

New technologies and changes in California regulations that have emerged in the last several years are supporting expanded use of active transportation.

Electric bikes and scooters are two expanding technologies that provide both new opportunities and challenges. These devices can be partially or fully powered but also share facilities with other users. There is a range of types of e-bikes, scooters, and other devices. State law governs where these devices may be used but also allows local jurisdictions to enact more restrictive rules on where they may be used. A review of these devices and regulations governing their use is included in Appendix D.

Vehicle miles traveled (VMT) has become the standard for measuring transportation impacts under the California Environmental Quality Act since the implementation of California Senate Bill 743. Walking and biking, including using electric bikes and scooters, helps reduce VMT directly. Walking and biking also support greater use of transit, further reducing VMT. The Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, released by the California Air Pollution Control Officers Association, is a good guide for estimating these reductions. The Calaveras County SB 743 Vehicle Miles Traveled Implementation Report (Calaveras Council of Governments and Fehr & Peers, April 13, 2022) also provides community-scale and project-scale transportation demand management strategies, including bicycle and pedestrian related strategies, that could be used to assist in reducing VMT.

Existing Conditions

As previously noted, Calaveras County is comprised of one incorporated city (Angels Camp), and multiple unincorporated community areas. Some community areas are formally designated as a census designated place (CDP) while others are not CDPs but are designated communities in the Calaveras County General Plan.

Demographic Fast Facts

Population: 46,000 residents

Age: Median age is 52 years old which is higher than the statewide median age of 38

Income: Median household income is $79,877 which is lower than the statewide average of $96,334

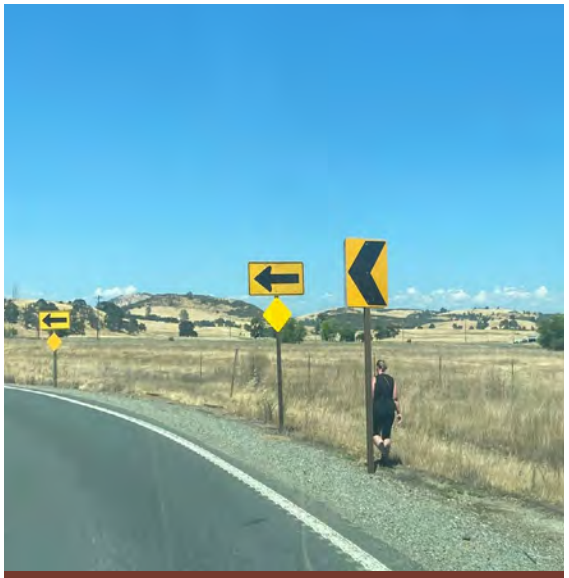
Based on US Census Bureau 2024 ACS 5-year estimates

Communities are geographically dispersed throughout the county but there are larger clusters of development which serve the broader adjacent community areas. Although Calaveras County is rural in nature, many of the small communities have a variety of land uses that are geographically spaced close together with relatively flat terrains that are suitable for walking and biking.

However, the following key barriers limit the ability for people to safely and comfortably walk or bike in the county:

- **Lack of Existing Facilities** - Limited bicycle and pedestrian facilities exist in most community areas, including along state highways which often function as a Main Street. In many communities, highways are the primary roadways that provide internal access within and between communities. High volumes and speeds on highways combined with lack of facilities was the primary constraint identified during the public outreach effort of the ATRTP.
- **Topography and Distance** - Rolling hills and long distances generally separate the various communities from each other.
- **Weather** - Summer temperatures are generally high and winter temperatures can be cold, rainy, and even snowy (in the eastern part of the county).

Despite these barriers, walking and biking is common in some communities and recreational bicycling is popular, especially in the spring and fall.



SR 26 in Valley Springs



Transportation Modes

Due to the rural nature of Calaveras County and active transportation barriers previously described, the automobile is the primary mode of travel for residents and transit, walking, and biking is less prevalent. According to the US Census Bureau 2023 American Community Survey (ACS) 5-Year Estimates, Calaveras County has approximately 17,600 workers 16 years and over; 62 percent live and work in Calaveras County. Within the City of Angels Camp, there are approximately 1,300 workers 16 years and over, approximately 39 percent work within the city and 44 percent work within the county but outside of city limits.

Approximately 81 percent of Calaveras County residents and 72 percent of Angels Camp residents commute by car, truck or van, resulting in approximately 14,230 trips to work by vehicle per day in the county and 920 trips to work by vehicle per day in the city.

While the ATRTP is a countywide plan, commuting trends for both the City and County are displayed in Figure 7 and walking and biking trips to work are displayed in Table 1. As displayed, the percentage of commuters who walk to work is higher for the city and similiar for the county when compared to the state average. In particular, walking represents a very high share of commute trips in the City of Angels Camp. It is also important to note that these statistics only include workers who walk or ride to work every day, not those who do so occasionally. Thus, the total number of walking and biking trips is likely greater than shown. Additionally, it is noted that approximately 14 percent of workers in the county and 10 percent of workers in the city work from home.

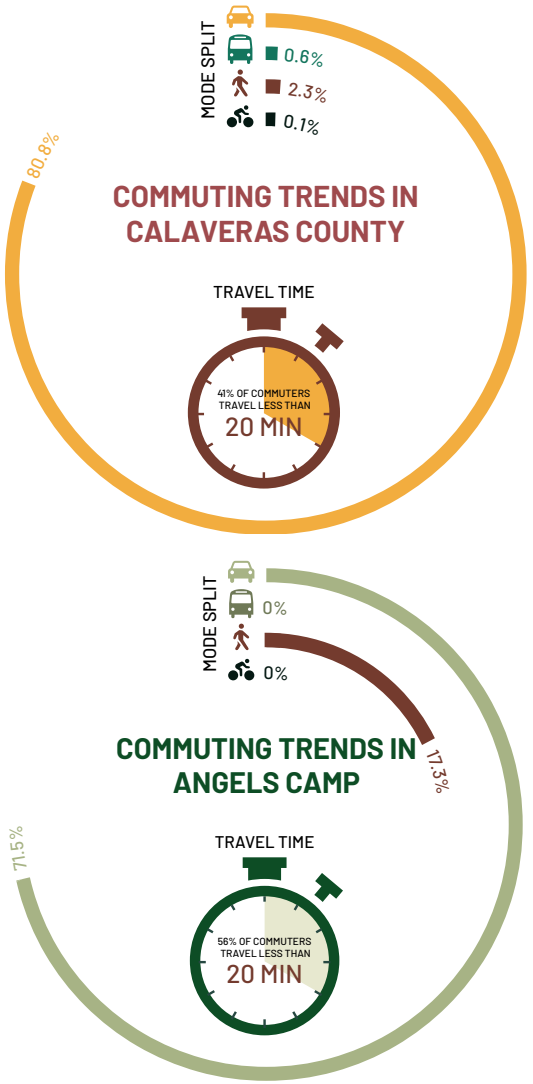
Table 1: Trips to Work by Walking and Bicycling

Location	Commuters	Walking		Bicycling	
		Trips	Share	Trips	Share
City of Angels Camp	1,286	223	17.3%	0	0.0%
Calaveras County	17,617	406	2.3%	18	0.1%
California	18,331,098	439,947	2.4%	128,318	0.7%

Notes: Numbers and shares are estimates. Actual numbers may be higher or lower. Workers ages 16 years and older.

Source: U.S. Census 2019-2023 American Community Survey, 2025. Fehr & Peers, 2025.

Figure 7
Commuting Trends



Although census data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available nor included in these estimates, an online survey was conducted through the ATRTP which resulted in helpful sample data for general walking and biking trips and school trips in the county. The full survey questionnaire and responses are included in Appendix C but specific responses regarding walking and biking frequency are displayed in Figures 8 and 9 and are described below.

Key Survey Takeaways Regarding Existing Use:

- Approximately 32 percent of respondents walk almost every day and 28 percent walk at least a few times a week.
- Approximately 11 percent bike almost every day and 12 percent bike at least a few times a week.
- Approximately 4 percent of respondents noted their child walks to school almost every day and 3 percent noted they bike to school almost every day.
- Approximately 8 percent of respondents noted they utilize recreational trails in their area almost every day and 22 percent noted a few times a week. Walking/hiking and biking were the primary activity when using recreational trails.

While the survey data cannot be quantified to determine the true number of walking and biking trips within the County, it supports that walking and biking is a common activity despite the lack of existing bicycle and pedestrian facilities.

Figure 8
Survey Response for Walking

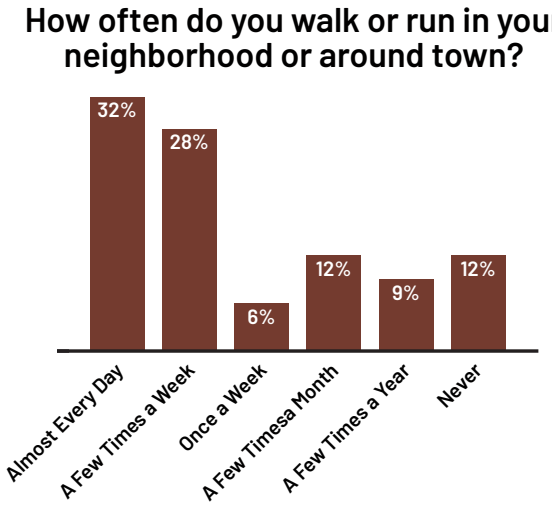
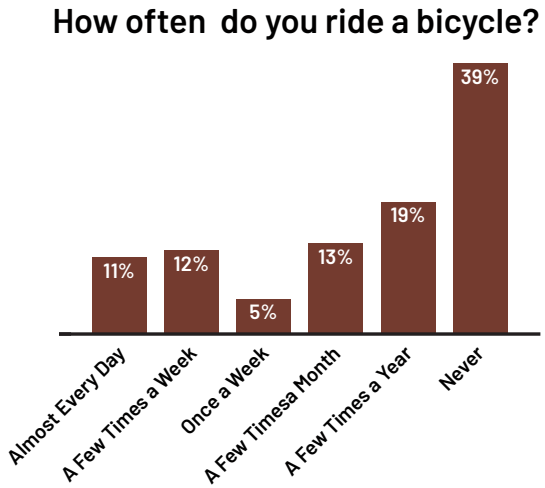


Figure 9
Survey Response for Biking





SR 26 in Valley Springs

Land Use

Figure 10a through 10d show key destinations for pedestrians and bicyclists in Calaveras County. Key destinations include:

- Retail/shopping areas
- Schools
- Parks and Recreational Destinations
- Public buildings, including libraries, post offices, city halls, and county offices
- Hospitals and medical facilities
- Senior facilities

The current general plan land use map identifying residential, commercial, and industrial areas is included in Appendix B and land use and origin-destination patterns are described in Appendix H – Existing Conditions Assessment.

Transit Connections

The Calaveras Transit Agency (CTA) manages Calaveras Connect, which provides public transit for the City and County. Calaveras Connect currently provides the following services:

- **Red Line** - Fixed route service between Valley Springs and Arnold with stops in San Andreas, Angels Camp, Douglas Flat, Murphys, and Avery. Hourly service is provided Monday through Friday.
- **Columbia College Shuttle** – Service provided between Angels Camp and Columbia College Monday through Friday during the fall and spring semesters. While this is a fixed route shuttle, deviations can be made within 3/4 miles of the route if they are reserved in advance.
- **Direct-Connect Dial-a-Ride** – Curb-to-curb service connecting many communities in the County and in some cases, connecting to destinations outside of the County. Service is provided Monday through Friday by reservation only. Dial-a-Ride provides service to and between the communities of Rancho Calaveras, Valley Springs, Angels Camp, Copperopolis, Murphys, Arnold, Mountain Ranch, and West Point/Wilseyville. Deviations within 3/4 miles of main roads can be made. Out of county service is provided from San Andreas to Jackson and Sutter Creek Monday through Friday, from West Point and Wilseyville to Jackson on Wednesday, and from Angels Camp to Sonora on Fridays.
- **Saturday Hopper** – Fixed route service between Angels Camp and Murphys and on-demand service from Murphys to Arnold; deviations can be made within 3/4 miles of the route if they are reserved in advance.

Each bus includes bike racks that can accommodate two bikes at a time. Figure 11a and 11b shows bus stops, bus routes, and the dial-a-ride service area within the County.

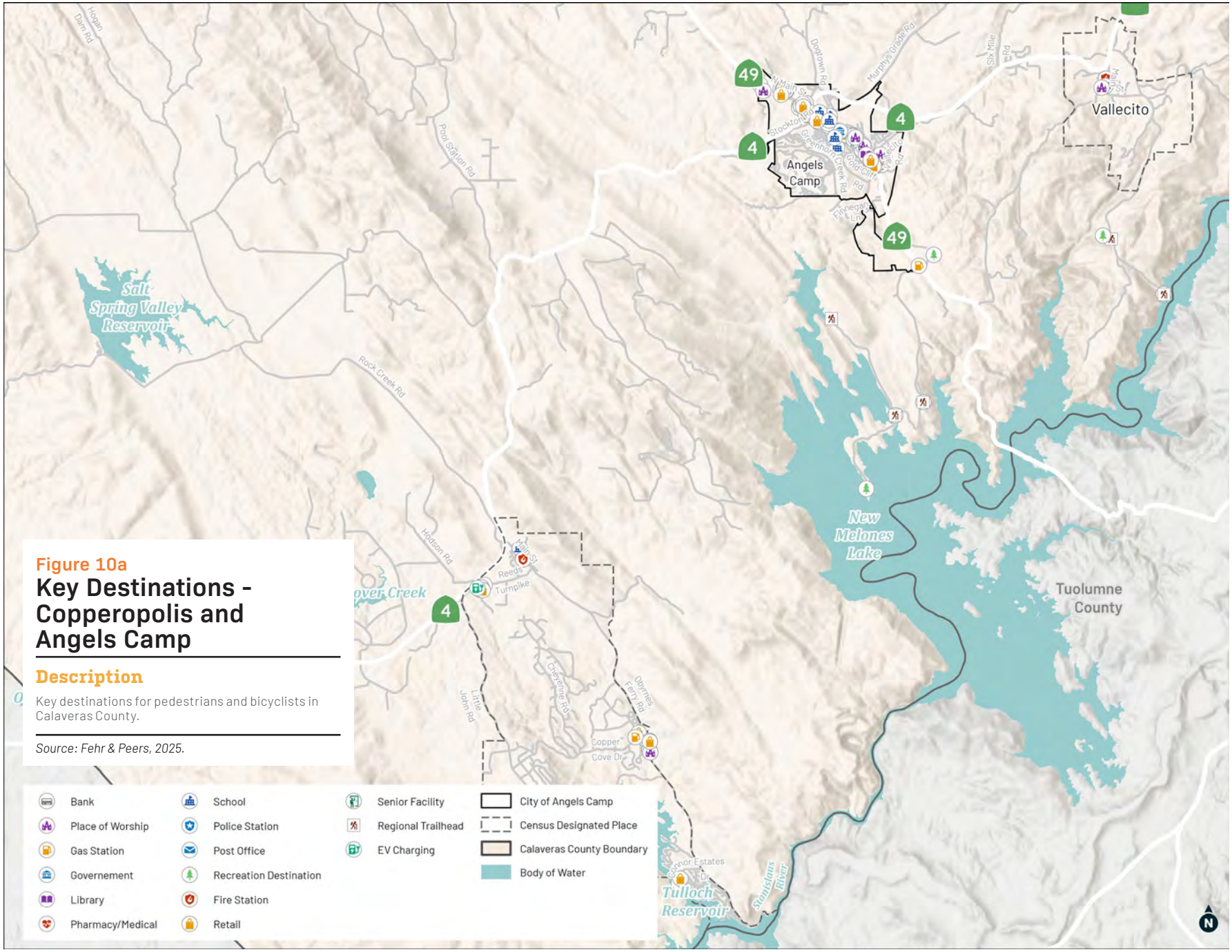


Figure 10a

Key Destinations - Copperopolis and Angels Camp

Description

Key destinations for pedestrians and bicyclists in Calaveras County.

Source: Fehr & Peers, 2025.

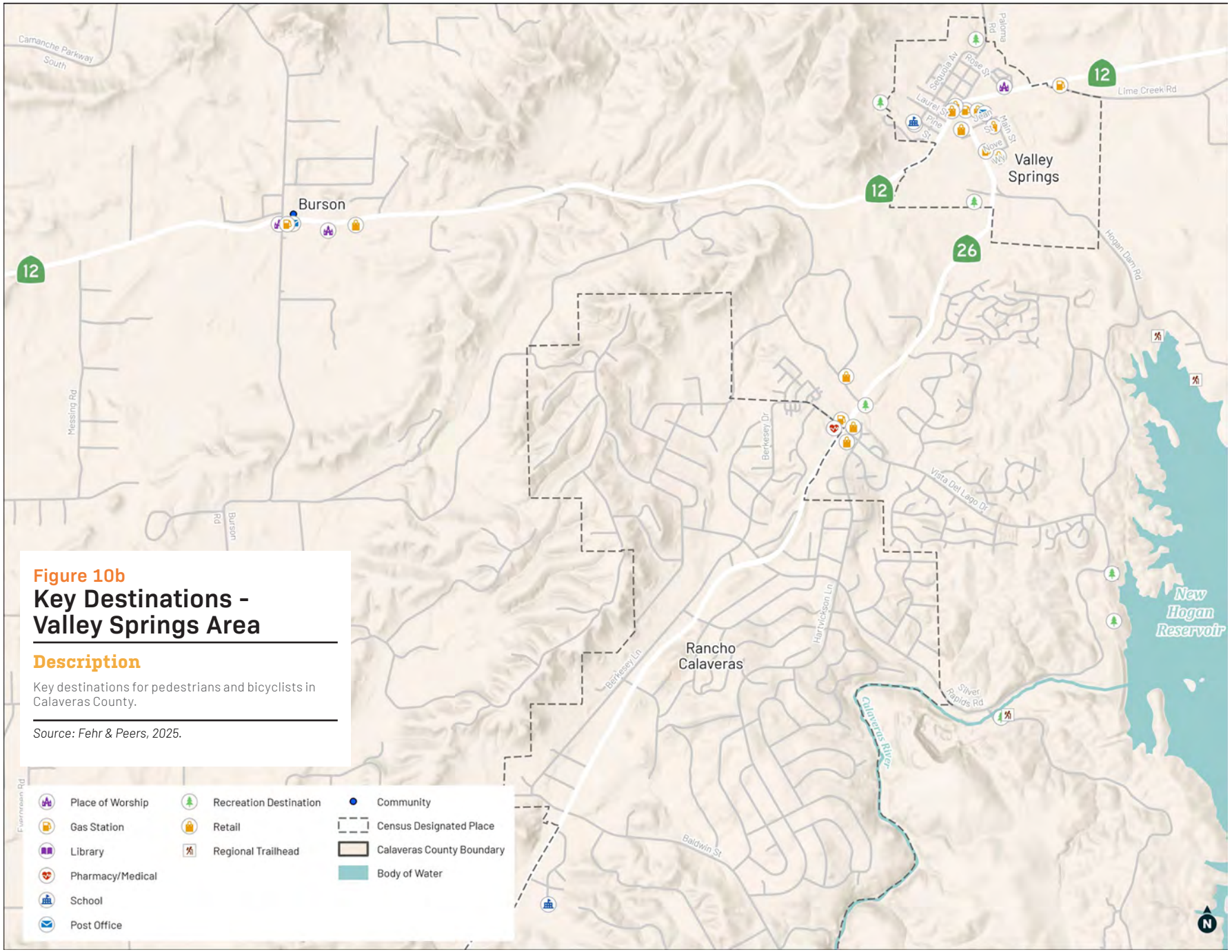


Figure 10b

Key Destinations - Valley Springs Area

Description

Key destinations for pedestrians and bicyclists in Calaveras County.

Source: Fehr & Peers, 2025.

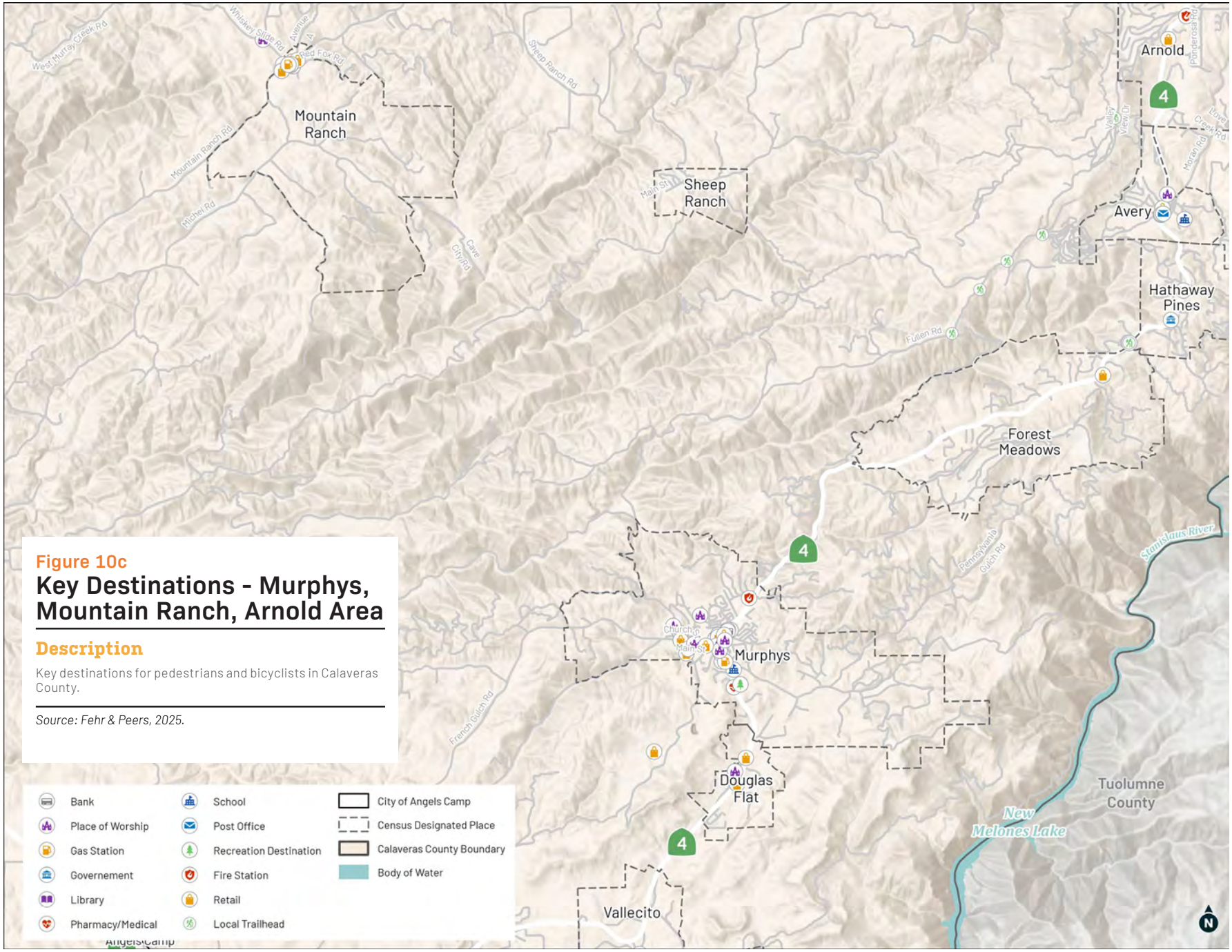


Figure 10c

Key Destinations - Murphys, Mountain Ranch, Arnold Area

Description

Key destinations for pedestrians and bicyclists in Calaveras County.

Source: Fehr & Peers, 2025.

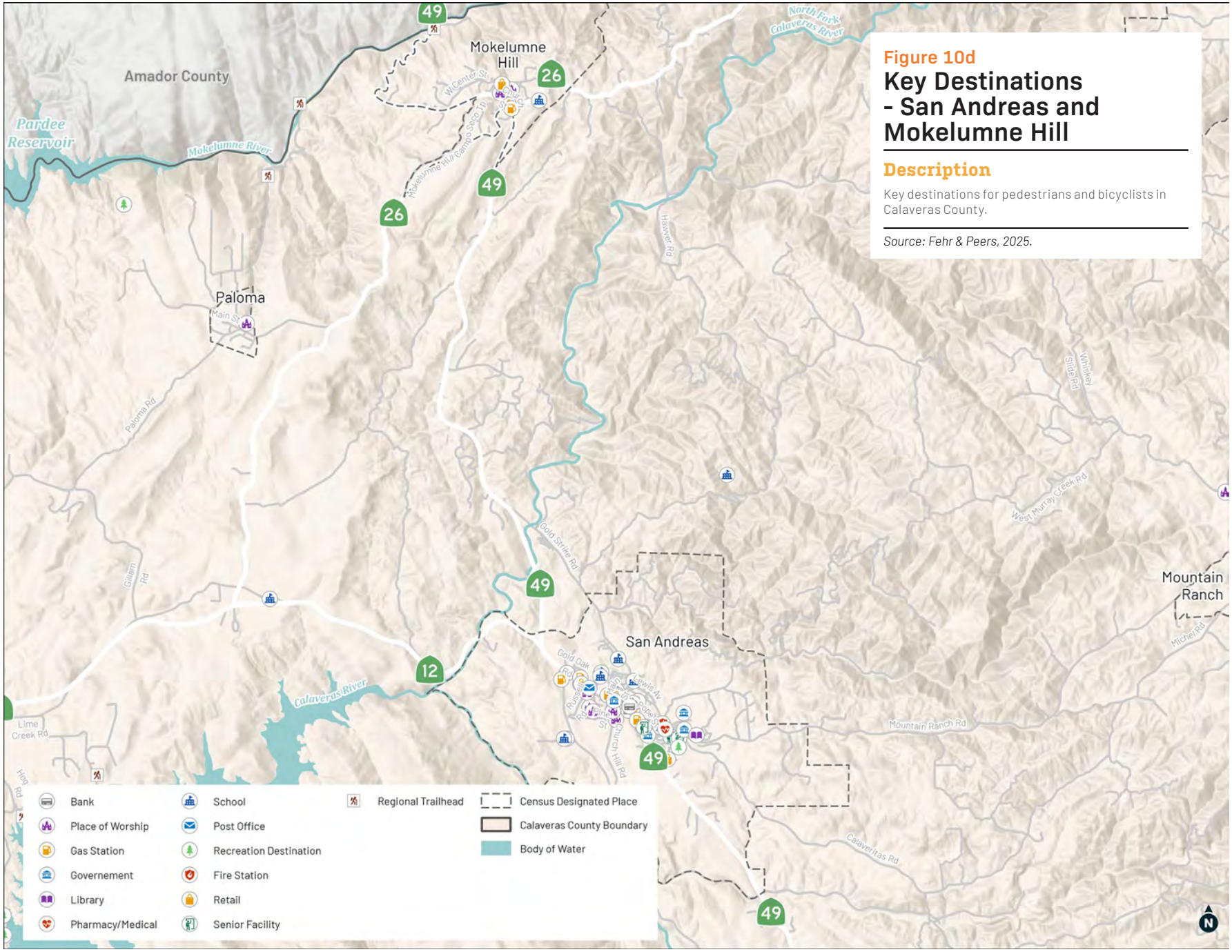


Figure 10d

Key Destinations - San Andreas and Mokelumne Hill

Description

Key destinations for pedestrians and bicyclists in Calaveras County.

Source: Fehr & Peers, 2025.

Figure 11a

Transit Service Areas

Description

Map of Calaveras connect bus routes and service areas.

Source: Calaveras Connect, 2025.



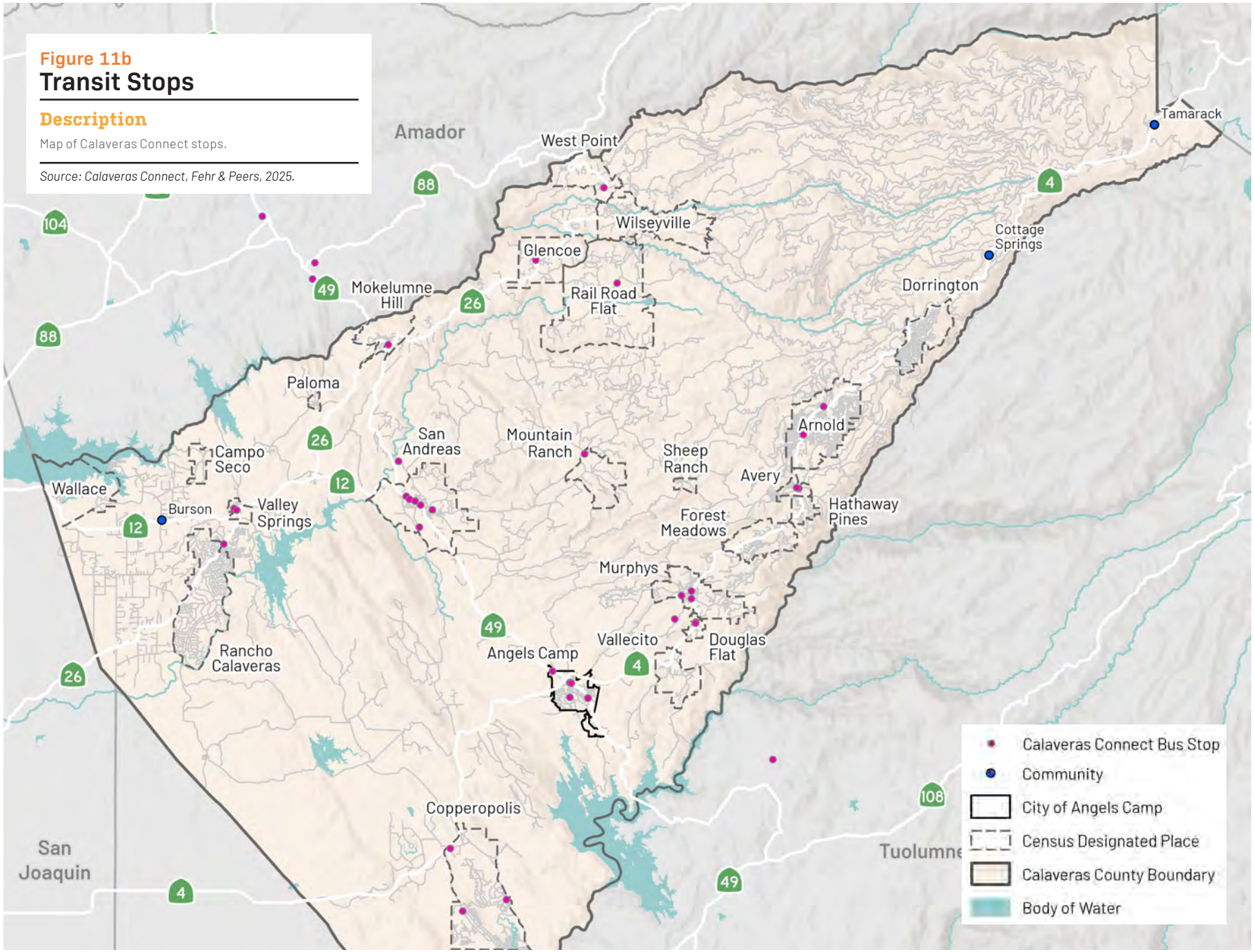
Figure 11b

Transit Stops

Description

Map of Calaveras Connect stops.

Source: Calaveras Connect, Fehr & Peers, 2025.



Disadvantaged Communities

Service to disadvantaged and underserved communities, often referred to as environmental justice communities, is a key factor in many grant funding programs such as California's Active Transportation Program. Ensuring disadvantaged communities are being included in the planning process is critical as it allows special consideration to be given to addressing the respective community needs. This plan presents a variety of different indicators of disadvantaged communities based on guidance in the 2025 Active Transportation Program (ATP) Guidelines adopted by the California Transportation Commission (CTC) on March 22, 2024. Table 2 and Figure 12 display disadvantaged community census tracts.

- **Household median income** – Census tracts with median household income less than 80 percent of the statewide median, or $73,524 based on the 2018-2022 American Community Survey (ACS). Six census tracts in the County are considered disadvantaged based on this indicator.
- **Free and reduced price meal (FRPM) eligibility** – The share of students at a school who are eligible for subsidized meals, based on the 2022-2023 school year. Schools with at least 75 percent eligible are considered disadvantaged by the ATP guidelines.

  The following three schools are considered disadvantaged based on this indicator:

  - Calaveras River Academy located at 150 Old Oak Grove Road, San Andreas.
  - Oakendell Community School located at 3585 Hawver Road, San Andreas.
  - Learner, Empowered Academic Progress (LEAP) located at 981 Tuolumne Avenue, Angels Camp
- **CalEnviroScreen 4.0 score percentile** – A measure of environmental health by census tract. Inputs include socioeconomic factors, population characteristics, pollution factors, and environmental factors. Tracts with higher percentiles are more disadvantaged. An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 are considered disadvantaged by the ATP guidelines. Two census tracts in the County are considered disadvantaged based on this indicator.
- **California Healthy Places Index** – A measure of the community conditions shaping health outcomes. Factors include economics, education, transportation, social, neighborhood, housing, clean environment, and healthcare access. Census tracts in the worst scoring 25 percent are considered disadvantaged by the ATP guidelines. Three census tracts in the County are considered disadvantaged based on this indicator.
- **Federal Climate and Economic Justice Screening Tool (CEJST)** – The CEJST tool was launched by the White House Council on Environmental Quality (CEQ) as part of the Justice40 Initiative, which seeks to deliver 40 percent of the overall benefits of federal climate, clean energy, affordable and sustainable housing, clean water, and other investments to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. Communities are considered disadvantaged if they are in a census tract that meets the threshold for at least one of the tool's eight categories of burden and corresponding economic indicator. Three census tracts in the County are considered disadvantaged based on this indicator. It is noted this tool may no longer be considered valid under the current federal administration; however, the tool is referenced in the ATP guidelines and future validity is unknown. Therefore, communities are still evaluated based on this tool.
- **US DOT Equitable Transportation Community (ETC) Explorer Tool** – A measure of the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. It is designed to complement the CEJST by providing users deeper insight into the transportation disadvantage component of CEJST. Similar to the CEJST, future validity is unknown.

Census tracts scoring in the worst 25 percent are considered to be disadvantaged by the ATP guidelines. Three census tracts in the County are considered disadvantaged based on this indicator.

As displayed, census tracts 06009000301/302 and 06009000400 are considered disadvantaged by multiple of the tools evaluated. The following communities are in these census tracts:

- Glencoe
- Mokelumne Hill
- Mountain Ranch
- Rail Road Flat
- San Andreas
- Sheep Ranch
- West Point
- Wilseyville

Amongst the various tools, these communities are most commonly considered disadvantaged due to income, wildfire risk, health risk/ vulnerability, and transportation insecurity including transportation access, transportation cost burden, and traffic safety. There are limited roadways that provide access in/out of the communities, limited transit, minimal to no walking or biking facilities, and limited access to jobs, services, health facilities, recreational facilities, and educational facilities. As a result, many residents must make longer trips via automobile just to access basic needs (like schools, jobs, grocery stores, etc.).

According to the ETC Tool, all three census tracts are low income with a median household income range between approximately $45,000 and $54,000 per year, have a high transportation cost burden where between approximately 18 percent and 22 percent of their annual household income is spent on transportation, and a high housing cost burden where between approximately 41 percent and 59 percent of households spend more than 30 percent of their income on housing.

For communities like San Andreas and Mokelumne Hill, active transportation investments could alleviate some of the transportation cost burden as trips currently being made by automobile could be converted to walking and biking trips. Many of the other communities in these census tracts are too far from key destinations to walk or bike. However, active transportation or recreational trail investments could be made to improve overall quality of life by giving residents the opportunity to safely walk or bike in their community, rather than having to drive to a location where they can walk or bike safely.

Table 2: Disadvantaged Community Status

Census Tract	Median Household Income[1]	CalEnviroscreen 4.0[2]	Healthy Places Index[3]	CEJST[4]	ETC[5]
06009000121	X				
06009000122	X				
06009000220					X
06009000301 & 02	X	X	X	X	
06009000400	X		X	X	X
06009000504[6]					X
06009000506	X				

Notes:
[1] US Census Bureau Table B19013 2022: ACS 5-Year Estimates was reviewed to determine eligibility for this criteria.
[2] CalEnviroScreen 4.0 Results (arcgis.com) was reviewed to determine eligibility for this criteria.
3 California Healthy Places Index was reviewed to determine eligibility for this criteria.
[4] Climate & Economic Justice Screening Tool (geoplatform.gov) was reviewed to determine eligibility for this criteria.
[5] State Results | USDOT Equitable Transportation Community (ETC) Explorer (arcgis.com) was reviewed to determine eligibility for this criteria.
[6]06009000504 is excluded from Healthy Places Index and CalEnviroScreen 4.0 due to low population and/or unreliable data.

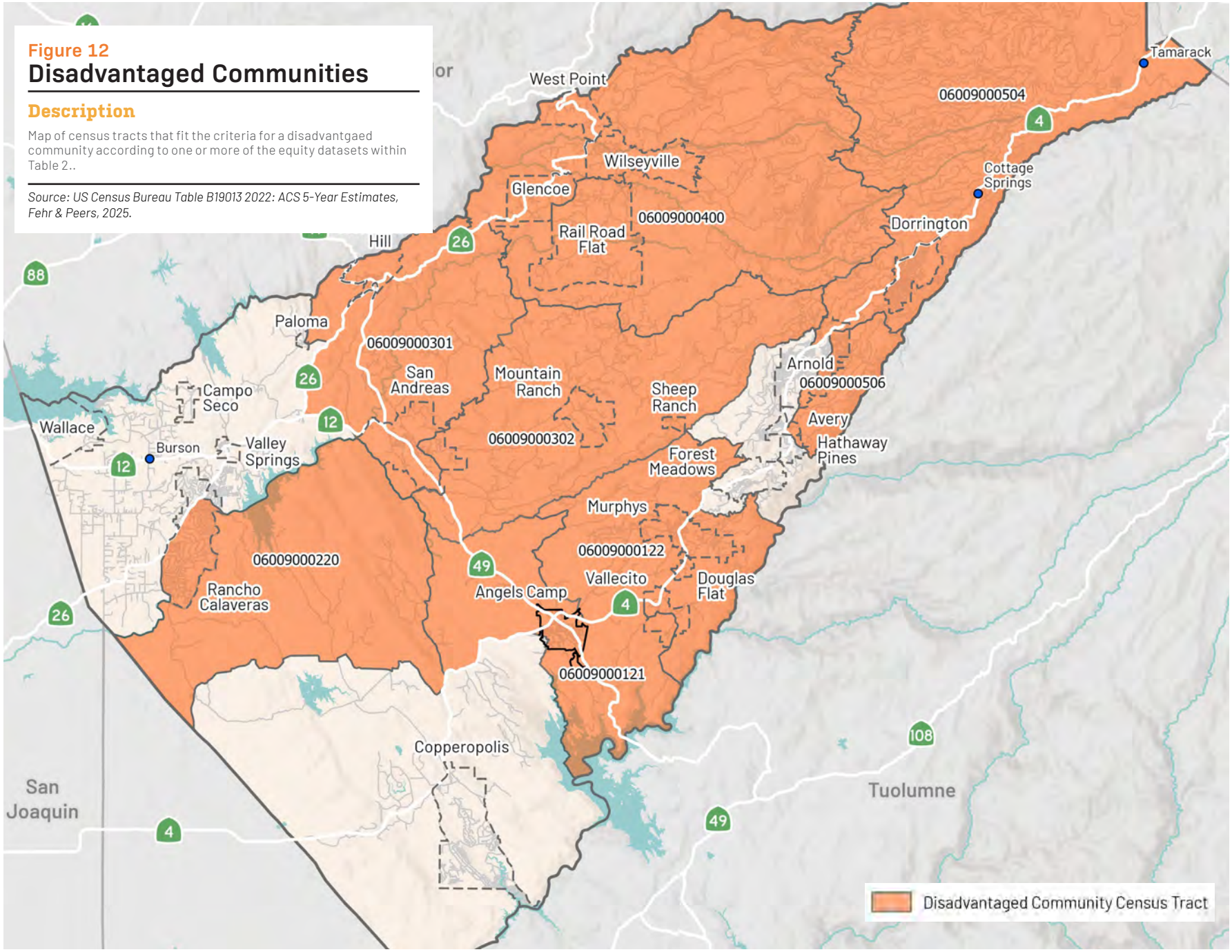
Figure 12

Disadvantaged Communities

Description

Map of census tracts that fit the criteria for a disadvantgaed community according to one or more of the equity datasets within Table 2..

Source: US Census Bureau Table B19013 2022: ACS 5-Year Estimates, Fehr & Peers, 2025.



Active Transportation and Recreational Trail Infrastructure

Currently, there are approximately 2 miles of shared-use paths, 1 mile of streets with bicycle lanes, 5 miles of streets with bicycle routes, 21 miles of sidewalks, and 153 miles of recreational trails within the County.

Existing Walking Facilities

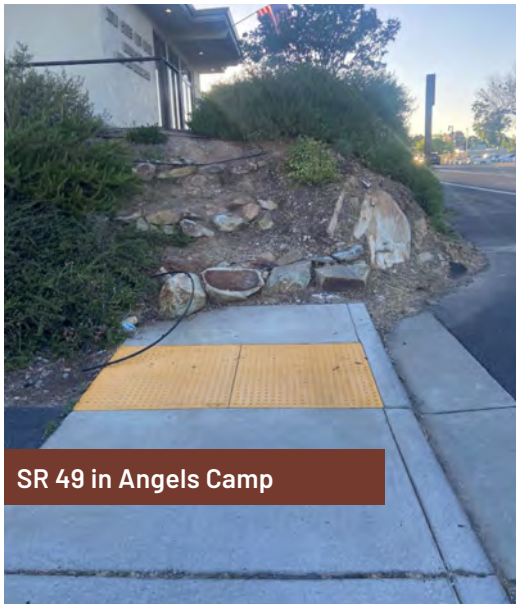
Existing sidewalks and crosswalks in the County as a whole are generally limited. Most infrastructure is located in the City of Angels Camp and the San Andreas community areas. Copperopolis, Murphys, and Valley Springs also have sidewalks and crosswalks in various locations, Mokelumne Hill has a small stretch of sidewalk on Main Street, and Mountain Ranch has a shared-use path. However, in all locations, gaps are present creating a discontinuous and disconnected pedestrian network and in some locations, sidewalks are overgrown and unwalkable . Sidewalks adjacent to commercial land uses on SR 49 in both Angels Camp and San Andreas provide the most mobility, however, accessibility is lacking given gaps along these corridors and lack of connection between these commercial areas and adjacent residential neighborhoods. Although residential neighborhoods are physically located within walking distance to key destinations such as retail/shopping areas, jobs, schools, parks, hospitals, etc., in many of these communities, residents are unable to safely and comfortably access these destinations by walking due to inadequate pedestrian facilities.

Figures 13a through 13f display the existing pedestrian infrastructure. In addition to these countywide figures, communities with the most existing infrastructure are shown in greater detail below. Table 3 provides the length of sidewalks and total number of crosswalks in these communities[1].

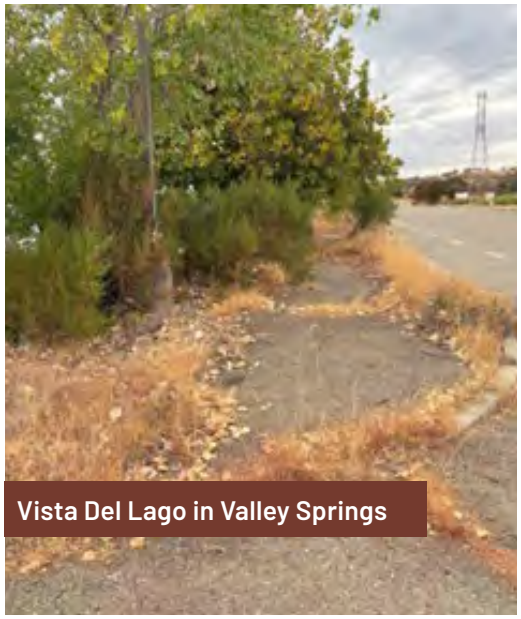
Table 3: Existing Pedestrian Facilities in Community Areas

Community	Sidewalks (Miles)	Crosswalks	RRFBs
Angels Camp	9.26	48	0
Copperopolis	1.84	29	0
Mokelumne Hill	<1	3	0
Murphys	3.18	13	1
San Andreas	4.21	19	2
Valley Springs/ Rancho Calaveras	1.63	16	1

Source: Fehr & Peers, 2025



SR 49 in Angels Camp



Vista Del Lago in Valley Springs

[1] With the exception of very few subdivisions, most residential neighborhoods in the county lack any sidewalks and crossing improvements; however, some do have internal trails. Trails located within gated communities that are not accessible to the public are not shown in this plan.

Figure 13a

Existing Walking Facilities

Description

Map of existing pedestrian infrastructure RRFBs, crosswalks, sidewalk, and multi-use paths.

Source: GreenDOT, Fehr & Peers, 2025.



Figure 13b

Existing Walking Facilities

Description

Map of existing pedestrian infrastructure RRFBs, crosswalks, sidewalk, and multi-use paths.

Source: GreenDOT, Fehr & Peers, 2025.



Figure 13c

Existing Walking Facilities

Description

Map of existing pedestrian infrastructure RRFBs, crosswalks, sidewalk, and multi-use paths.

Source: GreenDOT, Fehr & Peers, 2025.



Figure 13d

Existing Walking Facilities

Description

Map of existing pedestrian infrastructure RRFBs, crosswalks, sidewalk, and multi-use paths.

Source: GreenDOT, Fehr & Peers, 2025.



Figure 13e
Existing Walking Facilities

Description

Map of existing pedestrian infrastructure RRFBs, crosswalks, sidewalk, and multi-use paths.

Source: GreenDOT, Fehr & Peers, 2025.

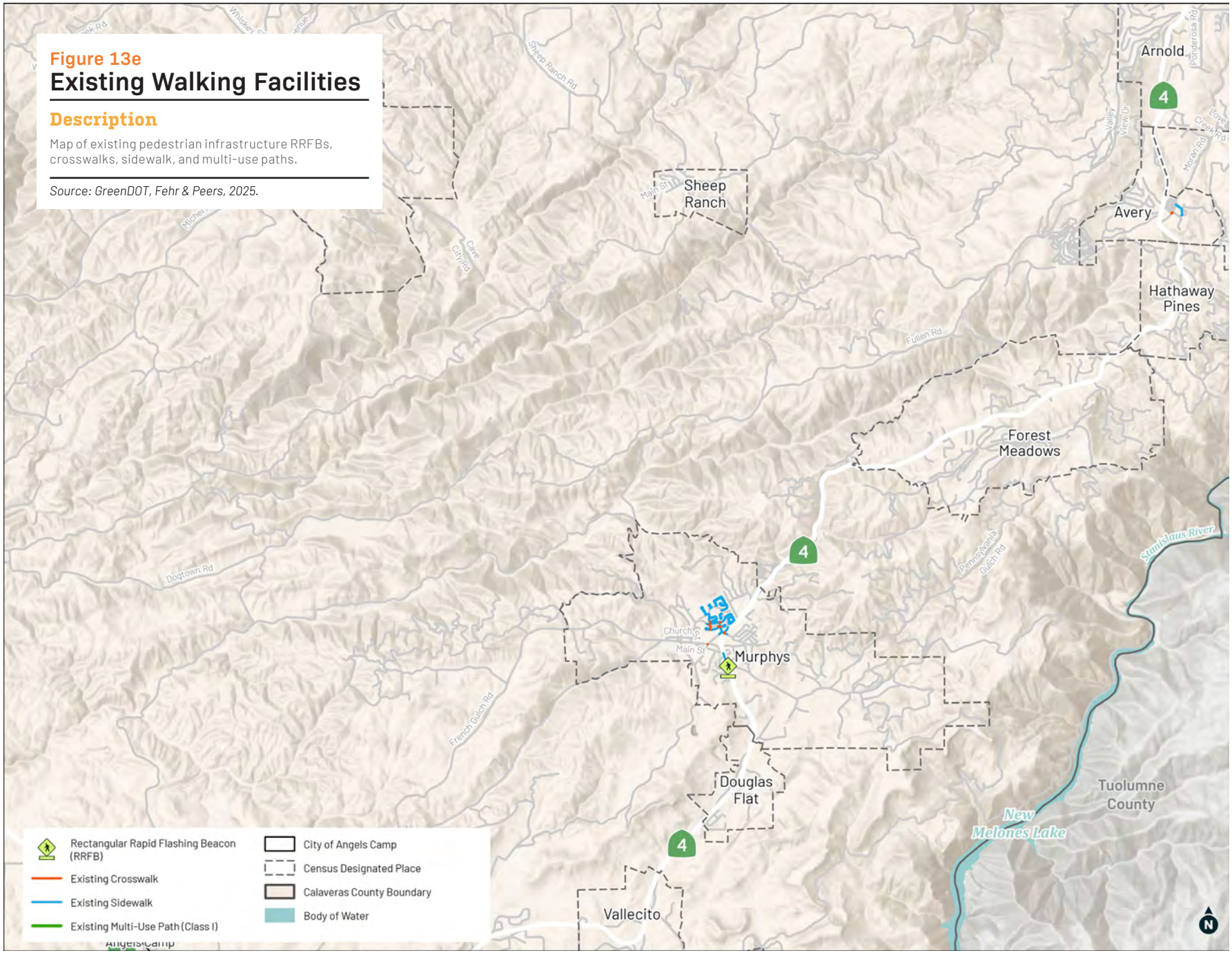


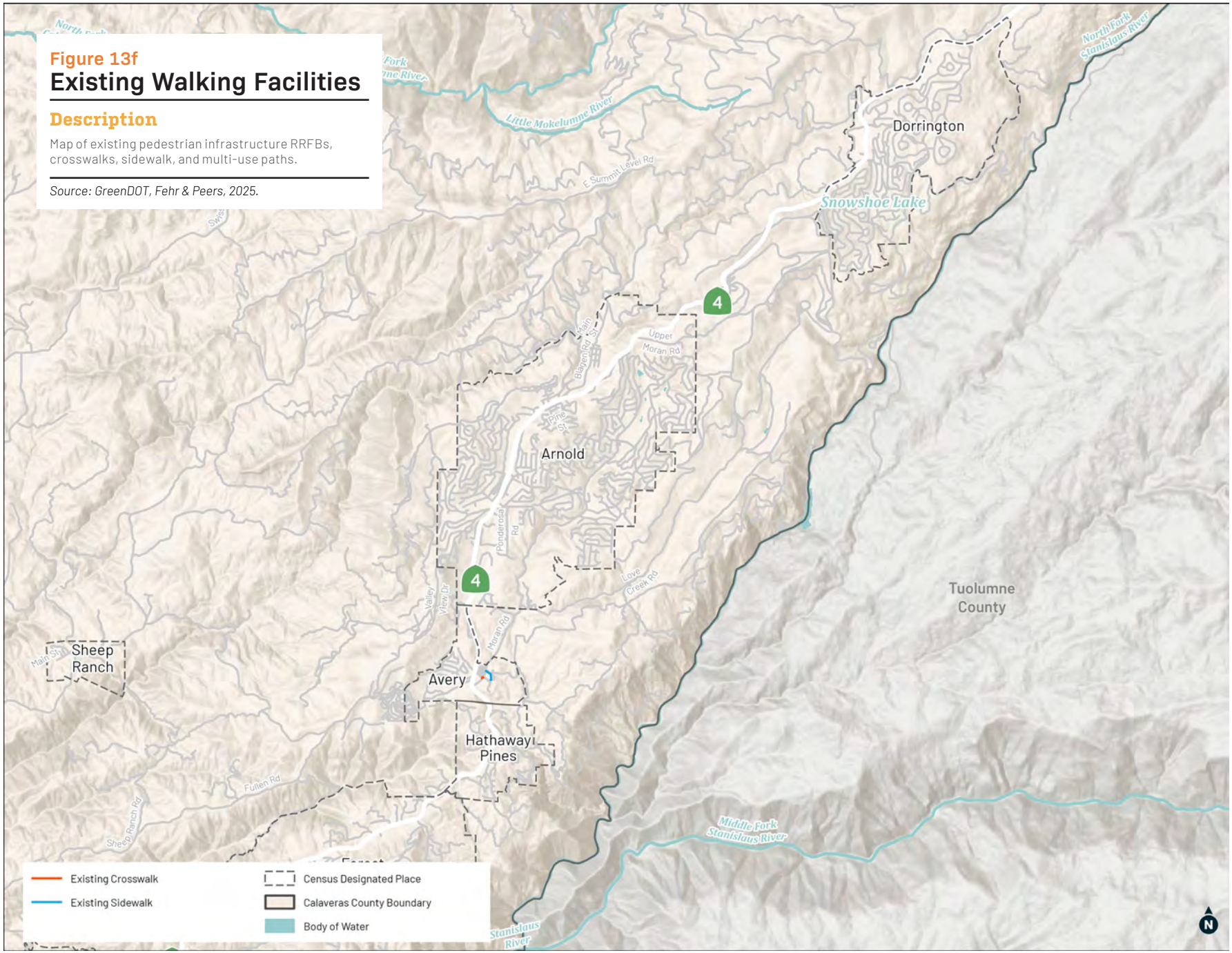
Figure 13f

Existing Walking Facilities

Description

Map of existing pedestrian infrastructure RRFBs, crosswalks, sidewalk, and multi-use paths.

Source: GreenDOT, Fehr & Peers, 2025.



Existing Bicycle Facilities

Similar to pedestrian facilities, existing bicycle facilities in the County are limited. Within the communities of Angels Camp, Copperopolis, San Andreas, Valley Springs, and West Point, bicycle facilities are present; however, they are few and far between, fail to connect residential developments to key destinations, often abruptly end, and generally do not meet current standards for signage or striping. Additionally, in some instances signage does not match the facility type which may lead to confusion for bicyclists and automobiles as it is unclear where bicyclists should be riding.

Examples of where this occurs are described below:

- Daphne Street in Valley Springs – On the east side of Daphne Street near Sequoia Avenue, a shared-use path is constructed but it is signed for a bike route. On the west side of Daphne Street near Pine Street, a bike lane is constructed but it is signed for a bike route. This may lead to confusion as it is unclear if bicyclists should be riding in the bike lane or riding in the road with automobiles.

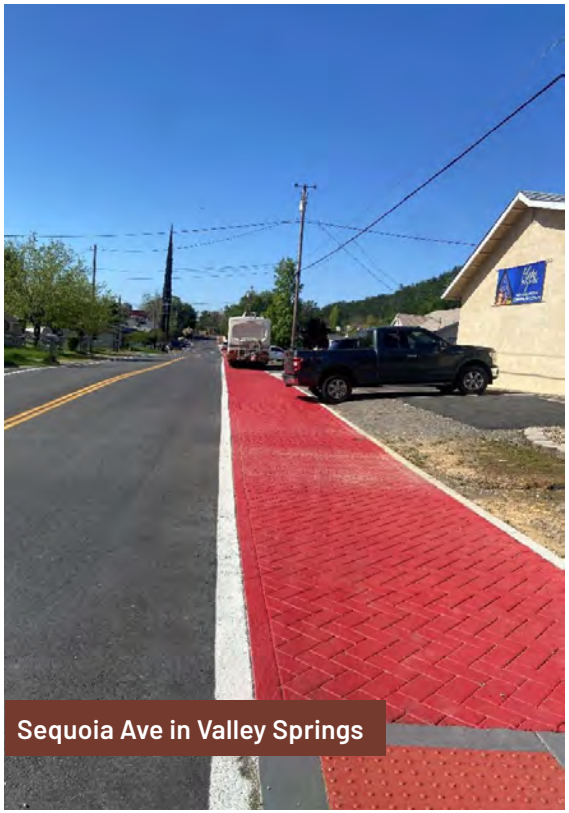


Daphne St in Valley Springs

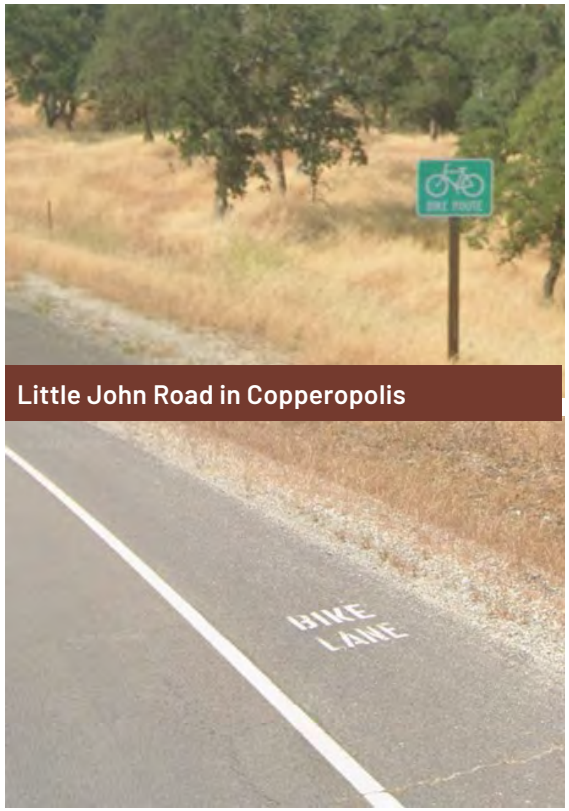


- On Sequoia Avenue in Valley Springs – A paved shoulder was recently constructed with the intention of functioning similar to a shared-use path and providing a walking and biking facility for elementary school students. However, no signage or striping were included with the project and as a result, it is unclear to motorists that this space is intended for use by pedestrians and bicyclists. As a result, motorists often park within the paved shoulder, hindering, safety, comfort, and accessibility for students walking to school.
- Little John Road in Copperopolis – A portion of Little John Road between Town Square and Quiver Street has vertical signage indicating it is a bike route but has painted signage calling it a bike lane. This may lead to confusion as it is unclear if bicyclists should be riding in the bike lane or riding in the road with automobiles.

Figures 14a through 14e display the existing bicycle infrastructure in key community areas. Table 4 provides the length of bicycle facilities in these communities. Figure 15 displays existing bicycle parking.



Sequoia Ave in Valley Springs



Little John Road in Copperopolis

Table 4: Existing Bicyle Facilities in Community Areas

Community	Shared-Use Path (Miles)	Bike Lane (Miles)	Bike Route (Miles)
Angels Camp	0	0.28	0
Copperopolis	0	0	2.49
Mokelumne Hill	0.69	0	0
Murphys	0.66	0.54	0
San Andreas	0.28	0.47	0
Valley Springs/Rancho Calaveras	0	0	2.32

Notes: Shared-use paths are measured by total path length given they are not always on both sides of the road while bike lanes and bike routes are measured by centerline given they generally are.

Source: Fehr & Peers, 2025

Figure 14a

Existing Biking Facilities

Description

Map of existing bicycle facilities throughout the county.

Source: GreenDOT, Fehr & Peers, 2025.

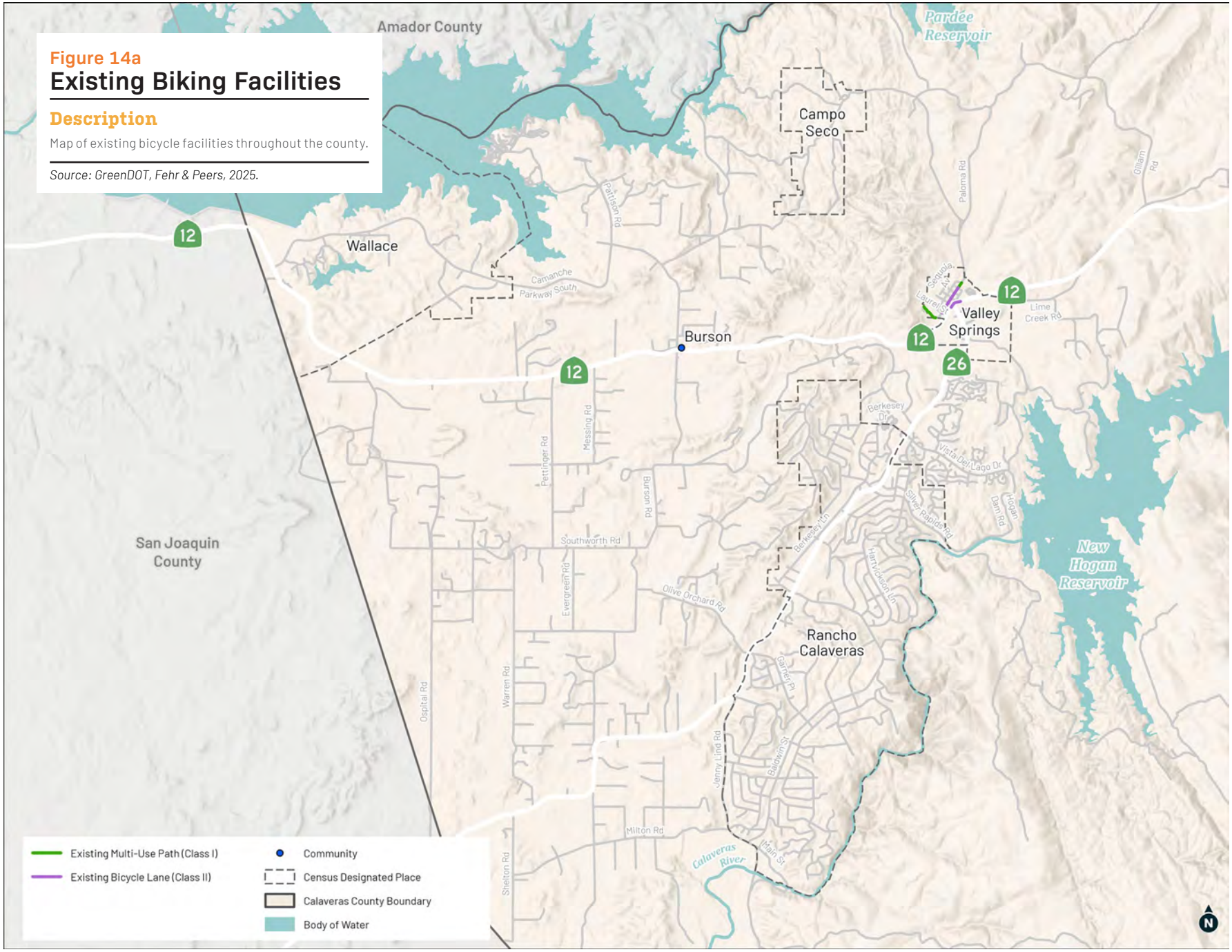


Figure 14b

Existing Biking Facilities

Description

Map of existing bicycle facilities throughout the county.

Source: GreenDOT, Fehr & Peers, 2025.

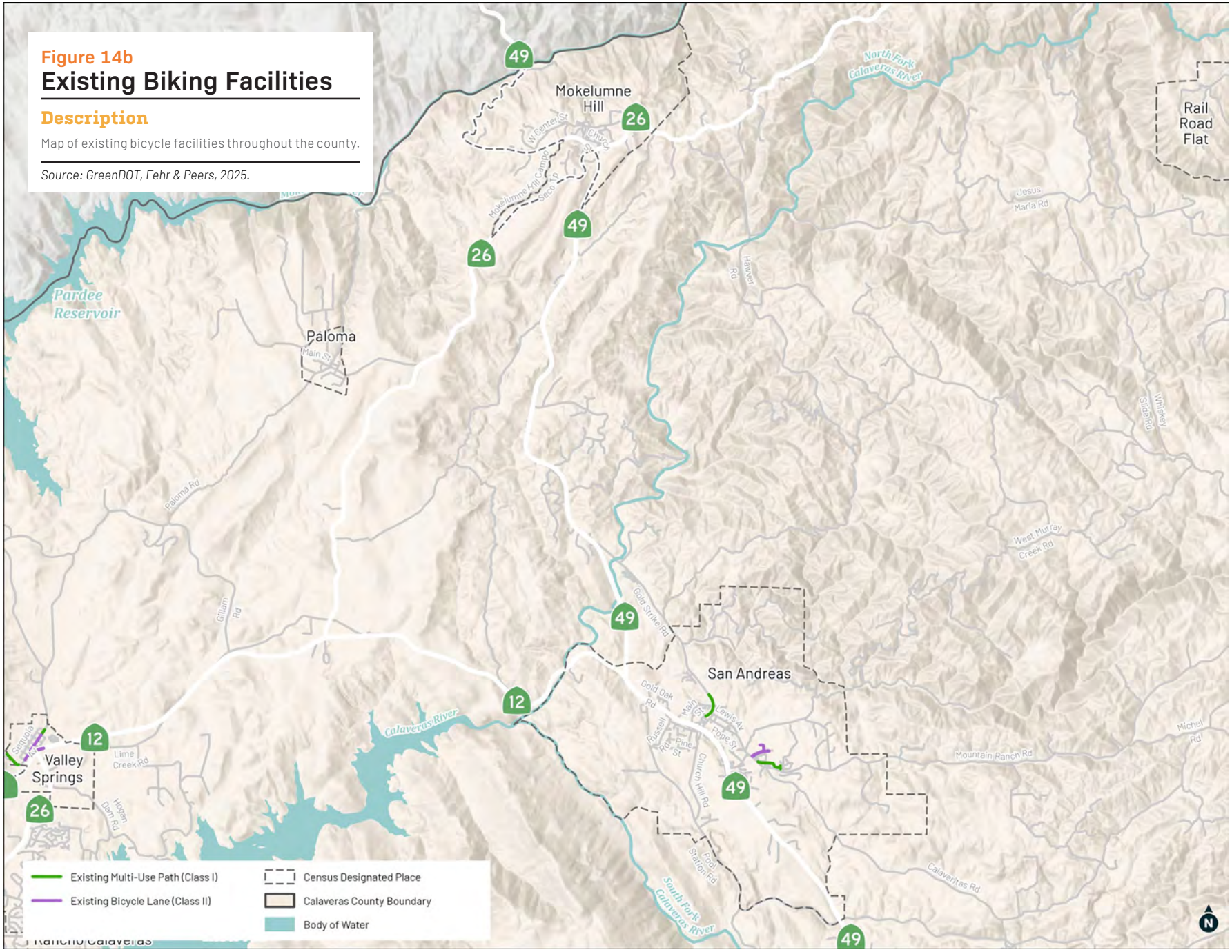


Figure 14c

Existing Biking Facilities

Description

Map of existing bicycle facilities throughout the county.

Source: GreenDOT, Fehr & Peers, 2025.

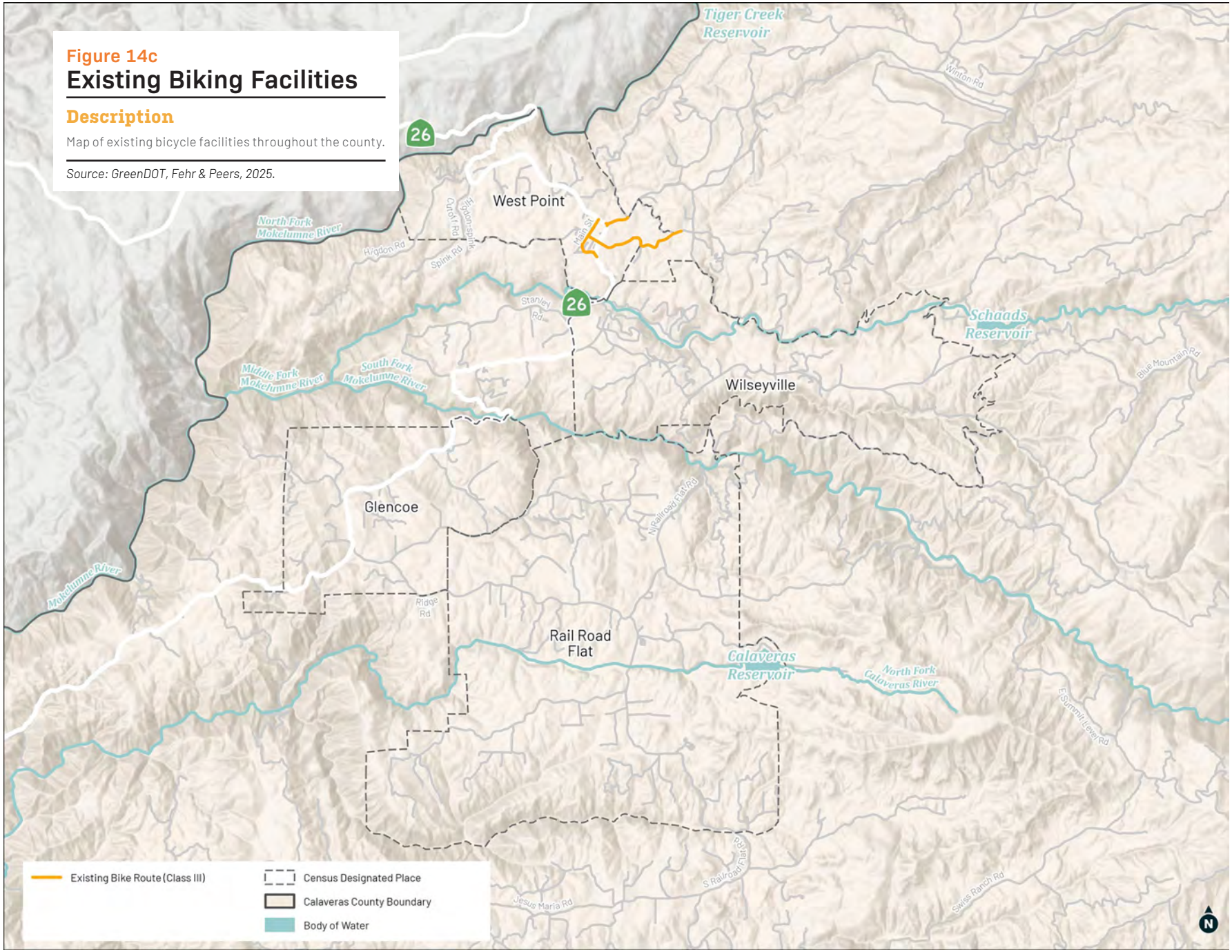


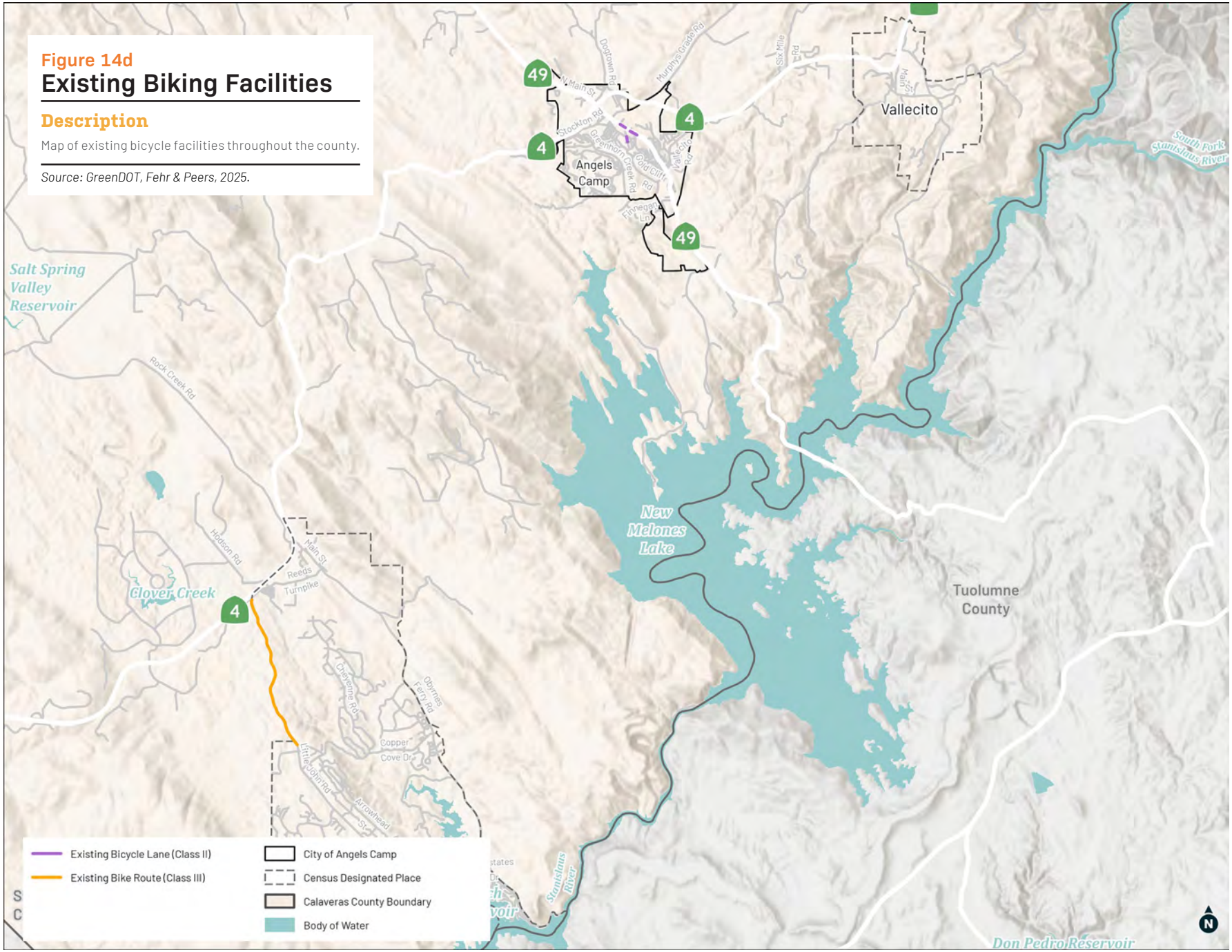
Figure 14d

Existing Biking Facilities

Description

Map of existing bicycle facilities throughout the county.

Source: GreenDOT, Fehr & Peers, 2025.



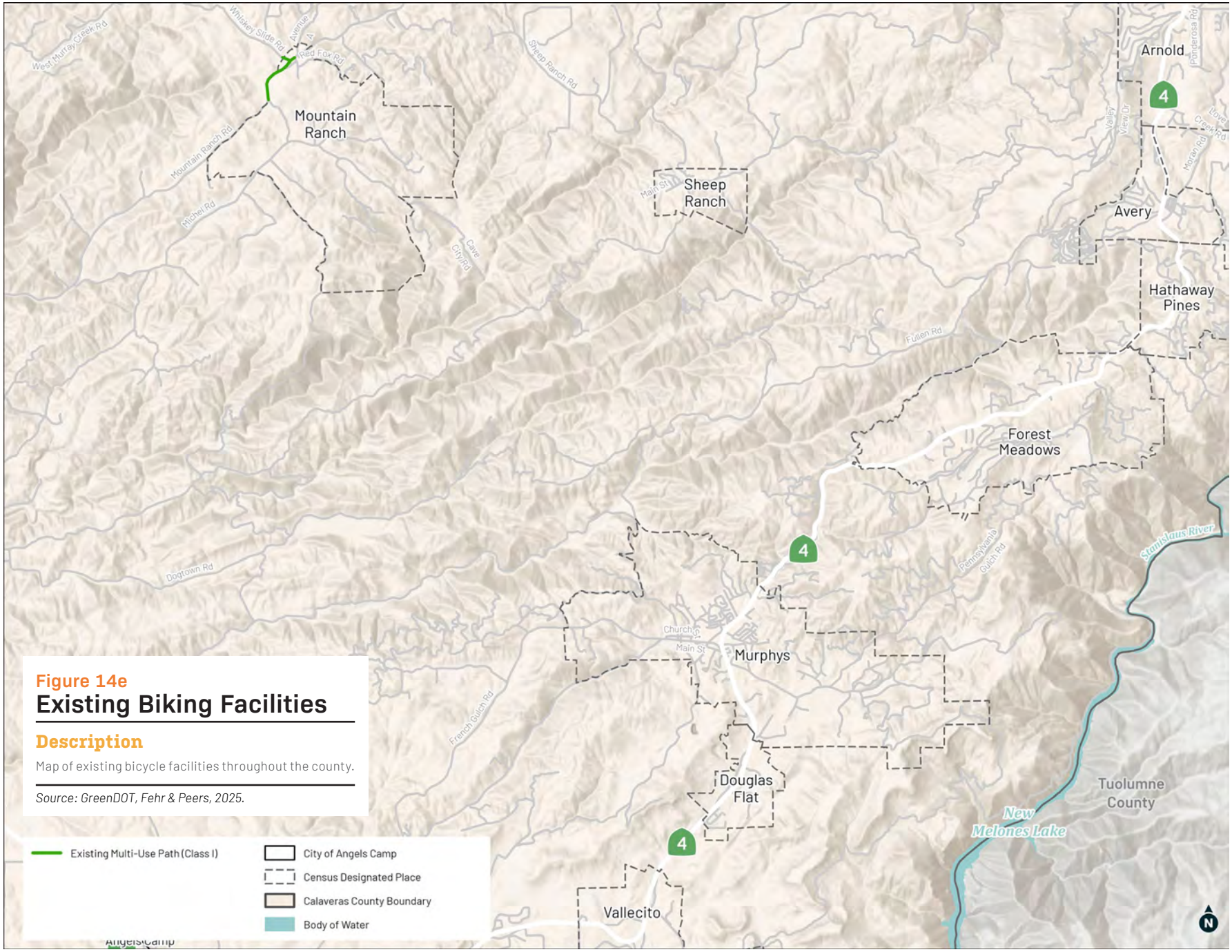


Figure 14e
Existing Biking Facilities

Description

Map of existing bicycle facilities throughout the county.

Source: GreenDOT, Fehr & Peers, 2025.

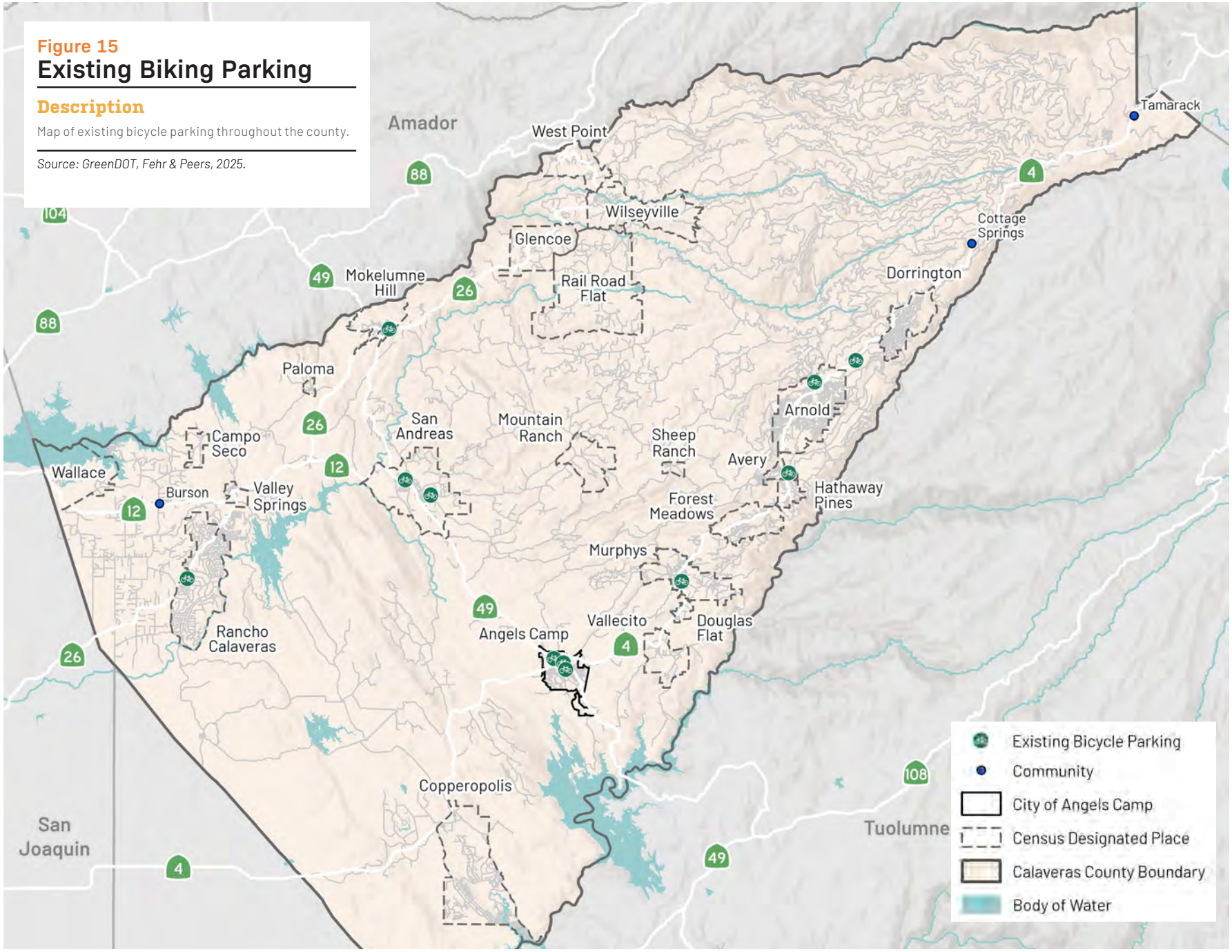
Figure 15

Existing Biking Parking

Description

Map of existing bicycle parking throughout the county.

Source: GreenDOT, Fehr & Peers, 2025.



Existing Recreational Trails

Calaveras County has a robust recreational trail network consisting of approximately 153 miles of recreational trails which are displayed on Figure 16. Residents and visitors can utilize these trails for a variety of recreational opportunities including[2]:

- Hiking/walking
- Running
- Dog Walking
- Bike Riding
- Horseback Riding
- ATV/Off-Road Vehicles
- Cross County Skiing/Snowshoeing
- Snowmobiling

It is noted that the existing recreational trail network displayed on Figure 16 was derived using a combination of local knowledge, stakeholder and community input, online maps produced by the owners/maintainers of trail networks such as East Bay Municipal Utility District (EBMUD), U.S. Army Corps of Engineers, Arnold Rim Trail Association (ARTA), and recreational trail data sources like Strava and All Trails. In some cases, displayed trails may be unsanctioned active use trails, meaning the public is currently able to access/utilize them but they are not formally designated or maintained as trails. As such, trail users should always verify ability to access and utilize any trail identified with the owner/maintainer of the trail network. Access should be reviewed prior to each trip given trails may be closed during various times of the year due to weather, maintenance, or other factors.



Mokelumne Coast to Crest Trail



[2] Note – not all trails allow all activities. Restrictions apply on specific trails and on specific segments of specific trails. Trail users should always review restrictions on official trail website or by contacting the owner/maintainer of the specific trail.

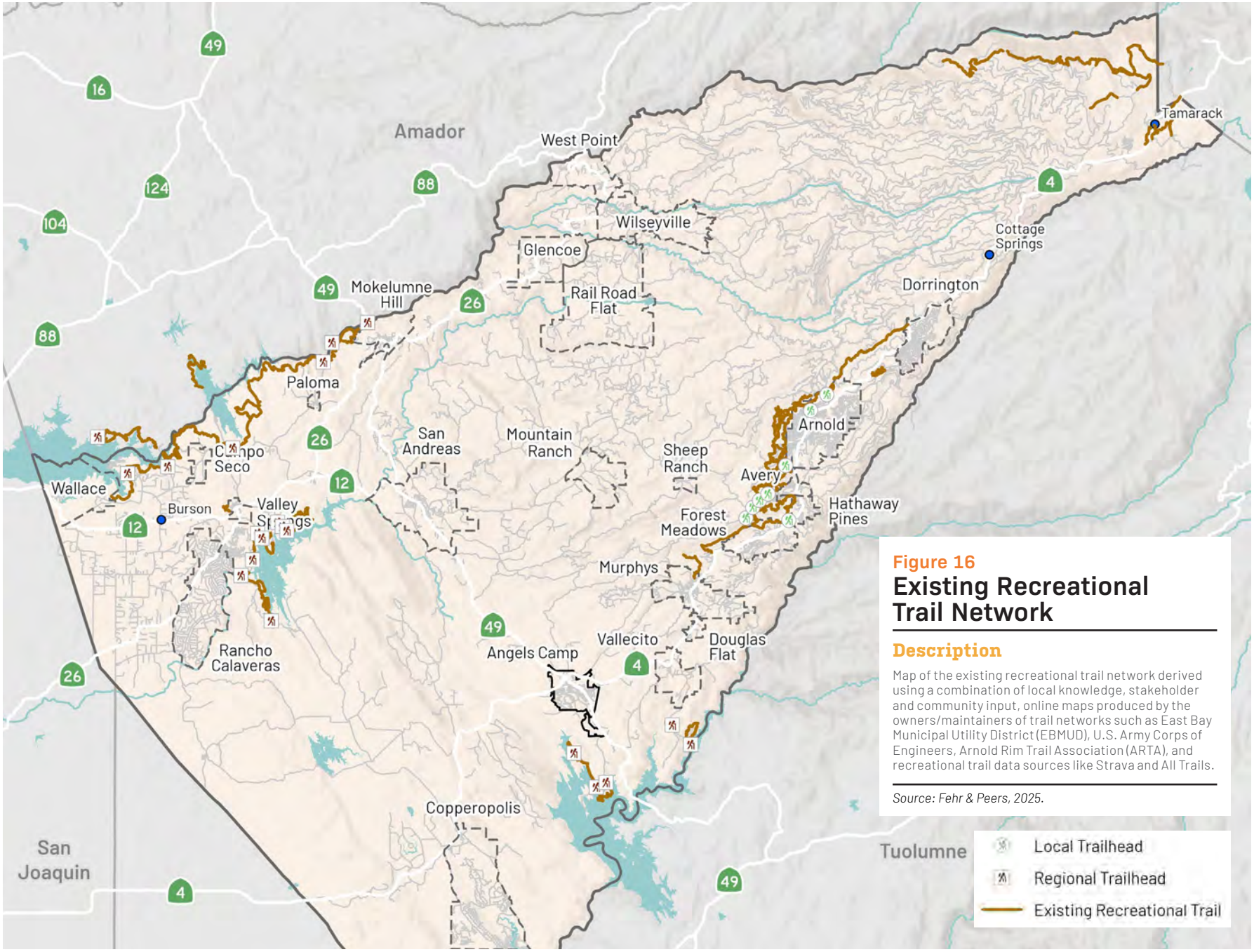


Figure 16

Existing Recreational Trail Network

Description

Map of the existing recreational trail network derived using a combination of local knowledge, stakeholder and community input, online maps produced by the owners/maintainers of trail networks such as East Bay Municipal Utility District (EBMUD), U.S. Army Corps of Engineers, Arnold Rim Trail Association (ARTA), and recreational trail data sources like Strava and All Trails.

Source: Fehr & Peers, 2025.

Residents were asked through the public outreach survey which trails they used most often, what their primary activity was, and how frequently they utilized these trails. Figures 17 through 19 display summarized responses. The full survey questionnaire and responses are included in Appendix C.

As displayed, Lake Hogan, Arnold Rim, and Big Trees are the most frequented trails. Residents primarily utilize trails for walking/hiking or bicycling and almost 40 percent use the trails at least once a week. A common theme noted in the survey and frequently discussed during in person outreach efforts was residents' frustration at having to drive to existing trails despite them being located fairly close to their homes.

For instance, trails at Lake Hogan are located within one mile of the majority of the Gold Creek Subdivision and the La Contenta community and within two miles of residents in downtown Valley Springs and most of Rancho Calaveras; however, there is currently no safe way for residents to walk to/from any of these communities and the lake, forcing residents to drive. Similarly, almost the entire Arnold community is located within walking distance of either the Arnold Rim Trail or Big Trees State Park. Although local access trailheads exist, there is no safe walking or biking path for residents to access these local trailheads and unless one lives directly adjacent to them, residents must drive.

Additionally, specific concerns regarding wayfinding on the Arnold Rim Trail were voiced during the outreach period. Confusion exists regarding both where the trail can be accessed and on the actual trail and as a result, it is not uncommon for users to get lost. In 2023, a fatality occurred on the Arnold Rim Trail and was determined to be caused by an unexperienced hiker getting disoriented, lost, and unable to find her way back[3]. Just two months before this fatality occurred, a biker was lost for three days after becoming disoriented and lost but luckily was found by a search and rescue team consisting of multiple agencies[4]. This is discussed in greater detail in the "Wayfinding" section of the Planned Networks and Programs chapter.

Figure 17

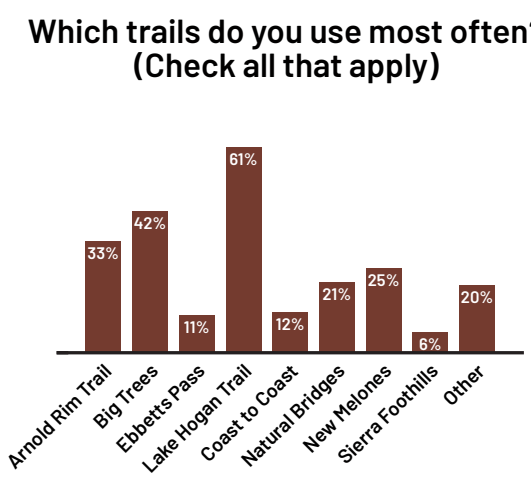


Figure 18

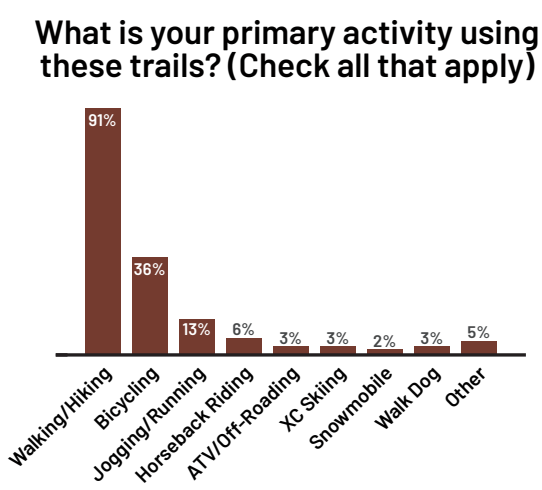
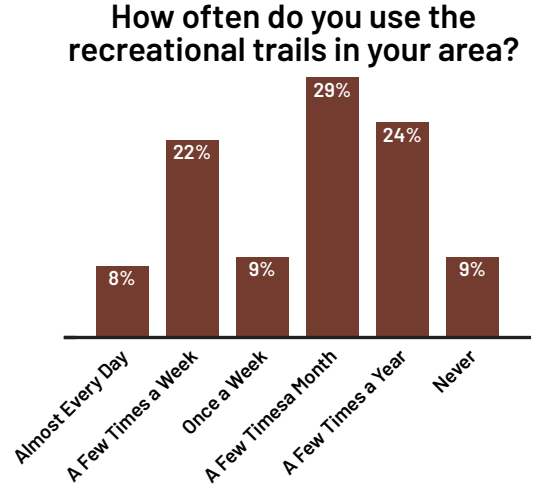


Figure 19



[3] "Traveling nurse who went missing on California hike dies of exposure". Fox News. December 7, 2023. https://www.ktvu.com/news/traveling-nurse-who-went-missing-on-california-hike-died-of-exposure
[4] "Arnold RIM Trail biker rescued after 3-day ordeal". Calaveras Enterprise. October 3, 2023. https://www.calaverasenterprise.com/articles/news/arnold-rim-trail-biker-rescued-after-3-day-ordeal/

Current Active Transportation Improvements

Although existing bicycle and pedestrian facilities are currently limited, multiple active transportation improvement projects are currently under construction or planned to begin construction within the next one to two years.

Valley Springs Improvements

In 2020, the Valley Springs Town Center Connectivity Plan (CCOG, GHD) was completed which identified various improvements in the downtown Valley Springs area. Recently, Phase 1 of this project was completed which included new and improved crossings, a paved shoulder (intended to function as a shared-use path), and sidewalks near Valley Springs Elementary School. The County is currently pursuing additional funding to complete Phase 2 which will generally include sidewalks on the south side of Daphne Street between Pine Street and Laurel Street and paved shoulders on one side of Cedar Street, Laurel Street, Chestnut Stret, and Sequoia Avenue. It is noted that the Town Center Connectivity Plan identified shared-use paths in locations that paved shoulders are currently planned. If paved shoulders are constructed in lieu of a shared-use path, it is recommended that signage and striping be included to indicate that these paved shoulder areas are intended for use by bicyclists and pedestrians and if possible, parking should be prohibited to ensure bicyclists and pedestrians have clear, unobstructed access.

This plan also identifies a planned Class II bike lane and shared-use path on portions of SR 12. In summer of 2025, Caltrans began constructing these improvements along with a traffic signal at the SR 12/Valley Oaks Shopping Center driveway. Improvements are being constructed on the north side of SR 12 between Chestnut Street and the mobile home park and on the south side of SR 12 between the SR 12/SR 26 intersection and the SR 12/Valley Oaks Shopping Center driveway. The project is anticipated to be completed in 2025.



State Route 12 in Valley Springs



State Route 12 in Valley Springs

Angels Creek Master Plan

In 2012, the Angels Creek Master Plan and Trail (City of Angels Camp, RRM Design Group) was completed which identified a planned recreational trail adjacent to Angels Creek that would ultimately provide a connection from the City of Angels Camp to New Melones Lake. Segments of this trail have received environmental clearance and construction of phases I and II are anticipated to be completed by 2030. Phases I and II include construction of a class I shared-use path from Kurt Drive/Vallecito Road through Tryon Park to SR 49, a class III bike route on Finnegan Lane from SR 49 to Finnegan Court, and a class I shared-use path on Finnegan Court from Finnegan Lane to Greenhorn Creek Road dead-end.

SR 49 - San Andreas Improvements

In 2017, the San Andreas SR 49 Commercial Gateway & Corridor Study (CCOG, Omni-Means/GHD) was completed which identified various improvements on SR 49 in San Andreas between Pool Station Road and Airport Road. The plan included complete streets components aimed at closing gaps in the existing pedestrian network and providing continuous sidewalks, additional and improved crossings, and a Class II bike lane. The County is currently coordinating with Caltrans to begin construction of the SR 49 San Andreas Complete Streets Project which will install/upgrade curb ramps, sidewalks, and driveways to current ADA standards and install a Class II bike lane on SR 49 in the town of San Andreas. The project is currently in the PA&ED phase and is estimated to begin construction in 2026.

SR 49 – Angels Camp Improvements

In 2020, the Angels Camp North Main Street Plan (CCOG, City of Angels Camp, GHD) was completed which identified various improvements on SR 49 in Angels Camp beginning just west of Copello Road and terminating just east of the SR 4/SR 49 intersection. In 2017, the Angels Camp Main Street Plan (CCOG, City of Angels Camp, Design Workshop) was completed which identified various improvements on SR 49 between Murphys Grade Road and SR 4/Old Vallecito Road. Both plans included complete streets components aimed at closing gaps in the existing pedestrian network and providing continuous sidewalks along the entire corridor, and installing Class II bike lanes. Two roundabouts were also identified in the North Main Street Plan, one at SR 49/Francis Street and one SR 49/SR 4.

Caltrans is currently in the Project Approval & Environmental Design (PA&ED) phase of the SR 49 Mobility Improvement Project which will include construction of the roundabouts and bicyclist and pedestrian improvements identified in the Angels Camp North Main Street Plan. This project is estimated to be complete by summer 2027.

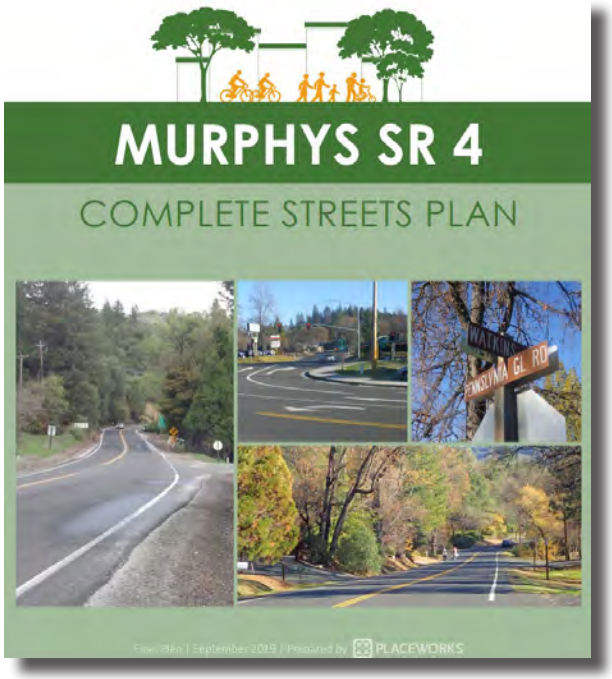
Caltrans is currently in the construction phase of the SR 49 Angels Camp Complete Streets project which includes construction of new sidewalks which will close gaps in the pedestrian network on SR 49, upgrade existing pedestrian facilities to meet current ADA standards, add street lighting, planting, wayfinding signage and a Class II bike lane. This project is estimated to be complete by summer 2028.



State Route 49 in Angels Camp

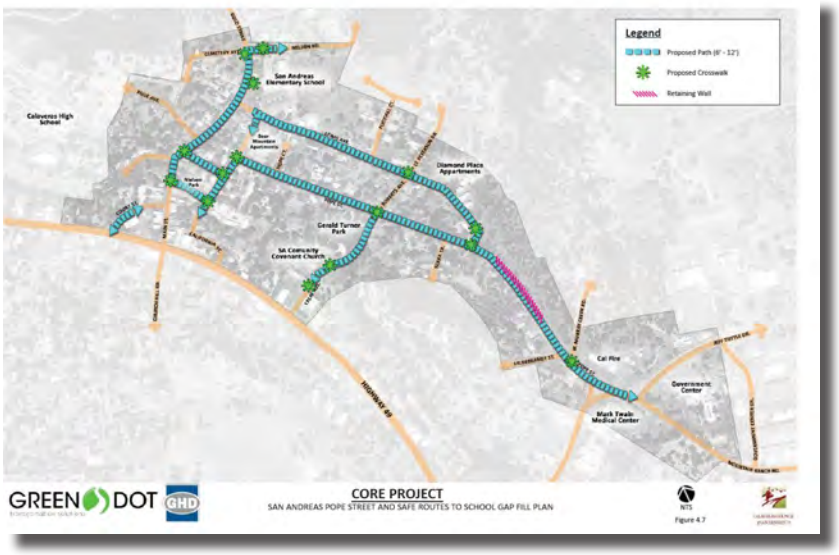
SR 4 – Murphys Improvements

In 2019, the Murphys SR 4 Complete Streets Plan (CCOG, Placeworks) was completed which identified improvements in the Murphys community area on and adjacent to SR 4. Since completion of the Plan, a portion of the sidewalk/paved pedestrian path has been constructed on the west side of SR 4 and improvements near the SR 4/Pennsylvania Gulch Road and SR 4/Big Trees Road/Tom Bell Road intersections have been constructed. Additional updates to the SR 4/Pennsylvania Gulch Road intersection are anticipated to be constructed in the near-term and include upgrading the existing RRFB on SR 4 to a PHB, adding a crosswalk on the east leg, constructing a sidepath on Pennsylvania Gulch Road to provide a connection from SR 4 to the Albert Michelson Elementary School, and installing a RRFB at the existing midblock crossing on Pennsylvania Gulch Road adjacent to the elementary school.



San Andreas Pope Street Improvements

In 2017, the San Andreas Pope Street and Safe Routes to School Gap Fill Plan (CCOG, Green DOT) was completed which identified bicycle and pedestrian improvements on Pope Street, Lewis Avenue, California Street, and additional streets adjacent to the San Andreas Elementary School. The Plan identified the need for safe and continuous bicycle and pedestrian facilities on the north side of SR 49, targeted at providing a connection between existing residential land uses and the school. The project has since received grant funding for design and construction, and is currently in the design phase.



Collisions

Calaveras County is currently in the process of developing a Comprehensive Safety Action Plan (CSAP) which has an ultimate goal of eliminating all traffic-related fatalities and serious injuries and committing to making roads, vehicles, and traffic systems as safe as possible for all users by 2050. Caltrans, which is responsible for SR 12, SR 26, SR 4, and SR 49, has a similar vision of eliminating fatalities and serious injuries on California's roadways by 2050 (described in Director's Policy DP-36, dated February 15, 2022). This vision will be used to determine and prioritize future safety actions.

The CSAP will be based on the Safe Systems approach which acknowledges that humans make mistakes and seeks to ensure that those mistakes do not result in serious injuries for any road user. Recognizing that the human body is vulnerable, the Safe Systems approach seeks to limit the kinetic energy transferred in a crash to a level the body can withstand when designing and operating a transportation network.

The Safe System approach incorporates five elements of a safe transportation system – safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. This approach means that responsibility for road safety is not born solely by road users. While road users are responsible for their own behavior and abiding by laws and regulations and exhibiting due care and proper behavior on the transportation system, safety is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government bodies.

In a Safe System, roadway system designers provide safe roadways by using engineering standards, guidance from organizations such as Caltrans and the American Association of State Highway and Transportation Officials (AASHTO), and engineering judgment to create context-sensitive safety solutions.

To evaluate walking and biking safety, UC Berkeley's Safe Transportation Research and Education Center (SafeTREC) Transportation Injury Mapping System (TIMS) was used to evaluate collision patterns in the County. TIMS



data focuses on injury collisions and does not include property damage only collisions. Collision data is geolocated and is valuable for mapping and identifying collision patterns, particularly for fatal and severe injury collisions and collisions involving bicyclists and pedestrians. Collisions reported between 2018 and 2022 (the most recent five-year period available) were used for this analysis.

Between 2018 and 2022, there were 1,089 reported collisions in the County, including 232 severe injury collisions and 57 fatal collisions. There were 13 collisions involving bicyclists (resulting in five severe injury collisions and no fatal collisions) and 25 collisions involving pedestrians (resulting in four severe injury and two fatal collisions). Approximately 65 percent of all collisions occurred on state highways or at an intersection with a state highway.

While this plan focuses on bicycle and pedestrian related collisions, all reported injury collisions during the study time period were documented and are described in Appendix H. Reviewing all collision data is important as it can help identify higher risk roadways and intersections that pedestrians and bicyclists may intentionally avoid (i.e. the absence of bicycle and/or pedestrian involved collisions does not indicate an intersection or roadway is safe and in many cases in rural communities, bicycle and pedestrian collision numbers may be low simply because residents are too afraid to walk or bike).

Table 5 summarizes all collisions, and bicycle and pedestrian involved collisions by year. As shown, bicycle and pedestrian involved collisions account for less than four percent of all collisions. However, as previously noted, this low percentage of collisions may be attributed to the fact that many residents do not walk or bike due to safety concerns. Pedestrians are more likely to be involved in a collision and the share of pedestrian involved collisions range from 1.8 percent to 2.7 percent annually.

Table 6 displays the primary collision factor (PCF) for bicycle and pedestrian involved collisions. As shown, over 50 percent of bicycle involved collisions are attributed to bicyclists traveling on the wrong side of road or improper turning. For collisions attributed to bicyclists traveling on the wrong side of the road, three are categorized as the bicyclist driving on the left-hand side of road and one is categorized as bicyclist not riding as close as practicable to the right-hand curb.

Table 5: Collisions Involving Bicyclists and Pedestrians (2018-2022)

Year	All Collisions	Pedestrian		Bicyclist	
		Number	Share	Number	Share
2018	226	6	2.7%	2	1.0%
2019	235	5	2.1%	2	1.0%
2020	191	5	2.6%	3	1.5%
2021	214	5	2.3%	2	1.0%
2022	223	4	1.8%	4	1.8%
Total	**1,089**	**25**	**2.3%**	**13**	**1.2%**

Source: Transportation Injury Mapping System (TIMS), Fehr & Peers, 2024

Table 6: PCF Violation Category: Bicycle and Pedestrian Involved Collisions (2018-2022)

Category	Bicycle Involved Collisions	%	Pedestrian Involved Collisions	%
Wrong Side of Road	4	31	-	-
Improper Turning	3	23	3	12
Unsafe Speed	2	15	4	16
Other Improper Driving	2	15	-	-
Vehicle Right of Way Violation	1	8	-	-
Pedestrian Right of Way Violation	-	-	4	16
Pedestrian Violation	-	-	8	32
Unsafe Starting or Backing	-	-	2	8
Other Than Driver	-	-	1	4
Traffic Signals and Signs	-	-	1	4
Unknown or Not Stated	1	8	2	8
Total	**13**	**100**	**25**	**100**

Represents the two highest categoies for collisions.
Source: Transportation Injury Mapping System (TIMS), Fehr & Peers, 2024

Almost 65 percent of pedestrian involved collisions are attributed to pedestrian violations, pedestrian right of way violations, and unsafe speeds. Notably, pedestrian violations account for almost 50 percent (12 collisions) of all pedestrian involved collisions. Of these 12 collisions, nine involved pedestrians crossing (two in a crosswalk at an intersection, two in a midblock crossing, and five crossing outside of a crosswalk) and three involved pedestrians walking in the road (including the shoulder). However, the classification of pedestrian violation is not truly representative of the cause of the collision as it may be viewed as the pedestrian being at fault. Upon further review of these specific collisions, the PCF violation detail indicates that four of these 12 collisions were due to the driver not yielding at a crosswalk, four indicate the pedestrian crossed outside of a crosswalk or legal crossing but there is no crossing (marked or unmarked) near where the collision occurred, and one has no additional details regarding the cause of the collision so it is unclear what the pedestrian violation was.

In general, caution should be used when evaluating fault for collisions involving bicyclists and pedestrians. Lack of infrastructure for biking and walking may cause bicyclists and pedestrians to make decisions they deem safer or simply more convenient, but are actually less safe. For instance, if no pedestrian walkways or crosswalks are present, a pedestrian may walk in the road and cross at any given location. However, installing pedestrian walkways and designating crossing locations provides clear direction for pedestrians and can result in less dangerous behaviors.

Figures 20 and 21 display the location of bicycle and pedestrian involved collisions. The largest concentration of bicycle and pedestrian involved collisions are described below:

Valley Springs

- SR 26 in Rancho Calaveras between Olive Orchard Road and Farris Drive
- SR 12 in Valley Springs near the Pine Street/SR 12 intersection and near the Lime Creek Road/SR 12 intersection.
- Vista Del Lago Drive between SR 26 and Huckleberry Lane

San Andreas

- SR 49 between Bellview Street (west) and Main Street

Angels Camp

- SR 49 between Copello Drive and Mayo Road

Copperopolis

- Feather Drive near Copper Cove Drive
- Little John Road between Saddle Creek Drive and Kiva Drive

State Route 4

- SR 4 between Angels Camp and Murphys

With the exception of SR 4, collisions are generally concentrated in areas with more residential development that is in close proximity to key destination areas, indicating there is a desire for individuals to walk and bike between land uses.



State Route 12 in Valley Springs

Figure 20

Pedestrian Involved Collisions

Description

Map of collisions involving pedestrians.

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2025

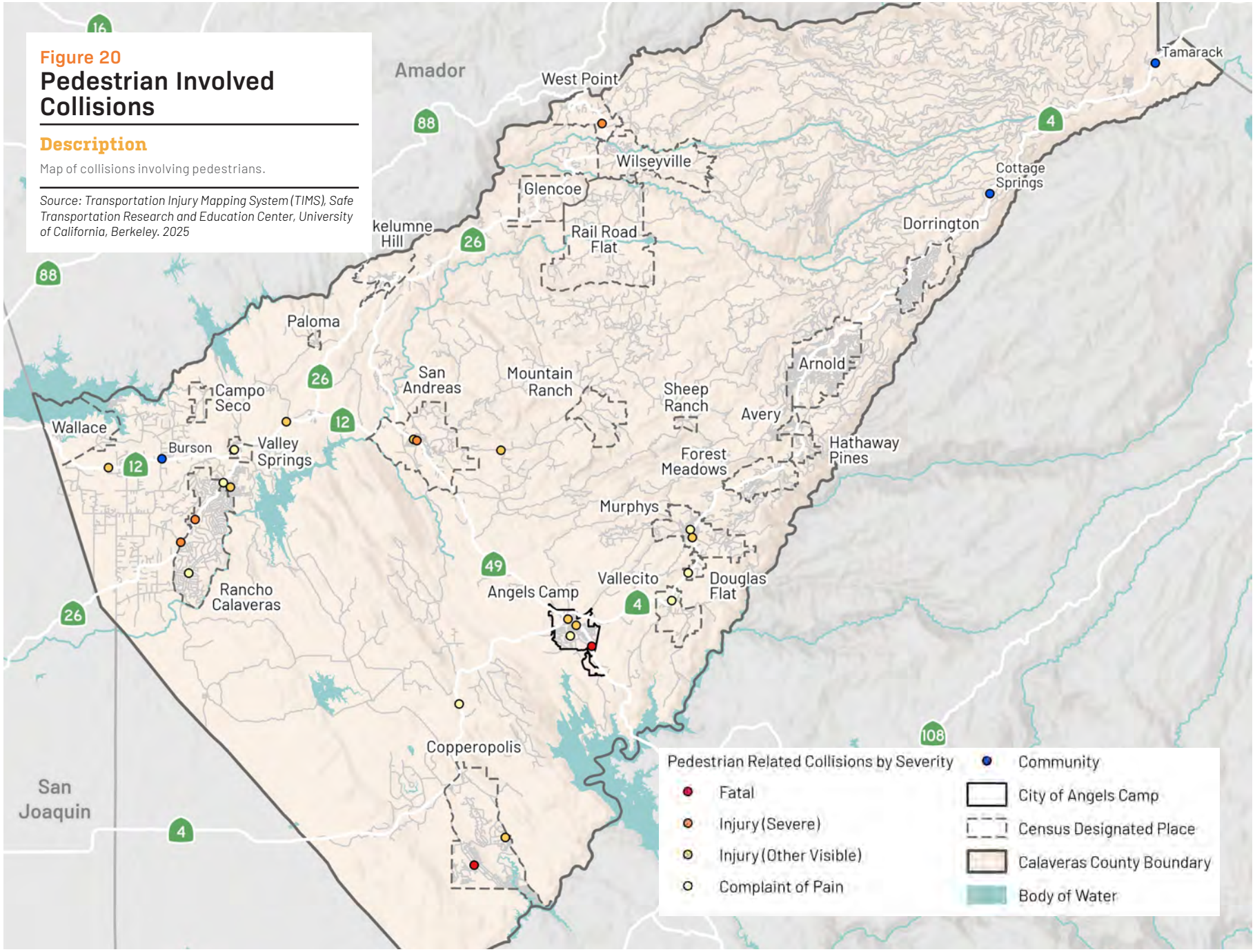


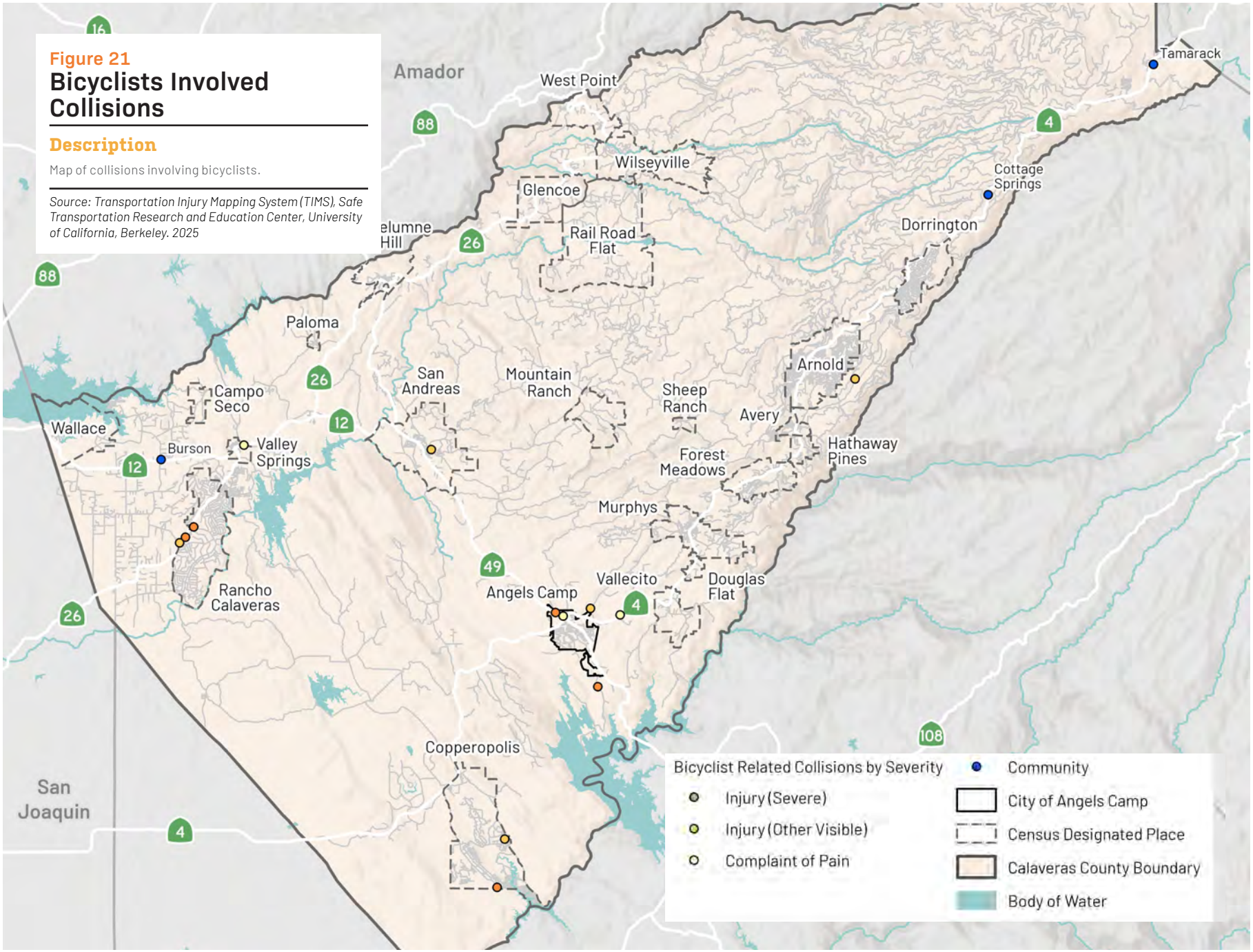
Figure 21

Bicyclists Involved Collisions

Description

Map of collisions involving bicyclists.

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2025



Level of Traffic Stress

Traffic stress is the discomfort and unease that a person riding a bicycle may feel due to vehicle traffic, roadway conditions, facility design, and other factors. Level of traffic stress (LTS) was analyzed for biking along select major corridors in the County. High vehicle speeds make conditions uncomfortable for bicyclists, particularly when high speeds are combine with high volumes.

People who bicycle vary in experience, skill, ability, and confidence. Some are comfortable riding in traffic and value bicycling facilities and routes that are direct and limit unnecessary delay. These cyclists more comfortably utilize facilities that share the roadway with automobiles or have limited bicycle infrastructure. Other people with less confidence bicycling and lower or developing bicycle skills, such as children and older adult riders, may need more separation from traffic to feel comfortable enough to ride. Different bicycle types (such as trailers for children, cargo bicycles, or adult tricycles) also require more space in bicycle facilities. For these reasons, facilities should be designed to accommodate less skilled riders and a wide variety of bicycle types, especially in heavily traveled areas. Research has correlated these different types of bicycle riders with the LTS that they are willing to experience while cycling.

Metrics have been developed to quantify the LTS that a typical rider may experience so that new bicycle facilities can be targeted to reduce this stress. Factors influencing LTS include the following:

- Number of travel lanes
- Speed of traffic
- Number of vehicles
- Presence of bike lanes
- Width of bike lanes
- Presence of physical barrier

Using these factors, a bicyclist level of traffic stress (BLTS) score can be assigned from 1 to 4 for each roadway segment, with 1 being the least stressful and 4 being the most stressful.

Bicyclist level of traffic stress was evaluated on the following key corridors in the County (displayed on Figure 22):

- SR 12 in Valley Springs between Pine Street and Lime Creek Road
- SR 49 in San Andreas between Pool Station Road and Mountain Ranch Road
- SR 49 in Angels Camp between Copello Road and Vallecito Road
- SR 4 in Murphys between Pennsylvania Gulch Road and Big Trees Road
- SR 4 in Arnold between Cedar Lane/Fir Drive and Blagen Road

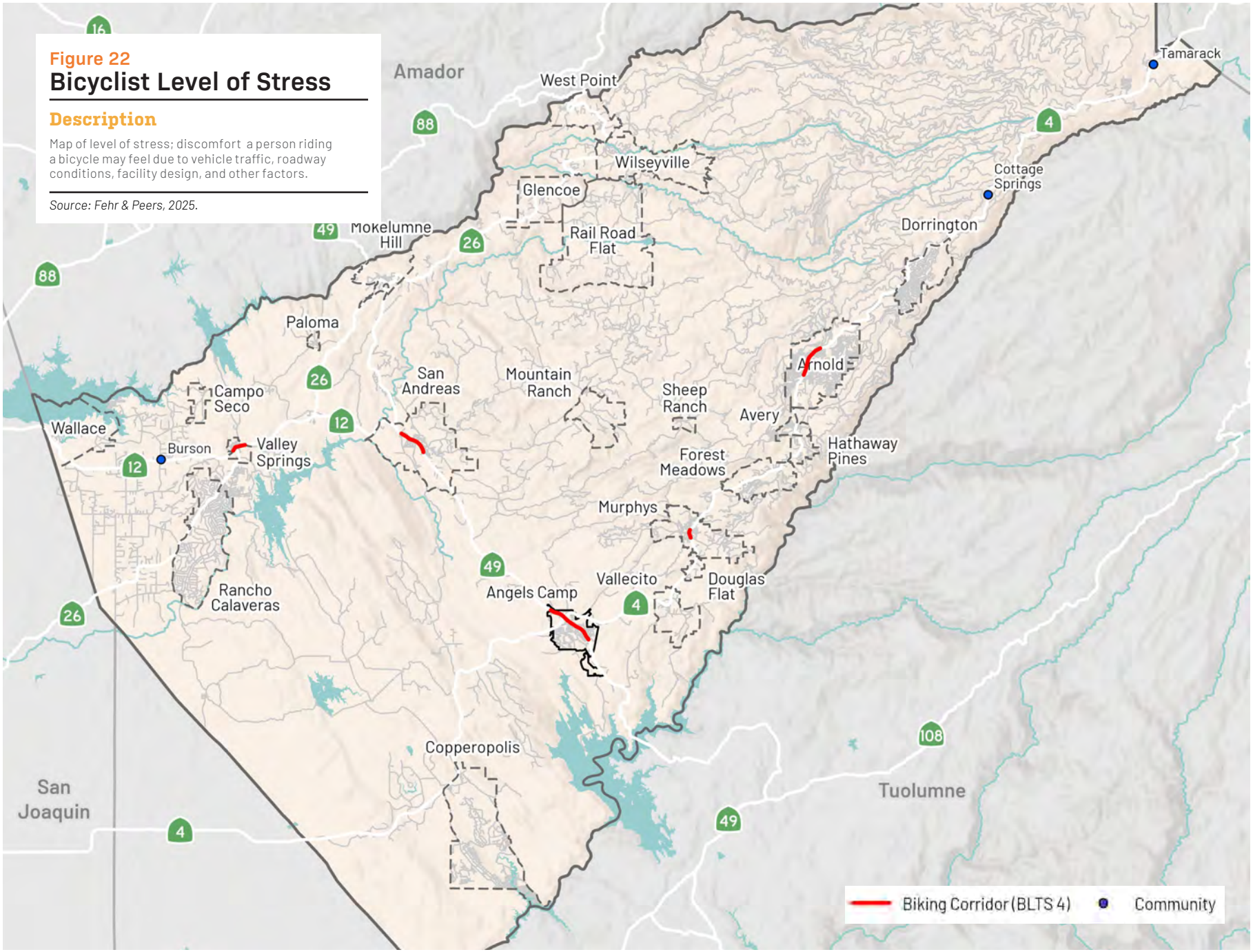
Due to existing volumes, speeds, and lack of bicycle facilities on these corridors, all corridors received LTS 4, indicating bicyclist stress is high.

Figure 22
Bicyclist Level of Stress

Description

Map of level of stress; discomfort a person riding a bicycle may feel due to vehicle traffic, roadway conditions, facility design, and other factors.

Source: Fehr & Peers, 2025.



Planned Network & Programs

This chapter discusses the planned bicycle, pedestrian, and recreational trail networks, and supporting facilities and programs for Calaveras County. The plan was developed to improve connectivity to key destinations, close gaps in the existing networks, and enhance the safety and comfort of pedestrians and bicyclists. Specifically, recommendations were developed with the intention of doing one or more of the following:

- Providing walking and biking connections between existing residential communities and existing nearby schools, parks, job centers, grocery stores, healthcare facilities, shopping centers or other community destinations;
- Providing walking and biking connections between existing residential communities and existing nearby recreational trails and/or other public recreational amenities;
- Expanding the existing recreational trail network in Calaveras County by connecting existing recreational trails to each other, or creating new recreational trails in communities that lack nearby recreational opportunities;
- Creating a cohesive recreational trail network that can promote tourism and stimulate economic activity in key destinations throughout the County.

Planned facilities were developed based on the following:

- Previous planning documents, including bicycle and pedestrian plans, general plans, and community plans
- Discussion and input from the public
- Connectivity to key destinations
- Collision history
- Discussions with jurisdiction staff and stakeholders



Pedestrian, Bicycle, and Recreational Trail Networks

Planned walking and biking facilities are summarized in Table 7 and presented in Figures 23a - 23j. These pedestrian and bicycle networks are the long-term vision for the active transportation facilities in the county and include sidewalks, crosswalks, shared-use paths/ sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders. The proposed networks are designed to connect residential land uses to key destinations and to serve as recreational assets. Appendix E – Project Priorities and Cost Estimates includes a list of these network improvements, including location and extents, lengths, high-level estimated costs, and priorities.

Identified potential recreational trail improvements are displayed in Figure 23k. In total, approximately 42 miles of potential recreational trail improvements are included in this plan. Appendix E includes a description and location of potential recreational trail related improvements. Potential recreational trail improvements differ from planned active transportation improvements given they are generally located on privately owned land or land owned by agencies such as East Bay Municipal Utilities District (EBMUD), U.S. Army Corps of Engineers, U.S. National Forest Service, and Bureau of Land Management. Implementation and maintenance of these improvements would fall on the landowners (either directly or through maintenance agreements as is the case with the Arnold Rim Trail Association) while implementation and maintenance of active transportation improvements would generally fall on the county or city. For this reason, these projects are recommended for consideration rather than identified as planned improvements.

Identified potential recreational trail improvements focus on closing gaps in the existing recreational trail network or expanding the recreational trail network based on comments received during outreach for this plan. In some cases, public comments were received regarding desire for additional signage or desire for specific improvements to existing trails (such as more jumps for biking on particular segments). These comments are provided in Appendix C for future consideration by the owners/maintainers of existing trails as they improve their trail network.

It is also noted that the U.S. Forest Service has indicated they are currently working on a project which includes reviewing and updating their planned trail network in Calaveras County, particularly in the Arnold/Avery area. Due to the timing of the ATRTP, these specific planned improvements are not included in this plan as planned trails/alignments have not been finalized. However, the U.S. Forest Service has indicated that the primary purpose of this project is to address unauthorized trails in the non-motorized portion of the Arnold/Avery interface while responding to the community's desire for additional access and recreation opportunities. Addressing unauthorized trails is critical for minimizing potential resource damage to heritage sites, soils, vegetation, and wildlife, improving public access, developing better trail connectivity, providing non-road-based trail experiences, and providing increased non-motorized recreation opportunities.

This ATRTP encourages and supports this effort as improving, expanding, and formalizing the trail network in this area would be beneficial for both the local community and visitors that frequent the Arnold Rim Trail. Specifically, formalizing the unsanctioned trail network and providing clear wayfinding signage (for all trails) is strongly recommended in the Arnold/Avery area given the complexity of this trail network, lack of consistent and reliable cell signal, and past experiences with trail users having difficulty with wayfinding.

Table 7: Summary of Planned Walking and Biking Facilities

Facility	Existing (miles)	Planned (miles)	Total (miles)
Sidewalk	20.5	18.4	38.9
Shared-Use Path/Sidepath	1.6	73.1	74.7
Separated Bikeway	0.0	4.8	4.8
Bike Lane	1.3	5.6	6.9
Bike Route	4.8	8.0	12.8
Paved Shoulder	0.0	37.1	37.1
Buffered Paved Shoulder	0.0	169.5	169.5

Notes: Sidewalk and Shared-Use Path/Sidepath distances measured by the total length while other facilities are measured by centerline.
Source: Fehr & Peers, 2025

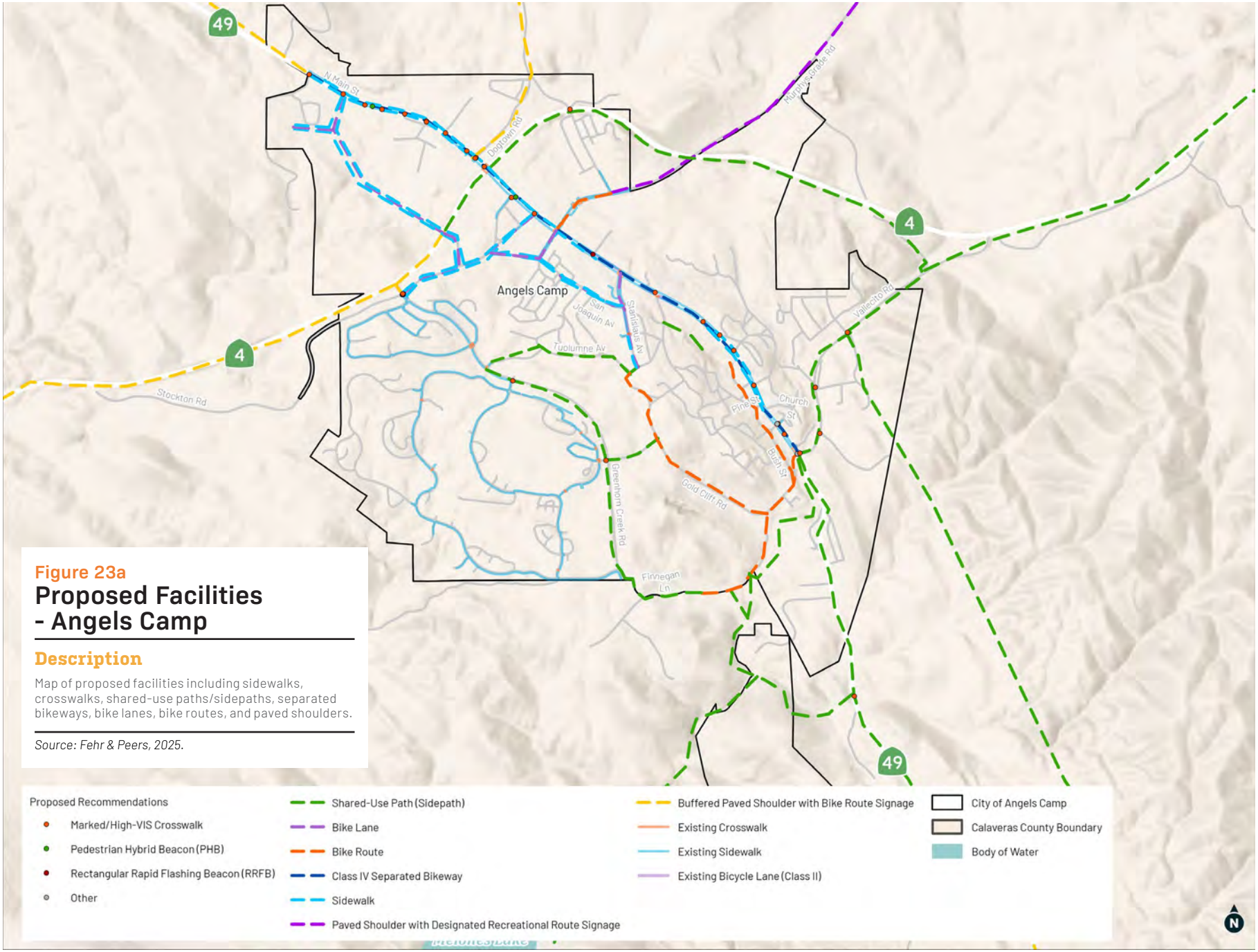


Figure 23a

Proposed Facilities - Angels Camp

Description

Map of proposed facilities including sidewalks, crosswalks, shared-use paths/sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders.

Source: Fehr & Peers, 2025.

Figure 23b

Proposed Facilities - Arnold

Description

Map of proposed facilities including sidewalks, crosswalks, shared-use paths/sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders.

Source: Fehr & Peers, 2025.

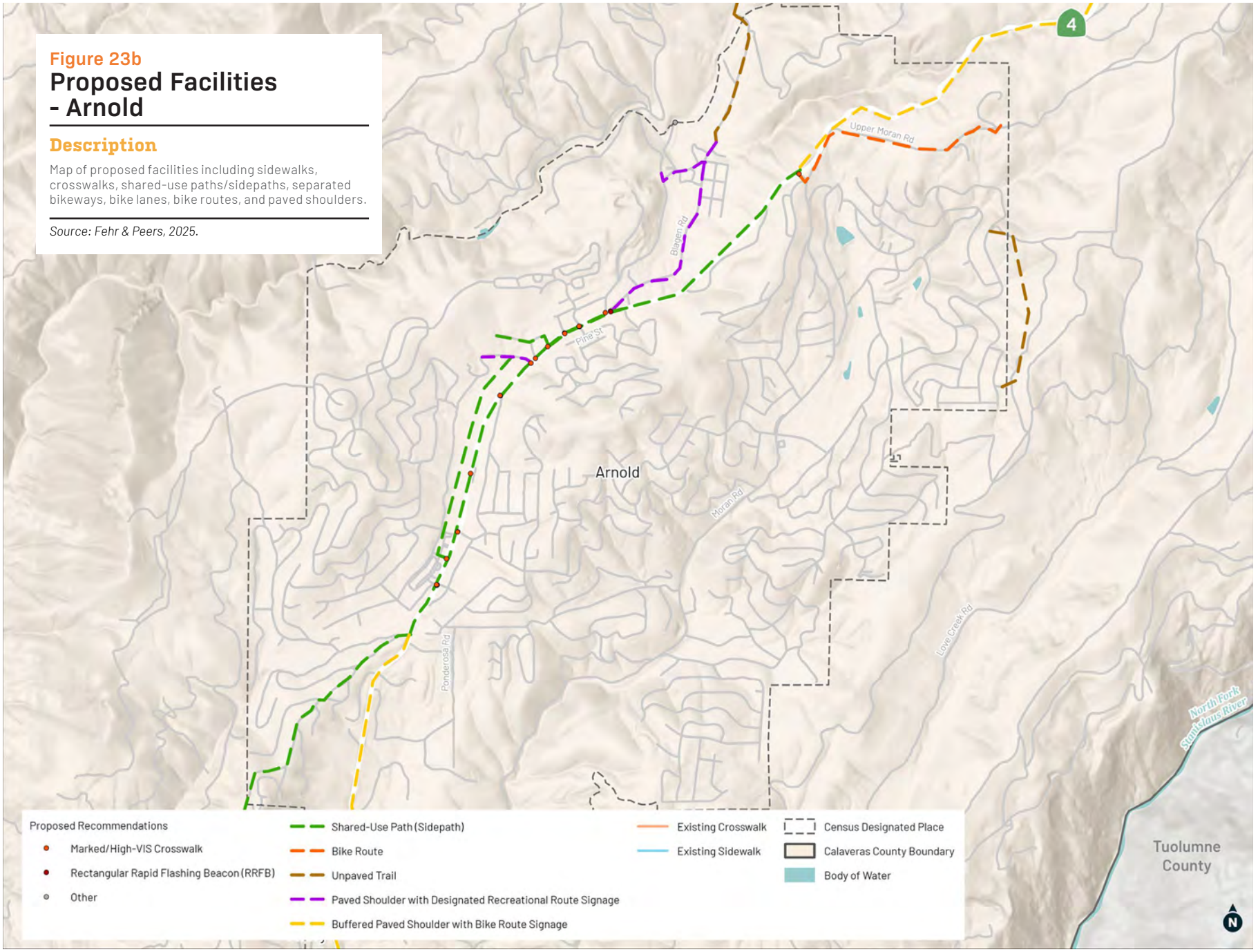


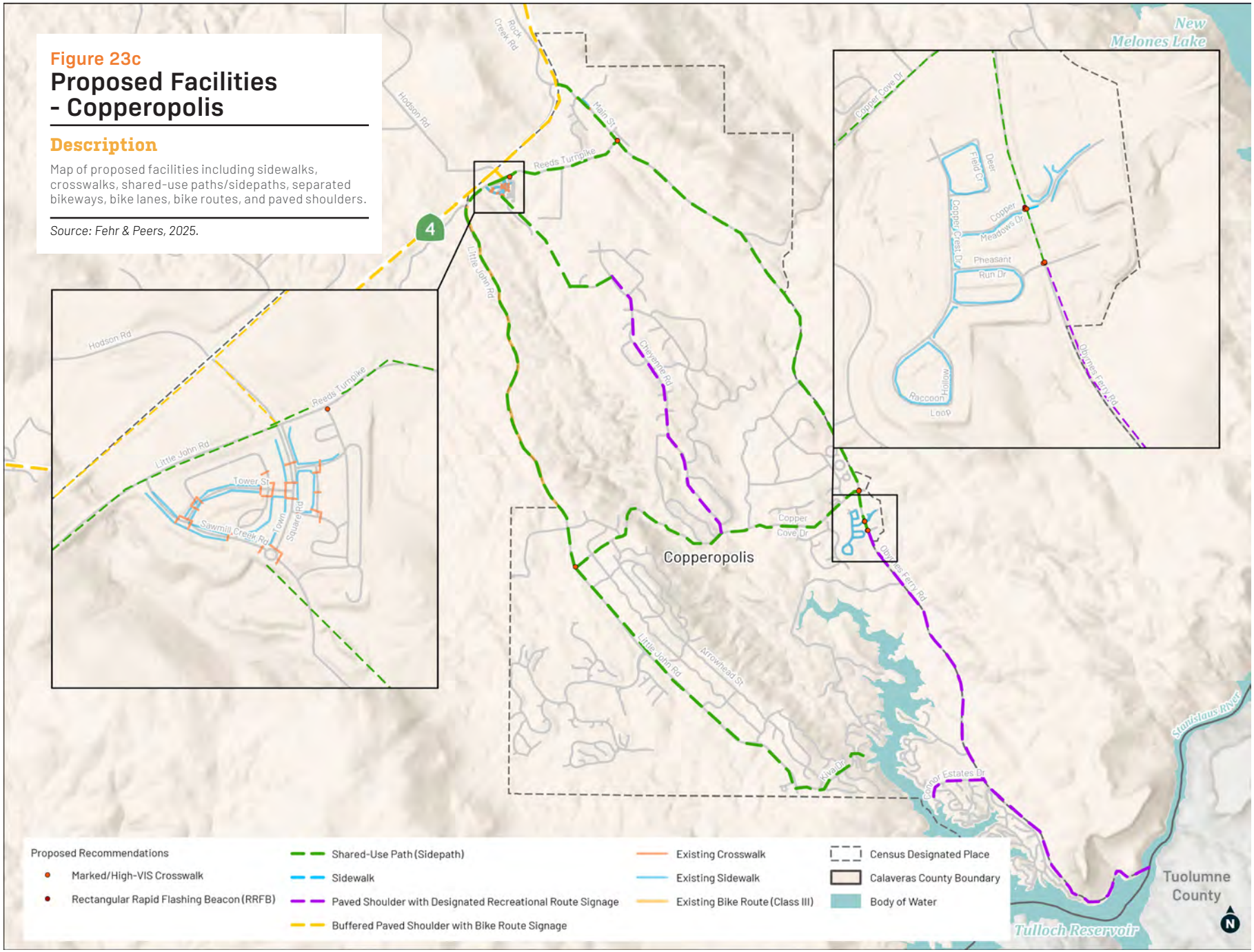
Figure 23c

Proposed Facilities - Copperopolis

Description

Map of proposed facilities including sidewalks, crosswalks, shared-use paths/sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders.

Source: Fehr & Peers, 2025.



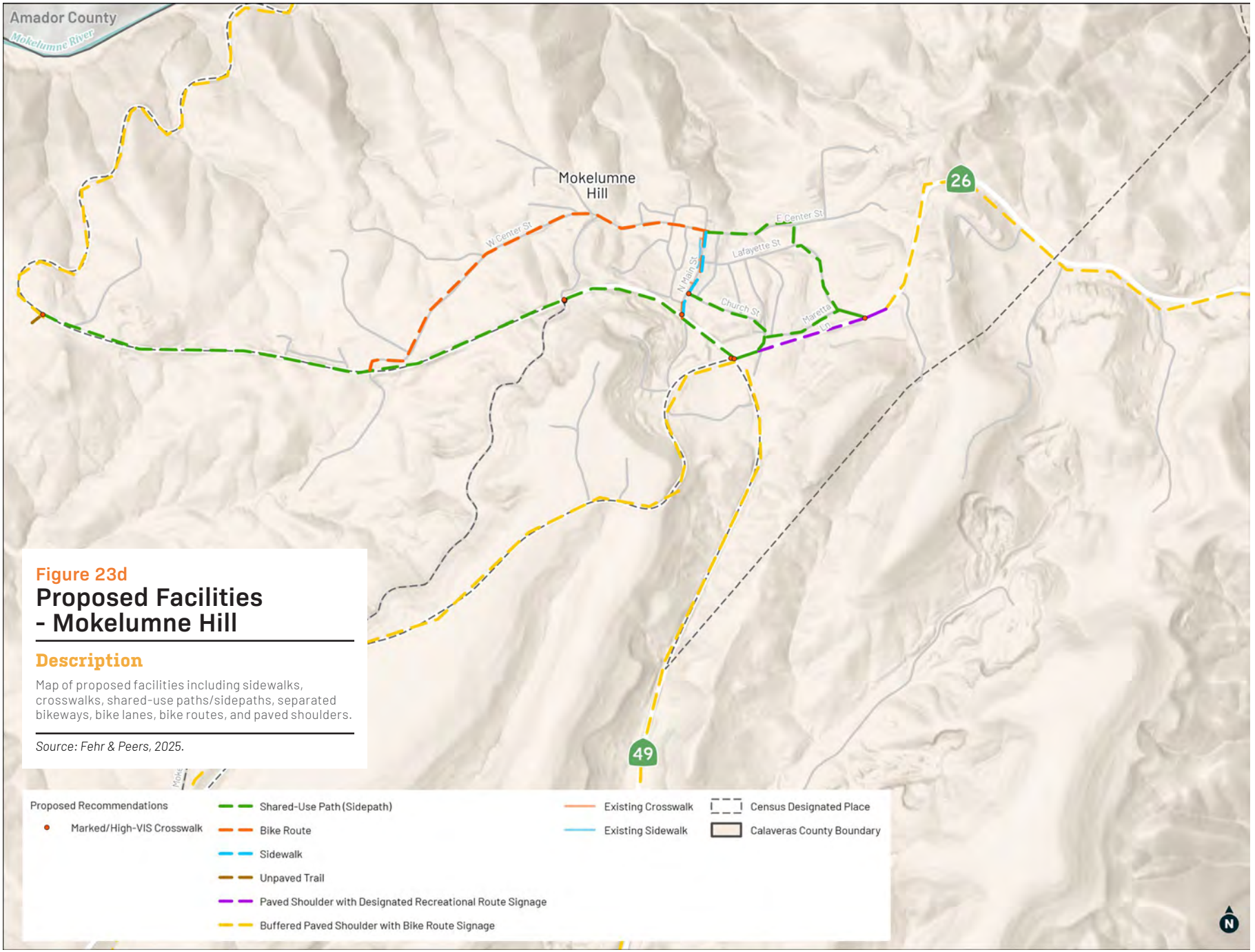


Figure 23d

Proposed Facilities - Mokelumne Hill

Description

Map of proposed facilities including sidewalks, crosswalks, shared-use paths/sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders.

Source: Fehr & Peers, 2025.

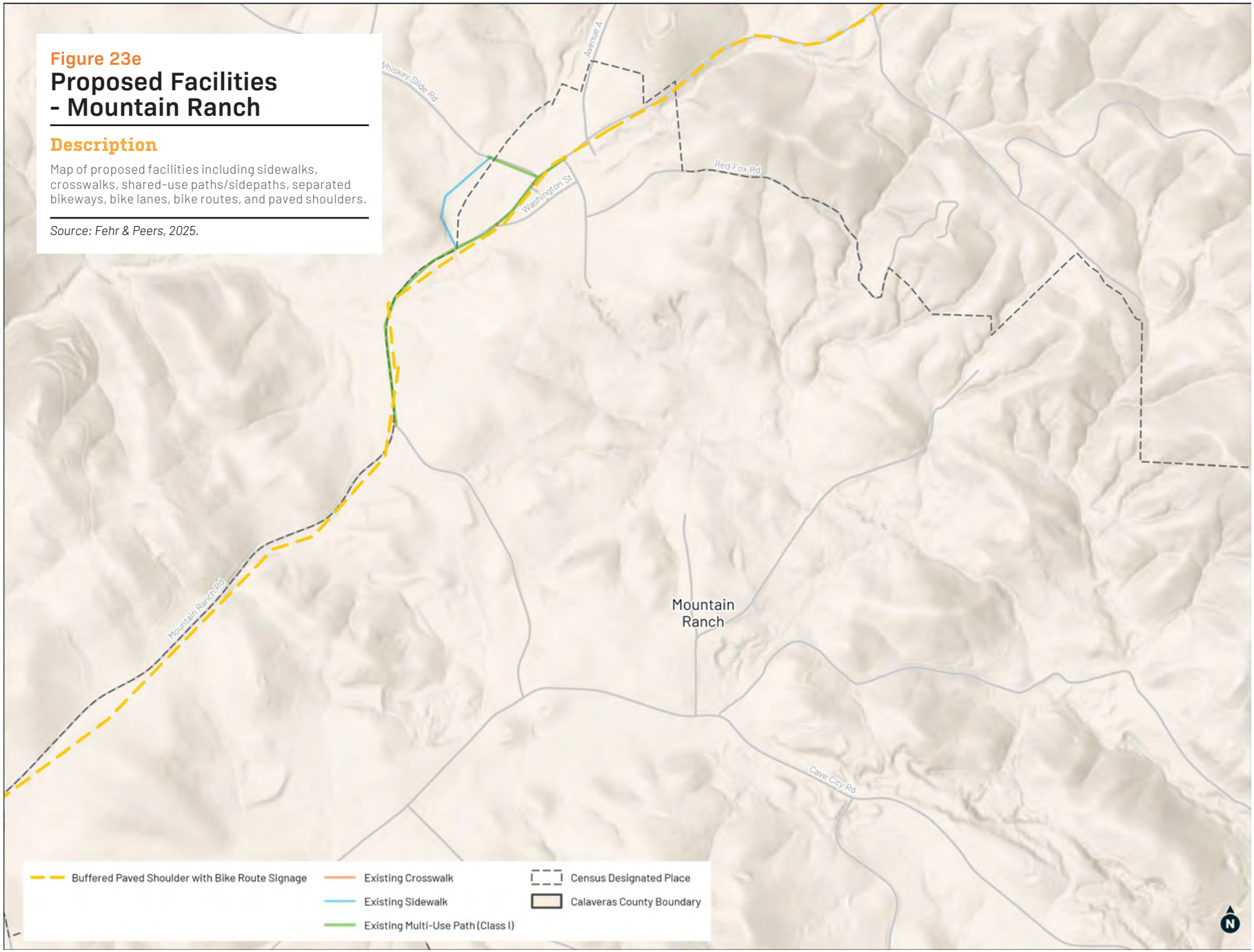
Figure 23e

Proposed Facilities - Mountain Ranch

Description

Map of proposed facilities including sidewalks, crosswalks, shared-use paths/sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders.

Source: Fehr & Peers, 2025.



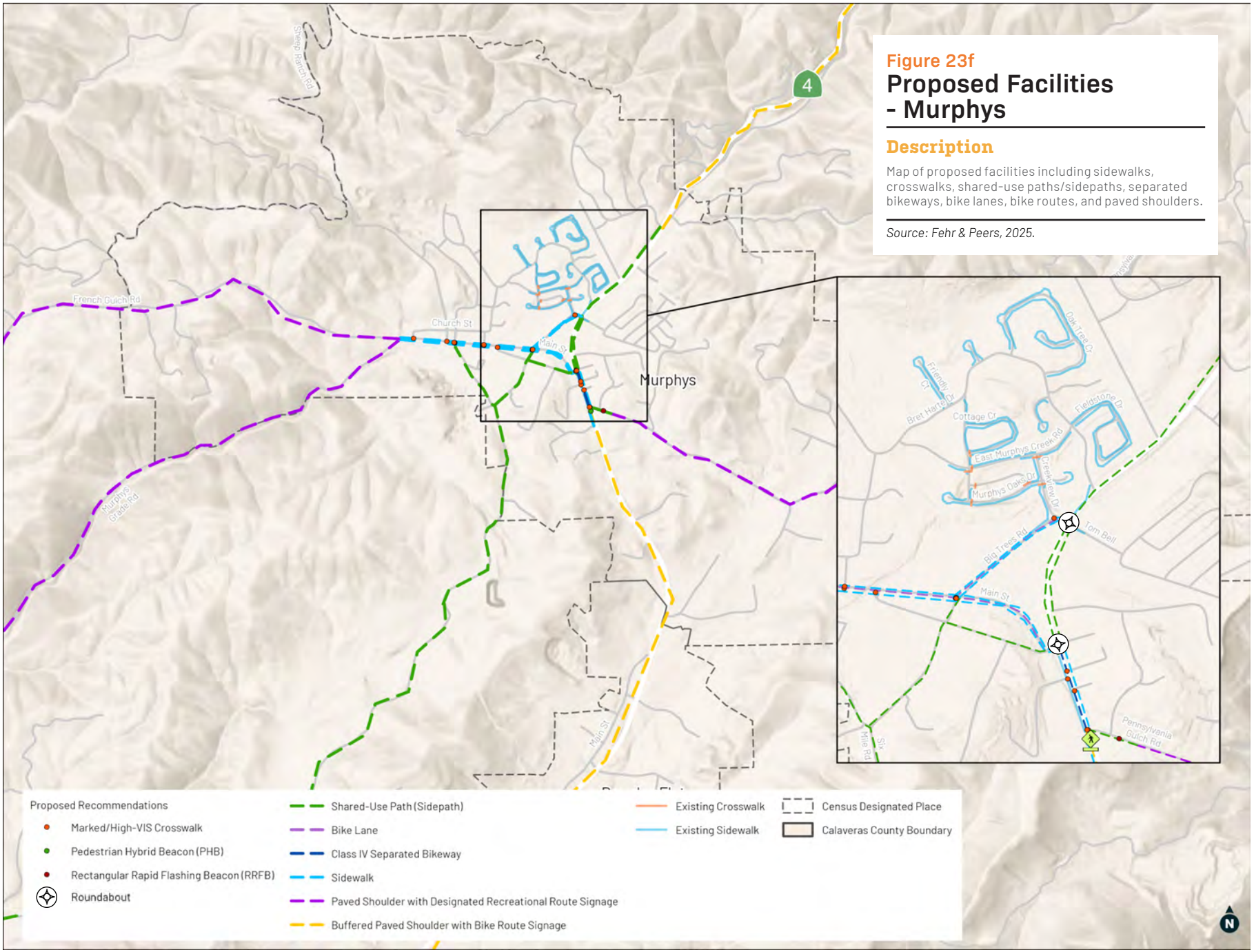


Figure 23f

Proposed Facilities - Murphys

Description

Map of proposed facilities including sidewalks, crosswalks, shared-use paths/sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders.

Source: Fehr & Peers, 2025.

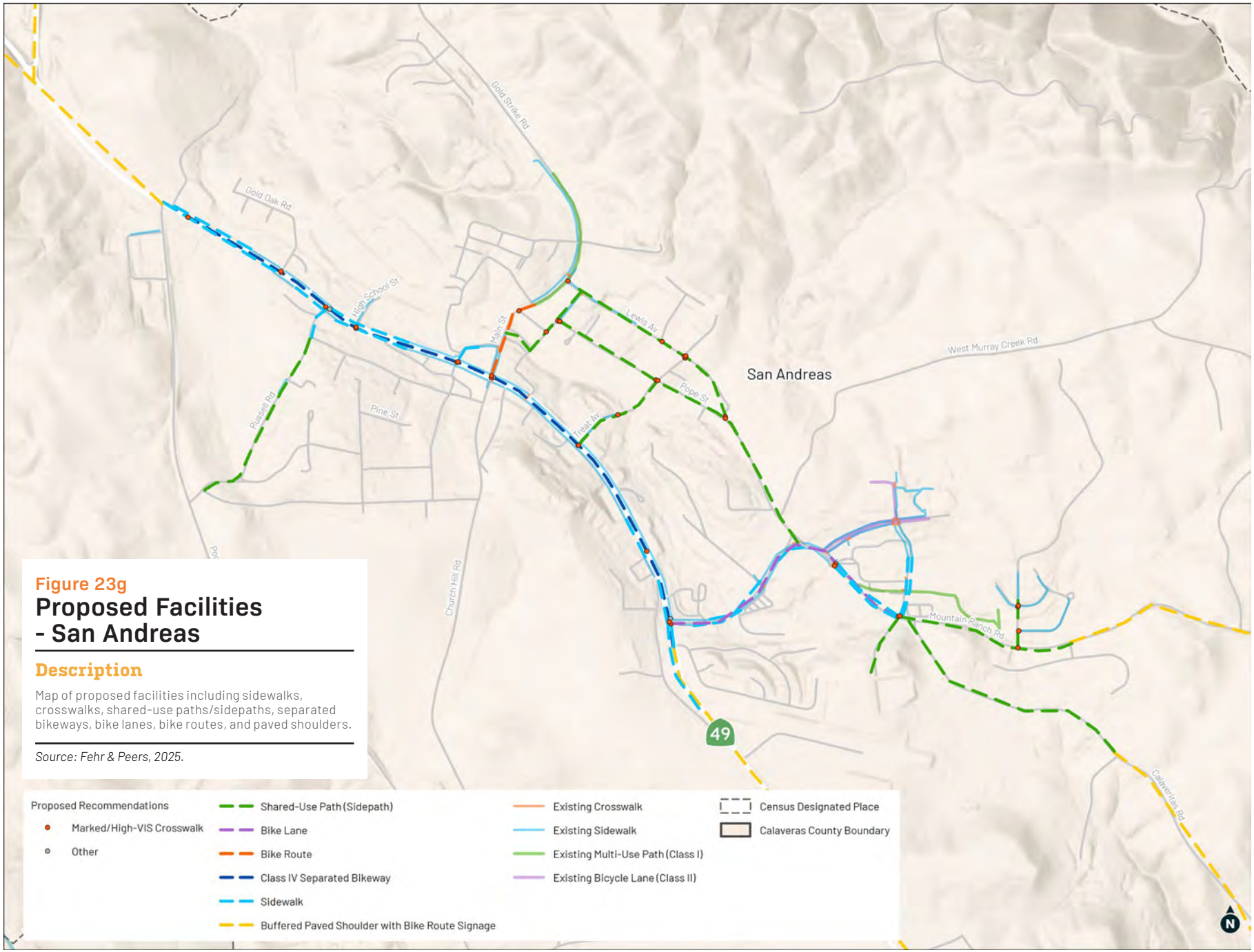


Figure 23g

Proposed Facilities - San Andreas

Description

Map of proposed facilities including sidewalks, crosswalks, shared-use paths/sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders.

Source: Fehr & Peers, 2025.

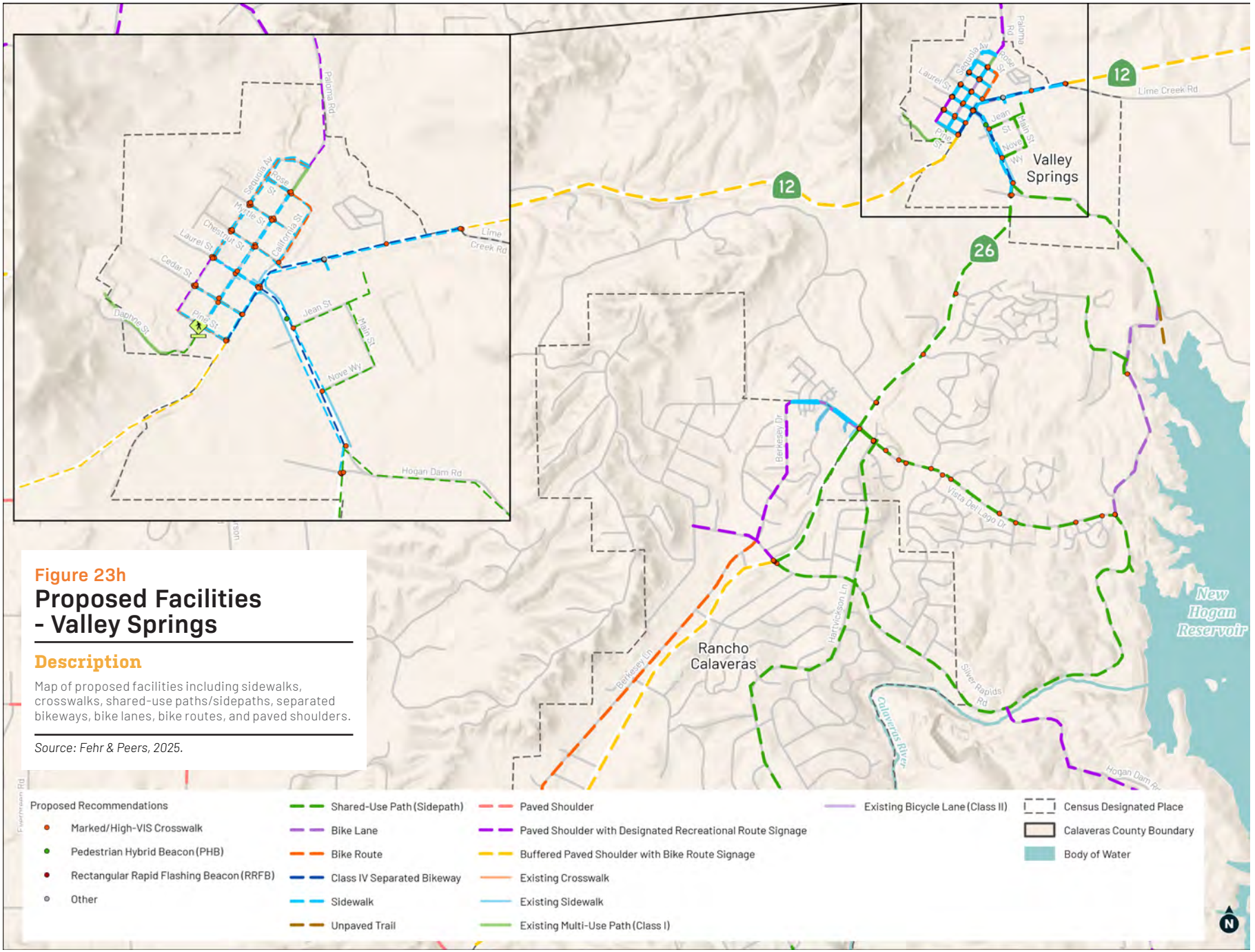


Figure 23h
Proposed Facilities - Valley Springs

Description

Map of proposed facilities including sidewalks, crosswalks, shared-use paths/sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders.

Source: Fehr & Peers, 2025.

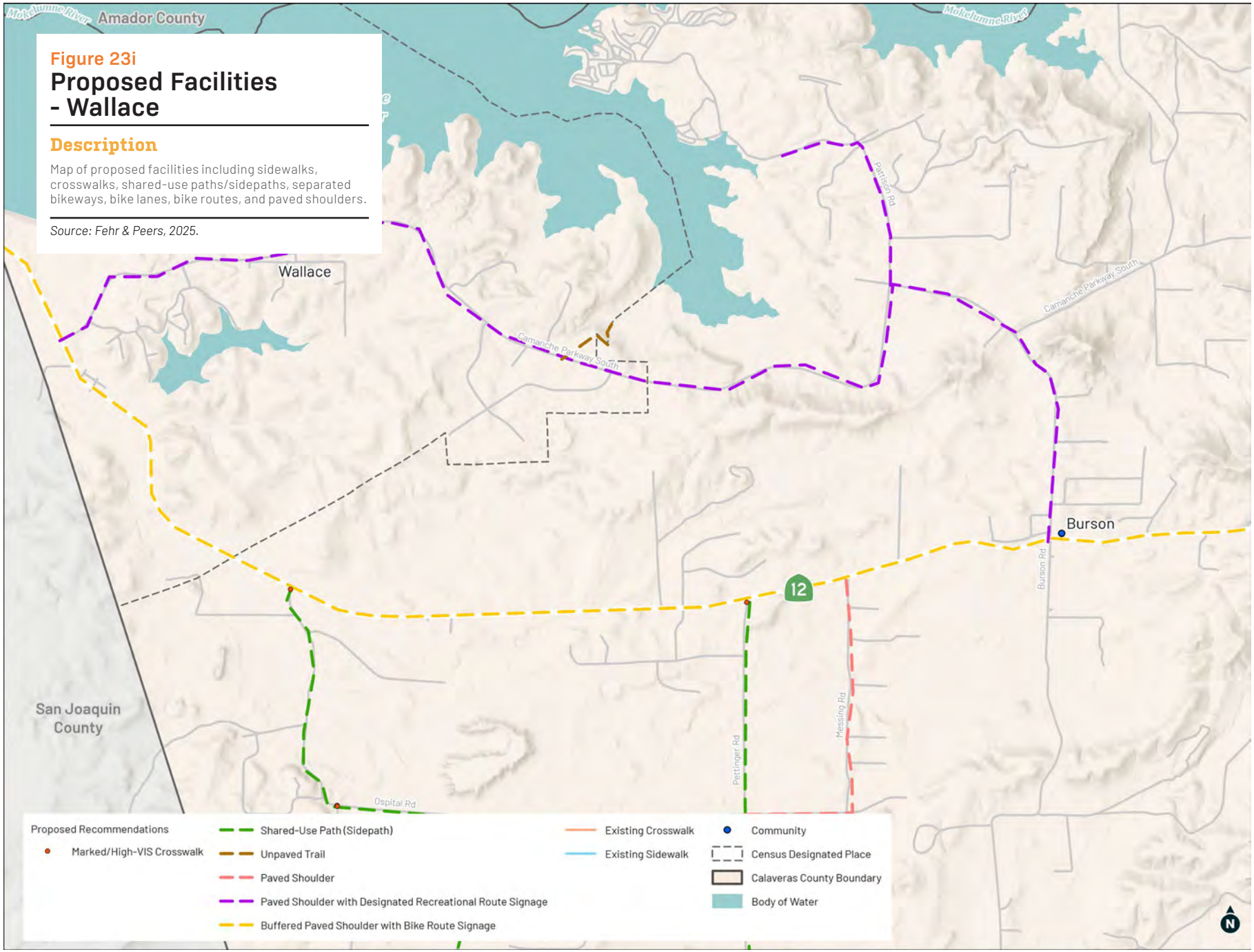
Figure 23i

Proposed Facilities - Wallace

Description

Map of proposed facilities including sidewalks, crosswalks, shared-use paths/sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders.

Source: Fehr & Peers, 2025.



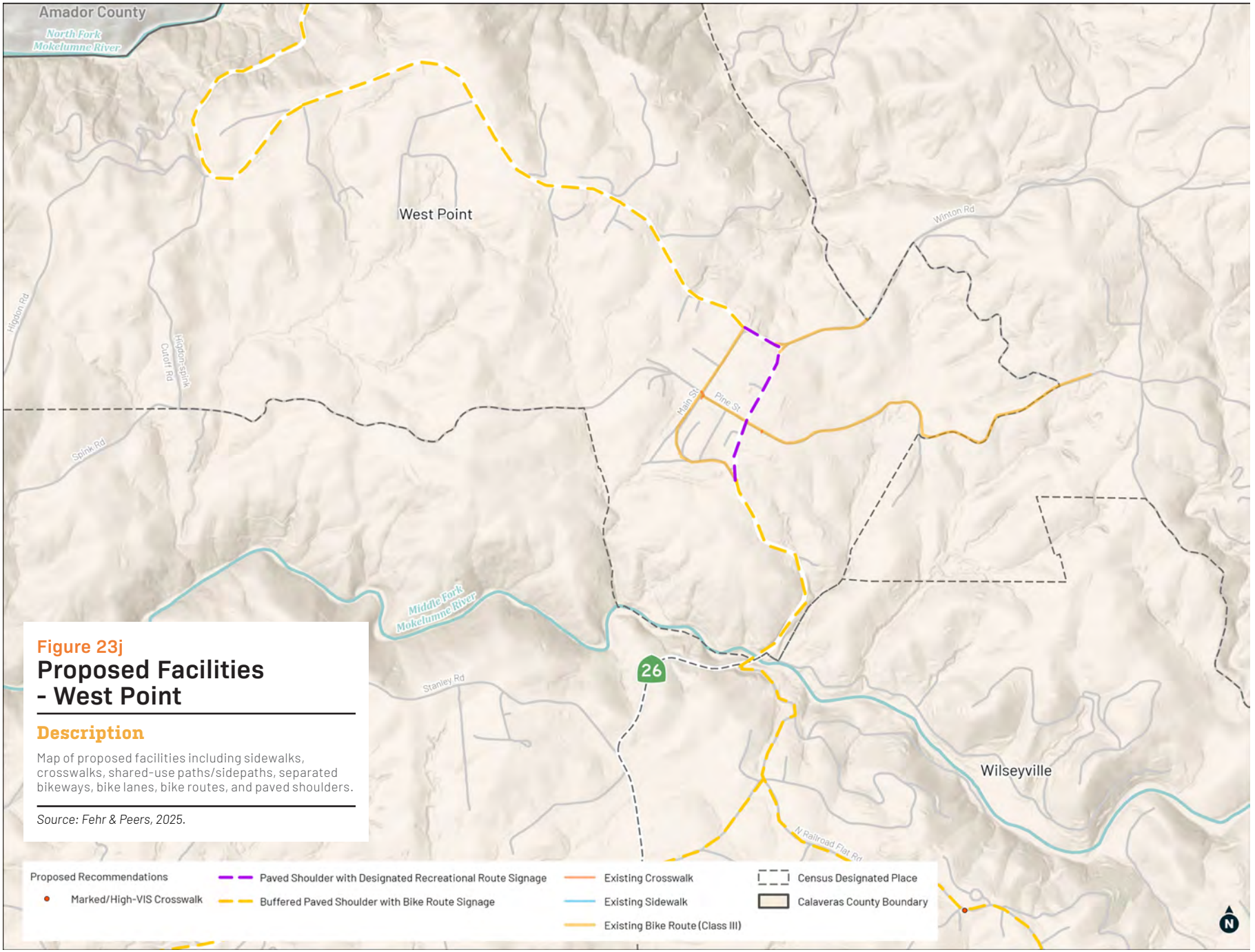


Figure 23j

Proposed Facilities - West Point

Description

Map of proposed facilities including sidewalks, crosswalks, shared-use paths/sidepaths, separated bikeways, bike lanes, bike routes, and paved shoulders.

Source: Fehr & Peers, 2025.

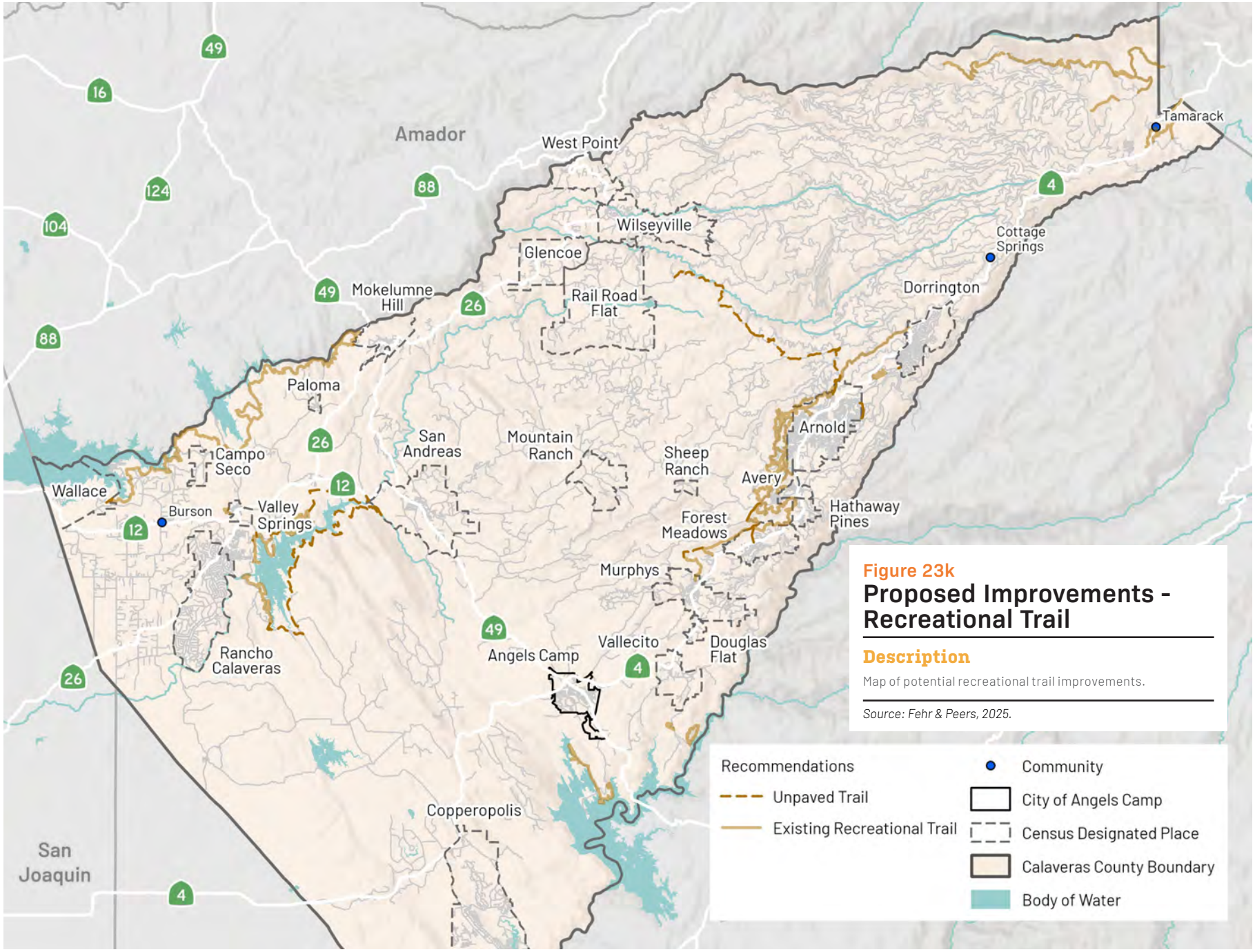


Figure 23k

Proposed Improvements - Recreational Trail

Description

Map of potential recreational trail improvements.

Source: Fehr & Peers, 2025.

Crossing Improvements

Several crossing improvement projects are included to increase pedestrian comfort and safety, as shown in Figures 23a through 23j and described in Appendix E. The decision to install a marked crosswalk or other crosswalk enhancement should be based on engineering judgement/study, and other necessary considerations as appropriate. Some of these considerations include the following:

- Pedestrian travel demand. Demand should include both existing demand and latent demand, the increase in pedestrians that would result from the improvement.
- Service of a facility or use that generates higher pedestrian travel or serves a vulnerable population (e.g., children, elderly, persons with disabilities). This may include schools, hospitals, senior centers, recreation/community centers, libraries, parks, or trails.
- Sight distance requirements, using appropriate stopping sight distance guidance from AASHTO's A Policy on Geometric Design for Highways and Streets or Caltrans' Highway Design Manual.
- Distance to nearest marked crossing.
- Guidance of the California Manual on Uniform Traffic Control Devices (MUTCD).
- Depending on the characteristics of a specific location, a marked crosswalk alone may not be sufficient to ensure efficient function for all users and maintain pedestrian safety. FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations provides information on how to select the most appropriate treatment for a specific location. That guide and other resources should be used as appropriate by the designer when the recommendations of this plan are implemented.

Appendix D provides additional guidance on selecting crosswalk improvements.

Supporting Facilities

Wayfinding

Wayfinding signage can be used on bicycle, pedestrian, and recreational trail facilities to direct users to connecting facilities and key destinations. Good wayfinding signs can also encourage pedestrians and bicyclists to visit local businesses. These signs provide the most value at trailheads, trail junctions and at intersections of key biking and walking routes.

For recreational trails specifically, wayfinding signage should be used to clearly direct trail users to various segments of the trail as well as back to parking lots/other destinations. As noted in the Existing Conditions chapter, specific comments were received regarding wayfinding on the Arnold Rim Trail. Increased wayfinding signage and strategic placement of kiosks with maps (ideally both permanently fixed and in pamphlet form for users to take) is critical for reducing the likelihood of trail users getting lost on trails and being unable to find their way back to their starting point. Wayfinding signage should be located at all trail junctions and should periodically include segment lengths (generally at key junctions) so trail users can accurately gauge their physical capabilities for completing each segment and make on the spot decisions regarding whether they want to continue on the trail or return to their original starting point. Additionally, trails should be clearly identified as "out and back" or "loop" trails so trail users have a clear understanding of the route distance and can more easily gauge if/when they should turn around.

Given landowners and trail network maintainers vary between recreational trails within the county, existing signage varies based on the specific trail and there is not a cohesive wayfinding signage program among all trail providers. However, each trail provider should provide consistent signage within their trail network that is easy to understand and navigate and ensure the area around the signage is maintained and clearly visible year round.

For wayfinding on public roads, both the city and county have existing wayfinding signage that provides directions to key destinations but this is primarily oriented towards auto travelers. As active transportation facilities are constructed, wayfinding signage specific to bicyclists and pedestrians should be implemented and installed on active transportation routes consistent with sign design and installation guidance documented in Chapter 9B of the California MUTCD. The AASHTO Guide for the Development of Bicycle Facilities 5th Edition also includes detailed guidance on wayfinding signage. Standard signs and the existing signs may be augmented by signs depicting distances in miles to encourage walking and bicycling. Additionally, the county should review existing bike facility signage and update as necessary to ensure signs accurately match the existing facility. This would

help provide clear direction to bicyclists as to where they should be biking.

When paved shoulders are constructed intended for pedestrian and/or bicyclist use, appropriate signage should be installed to clearly indicate to motorists that pedestrians and bicyclists may be present. This is discussed in greater detail in Appendix D.



Source: AASHTO Guide for the Development of Bicycle Facilities, Fifth Edition (2015).

Lighting

Sufficient lighting on walking and biking facilities reduces the fear of crime and prevents collisions that occur due to decreased visibility. Pedestrian walkways should have lighting that allows people to identify faces from a distance of about 30 feet.

Traffic Calming

Additional traffic calming measures can be considered in tandem with the network recommendations. Calming traffic has the co-benefit of enhancing perceptions of safety and enhancing comfort walking or bicycling.

Bicycle Parking

Section 17.69.090 of the City of Angels Camp Municipal Code requires bicycle parking and support facilities with new construction and in certain nonconforming use situations. However, the Calaveras County Municipal Code does not have policies pertaining to bicycle parking requirements. The Calaveras County Zoning Code should be updated to require bicycle parking facilities with new development or modifications to existing developments. Providing secure bicycle parking facilities would assist in encouraging biking throughout the county. New bicycle parking should meet the standards discussed in the Introduction. Both short- and long-term bicycle parking should be supplied where appropriate, such as at schools, parks, grocery stores, and other key destinations. In existing developed areas, business owners should be encouraged to work with the City and County to provide bicycle parking in visible areas in commercial districts to entice riders to stop and frequent local businesses.

Non-Infrastructure Programs

Several improvements to other supporting programs are also recommended for Calaveras County. The California Office of Traffic Safety provides grants for education, encouragement, and enforcement efforts aimed at improving pedestrian and bicyclist safety. Appendix G - Funding Sources, provides more details on this and other grants.

Education & Encouragement

The County has supported several efforts to encourage walking and biking. Most recently, the Calaveras County Public Health Department received a grant from the California Office of Traffic Safety for an Injury Prevention Program aimed at promoting safe practices for drivers, pedestrians, and bicyclists. The program included hosting "Bicycle Rodeo" events aimed at encouraging safe biking and pedestrian practices, bicycle training courses that educate youth on safe riding behaviors, helmet fitting inspections and helmet distribution, community and school education presentations, community bike rides teaching safe riding skills, and more.

Additionally, the Calaveras County Sheriff's Office has a Community Bike Team which provides patrol services and bike safety demonstrations throughout the county. Their website includes bike safety tips and bike riding opportunities. The Calaveras Council of Governments also hosts the Walk and Bike Calaveras website which includes educational materials and safety tips for walking and biking in the county.

Lastly, both the county and city close various roads to vehicular traffic throughout the year to hold events such as Christmas parades, the Frog Jump parade, the Calaveras High Uptown Rally, Little League/Softball Opening Day Parade, etc. Closing these roads to vehicular traffic encourages walking and biking and creates fun and safe opportunities for residents to do so.

Programs such as walking school buses and biking school buses (also known as bike trains), programs where kids and families walk or bike to school in groups, are other good opportunities for neighborhood schools to encourage walking. Bike to work days/events can also assist in encouraging residents to ride bikes. Continuing to seek grant funding, provide educational opportunities, and encourage walking and biking events such as those described above will increase the number of residents who walk or bike for both leisurely and transportation purposes.

Enforcement

Enforcement efforts by the Calaveras County Sherriff's Office vary. Reports of unsafe speeds, aggressive driving, and poor yielding behavior to bicyclists and pedestrians was a frequent concern heard throughout the community outreach process. Continuing enforcement and focusing efforts, particularly speed control, in areas frequented by bicyclists and pedestrians could help pedestrians and bicyclists and may result in lower speeds in key walking and biking areas.

Pedestrian and Bicyclist Counts

Active transportation count data has not been routinely collected within the county. Creating a countywide program to count bicyclists and pedestrians using on-street facilities as well as shared-use paths would allow the collection of data to support future grant applications and direct future improvement efforts. Bicycle and pedestrian counts, frequently included as part of traffic counts that are often performed when developing roadway improvements, could be collected centrally.

Maintenance

The county does not have formal policies specific to maintaining existing bicycle and pedestrian infrastructure. However, they do have the following maintenance programs and services which would benefit bicyclists and pedestrians:

- Capital Improvement Program (CIP) – The CIP is a five-year plan that identifies planned improvements in the county. The plan is updated annually and identifies maintenance projects as well as new infrastructure projects, including bicycle and pedestrian related projects. The county utilizes a Pavement Management System (PMS) to assess existing conditions and identify priority pavement projects.
- Annual Traffic Striping Program – To maintain County roadways, the Department of Public Works contracts with a striping vendor to repaint the centerline and edge line stripes on an annual basis.
- Roadside Weed Spraying Program – Through this program, land adjacent to roadways is sprayed twice a year to prevent weeds from encroaching onto the edges of the road. This typically occurs near the middle to end of February and middle of April, depending on weather.
- Online Maintenance Request Portal – Calaveras County has an online app that allows residents to submit service requests to the county. This can include minor and major pavement repairs, signage and striping requests, vegetation removal, traffic concerns and more.

Ensuring bicycle and pedestrian facilities are included in restriping efforts and roadside weed spraying programs would help ensure these facilities are regularly maintained, accessible, and clearly delineated from vehicular travel lanes. Additionally, ensuring the county's online portal continues to allow service requests for sidewalk safety improvements, street light improvements, signage and striping improvements, and pavement improvements is critical as it allows bicycle and pedestrian maintenance requests to be brought to the county's attention. More formal policies specific to periodically evaluating bicycle and pedestrian maintenance needs would help systematize existing good practices and ensure that bicycle and pedestrian maintenance projects are proactively incorporated into the County's CIP.

Implementation

Implementation of the planned active transportation and recreational trails network is anticipated to be accomplished in a variety of ways including:

- Through grant funding opportunities for active transportation or recreational trail facilities;
- Through grant funding for road safety projects;
- In conjunction with adjacent development projects;
- In conjunction with maintenance and capacity enhancement projects, including but not limited to, slurry seals, pavement reconstruction, roadway restriping, roadway widening, or sidewalk rehabilitation projects.

Project implementation often requires years to complete and is dependent upon availability and acquisition of funding. Projects requiring land acquisition or utility relocation are more expensive and require extra time to implement while projects that can be implemented in conjunction with roadway improvement projects or development projects are generally easier, faster, and lower cost to implement. While this plan identifies priority projects which are targeted for completion in the next five to ten years, lower priority projects may be implemented before higher priority projects if they can be constructed in conjunction with roadway improvement projects or development projects. Implementation of each individual project is also dependent on detailed project specific feasibility and design studies based on local conditions.

Completed County projects will be reported by County staff to the Board of Supervisors and completed City projects will be reported by City staff to City Council. Completed projects will also be documented online on the respective jurisdictions website. This plan will be updated periodically to reflect evolving needs and progress towards completion.

Project Prioritization

Projects were prioritized based on several criteria:

- Proximity to key destinations, including commercial areas, schools, community amenities such as parks, library, etc., recreational trails, and transit
- Population density
- Collision locations and perception of safety
- Disadvantaged community indicators
- Access to critical facilities documented in the Calaveras County Evacuation and Access Needs Assessment and Preparedness Plan (CCEANAPP)
- Community and/or agency support

These projects and further explanation of the prioritization process are in Appendix E - Project Priorities and Cost Estimates. Appendix I, Project Fact Sheets, provides summaries, costs, and information to support funding for select priority projects.

Several of the projects in the project lists were grouped into priority corridors, which will be the focus of near-term implementation. Each group of projects will contribute to growing the backbone networks of pedestrian and bicycle facilities in the city and county and fulfill needs in the active transportation and recreational trail networks.

Costs

The estimated cost to implement each type of facility is provided in Appendix E - Project Priorities and Cost Estimates and summarized in Tables 8 and 9. If utilities must be relocated or land acquired to implement these facilities, costs will increase. However, many of these facilities may be implemented in conjunction with roadway improvement projects or development projects which may reduce costs.

Project cost estimates are based on local unit cost estimates. These estimates were developed based on relevant project experience/bids in the area. Estimate assumptions for each bikeway type are described in Appendix E. Note, cost estimates are high-level and must be refined through more detailed study and design of each individual project.

Table 8: Roadway Project Cost Estimates

Project Type	Cost per Mile per Side	Priority Projects	All Projects
Bike Route	$21,000	$135,660	$335,160
Paved Shoulder	$838,000	$1,592,200	$62,196,360
Buffered Paved Shoulder	$849,000	-	$287,811,000
Bike Lane	$599,000	$4,366,710	$6,475,190
Separated Bikeway	$922,000	$1,149,600	$1,149,600
Shared-Use Path/Sidepath	$779,000	$25,862,800	$56,976,060
Sidewalk	$1,000,000	$17,140,000	$18,350,000

Source: Calaveras County, City of Angels, WGA, Inc. Fehr & Peers, 2025

Table 9: Intersection Project Cost Estimates

Project Type	Cost	Priority Projects	All Projects
High Visibility Crosswalk	$6,000 per crossing	$276,000	$1,542,000
Bulb-Out/Curb Extension	$41,000 per crossing	$492,000	$738,000
Rectangular Rapid Flashing Beacon (RRFB)	$65,000 per crossing	$325,000	$520,000
Pedestrian Hybrid Beacon	$236,000 per crossing	$944,000	$944,000
Pedestrian Refuge Island	$25,000 per crossing	$75,000	$100,000

Source: Calaveras County, City of Angels, WGA, Inc. Fehr & Peers, 2025

Funding

Federal, state, regional, county, and local organizations provide funding for pedestrian, bicycle, and recreational trail projects and programs. A summary of funding sources is provided in Appendix F - Funding Opportunities.

The following funding sources are recommended as the most applicable for the projects in this plan:

Federal

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Surface Transportation Block Grant (STBG) Program
- Reconnecting Communities: Highways to Boulevards
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Programs
- Safe Streets and Roads for All (SS4A) Grant Program
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program.

State

- Active Transportation Program
- Highway Safety Improvement Program
- Local Partnership Program
- California Department of Parks & Recreational Trails Program

Local

- Transportation Demand Management Strategies
- Local Transportation Funds
- General Plan Funds
- In addition to these funding programs, local developer fees may also be considered. These local fees from land development projects can provide match funding or full implementation of projects where there is a nexus to the project.

Recreational Grants:

- PeopleForBikes Community Grant Program
- Rails to Trails Conservancy
- Bank of America Charitable Foundation
- Rober Wood Johnson Foundation
- Community Action for Renewed Environment (CARE)
- American Hiking Society National Trails Fund
- Conservation Alliance Grants
- International Mountain Bicycle Association Trail Accelerator Grants
- USA Cycling Foundation Fund and Trail Tune-Up Grant program

In addition to these funding sources, the Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development Plan includes a thorough list of federal and state funding sources and identifies what the funding source may be used for (e.g. maintenance, first/last mile connections, access to nature, etc.). Given the variety of projects included in the ATRTP, the funding sources identified in the Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development Plan could be appropriate for funding all or portions of certain projects and are included as Attachment 1 in Appendix F.

Potential Outcomes

Implementation of projects identified in the ATRTP may result in a substantial increase in active transportation use and bicycle and pedestrian safety. Increasing facilities available in community areas may also increase mode share. The potential increase in trips as a result of implementation of the ATRTP are shown in Table 10 and are based on mode share in similar communities with comparable characteristics. Though no single location is exactly comparable, these comparisons provide reasonable targets to achieve by implementing the ATRTP and were estimated as described below.

As previously noted, the City of Angels Camp has a very high walking percentage mode share of 17.5 percent. This occurs even with existing gaps in pedestrian infrastructure. If pedestrian infrastructure is constructed in other areas of the county that have a similar mix of land uses (such as residential, jobs, commercial/retail, schools, parks, etc.), it is reasonable to assume that a similar pedestrian mode share could exist. However, it is unreasonable to assume that the pedestrian mode share would increase substantially in areas of the county that do not have a mix of residential, jobs, commercial/retail, schools, parks, etc. For example, the spatial distribution of the county is too large to assume residents living in West Point would walk to work in San Andreas. Therefore, the future countywide pedestrian mode share does not estimate a share of 17.5 in the county as a whole, rather it estimates a walking mode share of 17.5 percent in the community areas where this is more realistic. This results in a potential countywide walking mode share of 9.5 percent.

Countywide (including in the City of Angels Camp), bicycle facilities are limited resulting in a lower existing bicycle mode share. Similar rural communities such as Amador County, Mariposa County, and Tuolumne County have bicycle mode shares ranging from .03 percent to 1.9 percent (averaging 0.73 percent) even with limited infrastructure. This is similar to the existing bicycle mode share statewide. Therefore, it is reasonable to assume a similar, if not higher, mode share in Calaveras County would exist if additional bicycle infrastructure is constructed.

As discussed in the Existing Conditions chapter, these numbers are based on commute trips and do not include shopping, school, or recreational trips, or commuters who only walk or bike to work part time, and the actual number of future trips is likely to be higher than these estimates.

By implementing this plan, pedestrian and bicyclist safety will be improved and the number of collisions involving pedestrians and bicyclists will also be reduced. A 50 percent or greater reduction in injuries and fatalities is a reasonable expectation if this plan, including all supporting programs, are implemented. In addition to these direct health improvements due to collision reduction, implementation will also support physical activity, which will improve community health by reducing incidence of heart disease, high blood pressure, Type 2 diabetes, mental illness, and obesity.

Table 10: Future Trips to Work by Walking and Biking in the County

Mode	Current Trips	Current Share	Future Trips	Future Share
Walking	406	2.3%	1,676	9.5%
Biking	18	0.1%	129	0.7%

Note: Workers aged 16 years and older

Source: US Census 2019-2023 American Community Survey, 2025; Fehr & Peers 2025.

Appendix A - Plan Conformance with ATP Guidelines

Item	Requirement	Page
A	**Mode Share:** The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	17, 76
B	**Description of Land Uses/Destinations:** A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals and ferry docks and landings.	19
C	**Pedestrian Facilities:** A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	29, 58
D	**Bicycle Facilities:** A map and description of existing and proposed bicycle transportation facilities, including those at major transit hubs and those that serve public and private schools.	36, 58
E	**Bicycle Parking:** A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots, and in new commercial and residential developments. Also, include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vehicles.	43
F	**Wayfinding:** A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	70
G	**Non-Infrastructure:** A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	71
H	**Collision Analysis:** The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	50
I	**Equity Analysis:** Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack of connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	26
J	**Community Engagement:** A description of the extent of community involvement in the development of the plan, including disadvantaged and underserved communities.	7, C-10
K	**Coordination:** A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, housing, or energy conservation plans, including but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	5, B-4
L	**Prioritization:** A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	73, E-43
M	**Funding:** A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources, and potential funding for bicycle and pedestrian uses.	73, F-53
N	**Implementation:** A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	73
O	**Maintenance:** A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	71
P	**Resolution:** A resolution showing the adoption of the plan by the city, county, or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district, or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	G-60

Appendix B - Relevant Plans and Policies

Many local, regional, state, and federal plans and other documents were reviewed during development of this ATRTP. These plans and documents contain goals and policies related to active transportation which were taken into consideration when developing this plan.

Local and Regional

2015 Calaveras County Regional Bicycle, Pedestrian and Safe Routes to School Master Plan

The Calaveras County Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan (Alta Planning + Design and the Calaveras Council of Governments, 2018) was developed by the CCOG in coordination with member agencies and through public outreach efforts. The plan vision is to create "an improved and enhanced bicycle and pedestrian network within Calaveras County that addresses the mobility needs for people of all ages and abilities, while improving the economic health of the county". Project goals include:

- Goal 1: Provide an efficient network of bikeways and pedestrian facilities throughout Calaveras County.
- Goal 2: Improve bicyclist and pedestrian safety.
- Goal 3: Ensure the timely funding and construction of the bicycle and pedestrian improvements described in this plan.
- Goal 4: Increase the number of commutes, recreation, and utilitarian bicycle and walking trips.
- Goal 5: Increase the awareness of bicycling and pedestrian travel through encouragement, education, enforcement and evaluation programs.

The Plan identifies approximately 22 miles of existing bikeways and trails in Calaveras County and Angels Camp. A comprehensive needs assessment, which included community outreach and a community survey, collision analysis, commute patterns analysis, and other important considerations, helped identify bicycle and pedestrian projects that would improve connectivity and access for residents and community members. Approximately 17 miles of recommended bikeway projects in Angels Camp and approximately 237 miles of recommended bikeway projects in the County were identified. Funding opportunities and an implementation plan are also included.

Regional Transportation Plan

The Calaveras County 2021 Regional Transportation Plan (LSC Transportation Consultants, Inc and Calaveras Council of Governments, 2021) provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within the region. The following transportation needs and concerns related to non-motorized transportation are documented in the 2021 Plan:

- Widen shoulders on state highways to reduce conflicts between cyclists and motorists. Particular areas of concern brought up as part of public input include:
  - SR 4 from Arnold to Big Trees
  - SR 12 in Valley Springs
  - SR 26 in Valley Springs
  - SR 49 between San Andreas and Angels Camp
- Bicycle lanes or separated bicycle paths have been requested in the following areas:
  - Arnold to Dorrington
  - Hogan Dam Road to SR 26 near Valley Springs
  - Vallecito and Red Hill Road
  - Murphys
- Sidewalks along six-mile road in Murphys
- Gaps in sidewalk and poor bicycle facility connectivity combined with high vehicle speeds in the Angels Camp-SR 49-N. Main Street Corridor
- No shoulders, limited pedestrian facilities, or high vehicle speeds limit the number of potential active transportation users in the Pope Street Corridor in San Andreas despite a relatively short distance between residences and schools
- Safe Routes to School for the Valley Springs Elementary School
- Complete streets improvements throughout the commercial core area in Murphys along SR 4 are needed to address limited bicycle and pedestrian facilities, a high proportion of senior residents and the proximity of an Elementary School
- Limited bicycle and pedestrian facilities combined with heavy truck traffic and

projected future growth in all traffic in the SR 49 corridor in San Andreas

While the above concerns were documented, the only funded bicycle/pedestrian related projects identified are in the City of Angles Camp and are documented below .

- SR 49 at Murphys Grade – Roadway overlay, sidewalks, and intersection improvements from City limits to Demarest.
- SR 49 in Angels Camp from Copello Road and 4/49 Intersection – Multimodal improvements as identified in the Angels Camp N Main Street Plan including sidewalks and bike lanes, multi-use paths, crosswalks, HAWK beacon, striping, and median island.
- SR 49 in Angles Camp from SR 4/49 Intersection to Utica Park - Multimodal improvements as identified in the Angels Camp N Main Street Plan including contiguous sidewalks and bike lanes with streetscape features and medians as feasible, bus pullouts, bulb-outs, and enhanced crossings.
- Angels Camp Trail Phase 1 – Environmental, PE, and ROW bike/ped access from Stelte Park and Greenhorn Creek Subdivision to downtown corridor.
- SR 4/49 and SR 49/Francis Street – Conversion to roundabouts, bridge, median island, sidewalks, bicycle lanes, multiuse path, retaining wall, and crosswalks.
- It is also noted that the RTP identifies Caltrans State Highway Operation and Protection Program (SHOPP) projects which are described in greater detail in the 2021 Caltrans District 10 Active Transportation Plan discussion section of this document.

Calaveras County General Plan

The Calaveras County General Plan (Calaveras County, 2019) serves as the overarching policy document that defines a vision for future change and guides the location and character of development. The Circulation Element specifically provides a framework for decisions concerning the countywide transportation system, which consists of transportation modes, including roads, transit, bike, pedestrian, and aviation from the San Joaquin Valley to the high Sierra Nevada. The following goals and policies identified in the Circulation Element are applicable to the ATRTP.

- Goal C-1. A balanced circulation system that provides for the safe and efficient movement of people and goods while maintaining the county's rural and historic character.
- Policy C 1.1. Incorporate the concept of complete streets for planning transportation and development, including operations and maintenance, where feasible and suitable to the rural nature of the county and its topography.
- Policy C 1.3. Prioritize funding and construction of projects that reduce vehicle miles traveled.
- Policy C 1.9. Consider context sensitive designs, i.e., designs appropriate for the unique characteristics of the community in which it is located, for planned circulation improvements, which are intended to preserve the rural character and historic resources of communities in the County. Alternative designs shall be in accordance with standards adopted or accepted by Caltrans or the County intended to provide a safe an efficient transportation system.
- Policy C 1.13. Strive to increase roadway connectivity, particularly in Community Areas, to reduce trip lengths, enhance emergency response, encourage opportunities for trips to be made by walking and bicycling.
- Goal C-5. A safe, convenient transportation network for pedestrians, cyclists, and users of other non-motorized modes of transportation that is suitable for the rural nature of the county and its topography.
- Policy C 5.1. Incorporate safe and convenient bicycle and pedestrian access, where feasible, in all transportation improvement projects.
- Policy C 5.2. Bicycle and pedestrian access and circulation shall be designed into new development projects where applicable to enhance internal circulation and interconnectivity with surrounding land uses and to implement any adopted bicycle and/or pedestrian plan.
- Policy C 5.3. Safe routes to schools shall be incorporated into new residential projects where appropriate.

In addition to goals and policies in the Circulation Element, the Conservation and Open Space Element includes the following relevant goals and policies:

- Goal COS-6. A high-quality system of recreational facilities enhancing the quality

of life and health of residents and visitors and contributing to the County's economy.

- Policy COS 6.3. Pursue partnerships with public and private entities that make the most of limited funding, share maintenance costs, provide important linkages between recreational facilities and generally expand the quality and quantity of recreational opportunities countywide.
- Policy COS 6.4. Facilitate the provision of and access to local and regional trail systems.
- Policy COS 6.5. Design recreational facilities to minimize ongoing maintenance costs and reduce potential environmental impacts.

The County's Land Use and Housing Elements were also reviewed to determine the location of planned growth areas and existing residential and commercial zoned areas. This information was used to identify where bicycle and pedestrian improvements should occur to ensure walking and biking can be a viable mode of transportation for both existing and planned development areas.

Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development

The Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development (referred to as the Bike Tourism Plan) was developed in 2019 by CalBike, Fehr & Peers, New Economics & Advisory, and Mark Thomas in collaboration with the following five counties: Tuolumne County, Stanislaus County, San Joaquin County, Calaveras County, and Alpine County. The two primary intentions of the plan are to (1) attract visitors and grow the tourism industry for economic development while (2) simultaneously enhancing the opportunity for local residents to enjoy equitable and safe bicycling for transportation and healthy recreation.

The Bike Tourism Plan indicates that bicycle tourism in Calaveras County (as of 2019) generates approximately $345,000 annually in rider expenditures captured locally. With additional investment in bicycle infrastructure that would increase tourism by 20-40 percent, rider expenditures could increase to $414,000-$552,000.

Several "signature" and "supporting" trail projects are identified in the document. The following are particularly relevant to the ATRTP:

Signature Projects:

- East Bay Municipal Utility District (EBMUD) Pipeline Trail from Stockton to Lake Camanche – While the bulk of this signature project is located in San Joaquin County, the overall intent is to provide a car-free connection from Lodi/Stockton areas to the popular and varied recreational opportunities at Lake Camanche as well as a connection to the existing Mokelumne Coast to Crest Trail.
- Angels Creek Trail from Murphys Grade Road near Angels Camp to New Melones Reservoir – This 5.1-mile trail along Angels Creek would offer active access to wine tasting, cavern excursions, outdoor adventures, and world-famous cultural events like the Jumping Frog Jubilee.

Supporting Projects:

- Repaving Dogtown Road to San Domingo Road
- Repaving San Domingo Road from Dogtown Road to Sheep Ranch Road
- Repaving Sheep Ranch Road from San Domingo Road to Main Street in Murphys.
- Establishing a low-stress bicycle route from Murphys Community Park to Ironstone Vineyards along Algiers Street and 6 Mile Road.
- Installing bike amenities at Murphys Main Street, Murphys Community Park, Angels Camp Main Street, Utica Park, and Ironstone Vineyards.

To complement the infrastructural recommendations, this Bike Tourism Plan makes a number of policy and programmatic recommendations. Policy recommendations relate to rumble strips and signage. Programmatic recommendations relate to events and practices.

Other Recent Local Planning Efforts

In addition to the above referenced projects, the Calaveras Council of Governments (CCOG) has recently completed the following planning documents relevant to the proposed project:

- San Andreas Pope Street and Safe Routes to School Gap Fill Plan (2020)
- Valley Springs Town Center Connectivity Plan (2020)

- Murphys SR 4 Complete Streets Corridor Plan and Project Prioritization (2019)
- Angels Camp North Main Street/SR 49 Complete Streets Corridor Plan and Copello Road Pedestrian Connector (2020)

Each of the above documents focused on identifying bicycle and pedestrian needs in the respective community which were aimed at increasing walking and biking to school, commercial areas, jobs, parks and recreational opportunities and more. These plans were reviewed in detail and projects were incorporated into the ATRTP as appropriate to ensure the ATRTP is further advancing the goals and objectives of these previous documents.

State and Federal

2021 Caltrans District 10 Active Transportation Plan

The 2021 Caltrans District 10 Active Transportation Plan (Caltrans, 2021) was developed to identify locations with bicycle and pedestrian needs and help implement the vision statement and goals in Toward an Active California and the Statewide Bicycle and Pedestrian Plan.

District 10 covers the San Joaquin Valley and Central Sierra counties of Alpine, Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne and has just under nine miles of designated bikeways on its 1,322 highway centerline miles. Most of these facilities are Class II bike lanes and most are in Main Street contexts. No bikeways in the district are considered low stress given the speed and volume of the roadways on which they are present. A companion Story Map to the Plan was created to more easily highlight pedestrian and bicycling issues and opportunities described in the report. The Story Map indicates a bicycle, pedestrian, or bicycle and pedestrian need on essentially every mile of state highway within Calaveras County. Once needs were identified, they were grouped into three Tiers with Tier 1 being the highest priority and Tier 3 being the lowest priority. Despite having locations with a higher density of public and partner identified needs, all intersections and roadway segments in Calaveras County were categorized as Tier 3.

Caltrans 2024-2025 Complete Streets Action Plan

The Caltrans 2024-2025 Complete Streets Action Plan (CSAP) identifies the highest priority actions over the 2024-2025 time period for implementing the departments' goals related to complete streets and active transportation throughout the state. Caltrans Director's Policy DP-37 solidifies their commitment to providing comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit.

The CSAP identifies the following two projects in District 10:

- SR 4 Safety – Construction of a pedestrian hybrid beacon, pedestrian refuge island, ADA elements, and sidewalks with landscape buffers in Murphys near the intersection of SR 4/Pennsylvania Gulch.
- Angels Camp Pedestrian Improvements – Sidewalk gap closure with improved crossing facilities, upgraded pedestrian features, and a road diet with bike lanes in the City of Angels Camp.

The ATRTP is generally consistent with projects identified in the CSAP, however, a separated bikeway (Class IV) is recommended rather than a bike lane (Class II) given volumes and speeds on SR 49 in the City.

California Transportation Plan 2040

A strategy of the California Transportation Plan 2040 (released in 2016) that supports improved multimodal mobility and accessibility goals is to double bicycle and pedestrian mode shares.

California Green Building Code

The 2013 California Green Building Standards contain specific requirements for the amount and type of both short-term and long-term bicycle parking. Requirements are mandatory for non-residential projects and voluntary for residential projects. These standards may be superseded by local requirements if local requirements are stricter.

California Assembly Bill 32 and Senate Bill 375

Senate Bill (SB) 375 is the implementation legislation for Assembly Bill (AB) 32. AB 32 requires the reduction of greenhouse gases (GHG) by 28% by the year 2020 and by 50% by the year 2050. Greenhouse gases are emissions - carbon dioxide chief among them – that accumulate in the atmosphere and trap solar energy in a way that can affect global climate patterns. The largest sources of these emissions

related to human activity are combustion-powered machinery, internal combustion vehicle engines, and equipment used to generate power and heat. SB 375 tasks metropolitan and regional transportation planning agencies with achieving GHG reductions through their Regional Metropolitan Transportation Plans. The reduction of the use of the automobiles for trip making is one method for reducing GHG emissions. This outcome can be achieved by use of modes other than the automobile such as walking, bicycling, or using transit.

California Assembly Bill 1358

Assembly Bill 1358, the Complete Streets Act, calls for the inclusion of all modes upon any substantive revision of the circulation element of a city or county's general plan circulation element. The legislation requires planning for a "balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation."

California Assembly Bill 743

SB 743, passed in 2013, required the development of new guidelines that address transportation impact metrics under the California Environmental Quality Act (CEQA). As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." The new criteria promote the development of multimodal transportation networks.

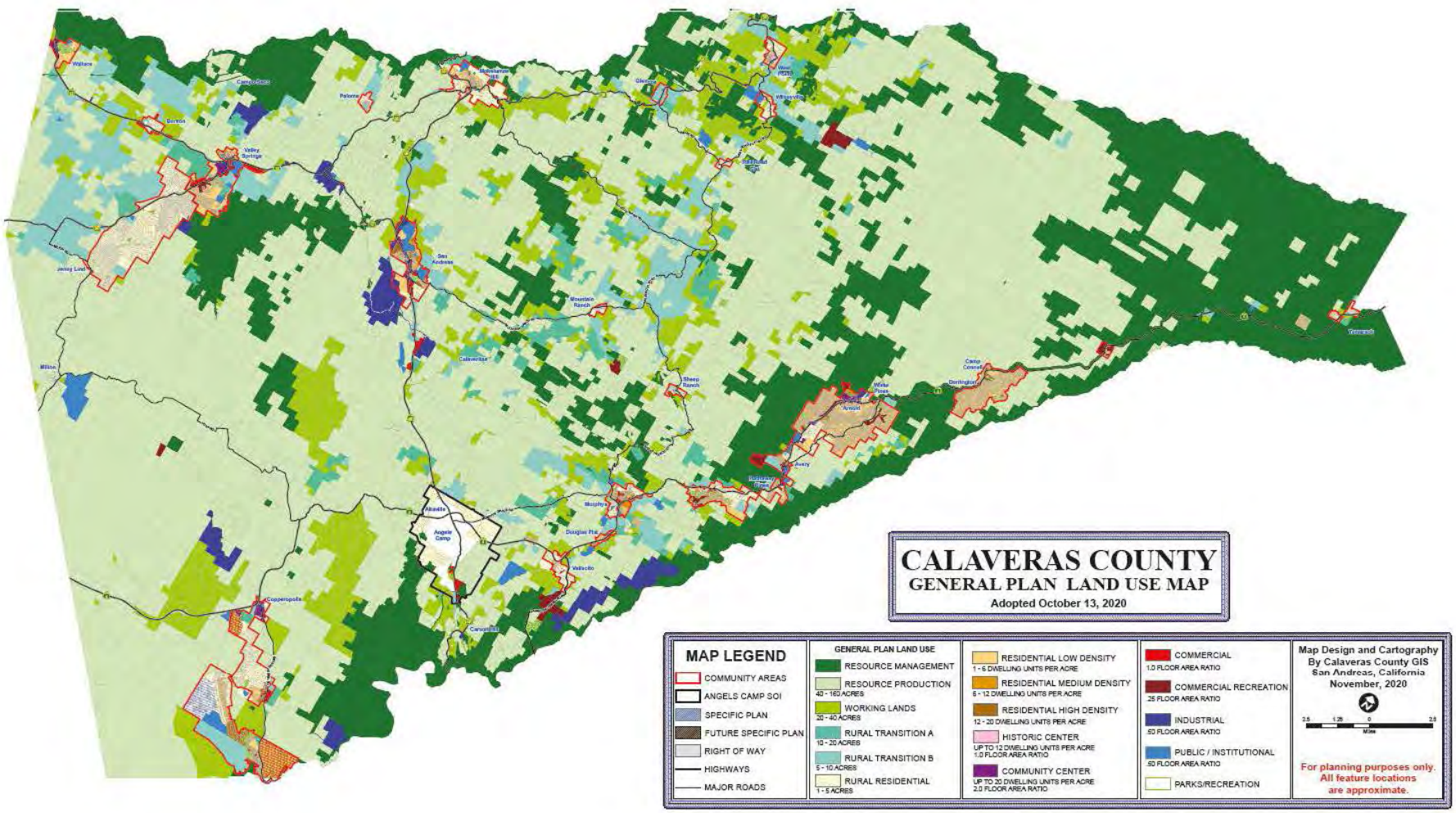
US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling equal with other transportation modes.
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

US Americans with Disabilities Act

The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities concerning employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to "public accommodations," the spirit of the law applies not only to public agencies but also to all facilities serving the public, whether publicly or privately funded.



Source: Calaveras County General Plan Land Use Map, 2025

Appendix C - Public Participation

Various outreach efforts were conducted as part of the ATRTP to actively engage local residents and stakeholders and collect meaningful community input. Table C-1 summarizes the in person public outreach events carried out throughout the planning process. These events were intentionally selected to ensure broad and inclusive participation.

In addition to the in person outreach efforts listed, the following online outreach efforts were conducted to maximize participation.

Table C-1: Summary of Public Outreach Activities

Event Type	Location	Date
Pop-Up Event	Calaveras County Fair	May 16 - 19, 2024
Project Advisory Committee Meeting	San Andreas	May 30, 2024
Community Meeting/Workshop	Valley Springs	June 26, 2024
Community Meeting/Workshop	Angels Camp	June 27, 2024
Pop-Up Event	Music in the Park - San Andreas	July 17, 2024
Pop-Up Event	Music in the Park - Murphys	July 31, 2024
Stakeholder Meeting	San Andreas	August 20, 2024
Project Advisory Committee Meeting	San Andreas	April 24, 2025
Pop-Up Event	Calaveras County Fair	May 15 - 18, 2025
Pop-Up Event	Farmer's Market - Valley Springs	May 23, 2025
Pop-Up Event	Sierra Nevada Arts and Crafts Festival	July 5, 2025
Stakeholder Meeting	San Andreas	July 23, 2025
Project Advisory Committee Meeting	San Andreas	September 30, 2025
Community/Stakeholder Meeting	San Andreas	October 28, 2025

Source: Green DOT, Fehr & Peers, 2025.

Project Website

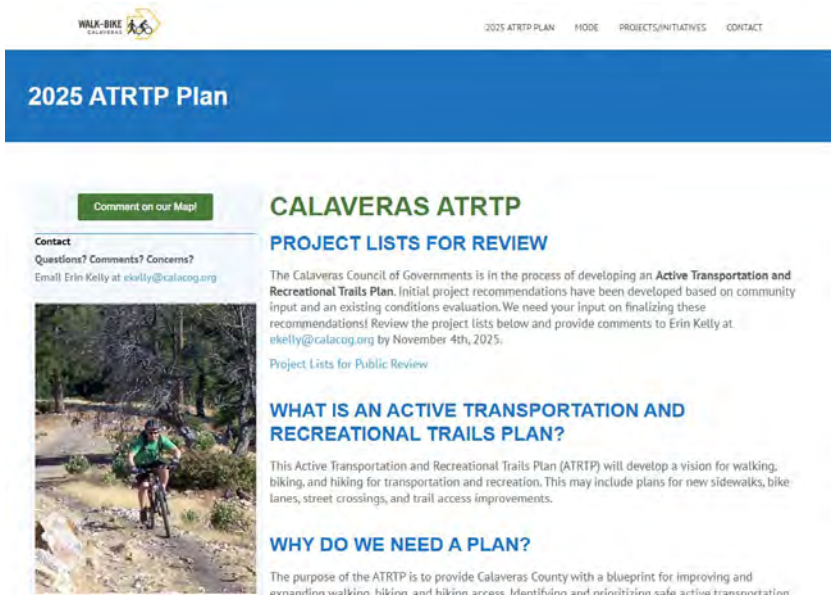
A dedicated website served as the central platform for information related to the ATRTP. It included project scope, planning timelines, details on public meetings, downloadable project documents, links to surveys and interactive maps, and the draft plan for review and comment.

The webpage was regularly updated throughout the planning process to reflect project progress and encourage ongoing engagement. Key features such as the comment map and survey allowed community members to provide input in multiple formats. The webpage was available at: www.walkandbikecalaveras.com

Advertisement and Media

Both digital and physical methods were utilized to promote the project at various stages. Online content including graphics, updates, and event announcements was shared via the project website and social media pages. These efforts were bolstered by following and collaborating with key local organizations to increase visibility.

Flyers were distributed at key community locations in the weeks leading up to events, ensuring timely notice for residents. In addition, posts were made to the CCOG Facebook Page and the County's Nextdoor account. Attendees often cited these sources as how they learned about the events, demonstrating the effectiveness of the outreach approach.







Email Blasts

A series of targeted email blasts were distributed through MailChimp to ensure consistent communication throughout the planning process. These emails were sent to stakeholders and, depending on the topic, to the broader public to share project updates, meeting invitations, and opportunities for input. Each campaign featured clear visuals and concise messaging to maximize engagement and encourage participation in surveys and workshops.

Across all campaigns, emails reached approximately 173 recipients. The messages were timed to align with key project milestones, such as draft plan releases or public comment periods. This approach helped maintain awareness and transparency while driving continued community involvement in the project.



View this email in your browser

Calaveras County

Active Transportation and Recreational Trails Plan

Join Us!

Upcoming Open House for the Calaveras ATRTP

Tuesday, October 28th, 2025 from 5:00 - 6:30 PM

The purpose of this open house is to present the recommendations for the ATRTP and receive feedback. We will be discussing the facility types and location of proposed facilities during the meeting.

Recommended Projects - Table
Recommended Projects - Interactive Map

If you are unable to attend in person, feedback can be provided online and will be accepted through November 4, 2025.

When: Tuesday, October 28th | 5:00 - 6:30 PM
Where: Calaveras Council of Governments Building
444 East St. Charles Street., San Andreas, CA 95249

Online Survey

A concise, user-friendly survey was created to gather input on transportation needs and priorities in the County. Designed to be completed in five to ten minutes, the survey encouraged broad participation while minimizing time demands.

The survey was hosted on SurveyMonkey, linked on the project webpage, and circulated through multiple communication channels to maximize reach. Hard copies were also made available at public events, ensuring accessibility for all participants and capturing a diverse range of community perspectives. The survey received 365 responses.



Calaveras County
Active Transportation and Recreational Trails Plan
Community Survey

WALK-BIKE CALAVERAS

1.What community do you live in?

- ○ Angels Camp
- ○ Arnold
- ○ Mokelumne Hill
- ○ Murphys
- ○ San Andreas
- ○ Mountain Ranch
- ○ Valley Springs
- ○ Rancho Calaveras
- ○ West Point
- ○ Other (Please specify) _____

2. How often do you walk or run in your neighborhood or around town?

- ○ Almost every day
- ○ A few times a week
- ○ Once a week
- ○ A few times a year
- ○ A few times a month
- ○ Never

3. How often does your child walk to school? (If applicable)

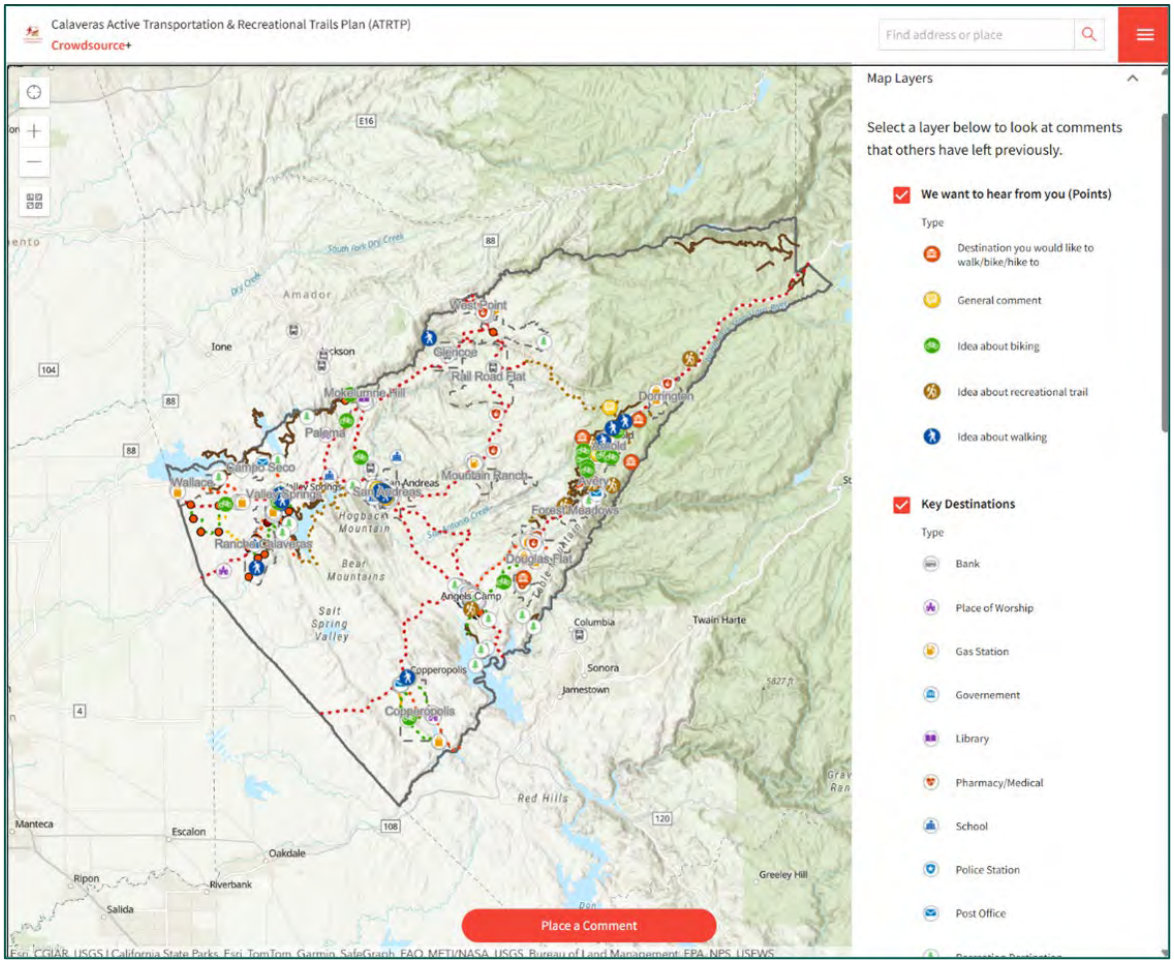
- ○ Almost every day
- ○ A few times a week
- ○ Once a week
- ○ A few times a year
- ○ A few times a month
- ○ Never

4. Where (If at all) do you walk or run in your neighborhood or around town?

Online Interactive Map

Community members were able to provide comments via an online interactive map. The map allowed individuals to provide comments in specific locations or broader comments on overall desired connections. Comments could be categorized by ideas for walking, biking, recreational trails, key destinations, or general ideas; 145 total comments were received via the online map during the course of the project. This map was also utilized to display existing bicycle, pedestrian and recreational facilities as well as recommended facilities. This allowed the public to easily understand the location of proposed projects and ways in which proposed projects may close gaps/tie into existing infrastructure.

These various events played a key role in informing the recommended improvements for walking, biking, and hiking, and many recommended projects are a direct reflection of the community's significant influence and direction.



Stakeholder and Advisory Committee Meetings

In addition to the community outreach efforts previously described, stakeholder meetings and project advisory committee meetings were held at key stages during the planning process. The project advisory committee consisted of City, County, and CCOG staff while the stakeholder group included a broad range of community members, business owners, City and County elected officials, and recreational stakeholders including employees from the U.S. Army Corps of Engineers, U.S. Forest Service, East Bay Municipal Utilities District, and the Arnold Rim Trail Association.

Key Issues Highlighted

Lack of adequate bicycle and pedestrian infrastructure was a key issue consistently highlighted throughout the planning process. Many residents feel frustrated at the lack of bicycle and pedestrian facilities, are afraid to walk or bike in their neighborhood due to speeding/driver behavior and lack of safe walking/biking infrastructure, dislike having to drive to access a safe place to walk or bike, and hope for better connections between residential neighborhoods, commercial/office areas, schools, parks, and recreational trails. Specifically, the following key concerns were identified:

- Lack of a bicycle/pedestrian connections in the following areas:

Valley Springs

- SR 26 between La Contenta and Gold Creek Estates and downtown Valley Springs
- Hogan Dam Road
- Vista Del Lago Drive
- Baldwin Street
- SR 12/26 intersection
- SR 26/Hogan Dam Road intersection
- Southworth Road (Burson)
- Burson Road (Burson)

San Andreas

- SR 49
- Mountain Ranch Road
- Treats Avenue
- Russell Road (near the post office)
- Pope Street

Angels Camp

- SR 49
- Stockton Road
- Greenhorn Creek Road

Murphys

- SR 4
- Main Street
- Six Mile Road
- Murphys Grade Road
- Pennsylvania Gulch Road
- Jones Street

Arnold

- SR 4 between Big Trees Market and White Pines Lake
- Blagen Road
- Blagen Road/SR 4 intersection

Copperopolis

- O'byrnes Ferry Road
- Copper Cove Drive
- Little John Road

Lack of bicycle facilities on state highways for recreational cycling – In many locations, highways provide little to no shoulder. In locations where roadway widening to provide a buffered paved shoulder is not feasible, remove edgeline rumble strips where shoulder width is less than 2'. This would provide additional riding space for cyclists and would allow cyclists to easily transition from the shoulder to the travel lane as needed when shoulder width is to narrow to comfortably ride. Specifically, this comment was made in the following locations:

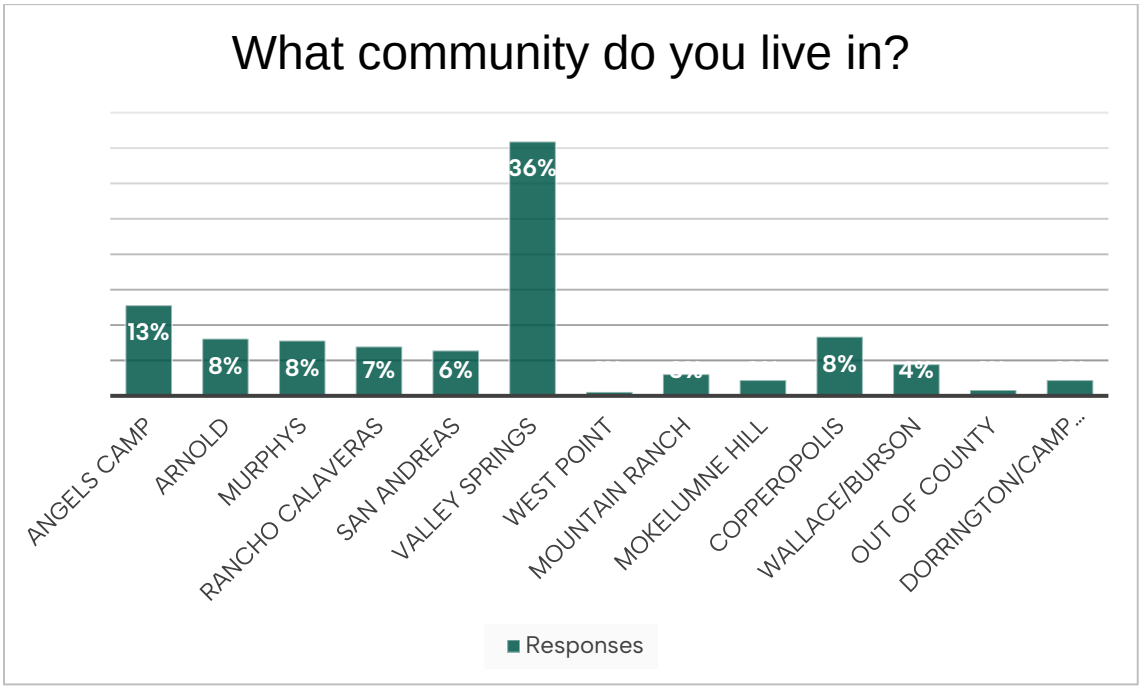
- SR 26 from SR 12 to SR 49 in Mokelumne Hill
- SR 4 from Rolleri Bypass Road to Pennsylvania Gulch Road
- SR 49 from SR 26 to Pool Station Road

All online interactive map comments and survey responses are included in Attachment C-1.

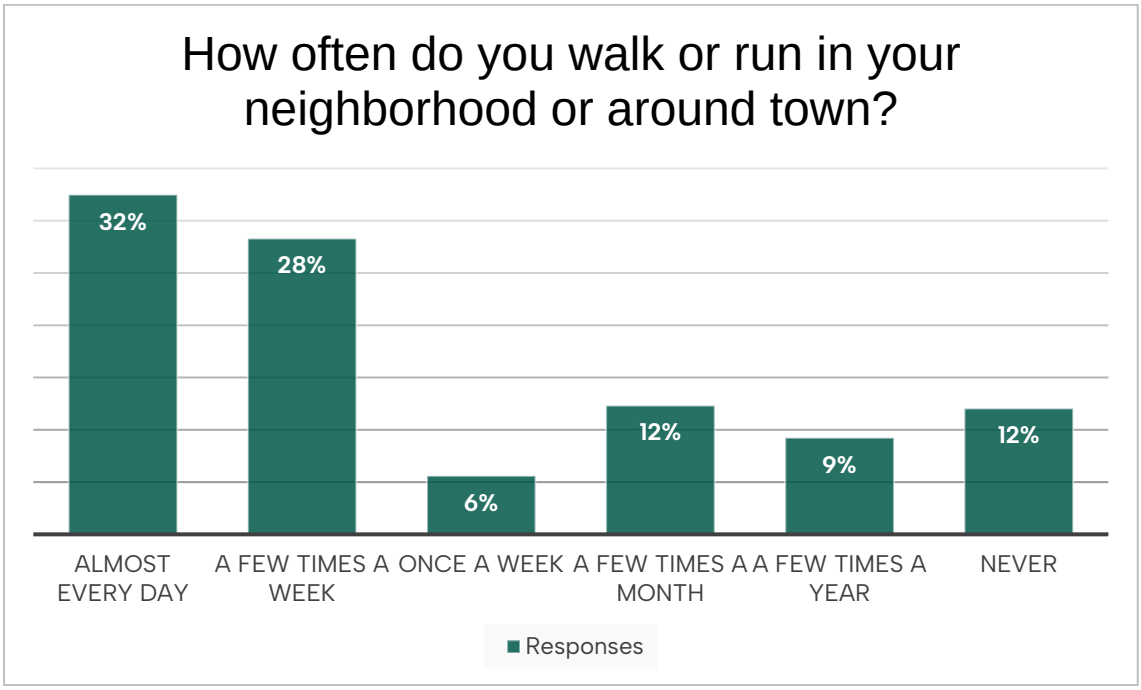
Attachment C-1: Public Participation Comments

Survey Responses

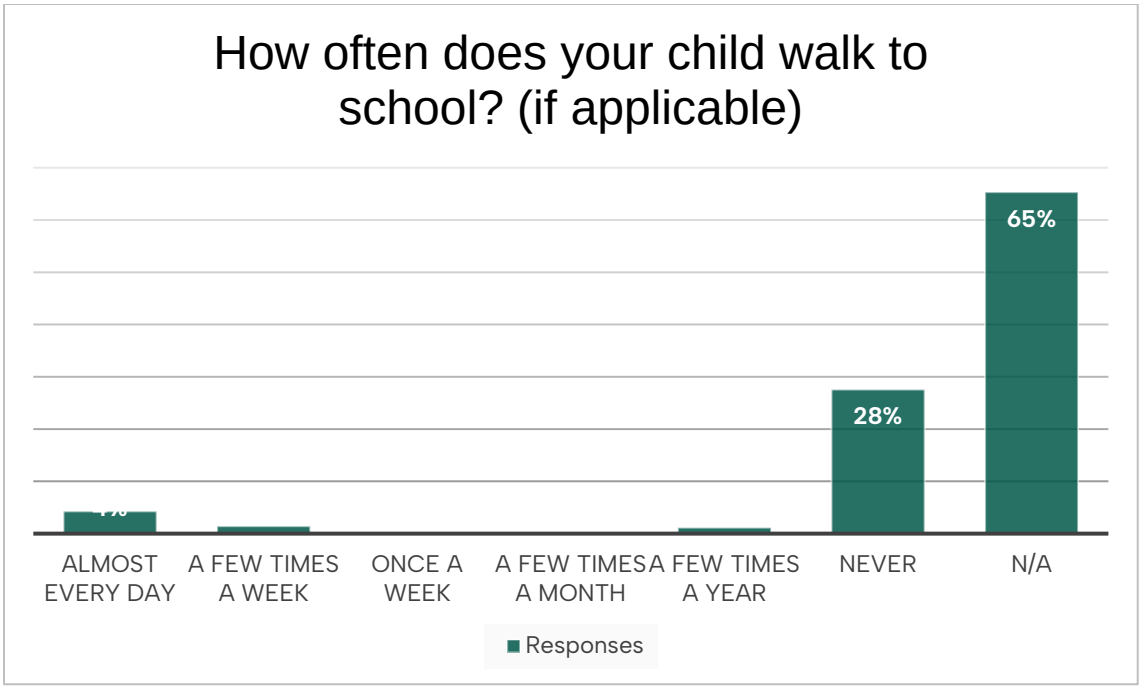
1) What community do you live in?



2) How often do you walk or run in your neighborhood or around town



3) How often does your child walk to school? (if applicable)



4) Where (if at all) do you walk or run in your neighborhood or around town?

- Black Creek, streets, ART
- Sierra pacific industry trails.
- Jenny lind rd and Milton rd
- In my Murphys neighborhood and into town
- All over… down 49 and around the neighborhoods
- Sometimes I walk around my neighborhood but with no sidewalks in can be unsafe. There aren't any safe bike paths and cars drive crazy around here so biking your risking your life.
- Manzanita Dr or in Murphys proper
- Local streets, in Murphys
- Around the property
- Mustang Rd & White Pines Lake
- Lake Mont Pines
- Appaloosa Way –O'Byrne's Ferry
- On the streets
- Greenhorn Creek
- Michel Road and on our property
- On my own property and on our country road
- town square copperopolis and downtown angels camp
- Around Copperopolis Town Square in their parking lots but would LOVE to have a trail or path around that area that is safer.
- neighborhood
- Tennis Courts at Greenhorn Creek
- Rocky hill, feeney park
- Town square Copperopolis.
- Around the block and at Black Creek
- Highway 12

- Around Town
- The roads around our house …. Siegel/Hautly/Sparrowk Lake Hogan and other trails
- neighborhood and downtown
- Shopping centers
- Greenhorn
- Neighborhood lake, rim trail, grocery store (hwy4)
- On the street in the neighborhood, or at white pines lake or to downtown arnold.
- Lake Mont Pines Community or the Stanislaus National Forest behind Lake Mont Pines.
- Greenhorn Creek
- Gold creek/lake hogan
- In Meadowmont neighborhood, and from my business on Hwy 4 to the post office. Also on Blagan Rd.
- Riverbank, CA
- Gated community
- La Contenta
- Around La Contenta neighborhood and New Hogan Lake
- Store, restaurant, park
- On the side of the road
- From Middleton's to high school
- I don't have any place to walk. I live on Garner where the cars drive too fast
- Walk the dog for a mile-plus.
- Sidewalks and back trails in CV
- Around my neighborhood, out to Ironstone, Arnold Rim, Melones trails, Greenhorn neighborhood,
- I mostly say in neighborhoods just off of 49
- Blue Lake Springs to Big Trees road that goes to the back end of Big Trees State Park
- Gallius, heney, Dale, Butler, Denis, Blair, Ross
- I carefully and with difficulty walk on hills here in Murphys Diggins. Walking in Murphys is dangerous and unpleasant.
- Baldwin Street, Hwy 26 & other areas in Rancho Calaveras
- Stockton rd
- Greenhorn Creek Area
- On the steeet
- From Stelte park to town
- Angel oaks and greenhorn
- Street in gated community
- Behind MT elementary school
- My neighborhood
- Around Meadowmont/ Fly-in-acres/Pinebrook
- Around apts on Copello or Bret Harte sidewalks are non existent on 4 by travel lodge it's sad
- We take walks through our neighborhood, and go hiking at local trails
- Throughout the Greenhorn Creek neighborhood
- To the high school
- On my 20 acres

- Arnold rim trail and between bear valley and murphys
- Yo the street. There are no side walks or trails.
- Through my regular neighborhood behind Utica Park area and alongside HWY 49 up and down Angels Camp.
- Neighborhood streets, across highway 4
- Rancho
- Greenhorn creek
- Greenhorn
- Garner, Dogtown, Murphys Grade, Hwy 49
- Mostly around blue lake springs, and the rim trail
- The golf course while golfing. We always walk. Also, we love hiking at Big Trees, and near New Melones. However, we have to drive to get there.
- In my neighborhood
- Blue Lake Springs, White Pines Lake, Arnold Rim Trail
- Around a loop in my Wallace neighborhood
- Library to Government Center, Russell to sunset to Broadway to Market
- Around the neighborhood in Poker Flat
- On my property
- Campo Seco rd, Marlette st, center street, Main Street, Hobbs field
- neighborhood streets and occasionally Arnold rim trail.
- Purdyville to the power house rd. By the creek, downtown then back to purdyville
- Around hogan and on McCauley road
- Neighborhood and government center
- Yes
- I walk to a few neighbors houses, and I walk from store to store when I'm in town
- Angel Oaks neighborhood
- Asphalt and sidewalk.
- We run and walk around the tracks at the schools (VSE, Toyon), but neither are great quality. We also take walks around our neighborhood, not well paved, mostly gravel, lots of hills, but pretty area. We would walk around town, but there isn't a "cute little downtown" area to walk to/through, so this doesn't happen much. Would be great if we could move in this direction as a town. Create a "small town" downtown street like Moke Hill, Murphy's, Jackson, Angels. We're just two intersected highways with disparate businesses. We enjoy the trail at Hogan, but it's short. We walk the Coast to Crest trail, which is nice. Have also enjoyed walking the Arnold Rim trail and the Natural Bridges trail. There is also a trail head in Paloma.
- My neighborhood Anderson st and around the area
- sheep ranch road and out to ironstone
- Arnold Rim Trail
- Neighborhood
- Within 2 miles of my neighborhood in Rancho Calaveras. Sometimes Hogan Lake.
- Everywhere
- We walk home from MT a few times a week. It's too busy/to much traffic to walk in the morning. We also walk and bike ride with the kids in greenhorn
- Along main roads, biking on Dogtown Road
- Silver Rapids Rd, Huckleberry, Crowell Ln.
- Copper Valley and Town Square

- Neighborhood streets (mainly Sunset St & Russel Rd), main roads Pool Station Rd and 49
- White Pines Lake and Arnold Rim Trail
- Alex Quinones ball field, turner park & walk along the streets in San Andreas
- Down town
- Up to Government Center and back to the hospital
- Near Mark Twain Elementary neighborhoods and surrounding neighborhoods, as well Greenhorn neighborhood, would love to safely run the highway towards Sonora, Vallecito, and Copperopolis.
- Little John Road or Black Creek Park
- Greenhorn Creek, Finnegan Rd, Main St
- Hogan reservoir
- Sonora, Martina, HWY49, Bush, Main, Finnagin, Gold Cliff,and Mark Twain roads mostly
- I live on 40 acres off the hwy so I head to greenhorn
- Private road or trails
- Usually walk at work at county buildings
- Only at the park
- Rancho Calaveras: Mcatee/Nall/Baldwin
- Country road but they are graveled and uneven with ruts
- Mom walks, around my street, Lake Hogan trails.
- La Contenta, hogan lake
- Neighborhood
- Hogan lake
- My property
- At Hogan or in La Contenta
- All throughout valley springs
- Gold Strike Rd. and Government Center
- Paths around Wallace Lake and neighborhood streets.
- La Contenta
- Roos rd., Brooks ln., and around my neighborhood.
- Murphys
- On street and in forest service land
- Try to it's difficult to do so
- Lake Hogan
- On my street and at Lake Hogan
- In our neighborhood
- New hogan dam + park
- I ride the trails on Spi and blm land in West Point, railroad flat, Ione, Jackson, and sometimes in Arnold.
- In town, up to the ball field, around the school
- On streets and in hiking trails
- I’m disabled, I can’t run or walk a lot.
- Big Trees Road and 6 Mile Roaf
- Burson road
- No where. You would get ran over

- i
- On the roads or off road paths
- Just down the main road through town, RRF road
- Neighborhood
- In the foothills
- near park and main street in Moke Hill, from tennis courts to town.
- La Contenta
- At lake hogan
- Gold creek, La Contenta and Hogan
- Have to go across the street to Cedar center because we have NO sidewalks 😳
- Cant walk in town. My riad on southworth is used as a speedway between 26 and 12 and for local motorcyclists
- Down Berkesey Drive
- Running on the road for exercise
- O'Byrnes Ferry Road and Copper Cove
- Library/ government center trails
- private roads in my neighborhood
- River of skulls, the only paths around.
- Greenhorn creek
- Murphys: Hwy 4, Bret Harte, Sheep Ranch, Main St, 6 mile, Williams, apple blossom...
- Hogan trails
- Both
- Both
- Through neighborhood streets
- La Contenta, gold creek and the trail around the lake
- In my backyard.
- I will sometimes walk around downtown Valley Springs, around the Good Friends restaurant in that general area. I also often walk around the La Contenta area. Hogan is also a great spot.
- Side of the road or in the road .
- Centennial St. to the post office downtown Angels Camp
- New Hogan
- No where safe to walk where we live
- Local streets or the Bret Harte track
- In my HOA approved trails at blackcreek where its safe from cars
- Neighborhood and Hogan
- On Finnegan lane to the end by the creek and all over town
- Brett Harte Track, Forest Meadows, and the Murphys neighborhood
- Side of road
- Little John
- Valley springs – park behind VSE
- Walk in neighborhood but in remote area of Mountain Ranch.
- Up the hill from my house along Hogan Dam RD
- Less busy streets off Vista Del Lago
- La contenta and in town
- New Hogan

- Hogan lake
- Rancho
- Mill Woods subdivision
- Center street, Campo seco road, all around
- Berkesey
- LaContena
- Paved roads
- No where
- Gold Creek
- La Contenta, Gold Creek, Lake Hogan
- Jenny lind area
- Neighborhood by Valley Springs Elementary
- Neighborood
- To and from New Hogan
- Angels oaks and greenhorn, because it's the only kind of safe area to walk with traffic
- Trails at new hogan.
- Nowhere
- On the roads
- I drive to Hogan and walk on trail. Would be great to walk on sidewalk!
- In the streets because there are no sidewalks in San Andreas (pope area)
- La Contenta subdivision.
- Toyanza Subdivision to the DMV, or just around the neighbor. The Alex Quiñones Community Park is another place.
- All over San Andreas
- The cemeteries and residential areas
- Lake Hogan, the pond off Pardini, and the river access off Doss Ct
- GOLD STRIKE RD, HWY 49
- Hogan lake
- logging roads
- I don’t because there are no sidewalks
- Lake Hogan
- Valley springs
- Neighborhood or the lake
- On the rds
- Hogan Dam
- Lake Hogan
- Everywhere except between Vista, Del Lago and Hogan Dam Road where there is no bicycle lane or shoulder on Highway 26
- Davis street loop or on our own property because there’s no sidewalks or bike trails anywhere but Hogan
- In Greenhorn
- Can't, the roads aren't safe.
- Hogan Lake, trail behind Valley Springs Elementary
- Quartz Drive, EB Mud Trails
- Hogan Lake & in Valley Springs town.
- Up and down neighborhood streets.

- McAtee St area
- Messing rd
- Mostly bike in neighborhood, into Ranch and around Hogan
- Walk around McAtee and Baldwin
- I live in an HOA with private roads. That's where I walk.
- In town, but would like to have more crosswalks and stop lights to walk across the street
- Downtown to New Hogan
- I walk my kids to school. We walk the trail behind Valley Springs Elementary. and my oldest son walks all around town. He wants to be able to walk to the gym, but there are no sidewalks so it’s not safe. I would love if there were more sidewalks.
- La Contenta area
- La Contenta and New Hogan
- On the streets around my house
- In my yard
- Hogan Lake
- From Bush st to park ave.
- Hogan
- Garner, Bergsma, Freidman, Stabulis
- Mostly in neighborhoods.
- Lake Hogan Trails
- On the street
- The neighborhood and Lake Hogan
- Vista Del Lago Dr./ La Contenta
- Rancho Calaveras
- Neighborhood
- immediate neighborhood only.
- In my neighborhood
- Gold Creek
- Baldwin Jenny Lind Road and Redman!
- On our close streets in Rancho
- At lake hogan or Comanche
- Hogan trail
- Around hogan trails
- hogan
- Neighborhood and town
- Library, park, grocery store, gym, lake, restaurants
- Rancho Calaveras neighborhood. Near the Silver Rapids area.
- Around the neighborhood.
- Demin ct and Hartvickson rd
- Only option is around Hogan Dam but you have to be worried about snakes and animals
- Meadowmont to post office, stores, restaurants, concerts, White Pines lake
- La contenta.
- Lake Mont Pines
- Inside the golf course.

- My property, as it is unsafe to walk on the roads in this County for various reasons.. What this bloody County needs is to establish horse trails through out the County and connecting to adjacent counties. This could be done inconjuntion with some other projects that the County should be doing but isn't, due to there not having a long term plan. Ask me. I'll tell you what it should be. LOL.
- Shopping haircuts etc
- Not at all. There's so safe place to do so in my community or close by unfortunately. There are no sidewalks, bike paths, nor trails in my area.
- Just in my own neighborhood
- Past library, govt center, pope st, turner park
- On the roads around the neighborhood and on Quill to Black Creek Park We have no sidewalks or hiking areas.
- All around town and out to Ironstone.
- Just in my neighborhood blue lakes springs
- Baldwin, Westhill, area.
- Lakeshore dr to kiva to Little john and copper cove drive
- Stelte Park
- By the Library
- In my neighborhood, fire roads and Arnold Rim Trail
- In my immediate neighborhood
- La Contenta and New Hogan Lake
- around government center
- Mountain Ranch foot path thru town
- 6-Mile to Ironstone and from Feeney Park to Downtown Murphys
- Walk locally in La Contents Neighborhood
- Throughout subdivisions, and throughout town
- Main St., park, library
- I like to bike in Calaveras County!
- Hogan Lake because there's a safe walking trail. Also in Rancho Calaveras neighborhood where I live.
- altaville, dogtown, angels camp, murphys
- on our neighborhood streets; Arnold rim Trail- San Domingo Trail, Stanislaus River access trails
- On my side of the highway (highway 4)
- San Domingo Canyon section of Arnold Rim Trail
- Around my neighborhood/Jenny Lind
- Murphys, San Domingo Canyon, Arnold Rim Trail, White Pines Lake
- Walk in La Contenta b/c there is no where to walk with my littles where I live (on Baldwin)
- Hogan reservoir, MC2C trails, la contenta area
- New Hogan Lake
- On my street
- La contenta
- Valley Springs, Nove X main X jean X hwy 26
- At the nearby trails around the lakes in our area. Or down our private road toward the main road.
- In the gated community.

- In and around Murphys
- Walk at the lake and in La Contenta- no sidewalks ☹
- Meadowmont, Blue Lake Springs, Fly-In Acres
- Gold Creek and La Contenta neighborhoods.
- Around WLE and the lake here
- Historical AC / Greenhorn.
- Huckleberry
- Neighborhood at the very top ridge off of Northwest Silver Rapids. But I also often walk near Hogan.
- La Contenta and Hogan Lake
- The trail near hogan lake or a block around my neighborhood. Sometime the river of skull trail and the hike up to the cross.
- Up and down the street/neighborhood
- Up and down my personal street or by the Veterans ball fields
- Arnold Rim Trail, SPI Land, Blue Lake Springs West
- Golden Hills or Hogan
- La contenta residential areas, near Jenny Lind park by VSE, or hogan lake trails
- Hogan Trails and Rancho Calaveras neighborhood
- Pope St
- Bush St to greenhorn then back to Mark Twain
- Campo Seco Road
- Main street and adjacent neighborhoods. Murphys Community Park.
- I dont walk around town since there is no safe place to walk from my house to town, crazy drivers
- La Contenta Area/Vista del Lago. Lake Hogan, New Melones
- In the neighborhood(Toyanza dr.)
- neighborhood
- Turner Park
- Forest Meadows neighborhood streets, 6 mile Rd
- Rancho Calaveras
- in the street
- Hogan lake trails and in town errands

5) What do you like/dislike about walking or running there?

- traffic
- The beauty
- No shoulders or safe ones.
- Intersections that are not pedestrian friendly
- There are blind corners in the neighborhood. I appreciate there is enough room to walk/jog down the hwy/ roads and do loops. However, it could have some better space for bicyclists. I really dislike bicyclists on Murphy's Grade rd or sheep ranch. They are too narrow with blind curves. Hwy 49 between downtown and the church is dangerous to walk, but a lot of people do.
- I like to take my dog for walks but it is challenging with no clear walking paths and all the loose dogs around.
- Difficult to access Murphys or other areas safely on 4
- Love scenery. No protected sidewalks

- The roads are curves and afraid of getting hit by a vehicle there actually no place to walk on railroad flat it sucks
- no designated walking areas
- I like the option of flat or hilly walks/jogs.
- No walking ir bicycling lanes
- Not safe, blind corners
- We love this beautiful neighborhood and enjoy walking here daily.
- Pot farms, dogs rubbing loose, fences, paranoid Trump supporters
- Trails and dirt roads.
- i like the lack of traffic but town square is too small for a longer walk
- it is a nice place to walk but it required dodging cars. I think a trail there would be nice with perhaps signs. Near a bus stop.
- The fast cars...I hate them I love my area
- I like that it is always available.
- It's not a complicated neighborhood. The only bike lane on Little John stasis but ends abruptly with nowhere to go.
- Nothing
- Not enough room on the shoulder of the road
- Uneven pavement
- Feel vulnerable re bad/distracted drivers
- downtown Murphys is dangerous for walkers, strollers, seniors. People do not always stop at the 4-way stop by Alchemy and it is dangerous to cross there.rs and disabled. We love the historical aspect, but there should be markers showing where wheelchairs and strollers, etc. can go to get through town. Sidewalks need repair desperately; broken asphalt. It's a wonder no one has sued the county as people have fallen.
- Nothing
- Sidewalks, less traffic, slower traffic, shade from trees
- The rampant, invasive fire hazards (yellow star thistle, mustard, juniper plants) that over reach on the side walks and walkways. It is unsafe and increases our fire risk.
- Love the rim trail, dislike that there's no safe way (ex sidewalk) to get to the grocery store or restaurants along Hwy 4
- I don't mind my neighborhood, but there are some streets where there is only ditches and not much area to get 'off" the road to the side so cars can past - for example on Moran road. Same thing when I walk from Blue Lake Springs to the post office. Walking down/up Highway 4 is not great at some points as the extended shoulder (dirt) is not wide enough or full of brush that is difficult to walk through and the only option is to walk on the concrete shoulder, which is too close to the cars and does not feel safe.
- The streets are horrible. No place to step off or ride without potential injury.
- Repetitive. Would like more local options.
- No sidewalks or bike paths
- No sidewalks or paths at all! No crosswalks. Cars drive fast on Rt 4. I like the trees and access to hiking paths relatively nearby, but getting around town is dangerous and unpleasant.
- The complete streets, side-walks, trees, landscaping, etc
- I like to bike and hike
- Quiet streets. Very little traffic.

- Safety concerns. People drive to fast, no sideways, and not enough room for 2 people and a dog to walk in the gravel along streets.
- Motor vehicle traffic is unsafe for pedestrians. No walkways or trails for people and bikes
- It works fine.
- No sidewalks the entire route
- Too many fast cars, and distracted drivers
- No sidewalks, terrible roads and no traffic control.
- Uneven back trails
- I would love a designated walk/bike path from Murphys to Ironstone, it would've amazing for our community! I like Greenhornnbecause it's one of the only paved sidewalks to walk with a stroller and toddler. Love ART for the mountain hikes.
- There aren't always sidewalks when I poke out onto 49
- No area for walking off the side of the roads need more walking/bike Lanes and paths to keep us safe
- Dogs roaming, cars not sharing the road
- The uneven sidewalks and no trails at all.
- No sidewalks!
- No walking or bike path for kids going to or from school
- No enjoyable & safe way to walk to downtown area
- Cars, they seem to speed up when passing… also the also asphalt gets very hot
- We walk across Vallecito Rd to Depot Rd because walking on Vallecito road is so unsafe
- I like it except I wish there was better lighting (why aren't there more street lights??) and the sidewalk extended past the first turn into green horn (wish it kept going all the way to the third turn)
- It's ok but view gets okd
- No side walks horrible roads
- No where to run in Valley Springs
- Having to walk on the streets- curvy, narrow and people drive way too fast
- No sidewalks where you feel safe as a senior
- We love living in the forest and enjoy the trees.
- I am sorry that there are no sidewalks along Stockton Street. There are hundreds of homes in Angel Oaks, Greenhorn Creek and the Gallery neighborhoods. Instead of walking to Savemart and Rita's, etc., everyone must drive because it is too dangerous to walk the shoulder of the road on Stockton
- The crosswalk on highway 49 going to the high school IS DANGEROUS!!!! Poorly marked lines , poor signage approaching , and no flashing or crossing signs to alert cars of ppl crossing… No lights around
- It's safe
- Hard to get from town to town safely
- There are planned horse trails for Copperopolis that have never been enforced.
- Sidewalks don't connect or are nonexistent and there are no large trees to reduce the heat in town. Vegetation lowers temperatures for everyone.
- Loose dogs
- Greenhorn creek rd does not have sidewalks
- Level concrete/pavement and natural beauty

- Cannot walk directly across Street from Dogtown Road to CVS shopping center. Not safe for my children to get across highway 49. We live so close to everything yet. It feels so far because it is not accessible by foot safely.
- It’s calm and peaceful with beautiful scenery. I wish Arnold was more of a walking or biking town . I would love to be able to walk from BLS to downtown Arnold to eat or get coffee and shop.
- Sometimes we feel rushed to keep pace with other players.
- The scenery
- I'm in the mountains!
- The weeds on the sides in the street
- O.k.
- I like walking here but the weather is often too hot and the streets have limited shade.
- Not many trails or safe easements near the road to run or walk
- No sidewalks, it’s dangerous for kids to walk home from MHE because of the lack of sidewalks.
- face flies in the summer
- There are too many bushy trees not being managed / trimmed, getting worse.
- Hills in my neighborhood (toyanza) cars in government area
- Not very safe places to walk
- Fresh air
- Sidewalks and safety
- Not really safe in areas without sidewalk
- The tracks at the schools aren't kept nice, divots, rips in turf, covered in weeds and rocks, etc. Hogan trails are short and not connected to each other, nor to town. There is also a trail head in Paloma, but oh boy the poison oak does me in for weeks, such that I don't want to go back. Would be great if we could eradicate the poison oak.
- No sidewalks to stay off the roads
- Sheep Ranch Road has many speeding drivers. It would be great to have " humps" or "bumps" installed. Also there are parking lots (white church – first Congregational) whose parking lot is being used as a street/ pass through. This is dangerous because there are no stop signs when they exit the parking lot. They speed through the lot.
- Like the time in the forest
- Limited sidewalks
- I like the "community feel". However, I'd love to have a walking/biking path to Valley Springs from Rancho Calaveras.
- Most roads in copperopolis there is not even enough space for pedestrians to safely walk, run or ride a bike. You need jump in the bushes when a car drives by or car has to move to oncoming traffic to allow space for pedestrians.
- Roads are narrow, lots of parked cars and traffic throughout the neighborhoods to feel safe walking or bike riding with young kids
- Traffic traffic traffic-noise and safety issues
- Not safe because there is no side walks and cars pass by closely. Sometimes fast.
- Limited options
- Hard, hot asphault surface with litter from drivers and regular broken glass. This is especially challenging when walking dogs.
- That area is fine. I would like to walk around the shops but I feel it isn't safe due to no sidewalks

- Alex Quinones ball field – I love the walking trails & disc golf course, but for part of the year the trails are far too overgrown to use, weeds & vegetation up to my waist etc. The streets in town in San Andreas are dangerous to walk on with a dog because of the lack of sidewalks.
- I like walking along the creek
- All of the crosswalks aren't followed. Cars speeding on Mountain Ranch Road
- Need more shoulder space on the side of roads to allow for safely walking.
- It's really the only place to do that.
- Scenic, close to home and accessible.
- Quiet
- I fall regularly because of loose gravel. There are no sidewalks, or uneven sidewalks cars are aggressive partly (I think) because walkers are not 'normal' around town
- safe, lots of people, I usually have my 3 year old
- Trails not connected
- Curbs, sidewalks parking lots safer to walk on County campus
- It's not long enough.
- I like the exercise and fresh air. Don't love the fast cars.
- Mountain lions hiding in the brush
- There are not many walk friendly trails
- Lack of space for civilians, designated walking trails
- Not enough trails
- I love it I don't come in contact with anyone and love the terrain
- Hogan– love the trail and the lake. Dislike the worry of snakes in the summer. La Contenta– love the ease of walking in the neighborhood, dislike the traffic without designated walking areas
- Guest from out of town trashing our community
- No bike/pedestrian lanes or sidewalks on Gold Strike, which would be a perfect, scenic, off-highway location for the San Andreas area, but it doesn't always feel safe because of no lanes and scary people near downtown. If an effort was made to attract pedestrian and bike traffic there, more people would use it for recreational purposes and hopefully overshadow the scarier people.
- Very little traffic. Mostly is pedestrian, cycling only.
- It is not safe, we need sidewalks.
- Traffic is very quiet. Drivers respectful, because we know each other. But, if I in town...there is completely different story
- I love walking there because they have sidewalks
- prefer to have trails than walk on the street.
- Safer areas to walk without being worried you and your pretty well be ran over.
- Limited trails on the lake side. The river side is too isolated and has transients so I don't feel safe.
- Lake Hogan is great. Don't like walking on my street for safety reasons
- It is safe, accessible and comfortable.
- I have to walk on the side of the road to get to the park entrance
- Not enough access. Trails are lacking water and get boring at the campo seco trails, costs a lot of gas for me to haul there. And between the snow gates, snow, and fire season, seems like Spi and blm lands were hardly open 30 days this June! Riding out there can be dangerous with the dirt bikers, trash dumps, and random target shooters, I wish we could organize a little more.
- Not enough lights in evening also need some trash cans

- Walking along highway 4 feels dangerous, a sidewalk would be great. Also cycling on highway 4 feels unsafe (because of cars, but also sand on the side of the road)
- N/A
- Nothing
- I love walking but I hate that we don't have side walk
- No sidewalks or area to walk
- on my property
- The roads in Mokelumne Hill are small and are not safe for kids to walk on. Cars go too fast around town and kids have a hard time negotiating oncoming cars.
- Too busy with cars going by and no dedicated trails anywhere nearby
- No sidewalks
- peaceful, not a lot of room when cars come
- No sidewalks
- It's safe. No risk of being hit by a car. Slim chance of encountering aggressive dogs.
- The walkways
- Paved roads that are even 👍
- As above. No sidewalks and dangerous vehicle traffic. Daily
- It's fine, would like other options
- Lack of traffic
- No sidewalks, blind curves.
- I like the designated walking trails– it's peaceful and feels safe
- No separation between vehicles and pedestrians.
- Like, sidewalks. Dislike, no paved route or non gated way to finnegan to walk to downtown.
- Is limited
- Mostly safe places to walk, not a lot of cars. The places without sidewalks can be tricky
- Traffic
- Na
- No walking paths
- No sidewalks or designated paths
- Want to ride from La Contenta to down town without having to go by way of the lake.
- The serenity
- There are hardly sidewalks available and traffic makes it hard to move around town in an accessible way. There are also harsh/soft shoulders which discourage walking along Highway 12 or 26. As well, when my child walks through downtown Valley Springs (Pine Street, Daphne Street) I feel it is unsafe for her to travel by herself and usually require an adult/older relative/other friends to be with her. There is also a strong lack of proper shade.
- Scared I will be run over no space on the side of the road.
- No side walk, heavy traffic not safe for adults or children.
- I love where I walk now. I am unable to walk in my street. Although the speed limit is 25. People speed. Lots of trash. I would not bike here as there is no lane in 26. I think that is much needed
- No shoulder. Not safe to walk.
- The track is hot and not always available (sports practice and games etc) most local streets lack sidewalks
- Not enough trails for continual use

- Loose dogs and no shoulder
- I like being by the creek and the lack of traffic
- Heat!
- No sidewalks
- No sidewalks or safe places to walk.
- This is the only option to walk dogs/ ride bikes.
- Unpaved roads
- There is no shoulder so it is fairly unsafe especially with the blind corners
- Dislike- No sidewalks or street lights
- No sidewalk
- Narrow road
- Need more trails
- Biking
- the lack of sidewalks makes it dangerous
- People drive really fast on campo seco with no shoulder for me to pull off on
- Nothing
- Dislike no walking paths or bike paths
- Nothing
- I dislike that it's all on pavement. I'd prefer trails.
- Lack of sidewalks and street lights
- I dislike that there are no sidewalks and sharing the street with vehicles especially around blind corners and hills
- Would like sidewalks
- I dislike that there are no sidewalks or bike lanes. I dislike that there is no safe way to walk or bike through to La Contenta and beyond.
- No paved roads to walk on
- No sidewalks to or from the lake
- Some sidewalks to walk on makes it safer, wish more of town was safter to walk to.
- I like that they are clean and moderately challenging
- Cars
- I like that the trail is well maintained. I do not like having to drive to walk.
- I have to dodge cars because there are no sidewalks, and it is dangerous to take my baby in the stroller.
- There are no sidewalks. Not only is this hard on older folks, it puts too close to the traffic that's usually running 10mph or more, over the speed limit.
- There's no crosswalks, and the sidewalks are very narrow. People drive too fast and risk running you over. The Alex Quiñones Community Park is a bit sketchy as you have to cross through some private property. It always feels like I'm being watched even when I'm alone at the park.
- Auto traffic is too fast. Need traffic calming.
- not enuf room to walk on rd
- Stickers haha! I do wish that overall there were bigger shoulders or sidewalks in my town
- I like the inclines. I wish there were more sidewalks.
- Nothing
- To much dust or the homeless make it uncomfortable
- No safe place to walk

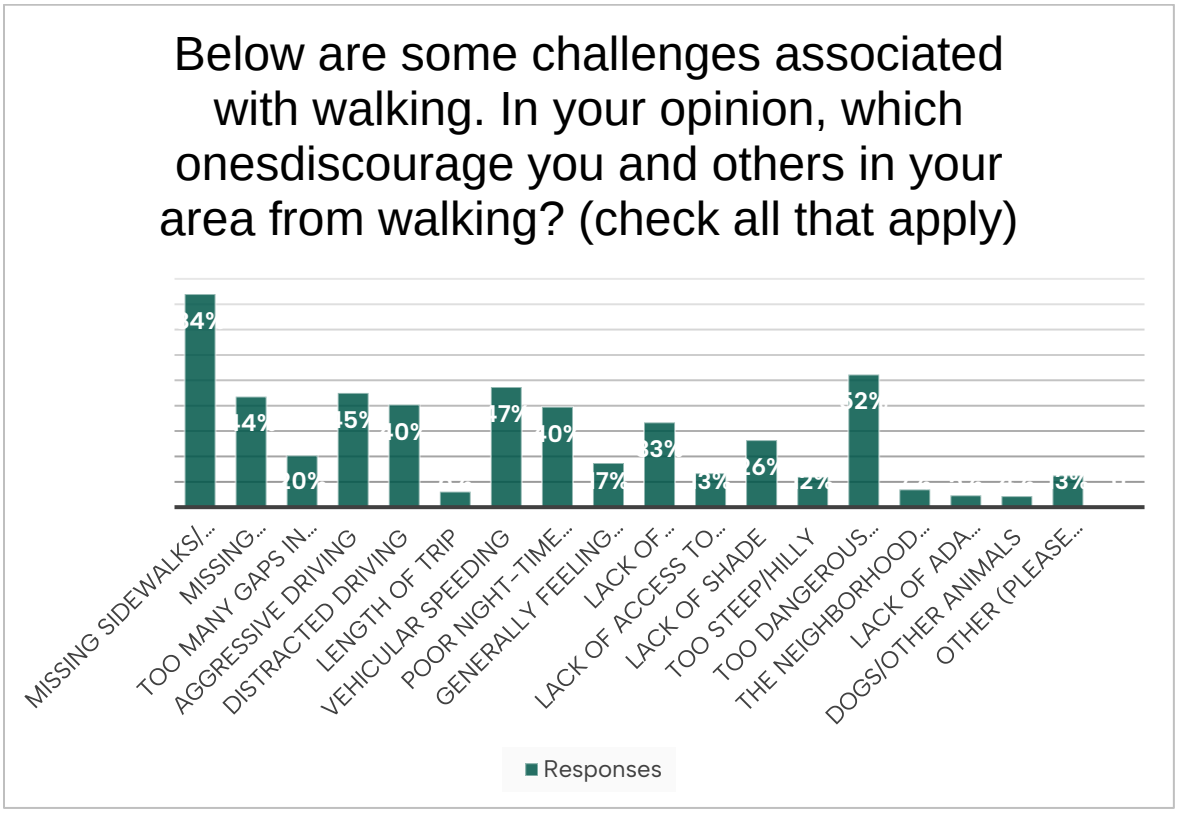
- I love that I can choose the time, place and distance. We have other trails on the agenda.
- No safely for some of us that walk everyday with our kids
- There are unleashed dogs, poor lighting and no sidewalks. We really need paths in the communities that extend through public land with paved or designated walkways
- No cross walks in San andreas that are safe. Children walk to and from school and ots dangerous.
- I like how well maintained the trails are. In addition folks walking their dogs do a pretty good job of picking up waste that their dogs lewve
- yes, I walk or use my walker/cane and my father-in-law in town has a mobility electric scooter that he uses because he's disabled and cannot get out to my house just off Silver Rapids past Vista Del Lago
- Nature
- Beautiful outside scenery is nice. No bike trails or sidewalks anywhere sucks
- It has sidewalks & wide streets
- No space to walk, no sidewalks or pathways.
- Safety
- There's no designated path in Camanche Ranches along the EB MUD Pipeline
- Nice trails to walk at Hogan. Valley Spring is harder because there isn't any shoulder
- No shade.
- Nowhere safe to walk or ride a bike. Drivers are too fast and reckless in Rancho Calaveras/Jenny Lind areas. No way to connect to Jenny Lind elementary except by hwy 26. Dangerous for bikers and pedestrians.
- It's nice but busy with traffic.
- Like that we are able to get to Hogan from our home
- There, no side walk
- Lack of traffic rule oversight. We have people crossing on double yellow lines. Why would anyone think walking or biking would be safe when folks to that and go unticketed due to lack of resources for enforcement. We have a big county. We are understaffed. I can see people getting seriously hurt unless enforcement capability changes.
- No crosswalks and no sidewalks
- Traffic, no bike lanes, it's very dangerous
- I wish there were more trails. And I wish they were more sidewalks.
- No sidewalks
- There is no connection from La Contenta to anywhere else.
- Nothing
- It doesn't feel like there are many safe places to walk and run
- There are no safe sidewalks to keep you safe. And my grandchildren walk from park ave to school everyday. I just pray a car doesn't kill one of them because Angel's wont keep their citizens safe they only care about tourist.
- Love the view
- Large trails
- Loose dogs (sometimes, not all the time)
- No sidewalks
- A lot of hills and have to drive far to get to a place that I can walk with my kids
- No sidewalks or biking/hiking trails connecting to town.
- Crazy drivers and bad roads

- No shoulder, not safe anywhere, fast, inattentive drivers, no dedicated bike lanes
- Dislike that there are no sidewalks
- Fast cars, no sidewalks, unsafe, loose dogs. Limited to property
- I dislike that there is no sidewalks
- not long enough. Local rural road. Can't get any farther.
- The heat
- I love it!
- Can’t walk to town on Hwy 26
- Views, easy to access
- Speeding cars – have no respect to slow down
- Only trail in town wish we had better bike trails
- I like the beautiful view of the lake. I don't like the rattle snake risk or that I can't start from my or my companions house.
- no sidewalks to walk on for safety. Town is "far" from residential areas and there is not a safe route to walk there.
- Somewhat dangerous
- Lack of designated sidewalks and shade
- No sidewalks. Speed limit is 45. Rock trucks coming from the quarry frequently blow through the stop sign at the Silver Rapids Hartvickson intersection. Somebody’s dogs are always loose.
- Dislike the cars going to fast.
- I don’t like not having a path to walk on
- There is no where to walk dogs, bike or even just walk to get some exercise without worrying about getting hit
- Like that there,s so little traffic
- The speeding on vista Del Lago
- Loved it except for the horrible road conditions. I have low vision so walking on undermaintained roads is hazardouss
- There are no good walking trails. You have to enter o to golf course property to walk in a safe area. It is not safe to walk in Little John.
- It's unsafe/dangerous to walk/run on the roads outside of a few blocks in the towns. Again, there's a serious lack of futuristic planning in this County. Something like this could be paid for with what is already happening in this County plus things that the County should be pursuing, but is either to lazy or to stupid to pursue.
- Safe
- I dislike that I can’t do it
- Don't feel safe. No shoulders. People drive way too fast
- Pope st is dangerous
- It's unsafe. No sidewalks, sometimes not even a shoulder.
- Sidewalks uneven. No path on 6 mile road.
- I love the access to trails but it’s not walkable to the grocery store because the highway is dangerous to walk down.
- Quiet, friendly
- No safe area off side of road to avail cars until divided part of little john
- Cars
- It’s a nice path but used by lots of dog walkers
- Mostly safe to walk my dog off leash – though I always bring a leash. Love that!!!

- No walkways. Have to walk in the street with the cars.
- Dry and hot
- I would like to be able to walk to turner park , no safe walking on Pope street. '
- Paved, dog friendly
- There are no dedicated pedestrian paths or bike paths. I feel like cars have the right-of-way, and I just hope no one is flying down the street and will have time to see me walking or biking.
- It's quiet, and no traffic
- Minimal sidewalks, no dedicated pedestrian and bike paths
- Narrow roads with speeding cars that think they are God.
- too close to road, no access on highway to connect to towns from outskirt of town
- I don't like crossing the highway, and there is no shoulder/sidewalk on our residential streets. We usually have to drive to the trailhead to access trails without being exposed to traffic.
- proximity to my home and natural beauty
- A trail would be nicer than walking in the road without sidewalks
- Exposure to nature, proximity to restaurants/bars
- No side walks.
- Would love more trails so less walking on the streets; no sidewalks in my area so its not so safe with the traffic
- Like: pretty scenery. Dislike: dog poop on trail, overflowing garbage bins, random bulldozing of vegetation.
- Fast cars, no sidewalks
- Not a lot of cars
- Unsafe shoulder, often has trash
- I like the natural aspect of the lake trails.
- I like being in an area that's safe to push a stroller but I wish we weren't limited to walking safely just within our community. We would love to be able to explore further.
- sometimes a lot of traffic in Murphys
- Hogan is great. La Contenta has no sidewalks
- Lack of shoulders can be challenging on busier streets like Mustang and Moran
- Cars!
- The roads in the community are wide enough to walk comfortably with cars, and the path around the lake is nice. May be nice if more of it was paved for people with strollers
- Dislike: narrow roads and speeding cars. Would like more dedicated walking/running trails.
- Traffic
- I prefer paved roads easier to bike and walk also can see wildlife in the event. I need to avoid it lol
- Great views at Hogan and nice trails.
- Don't like to walk it alone. Could be snakes and mountain lions. Poison oak
- I often have to walk my neighborhood multiple times in order to get in the activity I want because the only other option for me is walking down Hwy 49, which doesn't have sidewalks and I feel unsafe with my baby.
- Not much space to move to when vehicles need to go by
- No separated trails

- No path or sidewalk options
- There's no sidewalks and/or stroller friendly trails
- The Hogan trails are well kept and feel safe. I don't like walking in the neighborhoods as much because lack of walking space and loose dogs
- No sidewalks
- There can be a lot of sun during the hot weather and the car is drive very fast. I like that the loop is easy With hills and flats
- Cars
- Crowds and car traffic. Our sidewalks are an embarassment; they're unlevel enough to be dangerous. I see people fall on our sidewalks near-daily. Elderly family members have been injured that way. Speed limits are never enforced on Main Street, people drive dangerously by my house dozens of times daily on the way out to Murphys Grade.
- i love the views dislike the crazy drivers
- No sidewalks - dangerous cars. No lanes for bikes
- Quiet, not many cars
- not safe
- Love It!
- Unable to link neighborhoods safely or practically due to traffic or access restrictions
- Quiet, safe roads
- like: the rural setting; dislike having to watch for cars.
- Few trash cans both at hogan and at or near store entrances

6) Below are some challenges associated with walking. In your opinion, which ones discourage you and others in your area from walking? (check all that apply)



Other:

- Loose dogs!
- We are very happy walking here.
- downtown angels camp, there is sap dripping off the trees gets on my dog's feet
- Would love a shady area/path to walk around Town Square.
- Let’s face it there are no sidewalks in Calaveras County wit exceptions to very few in town areas.No bike lanes. The massive new hwy 4 project has no bike trail added to it or other walking dedicated trail.
- Potholes are ridiculous.
- N/A
- none
- Want more walking and biking paths and allow ebikes
- We need trails. And not the Arnold Rim Trail. We need to be able to walk dogs safely.
- Valley Springs is walking running and biking unfriendly
- Not enough signs… Crosswalk lines should flash when ppl are crossing, needs speed humps 2 slow on coming traffic
- Dogs are not allowed at our boat launch/picnic grounds. We need dog parks.
- Uncontained Dogs
- None of the above
- No dedicated walking paths
- bears or aggressive dogs
- A fear, Mtn lions in the area & trees need trimming in the neighborhoods.
- Crosswalks and shoulders and street lighting are only needed in town. Because so few people walk around their neighborhoods. Usually there are unpaved shoulders in those areas where people can get off the road. Most of them don’t walk after dark. Way too many distracted and speeding drivers.
- parking lot used as road = danger to pedestrians
- We live rural – if one wants to walk or run, one ought to move to a suburban area or city
- .
- Would like to see trails connected or ways kids can get into town from surrounding neighborhoods
- Mountain lion dangers and pot growers with illegal transient and migrant workers, who are unvetted criminals
- Out of town guests
- I don’t want to I have plenty of space
- Missing bike lanes
- Sketchy people in San Andreas, hot sidewalks dogs can't use, trails dogs aren't allowed on, dirt bikers and off road cyclists that run you over on the trail and scare horses and dogs, loose neighborhood dogs that chase and attack you.
- Like how it is now. No issues.
- night time creatures
- Would love to ride bike to town but cannot very unsafe

- Loose aggressive dogs. Neighbors forget to close their gate and dogs approach us on the street to protect their territory. We have almost been attacked multiple times so we stopped walking in our neighborhood.
- No crosswalks to cross Hwy4
- I have been blamed by drivers for walking along the side of the road because they could not see me but the only reason I'm walking on the side of the road is because that's the only place to walk.
- Hard to bike ride from Centennial St to downtown angels on Hwy 49
- Loose dogs
- Road is unpaved. Loose Dogs
- lack of parking at walking locations
- We live in a rural area.stop trying to make it like big cities.
- Nothing
- The drug users and homeless freely walking around town talking/screaming at themselves.
- Bad sidewalks , cracks and bumps where they are there.
- We need streetlights on Vista del Lago at the least. Sidewalks would be nice.
- No trails
- No bicycle lane connecting Rancho Calaveras or Gold strike with the town of Valley Springs in the same ZIP Code. So it limits peoples ability if they do not want to drive or cannot drive a car. And I see people walking dangerously next to the highway 26 coming west past Hogan Dam roadRoad.
- No consistent sidewalks
- It would be nice if there was a path to jle
- Don’t expect sidewalks but more bike lanes would be nice and could be used by walkers/runners
- Loose dogs in our neighborhood
- Very easy to walk in this area
- Loose animals
- Too hot in the summer
- None of these… please don’t install lights and sidewalks…
- Vista Del Lago
- Rural living is What I love. No sidewalls. No street lighting. This is the forest.
- Without nighttime lighting, I can't see it's too hot to take my dog out on the asphalt during the day so I have to walk in the dark at night with no sidewalks and no street lights. It's pretty scary.
- Cars parked blocking side of road
- It would be great to have a way to walk to new Malones, especially since they charge to park and walk

7) Please list specific locations (intersections or roadways) where there should be safer street or highway crossings for people walking (example: at “x” intersection or on “x” road between “y” and “z”).
   - everywhere

- Milton's intersections at Jenny Lind rd and HWY 26
- Big trees road and creek view near hwy4
- I think Angels Camp is good for crosswalks/ intersections… maybe one from Copello Dr to the shops across the way?
- On 4 near Manzanita Dr
- Manzanita Dr, Murphys south to Broadview Ln, Apple Blossom Dr and to town of Murphys Big Trees Road. Also reverse and back north.
- Railroad flats
- Hwy 4 and Blagen Rd., & Manuel and Hwy 4 Arnold
- O'Byrne's Ferry X Copper Cove
- Na
- I wish they would be some well lit trails like down by the creek behind all downtown San Andreas.
- O Byrnes Ferry Road and Spangler Lane needs cross walk with flashing lights. People in the houses across from the Family Dollar Store must dodge cars to cross/walk or use wheel chair to get to the grocery store !
- Basically everywhere in Calaveras County.
- Walk from Main Street to West Point Cemetery. Shoulders and pavement uneven. Have to be careful to not role ankles.
- 4 way stop in Murphys, by Alchemy.
- San Andreas all over
- Downtown Angels Camp!!

  Drivers are too fast, not looking for people crossing the street.

  Need blinking lights in roads, bumps to slow down
- At Brett Harte drive and Fieldstone Drive
- 1) Highway 4 between Moran Road and Big Trees Shopping Center.
  2) Moran road love creek to Highway 4
- Hwy 4 & Blagen Rd. A stop sign that has flashing lights or a roundabout would be beneficial.

  Crosswalks with flashing lights in subdivision near the community center or common JOA facilities.
- All over valley springs and San Andreas
- On Hwy 4 at Blagan Rd.

  On Hwy 4 across from the grocery store or across from country club drive.
- N/A
- O'Byrnes Ferry
- Vista Del Lago and Hartvickson needs a crosswalk.

- Any where on Vista Del Lago Dr between Hwy 26 to New Hogan Dam Road. People average speed is 40mph-55mph or higher. Dont feel safe walking to Pizza Factory, the gas station or the gym. Nice that the street light at hwy 26 & VDL is a blinking 4 way stop. It really slows down traffic

  Highway 26, between Highway 12 and Vista Del Lago Dr. You can't safely walk from La Contenta to the MarVal shopping center. People drive over 65mph. You should see halloween at hwy 26 & Gold Creek gated community. So many children in costumes trying to cross hwy 26.
- Every intersection on Vista Del Lago between Highway 26 and New Hogan. Especially at the school bus stops.
  Downtown Valley springs also.
- none I can think of
- Garner Place, Olive Orchard and Hwy 26
- All of Main Street in Murphys and all side streets.
- On 49 around The Pickle Patch and Chevron. On Pool Station Rd. up to Russells
- Going through big trees need more biking paths
- 4 and Tom Bell.
- Main St X Cruscos

  Not a street by that crosswalk is extremely dangerous. There are no signs or lights and daily I see people almost getting hit.
- Moran Road, all street connecting, Patricia Ln, HWY 4, by grocery store. SNAC. By the Bistro, El Vaquero. Everywhere down town Arnold. Would be nice to have some appealing wall pads and lights. May be connecting more areas such as the ace store/ post office.
- Vallecito rd and depot rd – both intersections
- Now that there is no left turn out of grade school pick up line, a new issue has been created. Everyone turns right then takes the next left…. That road (pacific??) is full of kids walking. There's no shoulder or side walks. I worry the change is now going to result in one of these kids being hit.
- Valley Springs is so small that all the sidewalks should be fixed and have lighting and there should be a park not like the one by the library. It's terrible is just unfriendly to its own residence. It caters to people at the lakes, but not to resident.
- Disappointed at Hwy h and 49 round about wont have cross walks I'd dangerous. From Travelodge to Highway four there is no crosswalks. The sidewalks are nonexistent. There's sporadic kids walk to school and it's dangerous. I understand no crosswalk at Port 49 when the roundabout goes in what do you expect kids to do when they're supposed to walk to school, senior citizen walking Walk this city is not planning for that. No crosswalks nothing it's dangerous.
- The corner of Stockton Road and Angel Oaks Road is very dangerous. There is traffic coming from many different directions and people tend to speed coming down Angel Oaks heading toward Highway four. There is a curve and a hill, making it quite careless. And again, there are no sidewalks along Stockton whatsoever. This makes it completely unsafe to walk to save Mart or Rite Aid. It's really quite sad since there are hundreds of homes that would benefit from the ability to leave the car at home and take a quick walk over to pick up a few grocery items.
- On Hwy 49 between the Bret Harte High School and Dollar General

- Would love to have safe connecting bike trails between Bear Valley down to Angels camp
- Intersection of HWY 4 and 49 needs a pedestrian bridge, which I know is a lot to ask for but it could also potentially be used to set up a “welcome to the foothills” sign or something, idk. The intersection is too large to be safe. When walking across the crosswalks, you feel extremely vulnerable and especially during the summer months when everyone is speeding up HWY 4.
- Across Highway 4 at Boards Crossing Rd

  Across Highway 4 at Upper Frontage near Camp Connell General Store
- Greenhorn creek rd – Selkirk ranch rd
- Intersection of Highway 4 and Highway 49, it is only a three-way crosswalk and needs to be a four-way crosswalk.
- I think it would be great to have a bike and walking lane off highway 4. it’s too scary walking on the highway.
- Walking on Little John is always dangerous.
- Russell sunset both have blind spots speeding traffic
- Between old downtown and town.
- Center street, Lafayette st and Maretta, Campo Seco and 49
- none that I know of
- 49/ Mt. Ranch rd

  By Sierra gas station and motel
- Most streets down town valley springs
- From MarVal across to fire/vintage store

  From senders Ace across to shopping area with Mar Val

  If they aren’t already there crosswalks going from the terrace to the wellness center and from La Contenta across to the smokehouse
- Little John. Too much speeding

  Copper Cove. Dangerous for pedestrians and Bicycles
- Sheep Ranch Road

  Parking lot of First Congregational Church in Murphys
- Not in Calaveras County
- No shoulders, walkways on copper cove, qual hill, Areowhead, little John, oberns Ferry
- Walking through town, from Mark Twain to the park, too many breaks in the sidewalks and intersections, have to cross back and forth across the highway to follow the crosswalks
- There should be a way to walk or bike on a path all the way through Angels camp (highway 49) without being on the road right next to all of the traffic. It needs to be a priority for Calaveras
- Huckleberry and Crowell.

- Along russel rd by the post office parking lot. There is frequent traffic in to the post office, and walkers have no side walks or crosswalks on Russel to make safe walking paths obvious to both cars and pedestrians.
- Blagen Rd and Hwy 4
- In san andreas – east st. Charles and treat avenue
- Treat Avenue x Hwy 49, there is no crosswalk. There are also no crosswalks from California Street x hwy 49 to Mountain Ranch Road.

  The crosswalks at Main Street x hwy 49 and Russel x hwy 49 (by post office) are not well marked, people don't stop or slow down. I've seen 2people hit in both crosswalks. There should be the lights amd a button like that at the hospital on Mountain Ranch rd.
- 9
- Little John and Coper Cove Drive, Reeds Turnpike and Obyern's Ferry Rd, Copper Cove Drive and Obyern's Ferry Rd.
- Intersection of Highway 4 and Main Street, Angels Camp.
- Hey 49 south side of town from my house Sonora St to Tryon Park, Main St, or anywhere else the crosswalk by the old/no shoulder bridge is where I feel the most unsafe I have to J walk usually
- NA
- Around the schools and parks
- Gold creek to four way in valley springs
- The road to go to town highway 12
- O'Byrnes Ferry Rd, Copperopolis
- From gold creek to town on hwy 26
- None keep it small stop trying to turn the are into Sacramento
- None
- EVERYWHERE on St Charles between Mountain Ranch Rd and Hwy 49. Montain Ranch/St Charles intersection. Possibly where Gold Strike Rd with Hwy 49 if CalTrans would add a bicycle lane between there and the Hwy 12 intersection to create a loop for riding in San Andreas connecting Main St/Gold Strike, St Charles, and a short distance of 49 between them.
- Silver Rapids, and 26 rd. It should be roundabouts, witch slow the speed.
- From hwy 49 to Mountain Ranch Rd.
- I do not know of any controlled street or highway crossings in Ranch Calavers. Any would be appreciated.
- Highway 26 between Vista Del Lago and the intersection of Highway's 12 and 26. Also Vista Del Lago from Highway 26 to Hogan Dam Road.
- 26 between ace hardware and the other side of the street
- The area at 49/Main Street in San Andreas....kids and motel folks are almost getting hit daily there.
- Highway 4 in Arnold. From big trees market going east.
- Garner and Hwy. 26

- None
- Southworth rd in burson
- Hwy 26 has no shoulder to even walk on
- On hwy 26 around the 3 forks of Mokulomne river near bridges where people access the water
- Around the horse arena and the ball park, and the roads around town.
- Pennsylvania Gulch Rd., French Gulch Road, 6 mile Road,
- Ponderosa way on BLM at Doster that used to be accessible for mountain biking before the Butte Fire
- 26 @ y sidewalk from La Contenta

  Silverrapids up east to town
- To cross Hwy4 at Cedar center and Hwy4 to Blagen Rd
- Highway 12 at southworth. All of southworth then all of Ospital. There have been multiple wrecks and deaths on southworth
- Hwy 26 to Valley Springs
- Between ace and mar val..them people have a death wish
- O'Byrnes Ferry Road and Copper Meadows intersection
- Between SAAM's gas station and across to apartments/ resource center; Between Wells Fargo and Rollin Dough; between 7-11 and Sierra Inn.
- Crosswalk on 49 between Bret Harte Hs and Dollar General should have flashing lights.
- All of Valley Springs! There are no sidewalks anywhere!
- Bret Harte and highway 4. Need a crosswalk (NO TRAFFIC LIGHTS).
  The intersection of big trees rd and Main Street in Murphys can be difficult to cross when people are Turning but no one knows if they are doing a hard turn Onto Main Street or a turn toward the coffee shop
  Need a way to cross the street at the end of Main Street in Murphys by the fire station to get to church Street. Plus there's nowhere to walk on church Street, no sidewalks
- Copper Cove

  O'Byrnes Ferry

  Little John
- How to get from La Contenta to Downtown on the highway or back trial?
- Copper Cove and O'Brynes Ferry Road

  Little John Road
- Specifically heading down La Contenta Drive, there are really only shallow sidewalks and it's quite steep.
  At the 4-way stop in the center of town (by Sinclair, intersection of highway 12 and 26) there are often aggressive drivers/speeders which makes it difficult to cross safely.
- Copper Cove and Little John .
- Centennial st. And Hwy 49 crosswalk, traffic lights or stop sign.
- Most roads around valley springs aren't safe to walk due to not having shoulder.

- Main Street in Murphys needs another crosswalk or two.
- Obrynes X copper cove crossing

- 26 and silver rapids and gold creek
- The corner at Main st and Finnegan
- Little John and copper cove. Little John and reeds turnpike.
- Silver rapids! Needs light for 4 way stop. It also needs a cross walk. Additionally people always cross to go to Taco Bell etc, there should be a cross walk in between so that pedestrians can walk safely. (Not just the crosswalk by good friends.) also when I drive home from VSE to Wallace there should be sidewalks there. There are many people walking and it's super dangerous for them.
- Ponderosa Rd and Story Rd.
- At the end of hogan dam rd
- Vista Del Lago and 26
- four way in town
- Be nice to ride a bike from La Contenta to downtown/12/88.
- Olive orchard drive
- Hwy 26 to town
- Campo seco road and highway 49
- None
- Crossing Vista del Lago
- No where
- Highway 26 between La Contenta and Highway 12
- Turn lane and crossing at the entrance of the parking lot of dayo/power up gym and the intersection 'Y' connecting hwy 26 and hogan dam road.
- There should be at least one stop and crosswalk in between the 4 way stop at 12 & 26 and PowerUp Fitness. The population of Valley Springs seems to be rising rapidly and it is hard to make turns out of the business parking lots on the 26.
- Paloma rd/ Cosgrove Creek rd
- The highway 12/26 intersection is dangerous for pedestrians, as well as the entrances to any major shopping center, no clearly marked crosswalks in those areas
- Stockton rd x greenhorn creek rd or at least that area.

- From the vista del lago into town
- Burson road, highway 12, highway 26 need street lights and to be widened and trails installed separated for safety that lead to and from town.
- Across from the senior center to the government center in San Andreas.
- The Four way stop at the Good Friends intersection needs a light or something. People use the crosswalk at their own risk.
- The Vista Delago road, or raceway, has no sidewalks.

  Hartvickson has no sidewalks.

  This makes it extremely dangerous to walk next to this road.

- All of Mountain Ranch Road from the highway 49 to the library needs a sidewalk. We need a cross walk from the DMV to the hospital. Additionally a crosswalk near the 3-way stop at 49 and Mountain96 Ranch Road. There's bus stops for children over there and there's no safe way to cross the road.
- Treat at 49.

  High school at 49.
- The crosswalks in San Andreas need flashing lights. The corner of Church Hill and E St. Charles Street needs a stop sign all the kids walking to and from school it's very dangerous.
- I wish more people slowed down going down the hill on Hartvickson right before Baldwin
- 26 and Hogan Dam Road
- Highway 4 downtown arnold
- From vista del lago into town
- School area is HUGE walking anywhere by stores
- Westhill road, Baldwin the full stretch from Jenny Lind to Hartvickson to silver rapids t to the lake, and GARNER from Anderson to Hwy 26
- San andreas valley springs
- Baldwin St
- Burson road & Hwy 12 needs crosswalks
  Hwy 26 & hogan damn road
- Highway 49 & Highway 4
- HWY 12 and 26
- Valley Springs. The entire town could use improvement.
- All roads that connect to hwy 26
- Anywhere for the public to enjoy safely
- Silver Rapids and Hwy 26
- St. Charles/Hwy 49
  Hwy 26
  Hwy 12
  Mountain Ranch Road (is a deathtrap!)
  ANY narrow two lane road in Calaveras County.
- Need to have a stoplight at the 4 way hwy 12/88 and 26. By good friends and need a stoplight where dollar general and orielys is.
- Along highway 26 & highway 12 toward Hogan Dam Rd and along Hogan Dam Rd
- Pine Street in Valley Springs to the laundromat on hwy 12. And from in town, Valley Springs to the gym on Highway 26. And from in town, Valley Springs down 26 to Gold Creek.
- Hwy 26 and New Hogan Dam Road
- All up and down Vista Del Lago
- Southworth and h12

  Pettinger and h12
- From main street to the car wash. Bush st.
- Garner from Hwy 26 to Baldwin

- Hartvickson has people walking their animals and children. There are NO sidewalks. We need sidewalks all the way down Hartvickson.
- Along highway 26 from La Contenta to the y.
- The 4 way stop in valley springs is scary to cross by foot or car. People run it all the time. Needs a stop light.
- No crosswalks at all in Rancho Calaveras. Only X-walks I've ever seen would be at the stop light at LaContenta, and at the Y in town. So anything further would be an improvement.
- Down town
- None, it's very low traffic in Rancho
- Milton and Baldwin, Baldwin
- Between Gold Creek and town
- Sidewalks would be nice in town
- Maybe a better trail from town to the lake for safe travel.
- Intersection of garner and Baldwin, Intersection of Hart Vickson and Baldwin, intersection of treosti and Baldwin, intersection of Bergsma and baldwin
- Comanche Parkway and Burson Rd., Highway 12 and 26
- At least the main road have pathway to walk I talked to Ben stopper my district supervisor he said it's the homeowner responsibility to cut weeds back from roadway
- None
- All along Little John Road. The speed limit is way too fast for the increase of population now residing on the road and the fact we are required to cross the road just to get our mail.
- Again, this is a perfect example of Governmental singularly focused moronic idea, that will create an expensive, inadequate plan that does NOT meet the desired goals of the People.
- Ace Hardware and business across street
- Anywhere honestly. Blizzard Mine Rd and RailRoad Flat Road intersection is dangerous. That's an easy one to identify.
- The entire community lacks safe areas. O' Brynes Ferry Road, Black Creek, Copper Cove
- Pope and treat st

  More on st Charles with flags to carry across to indicate you are a pedestrian crossing
- Downtown stairs near SNAK. Need a crosswalk at JoMa's. Fix sidewalk between the toy store and Hovey Winery tasting room downtown. New sidewalk from the candle store down to the CWA building at the corner of Main Street and Big Trees Road.
- By Big Trees Market, highway 4 and cedar lane needs a stoplight, it's very dangerous to cross that section of the highway as people are speeding into town in a blind corner.
- None
- Kiva at Lake shore Drive cars come to fast around downhill curve
- Copper Cove and O'Byrnes Ferry

  Copper Cove and Little John

- La Contenta and Vista Del Mar
- Highway 4 and Pennsylvania Gulch Road
- From La Contenta all the way to downtown. From La Contenta to the plaza with Pizza Factory.
- Highway 4. From Murphys proper to Michaelson elementary school. There needs to be safer crossing access across the highway to access Michelson. In addition a bike lane and side walk on both sides of the highway would make it much safer for children to get to school when walking or riding bikes.
- Hwy 4 and Penn Gulch, Hwy 4 and Jones St.
- McDonalds to Dogtown Rd
- older kids loading and unloading at school bus stops should be able to cross the highway 4 to walk home by themselves.
- There is a school bus stop on both sides of the highway by Snowshoe and Century 21. Having a safe crosswalk here would be beneficial not only to school kids, but to community members that would like to walk/pedal to the grocery store.
- No trail connector between Murphys and Hathaway Pines. I can't walk my dog from my door step unless I walk up and down Hwy 4.
- N/a
- Main Street on hiway 26
- Can’t think of any. This area isn’t meant for foot or bicycle travel.
- Comanche Parkway S
- main street
- Anywhere there is a paved road there should be a sidewalk
- Country Club Drive @ Hwy 4
- 26 near Taco Bell. People trying to cross the street there is so dangerous.
- I can’t think of any in the Wallace area because people aren’t typically walking on the highway here and in the community seems safe enough
- The highway from 4/49 cross road to New Malones
- Huckleberry and vista Del lago
- Lack of sidewalks from La Contenta alongside Highway 26 past the golf course and north east past gold country community leading into town/shopping area. That entire distance should be made more accessible for walking and biking.
- Between La Contenta and Gold Creek and between Gold Creek and town.
- Baldwin would be nice to have a bike lane. A few bike lanes to get from neighborhoods into town. Hwy 26 would be nice to have a bike lane And more sidewalks around down town.
- 1) Baker St/Francis St and Hwy 49

  2) Dogtown Rd and Hwy 49

  3) Stockton St and Hwy 49
- On 26 near Dollar General so people can cross over to the shopping center safely
- Moran Road at Calaveritas
- Lombardi to Golden Hills
- Around downtown Valley Springs/ Valley Springs Elementary School
- Pope Street and treat avenue, adjacent Robert's as well as Lewis

- Intersecton of Campo Seco Road and Hwy. 49
- all along vista del lago down into town is completely unsafe im aazed no one hasnt files a law suit
- Hwy 26 between La Contenta and town, you cant walk to bike there. No side walks and horns blowing at you if you try and ride a bike.
- Intersection of 49 and mountain ranch rd. No safe way to cross rd for pedestrians
- Highway 49 at Russel Road, Main St., Treat Ave, Mountain Ranch Road
  Mountain Ranch Road at Park Dr., the Library
- Anywhere on Hwy 4 in Arnold
- between senders and grocery outlet,
- Shoulder needed Along hwy 26 from ranco calaveras into valley springs . Pedestrian signs within the residential part of valley springs downtown.

8) Please list specific locations (intersections or roadways) wherethere should be sidewalks or walking paths for people walking and those with limited mobility.
   - Milton rd and Jenny Lind rd
   - Six mile road to ironstone should have a sidewalk or walking path
   - Between downtown Angels camp and the church/ O'Reillys
   - Quail hill road. Little john from downtown to neighborhoods.
   - All streets in town of Murphys. Highway 4 within several miles of town both south and north of town.
   - Same as above. Where to walk around here???
   - along hwy 4 Arnold town center strip
   - O'Byrne's Ferry X Copper Cove
   - Copper Cove, Little john
   - Na
   - reeds turnpike and little john need sidewalks. there are too many distracted drivers weaving all over the roads.
   - OBrynes Ferry Rd and Spangler Lane. People with strollers and wheel chairs try to cross Obrynes Ferry Road from the houseing development across the street to to to the Payless IGA grocery store!
   - The whole area in Valley Springs need these things
   - Along Highway 4 at feeney park. Along pennyslvania gulch from highway 4 down to beginning of feeney park on the opposite side from the school. East side of highway 4 through murphys.
   - Everywhere in Calaveras County.
   - Along all the state highways some extra room for walking would be nice.
   - Main Street to Skull Flat Road and up to Cemetery.
   - Pathways in downtown Murphys should be marked for accessibility.
   - I don't know the area well enough to be specific
   - Along Hwy 4 between Lake Mont Dr and the grocery store
   - white pines lake. There have been a lot of improvements, but for people with limited mobility there is not a path all the way around the lake or for them to get a bit closer to the lak.

- By HOA or subdivision Common area & facilities.
- From gold creek gates to marvel shopping center
- All the way from Big Trees Market to Arnold Station, the last shopping center in town. This would connect the town and enhance business!
- N/A
- The cart path walking path to the LaContenta golf course needs work. Broken asphalt creates tripping hazards.
- Would be nice to push my niece around in a wheelchair around la contenta but there are no sidewalks or curbs.
- Vista Del Lago at highway 26. All downtown Valley Springs
- All of Main Street in Murphys and all side streets.
- Little John longer bike lane
- Murphys sidewalks are terrible. So unsafe and can't push a stroller and poor people who are ADA.
- Everywhere. The town has a walk score of -50. I've never lived anywhere worse for walking.
- Along Baldwin Street. So many people walk/run/ride bikes and it's not safe
- Stockton Rd between Angel Oaks and Main St
- HIghway 49 toward downtown Angels Camp
- All previously listed in #7 (Moran Road, all street connecting, Patricia Ln, HWY 4, by grocery store. SNAC. By the Bistro, El Vaquero. Everywhere down town Arnold. Would be nice to have some appealing wall pads and lights. May be connecting more areas such as the ace store/ post office.
- Hwy 49 for all of Angels Camp
- Na
- Most places in town, Altaville end don't have sidewalks
- The whole town of Valley Springs is so small there should be walkways lights crosswalks everywhere. You almost get run over anytime you come out of the grocery store on Hwy 12, Senders Hwy 26 trying to get out of any of the businesses and Valley Springs you take your life in your hands
- I would like to see a biking/walking path that connects Big Trees shopping center with White Pines Lake through meadow that was once a public golf course.
- Again, Stockton Road!
- See comment above
- From Best Western to Mike's Pizza. There is a man who rides his scooter along this way and me and my boyfriend have actually had to help him up as his scooter could not handle the terrain and he had fell over on his side. I can only imagine if someone is in a manual wheelchair, they would have to actually go out into the street shoulder to get around... // The sidewalk is falling apart or not there in front of Calaveras Lumber all the way down to where the HWY 4/49 intersection. If there's crosswalks there, there needs to be complete sidewalks.
- Greenhorn creek rd from Selkirk ranch-the other end of Selkirk ranch

- On both sides of HWY 49 running the length of town. It is not safe to walk to Angels Food market and that shopping center from Dogtown Road, however, it is close enough to walk.
- I would love to see a bike/ walking path from Dorrington to Murphy's.
- There should be trails around Lake Tulloch, or in the open space behind the water treatment plant, or up to the lake from Copper Valley.
- Along HWY 4 between Oak Cir. and Sequoia Rd.
- Russell just south of post office, sunset just east of Russell at the hill
- O'Byrnes Ferry road between Highway 4 and the bridge. There is not a bike or walking lane, cars drive too fast and too many trucks on the road.
- Railroad flat road
- Center street
- not aware of any
- All over this area especially on the main drag. Sidewalk isn't all the way
- Only in town. At the Terrace and Valley Springs town
- Anderson st, and around
- Greenhorn
- Nowhere
- No shoulders, walkways on copper cove, qual hill, Areowhead, little John, oberns Ferry
- A walking, bike path through town would be wonderful. Something with more gradual up and and downs and off the main path of cars
- On Russel Rd at the Post Office parking lot.
- Oak Circle Dr and Hwy 4
- Treat Ave to turner park, there are gaps. Russell road to the post office
- Wherever Possible!
- Along Stockton Road.
- Did
- Along HWY 49 between the Amex, and town all the side walk along the Hwy is uneven some of it is wood, and dirt.
- Along Mt Ranch Rd/Railroad Flat Rd. Then we could walk, run, ride.
- Around the schools and parks
- Highway 26 and vista del lago all the way into valley springs at the 4 way stop
- Not sure
- Stewart St, Angels Camp
- See #7
- Vista Del Lago
- None keep it small stop trying to turn the are into Sacramento
- None
- Between Government Center, hospital, Health and human services bldg, and locations within San Andreas Community Area, library, and local parks

- Along the highway from the golf course to the 4-way intersection where hwy 12 and 26 connect
- Going along Rd 26 to the Valley Springs, should be a sidewalks.
- From hwy 49 through Mountain Ranch Rd needs better sidewalks and safer. Possibly flashing crosswalks as many county and hospital employees love walking on their breaks.
- I think all walking paths should be accessible for people with limited mobility
- See previous response
- Hogan dam rd between park headquarters and river of skulls trail
- More recreational access on our rural lands....staging areas and not letting blm/Spi close it to everyone. I'd be happy to pay a permit, get a safety lecture, already carry extinguishers, and my horse isn't going to start a fire.
- Nove way , jean st.,hwy. 12 to Gym
- N/A
- Highway 4 in Arnold. Also Blagen road in Arnold/White Pines
- Southworth rd
- On hwy 26 around the 3 forks of Mokulomne river near bridges where people access the water
- Everywhere in Mokelumne Hill, especially around the school and parks.
- RRF road between the store and the ballpark
- Highway 26 especially at corner by dayo
- Pennsylvania Gulch Rd., French Gulch Road, 6 mile Road,
- Hwy 26 between La Contenta and downtown Valley Springs
- The strip of downtown Arnold from Dollar General to Giant Burger
- All of soutworth
- Hwy 26, like Silver Rapids to Valley Springs
- Copper Cove Rd. And the intersection at Obyrnes Ferry and Copper Meadows
- Pope street
- Stockton road in angels camp increase sidewalk around cemetery to provide walking access from greenhorn/angel oaks to save mart/bret Harte.
- There should be a clearly defined walking path along highway four where the waystation is in Murphys. Also, it floods in the winter so it is not only difficult because there's no clear path for humans To walk but also because it floods.
- Same as above
- Along 26
- Main Street in San Andreas
- Little John Road
- La Contenta Drive/Highway 12
- Copper Cove and Little John
- Hwy 49 downtown to centennial st. Angels camp
- Valley springs to hogan lake.

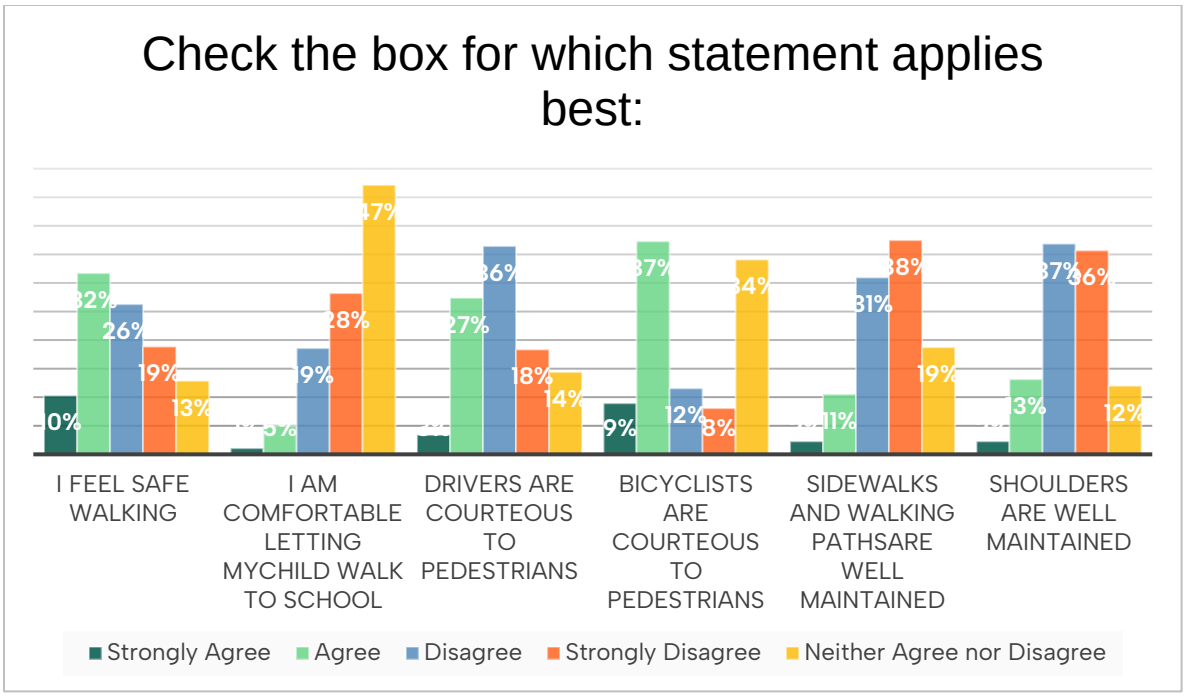
- Along highway 49 between the Finnigin lane intersection south to Ramorini and Centennial. There is a pathway on the east side of the road but it is rough and narrow and often hard to navigate with overgrown landscaping shrubs
- Obrynes to an extent to allow people to walk to payless
- Town and silver rapids
- Valley springs
- O'Byrnes and copper cove. All of copper cove. Copper cove and little John. All of little John.
- Silver rapids, Highway 12
- NA
- From the river of Skulls Trail to Wrinkle cove and into town
- la contenta
- Olive orchard area
- Hwy 26
- Hwy 4 in Arnold especially between grocery store shopping center and post office; also Blagen Rd between Hazel Fisher Elementary/White Pines Lake and the post office; Hwy 4 along places where school kids are walking to and from the school bus stop. There are several high school students who have to walk along the highway every school day. Calaveras transit bus stops should be ADA accessible. The one in front of the Arnold Library is not, there are gaps in the sidewalk
- None
- Vista del Lago
- No where
- Highway 26 between La Contenta and downtown Valley Springs
- From La Contenta to the Town of Valley Springs, connecting all shopping centers with Sidewalks
- Highway 26 from garner to town
- There should be sidewalks and bike paths from MarVal all the way to La Contenta. My family and others would enjoy walking and biking with that length of safe space.
- Paloma rd
- Highway 26 and 12 intersection, and the stretch of 26 between that location and Jean St.
- Stockton Rd, –Angels oaks to angel camp town. Adults and kids walk back and forth to town and there isn't any sidewalk.
- From vista del lago in to town
- Burson road, highway 12 and 26 to and from valley springs
- Starting at Gold Creek into Valley Springs would be great to have a sidewalk. Hogan Lake into town too.
- Pope street. Specifically to connect to the nice walking trail by the government center,
- Open up the golf course path for pedestrian traffic. Put sidewalks in on all roads within the LA Contenta subdivision.
- Answered in 7 on accident.

- I always see people walking on hwy 26 and wish it was safer
- All of San Andreas
- Down town valley springs
- The entire town
- La Contenta, Rancho Calaveras...
- Valley springs elm school
- Baldwin X Anderson, Baldwin X Garner, and other areas South of Garner where children catch the bus
- By treats. By goodies. And the one already there By the patio that should have lights.
- The recreational lakes in Rancho area
- Burson road & Hwy 12
- See above comment , same
- HWY 12, 26
- Not sure of street names but near the Valley Springs Elementary.
- Hwy 26
- Burson area
- Silver Rapids and Vista Del Lago
- Too many to list.
- Baldwin
- Everywhere
- Hogan Dam Rd to Highways 26 and 12 and in front of MarVal, etc
- Pine Street in Valley Springs to the laundromat on hwy 12. And from in town, Valley Springs to the gym on Highway 26. And from in town, Valley Springs down 26 to Gold Creek
- From La Contenta to Gold Creek and to Town
- All up and down Vista Del Lago
- H12
- The whole annexe.
- Hwy 26 between La Contenta and town. There are lots of people who can't walk, ride a bike or scooter into town
- Garner
- Side of highways 26 into town, always people walking on the shoulder. A sidewalk is needed there. Extremely needed on Hartvickson.
- Baldwin st
- Along highway 26 from La Contenta to the y.
- Sidewalks on Vista Del Lago and surrounding streets
- No crosswalks at all in Rancho Calaveras. Only X-walks I've ever seen would be at the stop light at LaContenta, and at the Y in town. So anything further would be an improvement.
- In town of valley springs, La contenta etc
- Highway 26
- None, sidewalks are ugly. Leave it natural
- Pardini

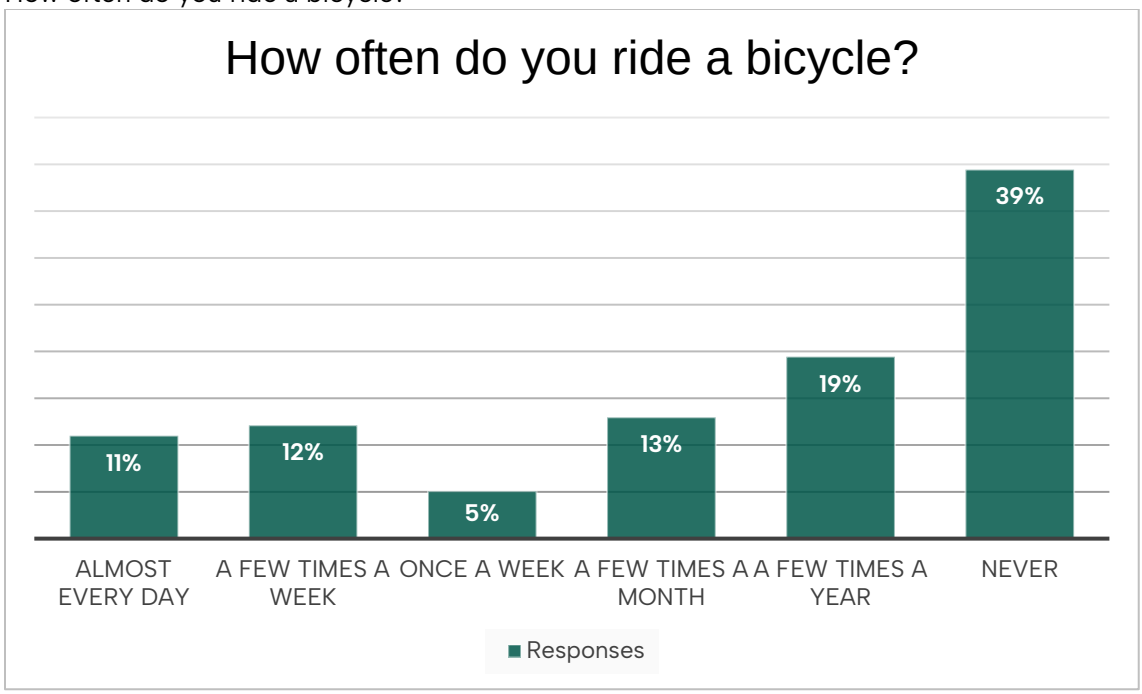
- Between Vista Del Lago and Hwy 12
- I've tried taking my 90 yo mom around in her wheelchair in Jackson, San Andreas, Murphys and there just isn't any accessible places for a wheelchair. Copperopolis is probably the best area for accommodation around here because it's a newer community
- The road ways between la contenta and the main town of valley springs should be connected with a sidewalk
- Highway 26 and Highway 12
- All the neighborhoods should have sidewalks for residents to use.
- Hartvickson rd
- Most roads that are not HWY 26 or HWY 12
- None
- Between La contenta and downtown.
- Little John Road. It would be AMAZING to have a walking trail from town Square down to the pond where Castle and Cook had once planned on building condos .a walking/bike trail .
- Again, this is a perfect example of Governmental singularly focused moronic idea, that will create an expensive, inadequate plan that does NOT meet the desired goals of the People.
- Again, anywhere honestly. It would be really awesome to have a walking/bike path from Wilseyville to West Point. I see a lot of pedestrians and bike riders along the way and it's very dangerous and many people take that path daily unfortunately.
- See above
- Pope st
- Feather Drive X Black Creek Road, all of Black Creek Road and Copper Cove at least to Cheyenne.
- Same as above
- The same intersection of highway 4 and cedar lane by big trees market
- Unknown
- Lakeshore drive,Little John, kiva, copper cove
- O'Byrnes Ferry, Copper Cove, Little John
- from Mt Ranch Road down Pope St. to Turner Park and up to Treats Market.
- Avery Sheep Ranch Road
- 6-Mile towards Ironstone, Jones Street from Highway 4 to Main Street in Murphys
- From La Contenta to downtown area. From La Contents to Pizza Factory plaza.
- Same as the question 7. Highway 4 near michelson
- South side of Hwy 4 btwn Penn Gulch and Big Trees Rd.
- Hwy 12, from Travel Lodge to Hwy 4
- Jenny lind
- Arnold desperately needs a sidewalk or off-street paved trail from Big Trees Market to White Pines Lake.
- Sidewalks from La Contenta shopping center into La Contenta.
- Along hiway 26 through valley springs; throughout la contenta
- Baldwin st

- From gold creek to downtown!
- Nove X main X jean X hwy 26
- We can get by with what we have.
- Camanche Parkway S
- a path along Angels Creek
- Highway 4, Cedar Lane to Lilac Drive
- 26 from La Contenta into downtown Valley Springs needs a walking path. Walking and/or biking on 26 is dangerous to riders and drivers. And now that CUSD has cut bus routes you're going to see more kids on the highway.
- The highway from 4/49 cross road to New Malones
- From Vista Del Lago intersection at Highway 26 there should be a continual sidewalk and bike path that goes north east past the golf course past gold country all the way up till the shopping areas
- Between La Contenta and Gold Creek and between Gold Creek and town.
- From the elementary school I go to town needs a side walk
- 1) North section of Hwy 49 between Copello Dr and Hwy 4 2) Dogtown Rd 3) Gardner Ln
- Hartvickson Lane in Valley Springs. Highway 26 from La Contenta into Valley Springs town
- La contenta Residential area and downtown Valley Springs
- I would love to see a walking/bike trail from La Contenta area up into town. Then eventually farther down 26 to Sliver Rapids and then further over time.
- Some sort of path to the lake. Along the creek would be nice, but, along highway four woodwork as well. It would be nice to not have to drive to events like frog jump.
- The entirety of Main Street in Murphys.
- starting at the bottom of vista del lago all the way into town, who want to walk in a drainage ditch full of broken glass and weeds
- Hwy 26 from La Contenta to town. the neighborhood of La Contenta. New Hogan Road leading the Lake.
- Pope St., Lewis, Market St., Broadway, Sunset, Russell Rd.
- Sidewalk needed on hwy 26 between vista del lago and intersection of Hwy 12/26. Plus signs to alert drivers of pedestrians and bicycles

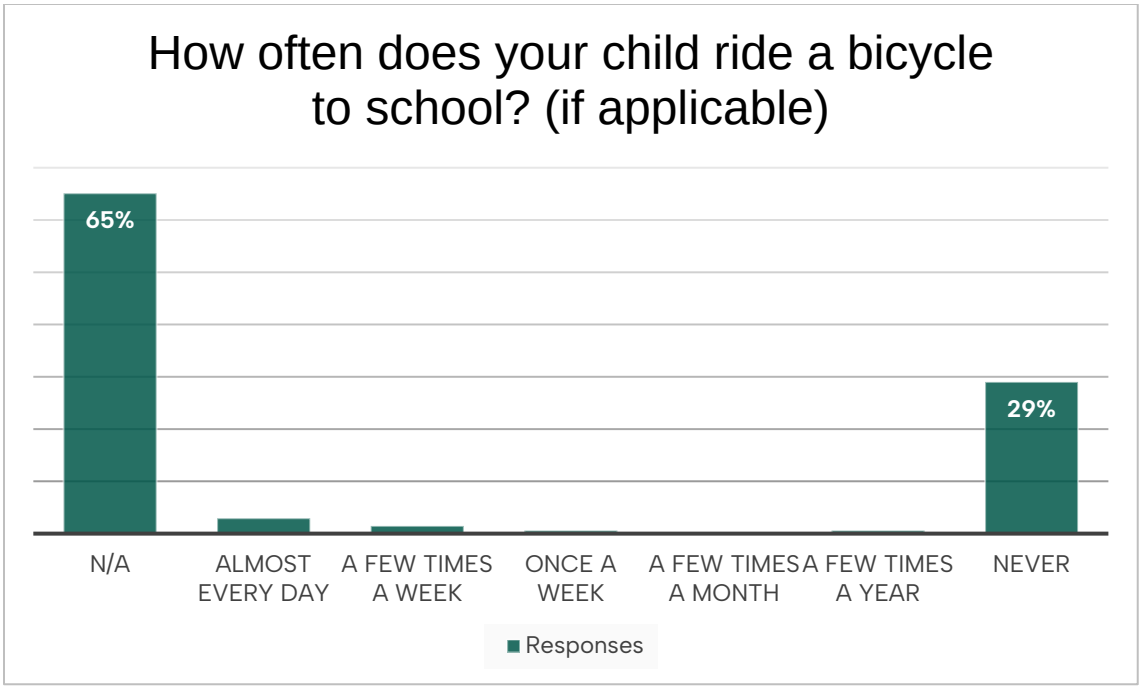
9) Check the box for which statement applies best:



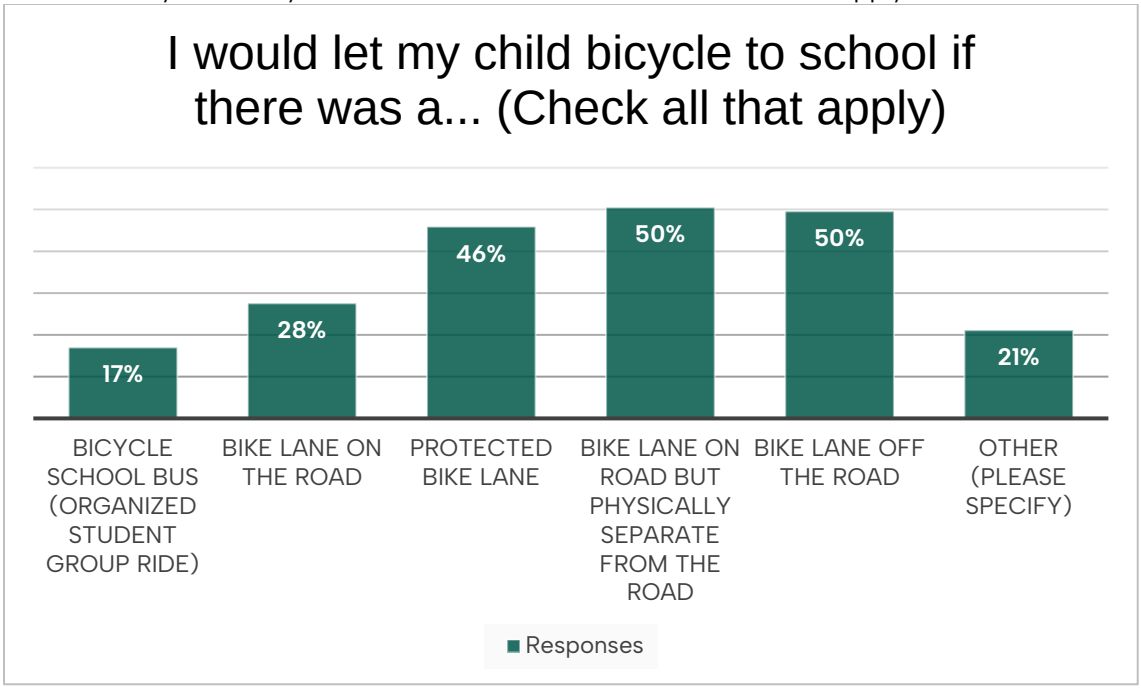
10) How often do you ride a bicycle?



11) How often does your child ride a bicycle to school? (if applicable)



12) I would let my child bicycle to school if there was a... (Check all that apply)



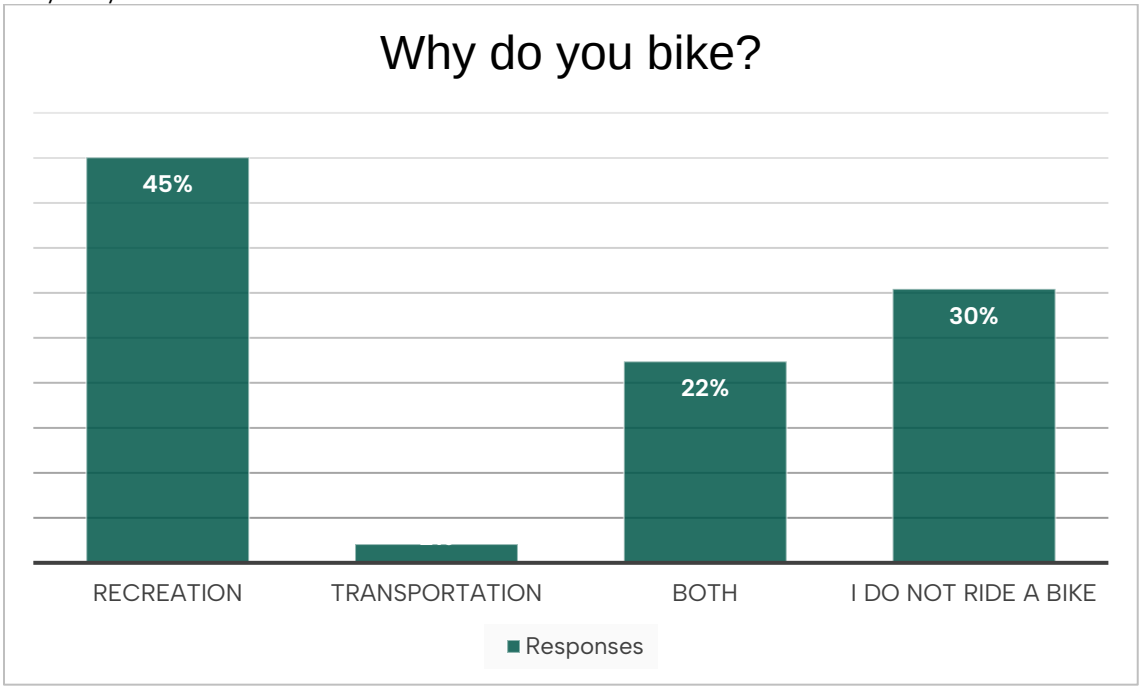
Other:

- I don't have a child
- N/A
- NA
- Too young
- I do not have children.

- Never . Extreme speeding in all roads going to the area school here in Copperopolis. Please do not put a bike lane on Obrynes Ferry. Nobody pays attention along that major route. Speeding is a real problem and a bike lane would be very unsafe.
- Grown Children, do not live in County.
- school is too far to ride a bike for my kids
- N/A
- Never
- NA
- This is a joke kids from Copello to both schools must ride or walk no crosswalks, NO SIDEWALKS ITS Unacceptable when there's no buff service
- Better crosswalks and more crosswalks
- N/A
- No children
- Only if I lived within a mile or two of the school.
- Decent school in the district
- Separate bike path from the road
- N/A
- N/a we are to far away and she's to young
- I would not under any circumstance
- N/A
- No safe situation
- Too far to ride
- I wouldn't allow it all since there so many registered sex offenders living in Calaveras county
- Ns
- Does not apply
- I wouldn't just because I live in Wallace, but if I lived closer to schools 100% would allow if there was a safe path
- People shouldn't be riding bikes on the highway.
- Never
- NA
- STOP SIGNS FOR KIDS TO CROSS SAFELY
- children no longer live at home, grandchildren in local school
- Does Not Apply For Me.
- I dont care about a bike path you need to fix the streets first so they are safe for WALKING.
- We homeschool
- NA
- None of the above, too much human trafficking.
- No
- Not applicable because the distance is too far for kids to ride bikes to their schools from wallace
- we live too for for my child to bike

- N/a
- Again, this question is yet another perfect example of Governmental singularly focused moronic idea, that will create an expensive, inadequate plan that does NOT meet the desired goals of the People.
- N/a
- We live too far to reasonably ride a bike or walk to school
- we live too far for this to be possible

13) Why do you bike?



14) Where (if at all) do you ride a bicycle for recreation or transportation?

- with the horrible drivers, I try to stay off the pavement so I mountain bike. If I ride at all, its on low traffic areas i.e. Tuttletown, Glory Hole, Hogan Dam Road
- On trails and blue lake springs.
- Hogan trails
- Six mile road
- I don't bike because I don't feel it is safe to bike in the roads.
- Don't around here but would love to go downtown with bike.
- Pretty much anywhere but mostly off road
- Mountain biking. I'm new to area and don't know which streets are safe on which to ride.
- Sometimes road by pioneer park and at pioneer park but far to have to drive to ride on bike
- around White Pines, drive to destination
- Lake Mont Pines
- Appaloosa Way

- We ride in Greenhorn Creek. We would like to ride outside our area, such as Glory Hole, but there are no shoulders on the 49 in some places to get there. We can get to Dogtown Road safely but it is extremely bumpy. Murphys Road has little or no shoulders in some places. So we are pretty much confined to GreenhornnCreek.
- New Hogan Lake Bike Trails
- Angels Camp, Valley Springs, highway 16 to work in Sac taking Amador Transit as connection
- Arnold Rim Trail, Bear Vallet Trails.
- folsom lake
- TOO DANGEROUS TO RIDE ON ALL STREETS IN COPPEROPOLIS. All roads are thoroughfares where there is excessive speeding, gravel and lumber trucks, construction trucks. Having children or adults in bike lanes would be simply unsafe here due to the number of cars speeding up to Lake Tullock or to Highway 4.
- By the lake and in my neighborhood
- 0ff road on hiking trails at New Melones
- Arnold rim trail, downtown murphys
- Copperopolis,
- At Home
- Throughout Murphys.
- Pool station
- Greenhorn, back road to Ironstone
- RIM trail and from Blue lake springs to downtown arnold. Also old Moran road to Big Trees part entrance
- Around Arnold, but I would love easy access to the grocery store, post office, Avery and Murphys.
- I would ride here but the lack of bike lanes on Greenhorn Creek Rd, Stockton Rd, and Highways 4 and 49 make it undesirable
- Gold creek
- I commute on my bike on Rt. 4 from one end of town to the other. I ride on back roads, fire roads, trails and Hwy 4 dorrington to Bear Valley and above.
- N/A
- Peoria, Arnold
- LaContenta
- Dirt trails to avoid traffic like new Hogan lake
- To the lake or park for recreation. To the grocery store for food. If the roads where safe for bikes
- There is nowhere to safely ride a road bike in Calaveras.
- Little John and CV
- Neighborhood, ART. We do a bike/ park hop in Arnold just because my kids need a relatively flat road, safe for kids and they like to have a destination. We start at Independence Hall and bike out to White Pines baseball field park and then bike back stopping at all the playgrounds. If there were more kid friendly biking areas that would be awesome.

- I would ride my bike from the Pickle Patch area to the downtown area of San Andreas, the high school, and the pickleball courts
- Blue Lake Spring to Arnold
- N/A
- In Stelte park
- Angel oaks
- NA
- Angels Camp
- I only ride my bike in my neighborhood is unsafe to ride a bike down Highway 12 or Highway 26 there's no bike lane. When you get into town, people are driving so fast like I said you take your life of your hands trying to go across the street
- Highway 4, and many of the forest roads, plus trails around Arnold and Bear Valley
- The Greenhorn Creek neighborhood
- Would do more if we had bike trails
- All over the county
- On the local streets.
- N/A
- Boards Crossing rd
- Not in this County anymore. Too dangerous.
- Melones
- My neighborhood, Country Lane Estates, as well as Dogtown Road, Garner, and Murphys Grade
- I don't really ride my bike here in the Arnold area because there isn't a designated path and I don't want to ride on the freeway
- Where I live in copper valley golf resort
- Market to Russell to Poole station to church hill to sunset to Russell to market
- I ride from Utica Park in Angels Camp to Murphys along the Murphys Grade Road and Six Mile Road. I also ride from the old hardware store parking lot in Angels Camp to New Melones, which is a nice ride but steep with limited shade.
- Arnold rim trail, neighborhood streets, trails parallel to highway 4.
- Hogan
- Government center, there's no where else 😭
- Hogan. And around my neighborhood to neighbors houses and for exercise
- Copper Valley neighborhood and trails.
- We ride for recreation, riding for transportation isn't realistic for us in this area. We enjoy the trail at Hogan, but it's too short for bikes. Need more connected trails. We enjoy the Coast to Crest trail, but bikes aren't allowed there, which is disappointing. Maybe we can change that? Maybe certain days or hours are limited to horses, and others allow bikers also? And maybe a bike lane on Paloma for all the bikers that enjoy that road. I won't ride that road, too scary with the drivers. And as a driver, it's nerve wracking when bikers take up the whole road without consideration to drivers.
- Around hogan lake
- around Murphys

- the forest
- Greenhorn & to save mart
- On trail in the hills
- I would ride a bicycle if there was a path from Rancho Calaveras to Valley Springs.
- All over
- Around greenhorn creek and in the parking lot at Bret Harte
- Highway 49 and up Highway 4, also, Dogtown Road
- Sunset St to HWY 49 & Mountain Ranch Rd
- White Pines Lake parking lot
- San Andreas
- N/A
- Around the neighborhood and downtown Angels Camp.
- Hogan
- On HWY 49 between my house and town I like to ride along the creek as much as possible
- The park, on my property, and the fairgrounds when they have the bmx race weekend.
- On my Peloton or around my hilly neighborhood in rancho Calaveras north, or travel 1 hr away for nice bike trails (like Folsom Lake)
- La Contenta
- Between angels camp and murphy
- To my friends houses
- Outside of Calaveras County
- Hogan lake
- N/A
- My property
- La Contenta
- Gold Strike Rd. Government Center area. St. Charles
- Wallace, South Camanche to Valley Springs or Ione. Over Pardee Dam , Olive Orchard, Hartvickson

  Check Strava app roads traveled most are red.
- Around camping places, trails.
- Around the neighborhood and in arnold
- Out of town only
- Lake Hogan
- N/A
- Arnold, mill woods neighborhood. And pine drive.
- Hogan lake, tahoe
- Hogan dam rd to town from Rancho cadavers.
- On my property
- On less traveled roads or in areas with bike paths
- Baldwin st

- Murphys, Pennsylvania, Gulch, skunk Ranch, Murphys ranch, 6 mile Road,
- Where ever I can except 26 is just dangerous
- Gold Creek Estates and Hogan Reservoir
- Yosemite
- I don't, but if we had a cess to town, i would
- Kids ride in the neighborhood– Library trail
- River of Skulls, lake Hogan
- Around greenhorn creek
- Melones and Murphys Grade Rd area. Arnold Rim trails.
- My backyard and to sender's
- Around La Contenta, Gold Creek, lake
- Recreation mainly applies to around Hogan Lake. Transportation will often be within downtown Valley Springs, thinking Pine Street/Highway 26
- Leave the area.
- Up and down Hwy 49 from glory hole to downtown Angels camp.
- Hogan lake trails. Coyote point
- N/A
- Hogan
- At the lake and in the street
- Same as walking paths listed above
- Usually VSE empty parking lot
- Mountain Roads
- Up hogan dam rd and past the river of skulls
- NA
- to town
- New Hogan trail because it's safe
- Berkesey
- The lake
- Recreation and exercise
- Trails, paved roads, dirt roads
- No where nothing
- Gold Creek and Hogan Lake trails
- N/a
- I have to leave town to find a safe place my family can ride. It is usually around American River.
- NA
- South Petersburg road
- Road ways, avery, arnold rim trail, Bear Valley trails
- Trails around lake hogan
- I drive to Hogan lake to ride there
- I would bike if I felt like there were any areas to bike in San andreas

- At New Hogan reservoir. There is an actual path to ride on out there. It would be an a.azing thing to have a path from LA Contenta,out to the lake,and have it connected to the path out there..
- N/A
- San Andreas
- Hogan lake and side streets with less traffic
- Lake trails
- Only on trails because there's no sidewalks
- Don't have place for me to ride at this age without electricity.
- On my own property or the lake
- On the side of rds in town or drive out of area to trails
- NA
- Silver Rapids to Hogan Dam Road on Highway 26
- Parks, lakes, around our property & around Davis/strum road in Burson
- In Greenhorn, husband rides to Murphys
- Lake Tahoe
- Hogan Dam recreation area
- Messing rd, lake hogan area
- See above
- Does Not Apply To Me.
- Downtown Valley Springs to New Hogan
- My son rides his bike all around town for transportation.
- Cameron Trail and lake Area. New Hogan Road
- New Hogan
- My yard, Hogan
- I would but it's too dangerous
- Hogan
- Lake hogan
- Mainly to, at, and form Lake Hogan
- I take the kids to VS elementary playground to scooter and ride bikes.
- Hogan lake
- From Rancho Calaveras to Lake Hogan area
- Berkesey and hogan trails. Hogan trails is dangerous as well. Vehicle theft / break ins. Remote trail for women
- No
- Only on the many existing trails around hogan or on my property
- From Vista Del Lago to Hwy 12
- Na
- Lake hogan or bike trails out of Calaveras
- hogan
- Lake Comanche

- Around lake hogan
- I no longer try to ride my bike here. I've nearly been killed. It's too dangerous. I've had a truck swerve TRYING to hit me.
- Home to market, post office, etc. recreational riding between Arnold and Avery — via Moran and Valley View, never on 4. Also in Big Trees and up on Spicer Road.
- La Contenra . It would be nice to be able to safely ride a bike from La contenta to Hogan Lake
- I would love to ride a bike but there is no safe trails to ride
- Not on these County roads.
- No where around here. We leave Calaveras County and go elsewhere. Primarily Alameda County, San Joaquin County, and Merced Counties.
- Neighborhood
- I don't bicycle
- I haven't pulled my bicycle out of storage because there's no safe place in town.
- 6 mile road, Pennsylvania Gulch Road, Sheep Ranch Road.
- In my neighborhood blue lakes springs
- None
- Lakeshore, kiva, Little John copper cove drive
- Going to start riding a lot more, with weather cooling off soon
- In my immediate neighborhood. I do not feel safe biking outside of it because there are no bike lanes and there are too many bad drivers.
- New Hogan Lake
- Downtown Murphys
- La Contenta and Gold Creek
- Throughout the Murphys area
- Rocky Hill to Michelson Elementary, Rocky Hill to El Dorado Savings bank shopping center
- I like to ride around Mountain View, Ebbots Pass, Angles Camp
- Hogan lake trail because you don't have to worry about vehicles.
- Glory hole trails and Angels Creek Road when its closed
- ART (Arnold Rim Trail), coffee shop, post office, grocery store.
- Hogan trails
- Arnold Rim Trail
- Our backyard.
- I used to ride for exercise near home (Burson) but the shoulder on Hwy 12 had too much glass and debris.
- Neighborhood
- Lake Hogan
- I do not. I only would if the route was nowhere near a roadway.
- N/a
- Murphys, Glory Hole

- Hogan
- Lake trails
- Gold Creek, La Contenta, Hogan trails
- Murphys grade, hwy 4, New Malones, and down 49 to San Andreas and back

- Hogan
- Hogan lake area
- New Hogan
- Need bike trails other wise only around the neighborhood
- 6 Mile Rd, Murphys
- At parks or at Hogan
- Arnold public roads.
- I don't ride a bike
- I don't feel like there is a safe area to ride a bike in my neighborhood
- American River Trail

  Hogan Reservoir

- There is nowhere safe to ride bikes for any real distance in Murphys. I have to leave town to do any kind of serious ride.
- cameron trail in valley springs to the hogan mountain bike trails, my wife and i compete in mtb racing

- Hogan Lake area. New Melones. Around the La Contenta/Vista del Lago neighborhood.
- New hogan reservoir. New melones rec area, Arnold rim trail, bear valley alpine ca
- Hwy 4 Dorrington upwards, Spicer Rd, New Melones,
- Valley Springs Tri Dam, Mountain Ranch, Murphy's Grade, Dorrington to Bear Valley
- Local county roads with good visibility and low traffic

15) What do you like MOST about bicycling there?

- quiet, serene, low traffic
- Has hills and away from neighborhoods.
- Designated trails
- Not a ton of traffic
- Na
- Don't do it.
- Minimal traffic
- Scenery!! And safety from cars
- Feel safe and a place to ride around
- less cars
- I get to neighborhoods I don't see when I walk.
- Not much traffic

- The beautiful neighborhood, the countryside with vineyards and ranches, the wide expanses at Glory Hole.
- Safe from road vehicles. Good parking infrastructure for bicycle transport to trails. Well designed trails
- I don't. Let's be honest: Calaveras HATES cyclists. It's is as redneck and nasty to the lone cyclist as it comes, running us off roads, and yes, throwing beer cans at us.
- Well defined trails.
- trails with easy access to shopping and parking
- There is NO place, no road to ride safely in Copperopolis. Please do not plan for any bike lane for kids to go to school. The school is on a very very busy road with speeders and distracted drivers. Best that kids are driven to school or bussed!
- The bike trails are in good shape wide enough for the bikes to go around people or slower riders...
- Not crowded during the week
- I don’t like it . Unsafe, no bike lanes, no parks to ride to. Let’s face it there is absolutely no public recreation in Copperopolis and the Calaveras County.
- No cars driving.
- Being outside.
- Exercise
- Very little traffic
- scenery for the rim trail and same for riding to the park
- I love the convenience of being mobile.
- It’s safe
- It's beautiful. It's not too trafficky for the most part.
- Recreation
- Challenging, good trails, no traffic
- Quiet streets.
- Avoiding traffic
- Scenery
- There is nowhere to safely ride a road bike in Calaveras.
- Bike lane
- Kid friendly or for me being out in nature away from people. I don’t like road biking, way to dangerous on these curvy mountain roads for me.
- Not using gas
- Exercise and fun
- N/A
- It’s safe
- Not busy with traffic
- NA
- Nothing
- The beauty of the trails

- There is very little traffic and the speed limit is 25 mph
- The scenery and slowing down to enjoy the fresh air
- Exercise
- N/A
- Low traffic
- Safe from cars
- It’s my neighborhood
- Love the exercise and being outsode
- Very little traffic
- Hills
- It's not Highway 4 and the roads have fewer cars that go slightly slower.
- being in the forest, and few people.
- The view
- Only place to ride nice trail
- Easy. Good hills. Scenic
- Not a lot
- Hogan, the beautiful scenery. Would love more bike trails around lakes and parks in the area.
- Open space for my child to ride
- season changes
- Fresh air
- There are no pedestrians or vehicles
- Exercise, transportation, fresh air
- Less cars, more space for bikes, easier and less stressful with young kids.
- The exercise and scenery
- Upgraded sidewalks and lanes by the hospital and calfire.
- safe from cars
- Being outside
- N/A
- Accessible.
- Flat, no cars
- It beautiful
- That there is one paved spot to do so for kids.
- Good views
- The paved roads
- Nature
- The wind
- Paths and trails
- Nice trails
- Same as walking
- N/A

- Ease of riding in my neighborhood
- Scenery. Much less traffic than Hwy 49. Mostly decent road surface. Perfect amount of terrain for moderate exercise. Can commute to work at Gov Center
- Back roads with little traffic
- Just a habit...
- which there was a bike lane on hwy 4
- Safety and accessibility
- Dedicated trails with no vehicles
- N/A
- Its my way to work, and keeps me off of highway 4.
- Safer than Hwy 26 .
- No traffic
- Feeling secure
- No traffic and when there is there are bike paths
- Route to town
- The beauty of the area
- Well maintained areas
- Set up and safety
- Trail is safe to ride on- no chance of bad drivers
- Trails
- Lack of traffic and shoulders
- Dirt trails are fun.
- Very few cars
- For transportation, the roads are relatively flat.
- Safety
- Being able to access the lake and fair grounds
- It’s only place near us to ride.
- N/A
- Less unsafe traffic.
- Being able to
- It’s open and safe on weekends
- Remote and few cars
- View of the lake, challenging hills
- Ma
- Getting to my destination
- It's safe
- Small read not a lot of traffic
- Récréation
- The scenery
- Lack of vehicle traffic
- N/a

- The bike paths are separate from the road.
- NA
- It's off the road
- Safe trails away from the road
- The lake is beautiful
- It has no cars with drivers looking at their cell phones.
- N/A
- Coasting haha
- No cars
- Safety and nature
- Off the busy unlighted roadways, the lake has some protection. My property is lighted
- NA
- It's off the roadway and can go from town to town if wanted.
- Nothing because it can’t safely be done
- Being outside
- Views, safety
- Open and safe to ride and walk.
- Quiet, less traffi.
- See above
- Does Not Apply To Me.
- Nature
- less cars, and some trails
- Excellent trails
- Safety from the traffic on the highways and thru roads
- Large parhs
- Long trails
- Nature
- It’s safe
- Maintained trails and courteous people.
- Like being there, not getting there. Not safe.
- Nice trail to ride
- No
- It's fun for the kids
- Nothing
- Na
- Bike trails that are paved or designated.
- the trails
- The views
- Open soaces
- I don’t.

- Beautiful rides, little traffic
- Close to home and somewhat safe side streets
- I won't get killed.
- They have lots of bike paths!!!!!
- Residential area with little traffic
- Scenic routes
- It’s safe, very few drivers
- None
- Gives me excercise
- Wind in my face & Exercise
- Nothing
- The lake
- It's good exercise
- It’s safe, and no traffic
- Small town fewl
- The views!
- Its easy for kids to learn and get comfortable on a bike.
- I love the ART because it is close to town and away from cars.
- The trail
- peace and quiet
- It feels safe.
- It's a very pretty area.
- I only occasionally bike down our private road at home. I like it because there’s no vehicles to worry about.
- N/a
- trees, mix of flats and hills, designated trails at Glory Hole
- The trail
- View, well maintained.
- Hogan trails are great and well maintained.
- The asphalt is level
- Trails
- The quiet surroundings
- Safe
- Exercise
- Little to no traffic
- There are trails that are safe from vehicles
- Scenery
- N/A
- Paved trails, fewer people
- Mountian bike trails
- the views are amazing

- beautiful scenery, wildlife.
- The trails
- lack of rain
- Narrow roads, easy to hear vehicles approaching
- Quiet roads

16) What do you like LEAST about bicycling there?

- Hills
- The pot holes
- No bike lane on hwy 4
- I shouldn't be in the traffic
- Don't do it.
- Limited access without taking the bike there on my bike rack
- N/a
- Far from my house in wilseyville
- no where to go, no bike trail without a steep incline
- Hills. Tough to ride up and scary to ride down.
- Nothing
- The lack of shoulders on the roads. And can they resurface Dogtown Road?
- Dog poop on trails from dog owners not picking up after Fido
- See above. Being run off roads, yelled at, having refuse and cans thrown at us.
- driving 90 minutes
- This area is known for speeders as the roads here lead to Sonora or to Highway 4 and are used by commuters, trucks of all kinds. It would be totally unsafe to try to widen the road or install bike lanes in this entire area.
- All the dryness , possible snakes , rocks , to many large rocks for my bike tires to have me wreck.
- No bike lanes, no bike paths, no parks. Most of all I feel bad for children growing up in greater Calaveras County the recreational opertunity are nonexistent.
- Limited space.
- No bike paths
- Cars drive crazy
- Highway 4 is a bit nerve wracking as the concrete shoulder isn't very wide
- Calaveras County roads. Extremely dangerous. Pot holes, no safety in riding or biking.

  I broke my ankle in half because of stepping out of the way of a fast moving car.
- Nothing
- Roads are often potholed and poorly maintained with ZERO bike lanes, making recreation and transportation unpleasant and often unsafe. It's quite hilly, but I got used to it :)
- N/A
- Remote, lack of emergency services,

- Climbing the blind hills on Hartvickson or Vista Del Lago because there is no shoulder. Very dangerous.
- Trails are too short for bike riding
- Unsafe motor vehicle traffic
- There is nowhere to safely ride a road bike in Calaveras.
- Lack of bike lane
- Hills
- Hills need ebike to be able to handle hills
- N/A
- I don’t go anywhere
- Na
- NA
- Just like everything about riding a bike in Valley Springs or even walking for that fact
- Pretty thin in some spots on 4
- There are a lot of hills, making it quite challenging in spots
- Can’t feel Comfortable on roads due to traffic
- Hard to get from town to town because of the lack of shoulders
- The hills are too steep.
- N/A
- No shoulder
- Far away
- People who drive too fast and no shoulder to pull over on and let them go by
- The cars
- It is limited on how far you can ride
- Traffic
- The bike lane is nonexistent in some areas and not maintained. Cars drive too fast and the road often feels unsafe.
- too hot in the summer.
- The trail should go farther
- Cars
- Around my neighborhood, there’s no shoulders. And no bike lane. Bikers need to pull over onto the dirt area when a car comes. It is absolutely unsafe for the bikers to have events on streets where there is no bike lane and no paved shoulder for them to ride on when cars are passing. You need to stop having these events in neighborhoods/roads where there are no bike lanes and no paved shoulders.
- No bike lanes
- Too short, very hilly, not connected to town so we need to load up all the bikes on the car in order to get them there. It's a lot of work for a family.
- No paved area besides parking lot
- traffic
- No bicycle racks to park and lock the bike
- Mosquitoes

- No room, no shoulder to ride
- It’s just for recreation, not to actually get to a destination.
- Cars and traffic, safety, concerns, and noise
- Turning left to Mountain Ranch Rd from Hey 49
- Hwy 4
- No bike lanes, dangerous with cars
- Safety
- No sidewalks or lack of shoulders and aggressive drivers
- Getting there
- Trucks
- Not long enough.
- Not enough bikable trails
- Traffic
- Speeding cars
- The hills I have to climb
- Not enough trails
- The traffics
- N/a
- N/A
- No bike lanes. Unsavory characters. No bike racks at Gov Center or elsewhere in town.
- Drivers that get too close, no patience, yell or throw things at bike riders
- It's just good feeling.
- not as safe, need bike lanes
- I have to travel to bike because I don't feel safe riding at home.
- No comment
- N/A
- Highway 4 would be quicker
- No shade
- No bike lane.
- Lack of social interaction
- It’s out of town
- Too much traffic no bike lane or sidewalk
- Dangerous drivers almost running me over distracted, drivers not paying attention and roads are not wide enough for bicycles and cars.
- Nothing
- Short distance
- Nothing
- Limited tails
- Melones trails not well mapped. Murphys grade rd not a great shoulder. Can be dangerous when cars come around corners or from both directions at one time.

- No way to get down town safely
- The roads are old and sometimes are rough.
- Like it .
- Hwy traffic no side walks or bike lane
- Coyote point trail not well maintained. Tall grass.
- N/A
- Fast vehicles hwy 26
- Not being able to
- Only option
- Dogs
- No Shoulder
- Na
- the journey there
- Nothing
- Roads ment for vehicles being held hostage by self entitled bicyclest.
- Distracted drivers
- Lack of connectivity to other parts of town
- N/a
- It’s far away
- Na
- Wish we had more developments trails around the communities
- I’m stuck riding the trails
- I can't ride my bike from my house to the lake. I have to load it up in the car.
- The ride on Vista Delago.

  Dangerous, is what comes mind. That's why I don't go out there that often.
- N/A
- Auto traffic too fast.
- Goatsheads that pop tires
- Na
- but limited access/lighting and can only be accessed by driving to the area. It’s not a destination and I can’t get to La Contenta shopping area which is the closest store
- NA
- Have to travel outside if calaveras county
- No bicycle Lane or sidewalk
- No sidewalks or trails
- Feel unsafe biking in Hwy and on gravel
- Traffic
- Too far to reach by walking or biking.
- Can be busy at time. No lighting. No paths
- Does Not Apply To Me.
- No bike lane

- No bike paths
- People are not respectful of pedestrians or people on their bikes. Or kids trying to cross the street.
- Wish there were more trails (around the lake) Not enough.
- Not enough trail options
- Having to drive to Hogan in order to bike. Being limited to just my yard
- Rocky terrain, busy with people
- Traffic
- It's at a school so hours it's available are not ideal.
- Lack of bike lanes, safety, discourteous drivers, etc.
- Remoteness, dangerous for women, vehicle break ins
- Not enough space.
- The heat
- Safety
- Na
- No safe bike paths or trails
- the ruts in the trails
- Tourist
- No designated bike lane
- It's dangerous. There's no safe place to ride. Also the huge bicycling events this county allows to go on are dangerous and inconvenient for us locals. Those people do not share the road and at time ride 4 to 5 across taking up the whole road. They also like to stop right in the middle of the road and around blind corners.
- Potholes… I also wish there was a way to ride to Murphy's without going along 4
- It's not safe to ride out of the area. (To ride from La Contenta to downtown Valley Springs, the lake or other parts of Valley Springs)
- I have to haul my bike there to ride.
- Sometimes limited shade, lack of resting areas.
- They all are dangerous due to the width of the roadway
- It's not safe to go on the highway and get to the grocery store
- None
- No shoulder. Unsafe
- Everything
- Hot and dry
- I don't feel safe because cars are presumed to have the right of way.
- No bike lane.
- Minimal safe shoulders, distracted drivers no bike lanes
- cars don't stop at cross walk on Hwy 4 and Penn Gulch; no cross walk or bike lane on south side of Hwy 4, no cross walk on Hwy 4 and Jones.
- Traffic on narrow, windy roads
- Unsafe roadways, unsafe drivers – no safe space for bikes along any roads around town (except ADA trail between Pine Dr and Oak Ct).

- Having to drive there first
- most of the trails are too steep for me
- Nothing.
- Traffic and lack of shoulder space.
- Cars
- Trail system
- Mosquitos.
- N/a
- fees for Glory Hole, traffic in Murphys
- Nothing
- Not well lit. Lots of places for people or animals to hide.
- No bike lanes
- The close proximity to cars/ traffic. No bike lanes
- Not enough trails
- No paved bicycle path
- Cars
- N/A
- Not as much places to ride
- Lack of infrastructure
- N/A
- There are no bike lanes or shoulders or paths
- Nothing really
- Compelte lack of road bicycle infrastructure.
- idiot drivers and people who hate cyclist, valley springs is known for having dumb assed drivers who hate cyclist
- No bike lanes, cars honking horns and yelling at you, throwing food at you. Telling you to go home.
- The lack of maintenance of trails
- Car drivers
- Lack of bike signage
- Shoulders on highways are filled with crash debris (glass etc) or trimmings and large bushes with overhanging branches

17) Where do you feel unsafe bicycling?

- o'byrns ferry road
- Nowhere
- Milton and Jenny lind rd
- Hwy 4
- Calaveras
- Little john

- Highway 4!
- Streets and I'm sad about that. I road for recreation and transportation in Bay Area. I'm close enough to ride or walk to stores in Murphys but don't feel safe to do so on highway into town.
- On railroad flats
- along hwy4
- Busy streets
- Any/all highways
- On 49. Also on Murphys Grade Road. There are a few places on Highway 4 where the shoulder is too narrow.
- Any paved road in Calaveras County
- Everywhere here in Calaveras. Less so in Amador.
- It would be nice to have recreational trail system accessible to San Andreas and Mountaim Ranch.
- little john
- All roads in Copperopolis. Everybody complains about the speeders, and the large gravel trucks, construction trucks, etc.
- near the highways
- Highway 4
- Everywhere
- Highway 26 near West Point Elementary, Lions Hall, Library and West Point Community Covenant Church
- Everywhere.
- Anywhere here
- Most of county
- Everywhere – no meaningful cycling infrastructure. Paint along roadways doesn't protect people. PG&E keeps taking out trees along areas you might bike in but can't because of the lack of shade.
- Highway 4 is a bit nerve wracking as the concrete shoulder isn't very wide
- Too numerous to list.
- Everywhere in Calaveras county
- Many sections of Hwy 4, all of Rt 49. If you are using a bike for transportation your options are extremely limited.
- N/A
- Remote areas and on any surface streets
- See 16.
- In street or around town in Valley Springs
- Any road or street in the county
- There is nowhere to safely ride a road bike in Calaveras.
- Where there is not a wide bike lane
- Hwy 4

- Highway four, Blue Lake Springs
- I would never ride a bike in Murphys.
- N/A but streets if I did bike
- The rest of angels camp
- If I were to bike in actual town
- NA
- In neighborhoods with no side walks
- The whole town is unsafe for riding a bike Highway 12 and Highway 26 are definitely unsafe because of speeding cars
- Are you kidding me? Please tell me a place out here that is safe for biking. The reason we do not bike or run out here is there are no safe places to do so.
- Any place out of my Greenhorn Creek neighborhood
- On blind curves.
- N/A
- Highway 4 between Arnold and Camp Connell
- Back roads in Valley Springs
- Anywhere in town
- Highway 49
- All of Calaveras county unless you are mountain biking on trails
- Everywhere except where I live in Copper Valley golf resort
- Mountain ranch road, highway 49 between San Andreas and Angels Camp Highway 4 west if Angels Camp, highway 26 between Swiss 3 way and Mokelumne Hill
- Everywhere else in Calaveras County. Several roads have minimal traffic and would be suitable for cycling, however the roads are so poorly maintained that cycling is not pleasant.
- no where
- On the roads
- On streets where there are no bike lanes and no paved shoulders
- Little John. Copper cove.
- Paloma, on the streets, on the highways, pretty much anywhere that's not a dedicated trail.
- My neighborhood
- north of main street
- Highways 4&49
- On anything paved that a vehicle has access to
- On the highway.
- On roads with no shoulder
- Riding through town from MT neighborhood area to the farmers market or Utica park
- All of the roads
- Pool Station Rd
- Hwy 4
- In town, anywhere with frequent car traffic

- Everywhere
- Along Stockton
- Roads
- Everywhere
- On the road
- Most places in the area
- Hogan lake
- All over
- The highway
- Anywhere in Calaveras County
- Hwy 26
- Vista Del Lago
- Nowhere
- N/A
- On Hwy 49 now that they put in the ridges on the shoulder. St Charles because no bike lanes. Gold Strike because no bike lanes.

  Pope Street area after dark because of people.
- I would never ride on 26 from Vista del Lago to Hogan Dam Rd. instead use Hogan Dam Rd.

  Burson Rd south of 12 to Olive Orchard could use more of a shoulder.
- I don't bicycling in Valley Springs, just to busy streets.
- hwy 4
- Everywhere in Rancho Calaveras, trailed along the backside of Hogan, and most of "downtown"
- On hey 26/12
- Hogan dam rd and Into downtown valley springs
- N/A
- Highway 4 in Arnold. And Moran road in Arnold.
- On the hwy
- On all the roads
- In town
- Anywhere in valley springs
- On all the roads I ride on.
- Mountain Ranch rd
- 26
- Hwy 26
- Home in calaveras
- Residential areas, across highway
- Anywhere outside greenhorn in calaveras
- Any road in Valley Springs

- My fiancé would like to bike but I do not want him to because I feel like it's really unsafe in this county without any kind of clear biking paths
- Murphys grade rd
- Highway and main road to lake
- Little John Road

O Bryan Ferry Road
- Along the highways. There is a distinct lack of paved shoulder.
- Copperopolis
- The annex portion from finagen lane to centennial
- Any road
- N/A
- Hwy 26
- Everywhere
- Any where else in calaveras county
- NA
- Around the blind corners
- The highway
- next to road
- Hwy 26
- On the highway because only idiots do that
- Along Vista del Lago to lake New Hogan
- Illegal encampments out in the woods
- Hogan Lake trails
- N/a
- The Valley Springs roads are not bicycle friendly. We need bike lanes and sidewalks.
- Na
- Anywhere in town or on roadways
- Angels camp
- On the roads in valley sorings
- On the streets
- On any public street in Valley Springs.
- N/A
- Along Hwy 49.
- Blind turns
- On the roads
- In my neighborhood and through town
- All over town.
- Busy roads with no bike lanes, shoulders or sidewalks and poor lighting—any path in Rancho Calaveras
- NA

- In towns of calaveras county. Valley springs and San andreas
- Highway 26 between Vista Del Lago and Hogan Dam Road
- In town in Valley springs
- Anywhere apart from my neighborhood & Greenhorn
- Our county with no bike lanes
- Everywhere in Valley Springs.
- Anywhere without a designated bike path
- Along any 2 lane road
- I would feel unsafe bicycling just about everywhere in this County. Heck, I feel unsafe DRIVING here.
- Everywhere
- Mostly crossing the intersection.
- Hwy 26 into town
- Vista Del Lago
- Along the highway and through roads of West Calaveras
- Streets
- All over calaveras county .
- Trying to go to town
- Around town
- Most roads in Valley Springs
- EVERYWHERE!
- Near any roadway
- Highway 26 and 12
- Nowhere
- Hwy 26
- Na
- On the road with no bike paths for cars to watch an follow bike lane rules
- The entire time I'm in the road
- Main riads
- Everywhere.
- On Highway 4... I avoid it
- Vista Del Lago, Hogan Dam Road, 26
- Everywhere in Copperopolis. Really unaware of anyplace in the county
- Calaveras County roads.
- Calaveras County
- Pretty much the entire community
- All around Murphys
- highway 4 in arnold
- N/A
- All of Copperopolis except the divided section of Little John that has a shoulder
- Highways

- I don’t have a bike because I don’t think it’s safe.
- Everywhere
- N/A
- As a driver on Hwy-4 I get very nervous of road bikers drifting out of bike lanes. All too often bicyclists are riding two bikes wide and riding outside the white line. Need more SHARE THE ROAD signs
- Crossing Highway 4 is scary. Once on Main Street, I stay near the shoulder, but there's no protected bike area on Main Street between Highway 4 and Big Trees Road. On Main Street in Murphys, I'm concerned about cars opening their doors into me or my kids when we're on bikes. If I'm sending my kids to the park, we usually take Scott Street and S. Algiers Road, but again, sometimes cars speed down that street too.
- To downtown Valley Springs
- Throughout Murphys. Especially along the highway
- Hwy 4 and Penn Gulch crosswalk, Hwy 4 at Penn Gulch in front of Chevron station (cars turning into and out of the gas station don't see bicyclists)
- almost everywhere
- Anywhere around Rancho Calaveras on roadways because there aren’t any shoulders on the road.
- all roads, and highway
- Along the highway
- Anywhere in Valley Springs that isn’t my backyard.
- Hwy 12.
- Anywhere outside of immediate neighborhood
- Along highways
- Anywhere near a roadway. There’s not enough room for bicycles to share the road in the foothills. With tight turns and hills, anyone on a bike out on those roads is asking for a problem.
- N/a
- Arnold
- On the roads
- Lake trails
- Anywhere on the highway.
- Every where. There are no bike lane. Some drivers are very uncourtious to bicycle riders
- On the road
- Alongside Highway 26 because there is no bikepath or even sidewalk
- I would feel unsafe on Hwy 26 in to town
- On any road that cars use
- N/A
- Any main road in Calaveras County
- Most places
- N/A
- City streets

- Everywhere in Murphys. I should be able to ride on the highway, but without a real bike lane it isn't safe.
- due to mis informed drivers pretty much all around valley springs
- Hwy 26 going through town. Hogan Dam Road.
- More traffic = higher probability of agression = less safety
- San Andreas to Angels Camp, Hwy 49
- I do NOT ride hwy12 or 26 except where shoulder is VERY wide. I do not expect to ride there, as for the most part, the county roads are safer.

18) Where is bicycle parking needed?

- Hogan trails
- No idea
- Shopping centers.
- Town of Murphy's, Angels Camp
- Have no idea where
- I don't park
- Any/all towns/cities
- Downtown San Andreas.
- No place in Copperopolis unfortunately.
- By the lake, beginning at a start point and end of the trail.
- Any auto parking lot. But does not matter unless there are safe routes leading to parking area.
- Lions Hall, Library and West Point Community Covenant Church
- Big trees market, the softball field at white pines
- Many places. The local bike shop is the only one who has stepped up to the plate to provide bike racks for parking.
- Everywhere
- All the downtown areas, especially Murphys and Arnold outside of the grocery stores.
- N/A
- N/a
- Not sure
- Shopping centers, parks and lake if you could safely ride to those places on a bike.
- At all commercial and recreational locations
- There is nowhere to safely ride a road bike in Calaveras.
- Treats Market and True Value
- Big trees Shopping Center
- N/A
- ??
- NA

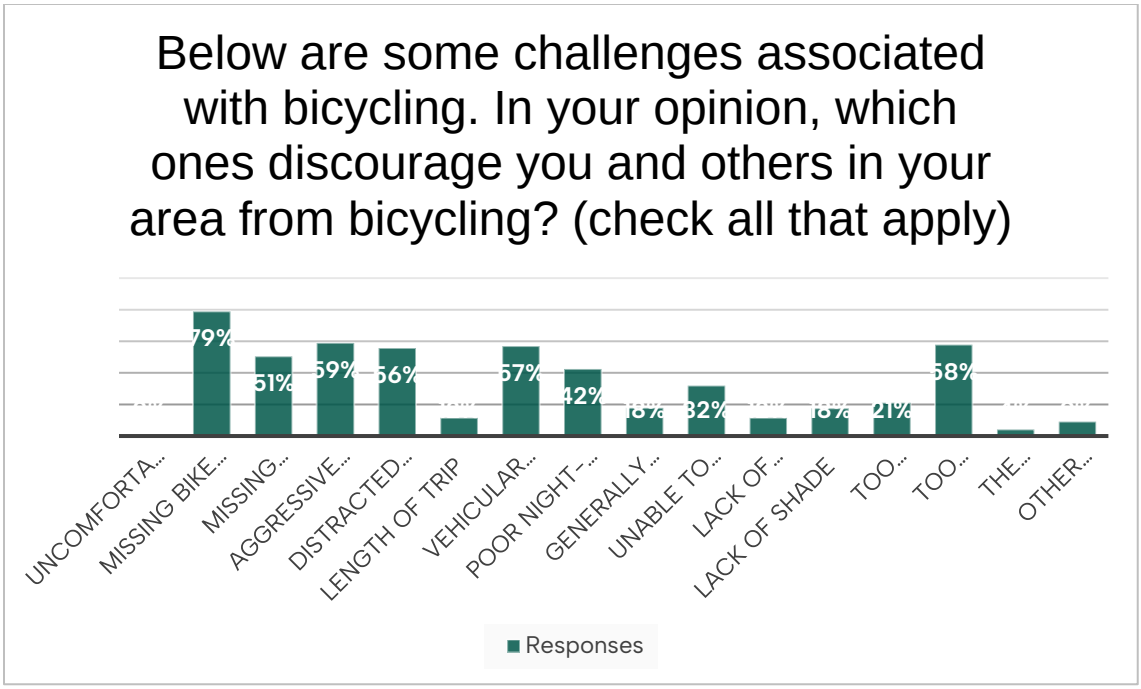
- Everywhere they also need to put a better park in park is terrible. There's no grass I found a snake At the park, garbage broken glass
- The stores and schools
- At bus stops.
- If anything, in front of essential businesses like grocery stores, gas stations, medical offices, etc.
- Downtown Angels Camp
- Everywhere
- Shopping centers, the library, downtown Angels camp
- Everywhere
- Dint know
- Downtown Murphys
- not needed
- Mar Val lots. Terrace. La Contenta. Hogan.
- Copperopolis town square.
- Would be great, if we had more trails, to have the "rent-a-bike" type stations. Those would serve as bike parking. Maybe at the lake parking lots?
- Everywhere
- Nowhere in town – keep it a town... we aren't in a city
- Downtown Angels
- Bicycle parking is needed everywhere, not to maximize convenience but because it is necessary for bikers to know where bikes can legally be parked and official bike parking is the best way to manage legal vs illegal parking for bikes.
- various shopping centers
- Post office, Treats
- All Businesses.
- I don't park mine I don't know
- ? Can't really answer until we have useable paths.
- At lake Hogan and lake Comanche and the schools and parks
- In town
- In donwtown
- In town, near the bus stops
- Everywhere in town
- Nowhere
- Nowhere
- Government Center (seriously! why is this so hard?). Library. Court. Health clinics just below hospital. Hospital. Treat's. Alex Quinones Park. Post Office. Where people go that they may need to stop at for an hour or so before continuing their ride.
- Around all parking places.
- at parks and shopping areas
- In town

- All stores in town
- marvel.senders.
- Everywhere
- Idk
- Parks, libraries, anywhere kids may go
- In front of stores
- In all places in Murphys area, and also in Arnold area,
- Every where
- No
- Outside stores and on Main Street
- Not sure
- By the stores
- Any where where there is a biking trail. Bikers go to the trails in cars with the bike on the car. They seldom ride the bike to the biking trail
- IGA/Louies Pizza
- ?
- Everywhere!
- Not needed.
- Town square
- Around stores in town.
- Main businesses
- Schools, veterans hall
- NA
- At the lake entrances and the grocery outlet
- in town
- No where
- Nowhere
- Park when we get one
- No where
- N/A
- Recreation and shopping facilities
- Shopping centers
- Only at businesses.
- NA
- Somewhere in town
- N/A
- N/A
- I've never seen bike parking anywhere
- Na
- la contenta and the lake

- Our county hospital.
- NA
- Strip mall/grocery stores & parks
- Near the schools, near Marval and CVS
- Everywhere by schools, our cities.
- Everywhere
- Everywhere.
- None
- Shopping in town
- Shopping centers, trailheads
- Downtown VS
- Valley springs, as well as a skate park here.
- Valley Springs
- Not worried about the parking, just the biking.
- NA
- It's not needed
- Don’t know
- Na
- At trail heads
- In the main area
- Everywhere
- The shopping centers.
- At the market and at White Pines Lake
- How fan Lake and downtown
- Really, you can't figure this one out yourself. Oy.
- All business
- Unsure but at every major commercial locations and public buildings of course.
- ?
- Grocery store, ace hardware, giant burger, the gas station
- Grocery store. Town square
- Everywhere
- Don’t know
- Restaurants
- Murphys Community Park and near the Masonic Hall by the Murphys Pourhouse
- Downtown, and plaza with pizza factory in valley springs
- Downtown
- Main St., Michelson Elementary, library, park
- Grocery store, post office.
- Downtown Arnold, Avery, and Murphys
- Unsure.
- Probably at a college campus in the valley or someplace like that.

- N/a
- Grocery Stores, Parks
- Not sire
- All shopping centers.
- Shopping malls and Historical AC
- Near the golf course or even across the street from the golf course.
- Down town
- N/A
- At any shopping center
- Big Trees Market in Arnold
- N/A
- Downtown Angels Camp, new Melones , fairgrounds,
- Downtown Mokelumne Hill in front of Moke Hill Nuts and Candies. We get a lot of bikers through town that want to stop but there is only one place to safely park their bike and it is a ways from downtown shops.
- Not really applicable in Murphys since it's such a bad place to bike. We'd need real infrastructure improvements for parking to be applicable. I guess the park could use some.
- n/a
- Everywhere! The lake, the stores in town.
- Murphys, Arnold, Bear Valley
- Murphys, Angels Camp, Arnold
- Not a good idea. Even a locked bike will get stolen. So, no, I don't expect to run errands with my bike.

19) Below are some challenges associated with bicycling. In your opinion, which ones discourage you and others in your area from bicycling? (check all that apply)
    - Uncomfortable weather
    - Missing bike facilities/ lack of shoulders
    - Missing crosswalks/ unsafe intersections
    - Aggressive driving
    - Distracted driving
    - Length of trip
    - Vehicular speeding
    - Poor night-time lighting
    - Generally feeling uncomfortable biking
    - Unable to access / lack of destinations within biking distance
    - Lack of access to water
    - Lack of shade
    - Too steep/hilly
    - Too dangerous to do so because of traffic
    - The neighborhood feels unsafe
    - Other (please specify)



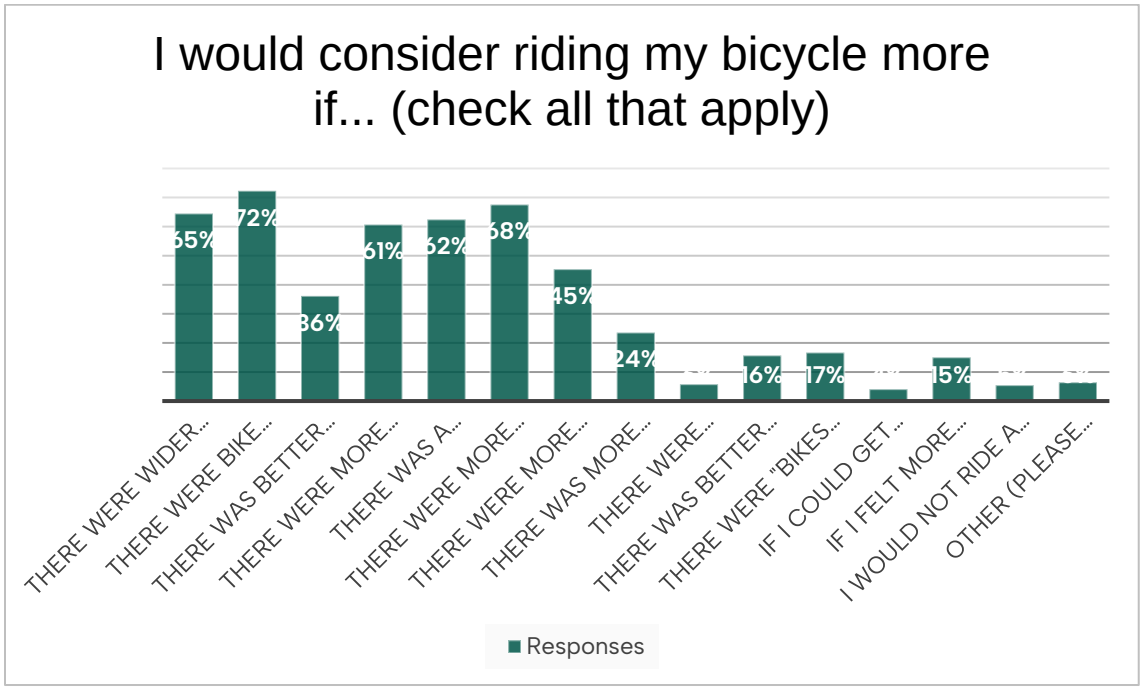
Other:

- I want to ride my bike but can't because of loose dogs
- Main roads are KNOWN by everyone to have speeding cars.
- All of the above...
- Lack of bike lanes
- There is nowhere to safely ride a road bike in Calaveras.
- N/A
- Poor attitude of drivers toward cyclists
- Dogs not secured behind fences or by chain. I have been chased by dogs on too many occasions.
- none
- Bike in the hills on trails – keep our county rural
- Dogs
- Unimprpved roads and no shoilder on Mtn Ranch Rd.
- Nothing
- N/A
- No bike lanes
- Na
- It's not the Bay Area we dont need this crap
- Entitled bicyclists holding vehicles behind them hostage
- NA
- Lack of poor driver enforcement. Example – Robert Murray of Mountain Ranch and his Orange Hummer has nearly caused SEVERAL accidents on Jesus Maria and Mountain Ranch Road.

- Instead of worrying about a biking grant why don't you make the streets safe for walking!!!
- None
- Jenny Lind is a 8 miles from town!
- Again, this question is yet another perfect example of Governmental singularly focused moronic idea, that will create an expensive, inadequate plan that does NOT meet the desired goals of the People.
- Not enough share the road signs on Hwy 4 (for bicyclists and drivers)
- Night time lighting is not advised, as it will never be advised to ride our rural roads /highways after dark

20) I would consider riding my bicycle more if... (check all that apply)

- There were wider shoulders on roads
- There were bike lanes on roads
- There was better night-time lighting
- There were more sidewalks and walking paths
- There was a separation between me and the vehicles
- There were more paved trails
- There were more dirt trails
- There was more bike parking
- There were showers at work
- There was better signage/wayfinding
- There were "bikes may use full lane" signage
- If I could get mechanical help with my bike
- If I felt more comfortable riding around cars
- I would not ride a bicycle, for any reason
- Other (please specify)



21) Please list specific locations (intersections or roadways) where there should be safer street or highway crossings for people bicycling?

- Highway 4!!
- Highway 4 north and south of Murphys town and south to Angels Camp. Also on highway 49 near intersection of highway 49 and hwy 4.
- High way 26
- Country Club and Hwy 4, it would be nice to be able to cross the hwy safely
- All major highway/road junctions
- Need some way to cross highway 4 to get to Six Mile Road safely.
- No area will be safe here.
- HWY 26, HWY 12
- Areas need to be connected. Angels Camp to Copperopolis. To Murphys ect ...
- Pine Street, West Point
- All along HWY 4
- 1) Highway 4 between blue lake springs and big trees market

  2) Moran road
- Didn't we already answer this question?

  In Arnold by Chevron and Ace Hardware. By Giant Burger & hwy 4.by the grocery store.
- Everywhere in valley springs and San Andreas
- Same as walking spots.
- N/A
- Obyrnes Ferry, highway 4 to Angela Camp and Murphys, Copperopolis to Jamestown and Sonora
- Highway 26 and Vista Del Lago.
- All of valley springs
- Vista Del Lago at highway 26. Every intersection on Vista Del Lago especially at school bus stops.

  Hwy 26 at Hwy 12 in Valley springs
- Garner Place,Olive Orchard and Hwy 26 where there's alot of accidents
- There is nowhere to safely ride a road bike in Calaveras.
- Blue Lake Spring to Highway 4
- ?
- Your questions are repetitive the whole town of Bally Springs needs lighting sidewalks Bike paths Destination, you should have a bike path all the way to Hogan from town but going down that road you’re gonna get ran over by the little coffee head over. There are flying around the corner. That would be great. There should be bike path to the town.
- Zero out here.
- 4 & 49
- N/A

- Little John and Copper cove drive
- See 17 above
- none
- Every where
- Same places as walking. In town, at the terrace, around Hogan Lake.
- Little John. Copper cove.
- Highways 4&49 intersection
- No shoulders, walkways on copper cove, qual hill, Areowhead, little John, oberns Ferry
- Though out angels camp
- Highway four and 49
- Access from Hwy 49 North to Mountain Ranch Rd
- Blagen Rd and Hwy 4
- Same as above.
- Intersection of H4 and Main Street.
- HWY 49 past downtown out to New Melones
- Around schools, parks, and lakes
- Highway 12 all their intersections to be honest the main 3
- Vista Del Lago & Huckleberry

  Vista Del Lago & La Contenta Drive
- None
- No where stop trying to turn our small town into Sacramento
- Mountain Ranch & St. Charles. Russell and St Charles (where post office is). Mountain Ranch between Gov Center and Hospital back entrance. Main St and St Charles
- Wallace at South Camanche turning on to hwy 12 . Rumble Strips on hwy 12 from county line through Wallace to Southworth need to be removed or shoulder extended.
- Silver Rapids, and 26 rd.
- Hwy 26 is the main way to downtown and Jenny Lind School but there are no safe paths. It would be nice to have a safe crossing in several places
- See previous respinse
- Hogan dam rd and route 26 in valley springs
- Highways 12 and intersection with Highway 26
- Highway 4 in Arnold.
- Southworth rd
- Hwy 26 from silver rapids to valley springs.
- Idk
- Highway 26 and Baldwin st to get into town
- Pennsylvania Gulch. French Gulch. Downtown Murphys. 6 mile Road.
- Downtown Arnold, especially for post office, library, Ace hardware, running errands to & from
- Highway 12 and Southworth. Many accidents and deaths happen there
- Hwy. 26 Silver Rapids to Valley Springs

- Same as listed for pedestrians
- All major highways are unsafe to ride a bike. Most surface roads are unsafe.
- Murphys grade rd. Pennsylvania gulch rd.
- Same as above
- O Bryan's Ferry Road and Family Dollar
- Along any of the highway leading in and out of town, but specifically the La Contenta area (intersection of Hwy 12 and 26).
- Copper Cove and Little John st.
- Centennial St and Hwy 49
- N/a
- N/A
- 26 at silver rapids.
- Same as above
- Between dollar general and grocery outlet
- NA
- All around New Hogan Lake and through town
- In town four way
- None
- None
- Highway 26 – Vista Del Lago
- No where
- Around hogan dam road and hwy 26
- MarVal through to LaContenta
- Highway 26/12 intersection south to hogan dam road
- Same as walking answers
- Vista del lago into town
- All intersections.
- Hartvickson and ista Delago.
- N/A
- Same
- Highway 26
- DTOP SIGNS IN SAN ANDREAS ON E. ST. CHARLES STREET
- The whole town
- Vista del Lago, HartVickson, Silver Rapids, Hwy 26
- Baldwin, Silver Rapids —-a path from Rancho Calaveras area to the lake, to La Contents, to Valley Springs shipping
- Valley spring are to sandreas area
- Highway 26 between Vista Del Lago and Hogan Dam Road
- Burson road & Hwy 12

  Hwy 26 & hogan damn road

- In general, along Hwy 49 from @ Tractor Supply to downtown Angels Camp
- Hwy 12 & 26 and city limits San Andrea's, Angels Camp, Murphys
- Any road that connects to hwy 26
- Messing pettinger rd, Burson red area, valley springs town
- See above
- Does Not Apply To Me.
- Everywhere
- Vista Del Lago
- Southworth and h12

Pettinger and h12

- Hwy 4 from main st to the carwash.
- Hartvickson.
- Along highway 26 from La Contenta to the y.
- Rancho Calaveras, Hwy's 12 and 26
- Four way stop sign on 12 & 26
- None
- Vista Del Lago to Hwy 12
- Pardini, Milton road, Main st
- Every year there's a big bike ride that comes along southworth and there is not enough room for them to ride 3-4 bikes wide and they will not go single file. It's poor etiquette on the bikers part to take over the roadway in this manner and I suppose not even legal. Bike lane would be nice but the fact is, they would likely still have poor manners and take over the roadway in a community they don't even live in. So I would be opposed at this point to any bike lanes due to the current and past experiences I have had with these bike clubs that come in from other cities and take over. Also, we are COUNTRY living and I like the look of our country roads without bike lanes.
- Around lake hogan, all through the main town of valley springs
- Highway 4
- Intersection 26 & 12
- Anything intersection with in a 1/4 mile of ALL towns. But again, this question is yet another perfect example of Governmental singularly focused moronic idea, that will create an expensive, inadequate plan that does NOT meet the desired goals of the People.
- ALL intersections should be pedestrian and bicycle safe!
- Main Street and Hwy 4
- Any large woad that connects subdivisions to highway 4
- Copper Cove and O'Byrnes Ferry

Copper Cove and Little John

- N/A
- Highway 4 and Main Street; HIghway 4 and Pennsylvania Gulch
- From La Contenta to downtown Valley Springs. From la Contenta to pizza factory plaza.
- Highway 4 crossing to access Michelson

- Hwy 4 and Penn Gulch; Hwy 4 and Jones
- Hwy 4 full length from Angels to Arnold. Main St. and Hwy 4 in downtown Murphys
- As above
- N/a
- Baldwin st
- Between gold creek and downtown
- Hwy 26, Hartvickson, Baldwin
- None come to mind.
- Camanche Parkway S
- Major Highway 4 interesections
- Near the golf course and near Gold country
- In town. All intersections
- N/A
- Highway 4 throughout Arnold: Big Trees Market, Bear Valley Bicycles, Giant Burger
- Hwy 26/12
- Hwy. 26 and Jesus Maria Road

  Hwy. 49 and Main Street in Mokelumne Hill

  Hwy. 26 and Hwy. 49 intersection in Mokelumne Hill
- all of valley springs
- hwy 26 and Hogan dam road. Hwy 26 and Hwy 12
- Murphys@ Pennsylvania Gulch, Hwy 49/4,

  Hwy 12/26
- Exits from Marval center onto 12 and 26.

  Additional shoulder on both sides of Wallace. Pedestrian & bicycle signs at Burson /hwy 12 stop sign

22) Please list specific locations (intersections or roadways) where there should be wider shoulders and/or bike lanes for people bicycling?

- Jenny lind and Milton Rd
- Hwy 4
- Highway 4 from Murphys to Avery
- Highway 4 north and south of Murphys town and south to Angels Camp. Also on highway 49 near intersection of highway 49 and hwy 4.
- Moke brig
- along 4 in "downtown" Arnold
- Rte 4
- Little John, Copper Cove
- 49 between Angels Camp and Glory Hole
  Murphys Grade Road
- Keep them separated as

- Just about anywhere in Mt Ranch San Andreas, Moke Hill.
- People may want to put bike lanes on Obrynes Ferry or Little John Road, our two main roads but that is a bad idea. Speeding cars and trucks are a CONSTANT PROBEM HERE AND NO BIKE LANE would make anyone safe except perhaps for just a couple of people who take risks to ride.
- HWY 26 FOR SURE
- Same as 21
- all the state highways in Calaveras county
- Pine Street, West Point to West Point Cemetery
- Lake Melones
- 1) Highway 4 between blue lake springs and big trees market

  2) Moran road
- Hwy 4 for beginners. Subdivisions.
- Everywhere in Calaveras county
- Rt 4 south of dorrington, all of rt 49, Murphys Grade Rd.
- N/A
- O'Byrnes from 4 to 120
- Vista Del Lago and Hogan Dam Road
- All of valley springs
- All intersections on Vista Del Lago
  All downtown valley springs
- There is nowhere to safely ride a road bike in Calaveras.
- Downtown Murohys
- All of Angels Camp
- ?
- The whole town of Valley Springs needs help. They don't have any recreational things for people around the town. Nobody the park is dirty and terrible.
- Everywhere.
- 49 thru AC
- Murphys Grade Road
- N/A
- Camp Connell to Arnold

  Avery to Murphy's

  Angels Camp to Copperopolis
- Bike lane needed little John in copperopolis

  And copper cove drive
- Murphys Grade Road, Six Mile Road, Pool Station Road, O'Byrnes Ferry Road, Rock Creek Road – just about every major street in Calaveras County.
- none
- Everywhere

- Every where
- Around the schools for a 2 mile radius. Consider major roads for events where the road can be modified easily to include a specific bike lane or shoulder for Bicyclists
- Little John
- Angel oaks drive & Stockton rd
- Highway 26 – in Valley Springs/Rancho Calaveras
- No shoulders, walkways on copper cove, qual hill, Areowhead, little John, oberns Ferry
- From north angels to south
- Hwy 4, 49, Dogtown Road
- Pool Station Rd, any streets in San Andreas that run parallel to HWY 49
- Oak Dr and Hwy 4
- East St. Charles Street
- Same as above.
- Along Stockton
- All of HWY 49 out to the fairgrounds
- Mountain Ranch Rd/Railroad Flat Rd
- Lakes, schools, and parks
- Hwy 26
- Vista Del Lato
- None
- No where stop trying to turn our small town into Sacramento
- Gold Strike Rd. St. Charles. Bike route through downtown San Andreas connecting St Charles to Gold Strike.
- see above
- Rd 26 in Valley Springs
- Hwy 26 and Baldwin St
- See previous respinses
- Hogan dam rd
- N/A
- Highway 4 in Arnold
- vista del lagoon to Hogan dam road.
- Idk
- Anywhere along 26 ESPECIALLY the corner by dayo
- Same as above
- Hwy 26 between Rancho Calaveras and downtown Valley Springs
- Downtown Arnold
- I dont believe biking is safe on highway 12. You cant change the driver behavior
- All along highway
- Rail Road Flat Road, Mountain Ranch Road. The whole length of both.
- Murphys grade rd and Pennsylvania gulch rd.

- Along highway and main roads
- Little John Road
- Along Hwy 12 and 26, specifically heading towards ~Taco Bell and ~La Contenta.
- Finegann lane to centennial st.
- Valley spring to lake hogan.
- Obrynes, highway 4
- Same as above
- NA
- All around New Hogan Lake and through town
- in town
- 26 from La Contenta to town
- Hwy 4 in Arnold
- None
- No where
- Highway 26, Highway 12, Hogan Dam Rd, Paloma Rd, Burson Rd, Camanche Pkwy
- Hogan dam road and hey 26
- MarVal area through to the La Contenta area
- Same as above, including roads leading toward the lake
- Same was walking
- Same answer as 21
- All!
- All public roads in Valley Springs.
- All of 49 going through town. I see a lot of people riding their bikes through town without any bike lanes in the area.
- Same
- 26 and 12
- All of valley springs
- Ditto above
- Baldwin—-full stretch. Off Hwy 26 with a clear path to town and lake
- Along our road ways.
- Rancho area
- Hwy 12
- See above
- Same as above.
- Hwy 26. Rancho Calaveras. Jenny Lind
- Messing pettinger rd, Burson red area, valley springs town
- Does Not Apply To Me.
- Vista Del Lago
- H12, pettinger, southworth
- Hartvickson and Baldwin.
- Baldwin st

- Along highway 26 from La Contenta to the y.
- Rancho Calaveras, Hwy's 12 and 26
- All of Valley Springs
- 12 and 26
- None
- From town to lake Hogan, and from town to Gold Creek.
- Vista Del Lago to Hwy 12
- Every year there's a big bike ride that comes along southworth and there is not enough room for them to ride 3-4 bikes wide and they will not go single file. It's poor etiquette on the bikers part to take over the roadway in this manner and I suppose not even legal. Bike lane would be nice but the fact is, they would likely still have poor manners and take over the roadway in a community they don't even live in. So I would be opposed at this point to any bike lanes due to the current and past experiences I have had with these bike clubs that come in from other cities and take over. Also, we are COUNTRY living and I like the look of our country roads without bike lanes.
- Around lake hogan, all through the main town of valley springs
- Highway 4 between Arnold, Murphy's, and Moran-4 turnoff
- Between La Contenta and downtown Valley Springs
- Try expanding your vision of what you should really be doing.
  Again, this question is yet another perfect example of Governmental singularly focused moronic idea, that will create an expensive, inadequate plan that does NOT meet the desired goals of the People.
- Whenever possible. I'm aware of living upcountry and in mountain towns the roads tend to be more curvy/windy and narrow, but when available, please widen it. And where possible in communities offer parks, trails, paths, etc that would encourage outdoor activity and possible engagement from outsiders(tourists)
- All around Murphys.
- Hwy 26 Silver Rapits to Hwy 12, 26 four way stop.
- Lakeshore Drive Kiva Little John

  Copper cove drive
- O'Byrnes Ferry

  Highway 4

  Little John

  Highway 120/108

  Highway 49
- N/A
- Hwy 4 between Dorrington and Ebbets Pass
- Main Street from Highway 4 to Big Trees Road, Jones Street from HIghway 4 to Main Street, Scott Street and down 6 Mile, S. Algiers Street
- From La Contenta to downtown Valley Springs. From La Contenta to pizza factory.
- Highway 4 from downtown Murphys to Michelson elementary
- south side of Hwy 4 between Penn Gulch and Big Trees Rd.

- Hwy 4 from Angels Camp to Murphys
- All along hwy 4 through Arnold.
- downtown Arnold
- N/a
- Hwy 12, Burson Rd, Pettinger Rd, Hwy 26, Pool Station Rd.
- Hwy 26
- None around here.
- Camanche Parkway S
- Bike trail parallel to Highway 4 in Arnold, through old Meadowmont Golf Course
- 26 going into downtown Valley Springs
- Hwy 49. To San Andreas and to New Malones
- See previous questions
- Hey 26, baldwin
- N/A
- Hartvickson Lane, Baldwin Lane, and Highway 26 in Valley Springs.
- All of highway 4, all of Moran Road
- Hwy 26/12
- Highway 49 outside of Angels Camp going towards Sonora and Highway four to Murphys
- Anywhere along Hwy. 49 in Mokelumne Hill and Hwy. 26.
- Hwy 49 from Six Mile to Murphys, or even all the way from Angels to Murphys.
- Agin, all of valley springs the high way 26 into town is nuts is nuts
- Hwy 26, Hwy 12, Vista Del Lago, Hogan Dam Road.
- Arnold/Big Trees/Dorrington,
- Maintenance on Murphy's Grade!

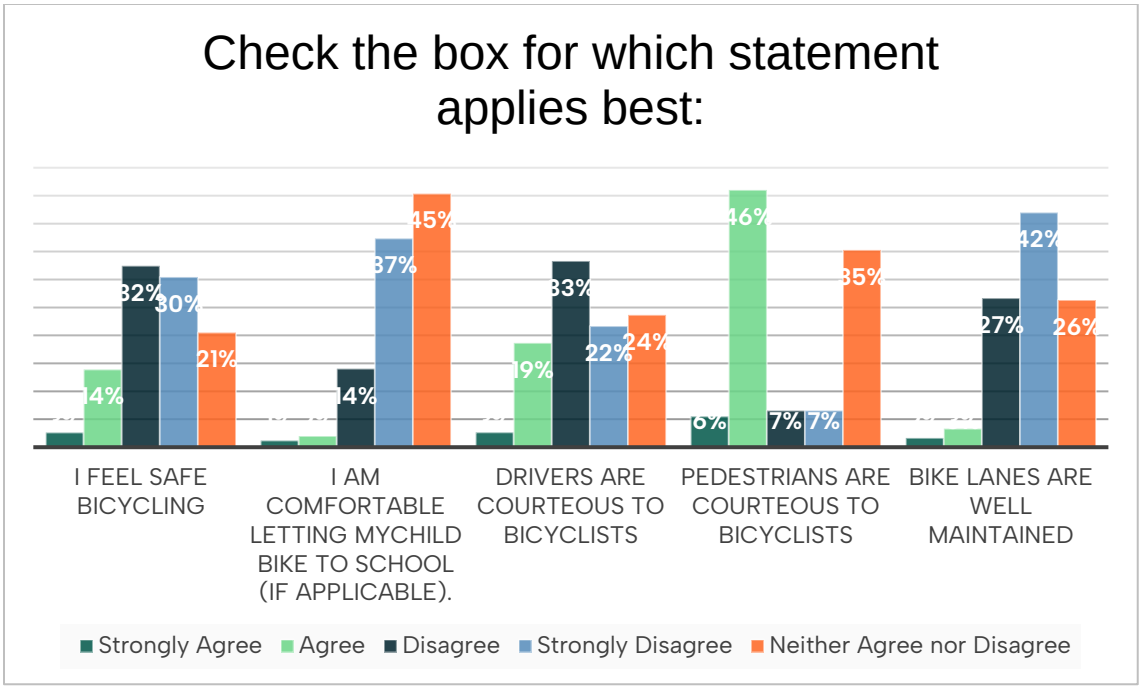
  Calaveritas, San Andreas to Angels Camp
- Paloma road outside of valley springs.

  Baldwin st (vs)

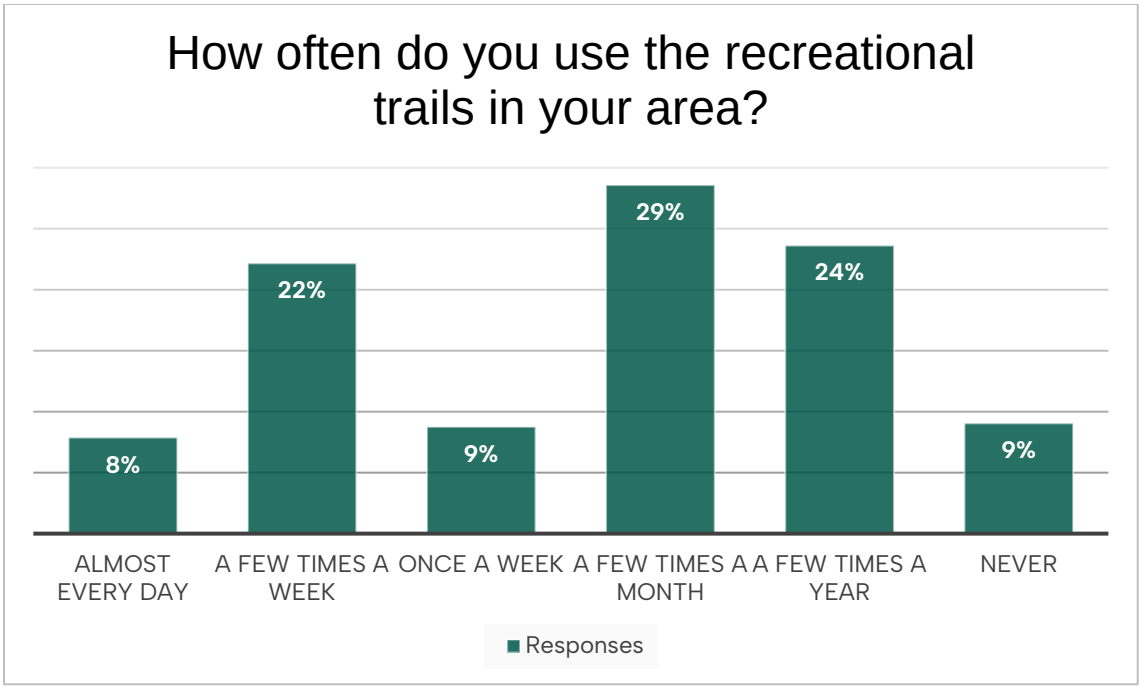
  Hartvickso (vs)

23) Check the box for which statement applies best:

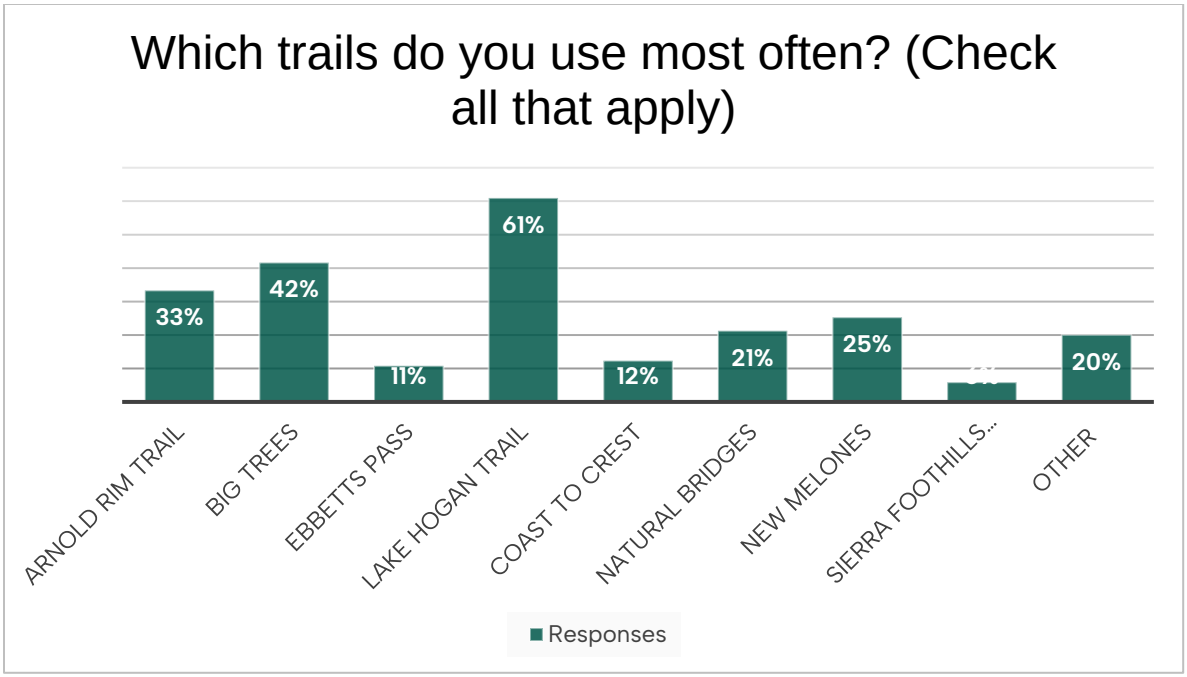
- I feel safe bicycling in Calaveras County.
- I am comfortable letting my child bike to school (if applicable).
- Drivers are courteous to bicyclists in Calaveras County.
- Pedestrians are courteous to bicyclists in Calaveras County.
- Bike lanes are well maintained in Calaveras County.



24) How often do you use the recreational trails in your area?



25) Which trails do you use most often? (Check all that apply)



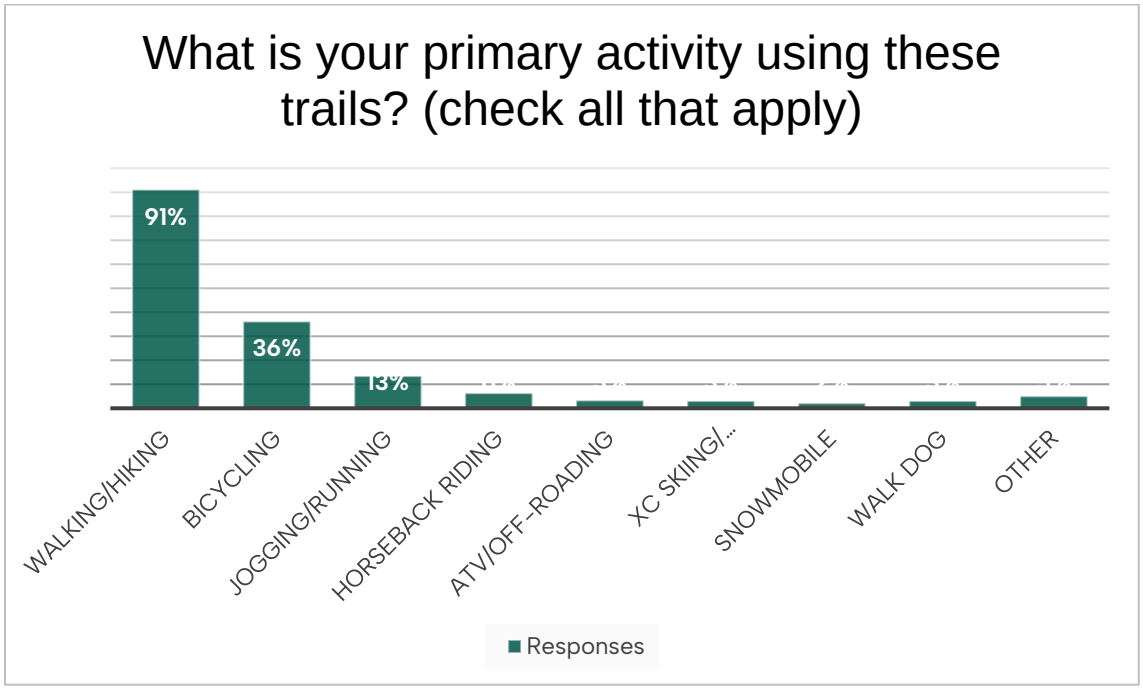
Other:

- Tuttletown
- Flume trails
- Didn't know about these areas can't rank #27 questions
- White Pines
- Table Mountain
- NONE IN COPPEROPOLIS. I walk around a parking lot at Town Square. If a trail could be installed with the cooperation of the owners of Town Square, CV Partners, it could be a win win for them and for people who want to stroll around Town Square .
- All of these areas are way away from my home .
- Hadn't known any trails
- white pines lake
- N/A
- Peoria
- Outside calaveras county in surrounding counties
- None.
- Peoria Flats
- Blue Lake Springs
- None!! I dont want to drive 7 miles to walk on a trail.
- Green horn
- I take my dogs to Hogan, but I have to drive there. I would ride my bike there but you'll get killed on Highway 12 between Burson and Valley Springs.
- None in A C
- Lake Alpine trails

- I use the trails in the Greenhorn Creek neighborhood that are maintained by the Greenhorn Creek LLD
- None of the above
- Bear creek
- Library to Government Center
- Up behind Valley Springs Elementary
- Quail trails
- Fire trails in the hills
- Alex Quinones ball park trails
- Local trail.
- Stanislaus National Forest
- 70's
- Gov Center. Gold Strike Rd.
- Wallace Lakes Estates trails
- The somewhat trails at hogan lake
- N/A
- West Point and Railriad flat SPI and blm lands
- To the cross behind VSE
- N/A
- none
- EBMUD trails
- Trail of Skulls, Camp 9, trail from Briski Hill to lake
- Walking trail through Greenhorn.
- My personal
- None here in other areas.
- All trails around lake hogan.
- Blackcreek park
- Black creek park in copperopolis
- Not sure, whatever park area is available by VSE
- Bear valley
- Backroads
- Hogan
- Behind BD elementary
- No trails in Murphys.
- River of skulls trail
- Hogan
- Comanche
- New Hogan
- All at some point
- I don't know where any of these are. I tried finding a hiking trail in Sonora and trail heads were blocked.

- Several on Stanislaus National Forest
- stanislaus river access routes, Camp 9, and Stanislaus NF around Spicer/Union/Utica areas
- OHV trails
- Wallace Lake walking trail
- Comanche trails
- SPi Land

26) What is your primary activity using these trails? (check all that apply)

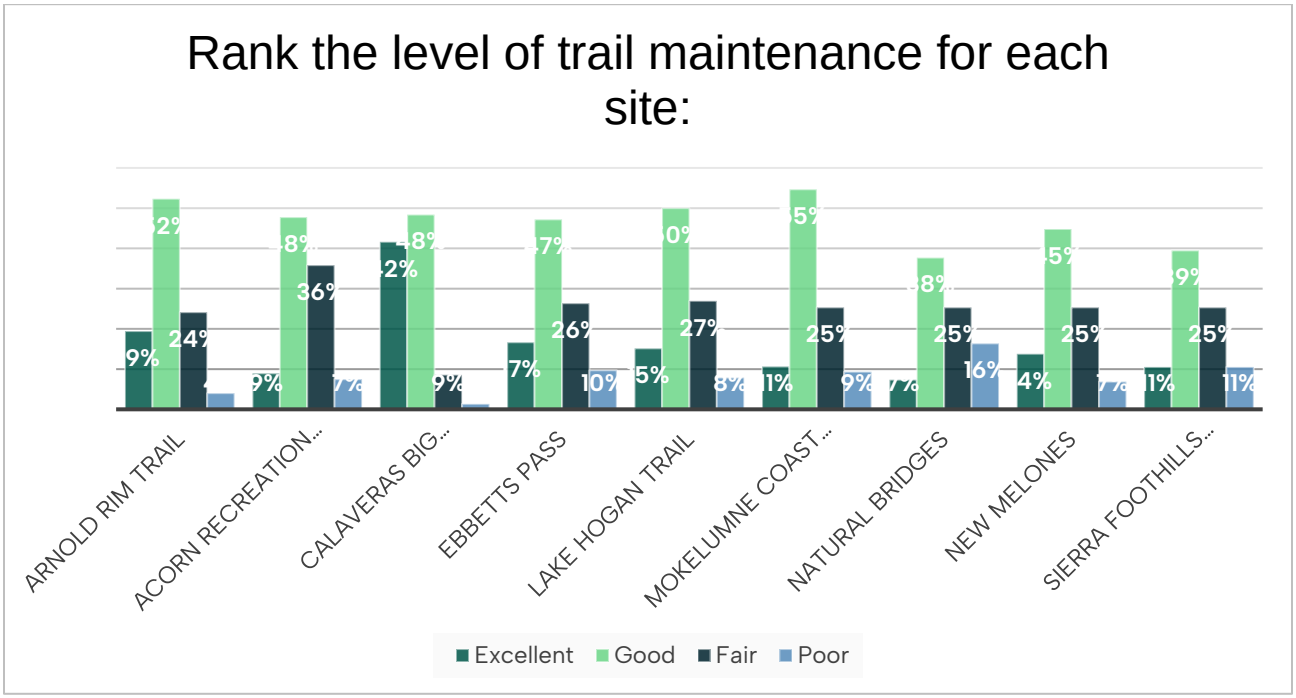


Other:

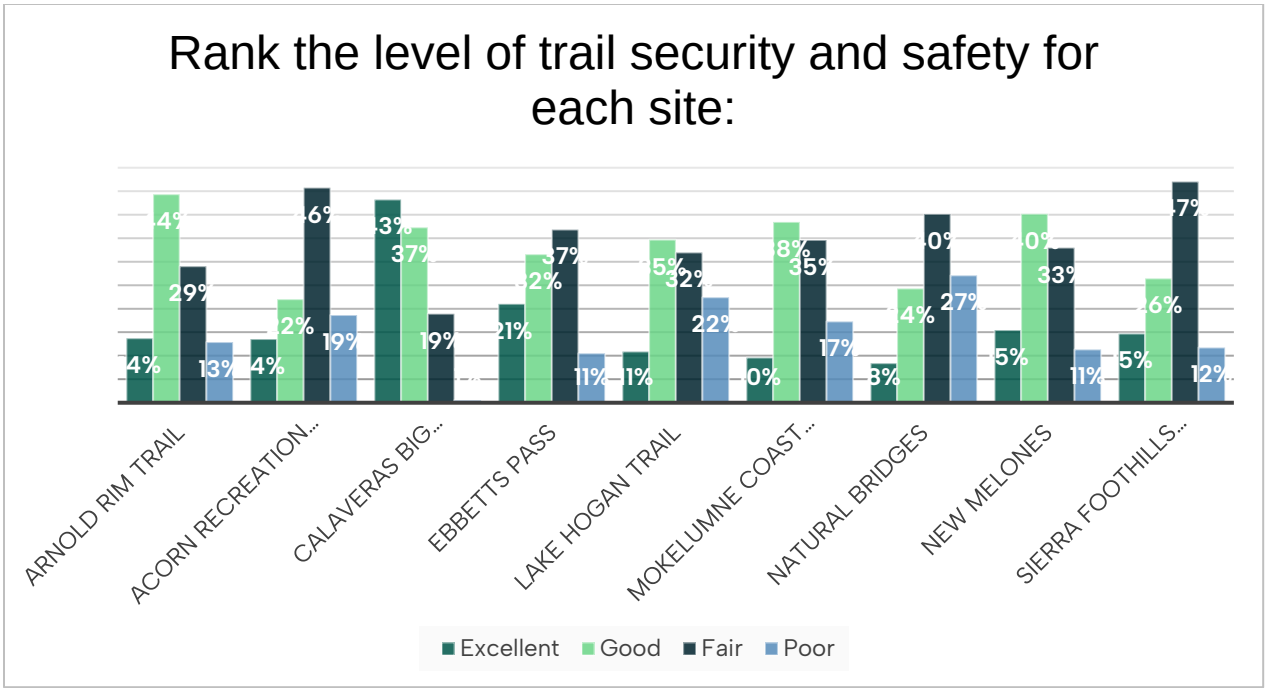
- O
- O
- N/A
- Walk dog
- Don't use them, as they are poorly maintained
- Ebike to handle hills
- Walking my dogs
- Dog walking
- None
- .
- N/A
- Dog walking
- N/A
- n/a
- Dog walks

- Walking the dogs
- Walking dogs
- Hunting
- Horseback riding
- Dog walking
- Photography
- Dog adventures
- Walking the dog
- K
- Rock crawling
- mountain biking

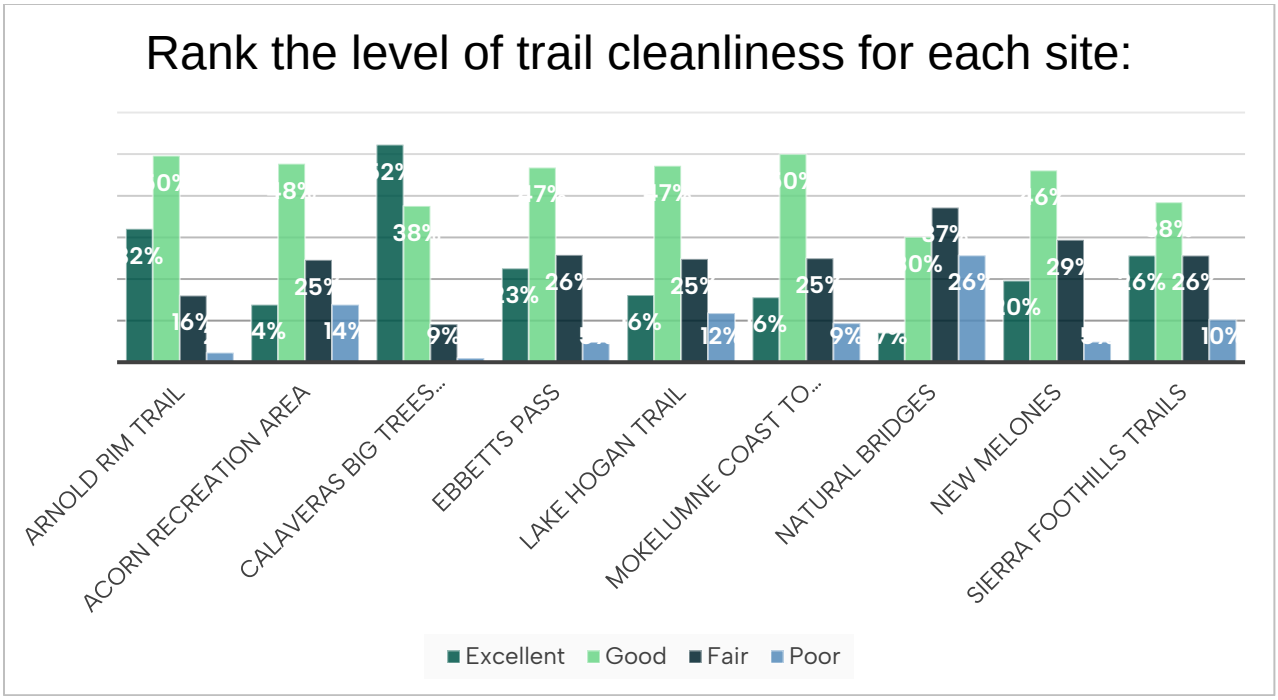
27) Rank the level of trail maintenance for each site:



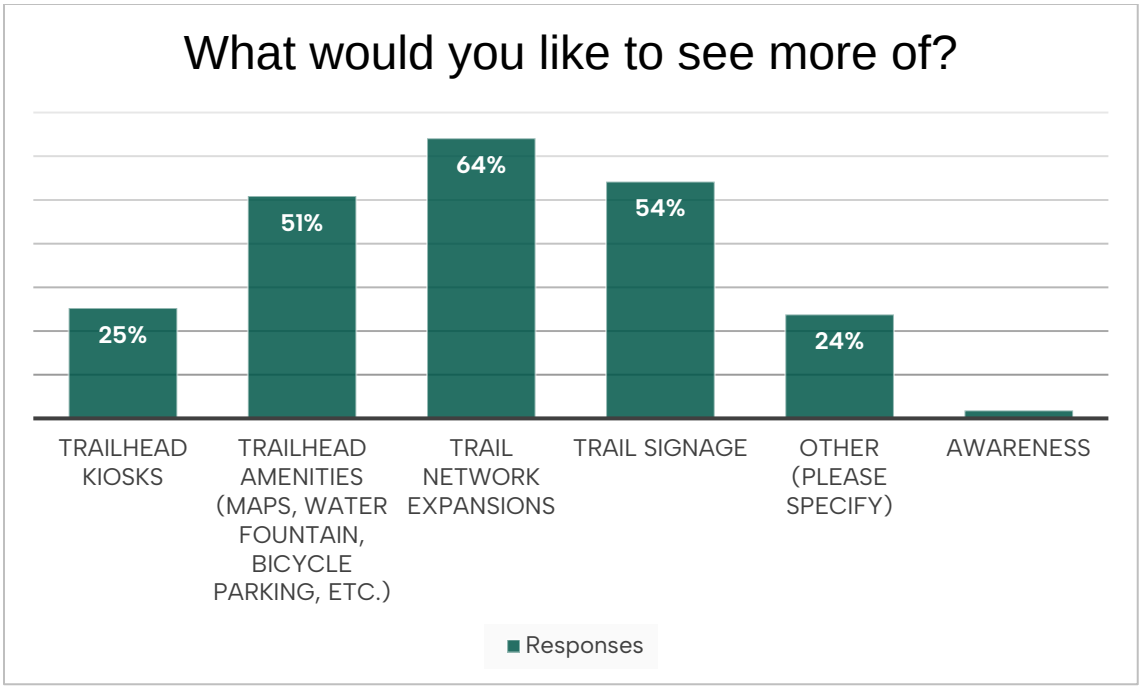
28) Rank the level of trail security and safety for each site:



29) Rank the level of trail cleanliness for each site



30) What would you like to see more of?



Other:

- More LOCAL community awareness of location
- O
- ADA trails
- N/A
- Trails connect to each other and communities in Calaveras
- More bike trails in Blue Lake Springs and access to Big Trees more bike trails in Big Trees State Park
- Trails.
- I think these are great!
- More walking in Angels Camp
- Trails around Lake Tulloch.
- more trails in the Copperopolis area, please
- Paved bike paths
- none
- Signage with distance would be helpful
- Would be nice to have a flyer or site that communicates all the trail heads in our County. I wasn't aware of many of these locations having "trails". I'm familiar with Acorn (one at Hogan and one at Melones), but didn't know of a hiking trail there, just thought they were campgrounds.
- Nothing in Valley Springs
- Trash cans
- Dog parks
- Poison Oak mitigation
- .

- Trails locally so we don’t have to drive so far.
- Nature being left as it is
- N/a
- Mokelumne coast to crest trail starting at Camanche is not safe for horseback riding anymore and has been washed away with loose rocks on steep hills.
- Usually I have friends with me, and I show them the places where we live.
- More horse trailer staging areas and open up access all year….every season it's closed for something!
- N/A
- More funds go into road maintenance and not wasted on isles trails and sidewalks
- idk
- Ponderosa way on BLM at Doster that used to be accessible for mountain biking before the Butte Fire
- Portable bathroom
- I don't know where to go to find these trails
- Horse trails!!!
- N/A
- Better parking
- Bathrooms
- Bike path from GC/LC to town
- Nothing
- Paved trails
- More hiking and backpacking camping trails
- Mixed use roads and trails for ATV and motorbikes.
- Shade arrea
- Maybe repurpose old railways and have them become hiking and biking trails like other states have started doing.
- Walking trail in Murphys
- Where the heck is the Mokelumne Coast to Crest Trail? Some trails are unknown to me and I am sure I'm not alone.
- Safe sidewalks
- Trail patrols to keep people safe
- Paved trails preferably at Hogan lake
- More people out there. Not so remote and worrisome to be alone
- Nothing
- More horse trails
- Benches
- More trail knowledge
- ALL trails should be accessible by Bike (and E-Bikes), Walking/Hiking, Horseback riding.

- There is a lot of graffiti at natural bridges. It's super upsetting to see and I stopped hiking there because it's so overrun with graffiti. The cave interior and the trail just leading up to the cave have graffiti.
- Copperopolis neighborhood to trail access
- connector trails to other sites/parks and community
- all-weather access to and parking at key trailheads, e.g., Arnold Rim Trail at Valley View
- Rails to trails
- Mountain bike specific FEATURES!
- Garbage cans and dog waste receptacles
- Local should not have to pay to access the resources that are in our backyard. The county has no interest in raising wages in the community and requiring people to pay to have healthy habits is ridiculous
- more trails
- Please more trails for Mountain bikes.
- Trash cans . Restrooms

31) Where (if any) do there need to be more recreational trail networks or expansions to existing recreational trail networks?

All over

Would be nice if/when downtown Angels camp has an official trail to new melones

New to area so I'm not sure

N/a

South end of ART

Ridge crests

More trails on Calaveras Big Trees State Park. Could they put one in along the Stanuslsus River? Or another along the way to the South Grove?

A small walking trail around the Town Square at Copperopolis if the developers/owners would allow it. People come to the center but have to walk around the parking lot if they stay at the hotel or live here.

Almost everywhere, just not enough

From Angels Camp to both New Melones and to San Andreas.

A recreation trail that goes from

Arnold/avery to murphys. Possibly along the creek next to highway 4.

My major concerns are to create a useful countywide recreational system. The only true park areas are in Hoa walls. Let's take Copperopolis. Just recently have received a small park area at end of country next to the bridge leading to Tolumne County that is constantly the scene of truck accidents and other accidents. The only park in Copperopolis is a strange bunch of old mine equipment dumped on the ground and couple of splinter ridden wood tables. The largest recreational area in the county has no public access to it. Lake Tulloch. No public boat ramp, trail system to it, no walking trail. The cry after this survey will be "We have no money to do anything ". I feel sad for a child growing up in Calaveras County most of all.

West Point. I do not know of any trails in West Point.

Our daughter uses power wheelchair.

Calaveras Big Trees trail has got pretty rough in places although it was slightly improved around the former Pioneer tree so now can get through with some difficulty. We know it's a huge expense so understand they're hard to keep smoother for wheelchairs!! Lake Hogan trail has got pretty rough also !

Big trees park, Rim Trail and White pines lake.

Better access from Arnold to Murphys

All over Calaveras county. Personally for me. A safe trail from gold creek to new hogan lake

connect the rim trail to bike paths around Arnold so folks could easily get there from their homes or other main areas.

N/A

Peoria, Copperopolis

Hogan Dam Road access to the trail head bike trail. The bike trail is fine. Getting there is dangerous.

Yes, would be nice to travel from la contenta to Hogan Lake to shopping centers safely with our dog and be able to play fetch.

Everywhere

Pioroa Flats

Melones, Murphys. Arnold and higher– we live in the mountains there could be so many awesome trails.
Blue Lake Springs to Big Trees State Park

All through Murphys. But where? A leisurely walk on a shaded flat surface would be ideal.

I've been happy with what we have.

We need trails leading from Valley Springs to Hogan Dam, We need better walkways to the town of Valley Springs and lighting and crosswalks

Connecting bear valley to Arnold to murphys to Angels camp

Lake Tulloch

Near Utica Park, but I think that's in the works. There's a trail that goes from near the Mark Twain school to HWY 49 and kids use that (or used to at least) as a shortcut to school. As far as I know it's not an official trail so usually there's tweakers back there. Sad, when it could actually be utilized as a real trail that would be kept up with.

New Hogan

Rim trail needs some updating. And also some picknick areas

Angels camp.

more trails in the Copperopolis area, please

Copperopolis

Valley Springs

I feel that Calaveras County has plenty of hiking and mountain biking trails. I would prefer focus on safe areas to cycle.

Mokelumne Hill River, access to the river with hiking trails

We already have plenty of trails. No more are needed.

Make the old railroad beds into bike trials

? Don't know

Angels Camp

Downtown VS to Hogan. Paloma to downtown VS. Maybe even via Gillam (which needs a lot of grading at minimum) to 12, with bike lanes to get to downtown and Hogan.

In the hills - not in towns

From downtown angels to new melones

Would love to see a back way to get to Sonora from Angels camp using some of the Melones trails

Trails are a very low-cost and low-maintenance amenity when considering the total project lifespan. Outdoor activities such as hiking have gained popularity steadily and consistently over time. These activities bring not only economic benefits from out-of-county tourism, they also bring health benefits to county citizens and give young people more reasons to choose to live and work in the county rather than move elsewhere.

In short, you should consider having recreational trail networks anywhere that current stake holders and land-use plans would allow for expansions or new trail networks.
The general public is not necessarily aware of what locations qualify for trail development projects, and so it is important for govt and citizens to collaborate together to identify both *all* possible trail network sites, and then also a prioritized list of most-preferred trail network sites.
on the south end of Arnold Rim Trail

San Andreas could really use a recreational trail network

Melones

Copperopolis

From Angels Camp (along Finnegan) to New Melones.

Hogan

New Melones

San Andreas/Mountain Ranch/Railroad Flat

Schools, parks, lakes, and existing trails.

Not wure

Everywhere

None

N/a

The Gov Center walking loop around campus (using paved trails and sidewalks) needs to be completed. This needs to be linked to trails going to Alex Quinones, the hospital campus, and pretty resting points in Downtown San andreas like Main St and the little park by the creek down there.
Any trails what we have in Calaveras County they're need constant maintenance, maintenance, maintenance.... Thank you.

Gold creek to Valley Springs town and connecting to lake hogan

After reading thru these questions, I have to say it doesn't really apply to the Glencoe area. We aren't developed to that extent, nor do most want it to be so.

Please finish the mokelumne coast to crest project in calaveras county! I would love to help and think it should work with fire roads as a fire prevention and management feature in partnership with private land owners along the canyon and SPI and Calfire. pilarmajors@gmail.com

N/A

Idk

Ponderosa way on BLM at Doster that used to be accessible for mountain biking before the Butte Fire

All the current existing recreational trails in Calaveras County

Anything connected to anything, lol

Hogan and comanche

The trail in angels camp that will follow angels creek to Melones needs to wrap up! Let's get it done!

I would love to have better resources to know about some of the local trails

New Melones would be nice if more connected around the lake and if horses were allowed. Can't find great access to horse trails in murphys area/ways to ride near Murphys Grade rd.

Copperopolis

Rancho Calaveras

Up the highway, four corridor, connecting to Arnold and Bear Valley

N/A

Copperopolis

Anywhere around valley springs town area. More challenging trails around lake hogan.

The old unused section of highway 4 between Angels and Copper. Along Finnegan lane and Angels creek/irrigation ditch

In copperopolis more trails are required as blackcreek Park has very minimal trail

Copperopolis

i don't know

None

I think it's fine the way it is! Bikers should stay off highways

Valley Springs. It was a big mistake that the county didn't do anything with the old railroad line. Perfect bike path.

No where

Hogan Lake connection to Coast to Crest Trail

N/a

There needs to be a more “in your face” way to let my family and others know what our recreational activity options are in this county.

Lake Hogan

Hogan

Anywhere. Give us more trails in calaveras county

Arnold Rim and anywhere else

If you want to put Calaveras and n the map as a recreation hub, consider outside the box concepts. Think like Moab and some other areas in NorCal that allow ATVs to operate on backroad and side roads through town. You will then attract visitors who have resources and will bring revenue to our county. We need it.

Take a look at “A trail for everyone” short film. It explains how an area is being revitalized by allowing families to operate their ATVs on certain roads.

San Andreas

I would like most trails to be wider and for weeds to be kept down in the middle

Valley springs needs more to do in general.

Lake Hogan trails that connect to the community

Rancho Calaveras and the Township of Jenny Lind

Between town. Maybe repurpose old logging rds and old railways for trails.

Rancho Calaveras

Hogan

By La Contenta golf course to town (VS)

Murphys

Jenny Lind to Hogan Lake area.

ALL of District 2 could benefit from recreational trails. There are none that I am aware of.

I’m not sure where the options are. But I love hiking, so anywhere that it is an option.

Lake Hogan, there are trails but not enough and some are very difficult and beat up. A trail around the lake would be great.

All over Valley Springs, and connect San Andreas to Valley Springs

Main to frogtown

Lake Hogan. I have heard tales of women being chased by shady looking men when walking their dogs by themselves

All around hogan lake access. Trails need widened and maintained.

We need a skate park somewhere in valley Springs area

We don't need any more. We have a ton!

Expand the Coast to Crest trail south from Campo Seco toward Lake Camanche. Also connect Valley Springs to Hogan via bike rideable trail.

Jenny Lind

Around Valley Springs

More access to maps and the difficulty of the trails please

Every year there's a big bike ride that comes along southworth and there is not enough room for them to ride 3-4 bikes wide and they will not go single file. It's poor etiquette on the bikers part to take over the roadway in this manner and I suppose not even legal. Bike lane would be nice but the fact is, they would likely still have poor manners and take over the roadway in a community they don't even live in. So I would be opposed at this point to any bike lanes due to the current and past experiences I have had with these bike clubs that come in from other cities and take over. Also, we are COUNTRY living and I like the look of our country roads without bike lanes.

Around hogan trail

All over the area

Maybe a thru trail up to lake Alpine for hiking and biking

Not sure. I need to check out more trails.

Im worried you'll bring asphalt

(I'm allergic to it)or cement to

"Pave Paradise & Put Up A Parking Lot" We've lost so much of Arnold's "charm" to "progress".

I've seen the street lights going up. So much for our dark sky initiative. Everything you're asking about his millions of dollars...we are one of the poorest counties in the state. Budgets are being slashed....

Copperopolis.

Connect ALL of the trails to form a complete network of non-gas-motorized trails. I'd say E-Bikes might be acceptable, if kept to controlled speeds (posted).

I don't know what a recreational trail network or expansion is to answer this question.

There should be more clear trail marking to get down to the Stanislaus river from places like the quarry, or down love creek road

N/A

Copperopolis

Everywhere. There are not enough trails. I would also like to see more fire roads that I could ride on.

Dog friendly trails in the parks

Around Hogan Lake.

There needs to be more trails and biking trails all around Calaveras county. It would be nice if more were paved and ADA accessible, which is also helpful for strollers as well.

angels Camp

ART expansion to link with Bear Valley trails.

BLM parcels north of Murphys, connections between Arnold Rim Trail and Big Trees State Park to the east, Dorrington to the north (via Waterline), Murphys to the south (those BLM parcels), Mokelumne Coast to Crest Trail to the northwest (via Summit Level), ART trail extension to San Antonio Falls (private property), completion of 12-mile loop of singletrack trail in San Domingo Canyon (ART) with 3/4 mile connector

Community trail connectivity and more purpose built bike trails that cater to ALL skill levels, not just experienced riders

N/a

Hogan reservoir

Lake Hogan, Valley Springs

Throughout the East Bay MUD property around Lake Camanche and Lake Pardee. As well as the property around Hogan Lake which is owned by the city of Stockton I think. It would be huge to make an area for trail riding OHV's, specifically side by sides.

N/a

A walking/biking path in Arnold off the highway.

A walking/biking path in Murphys, possibly along the creek and in the wooded areas.
A trail away from the Hwy to New Malones.

It would be nice for locals to get free admission to trails such as New Malones and Big tress. Paying $10 to walk in my own backyard seems un fair. Perhaps a discounted annual pass into these "paid entery" trail heads.

Valley Springs area

Around the rivers, biking to the rivers and other lakes

Expand Arnold Rim Trail system. More mountain bike features and jumps!
Expand Bear Valley trails. More machine-built bike trails!

Lake Hogan and surrounding areas

Mokelumne Coast to Crest Trail

there is a trail near my house and feel the trail called "river of sculls" should be open to cyclist as weel sine i rarely see and one there

Lake Hogan, the trails are to hard for beginners and families. Trail around the lake would be so nice. Beautiful scenery but no trails ;-(

Assistance with funding for Community Parks that have walking opportunities but limited budgets.

Avoidance of conflict on Arnold Rim Trail between equestrians, cyclists and pedestrians is critical.Physical separation could be a route to achieving this.

Angels Camp to Murphys

Hogan and EBAYMUD
PARDEE campground

Interactive Map Comments

Idea about biking	Allow all forms of recreation (including bikes). Distances between access points are too large for most to enjoy on foot.
Idea about biking	More trails to river access.
Idea about biking	Wayfinding Sign alerting drivers
Idea about biking	Wayfinding Sign to alert drivers
General comment	HAWK light For Safety
Idea about biking	Wayfinding Sign to Bear Valley
Idea about biking	Wayfinding sign for vehicles alert

Idea about biking	Kiosk with Suggested Bike Routes
Idea about biking	Share the Road Signs
General comment	There is no safe walking/biking to downtown VS
Idea about biking	Share the Road Sign
Idea about biking	Share the Road Sign
Idea about biking	Share the Road Sign
General comment	Bike Parking
General comment	Bike Parking
Idea about biking	Wayfinding Sign to alert vehicles
Idea about biking	Wayfinding Sign to alert vehicles
Idea about biking	Share the Road
General comment	Wayfinding sign to alert vehicles about walkers and cyclists
General comment	Bike Parking and Kiosk Re Bike/Walking
General comment	Bike Parking and Kiosk for local bike routes
General comment	Bike Parking and Kiosk for local bike routes
Idea about biking	Share the Road Sign
Idea about biking	Share the Road Sign
Idea about biking	We need share the rd. signs On Hogan Dam Rd. between Silver Rapids and Hwy. 26. We also need a few on Vista Del Lago in La Contenta.
General comment	Biking and walking in Valley Springs from Vista Del Lago to town. There is no bike lane no shoulder no anything on Highway 26 and I see kids having to walk on it at night which is very very scary
Idea about biking	We need to widen Hwy 49 for bike lanes. The bike lanes could double as emergency evacuation lanes when needed.
Idea about biking	I would love to see Parrots Ferry rd improved for safe biking. It is a beautiful route and would really help connect Tuolumne and Calaveras Counties. It could also bring in tourism for bike tourists looking for trips in the foothills.
General comment	Social Media Comment Received: "Be nice if there was a trail, for bikes and golf carts, that connected all the subdivisions to the grocery store and restaurants". Two residents agreed
General comment	Social Media Comment Received: "I think one big thing we need is more walkable "downtown" sidewalk and bike lanes along the Arnold stretch of Highway 4. Murphys feels much easier to walk around and explore but Arnold feels dangerous with the highway being so fast and no sidewalk" Two residents agreed
Idea about recreational trail	a non-motorized, multi-use Recreational trail around White Pines Lake with a uniform walking surface and a bridge across the outlet.
Idea about recreational trail	Develop non-motorized multi-use trail system on large BLM parcels north of Murphys
General comment	Improve Valley View Drive to provide year around all weather access to Arnold Rim Trail trailheads.
Idea about walking	one possible extension of the rim trail closer to more people
Idea about walking	one possible extension of the rim trail closer to more people. this goes along an existing fire road that was graded for the canyon fire decades ago.
Idea about walking	one possible extension of the rim trail closer to more people
Idea about biking	Improving access for bicycles on roads to make biking a safe alternative to driving would be my biggest objective.

Idea about walking	Shoulder widening between Mustang and Rainy Drive would make it more comfortable to walk between Meadowmont and Fly-In Acres.
Idea about walking	Public Comment: Biking and walking in Valley Springs from Vista Del Lago to town. There is no bike lane no shoulder no anything on Highway 26 and I see kids having to walk on it at night which is very very scary.
Idea about walking	Public Comment: There should be a class I for walking and biking between Gold Creek and the gym
Idea about walking	Public Comment - There should be a walking/biking connection between all of the businesses south of the Mar Val shopping center and the Mar Val shopping center. No easy way to walk to Starbucks or CVS, Thai, etc.
Idea about walking	Many people walk along 6-Mile, which is a beautiful walk that takes you from Downtown Murphys to Ironstone. There is no pedestrian path, and it feels dangerous, especially when cars speed down the road. It would be great to add a pedestrian path along portions of this path where there are sharp turns to create safer buffers for pedestrians.
Idea about walking	This could be developed as a walking or biking trail to connect the Rocky Hill neighborhood to the creek. There is some kind of road with a gate across that goes from Bret Harte Rd. behind the Gateway Press buildings and looks to go to the creek. This road might belong to UPUD? It also seems to go behind the east houses on Rocky Hill, but now might be someone's driveway. However, I'm unsure if there is any property left that isn't private after the construction of the new subdivision along the creek. It was surely a missed opportunity.
Idea about hiking	add 1/2 mile of trail to existing system to complete 10-mile loop in San Domingo Canyon
Idea about biking	We need a bike lane along Highway 4 because there are kids who bike to school regularly from the subdivisions behind Downtown Murphys.
	We need a creek trail and it should be a requirement for anyone developing properties that abut it, including retroactively for the new current housing tract
	There should also be a public restroom somewhere on the eastern end of the trail or at the western end near the sewer station.
Idea about walking	A bicycle trail could be incorporated into the creek trail and run past the sewer station, either along creek on rejoining the Grade Rd briefly before joining the flume right of way and continuing to Angels Camp using the utica water right of way and easement to Ross reservoir and thence to Angels through Tryon and Rolleri properties where the easement exists. This would negate the need to enter into any further agreements with property owners using this right of way wherever practical, will not be a major encroachment on existing right of way agreements, and it would be a major asset for those wanting to safely use alternate transportation (bicycles or walking) to and from Murphys and Angels Camp.
Idea about biking	For the kids who bike to school, create a safe path to Michelson Elementary. There was an improvement proposed in the Safe Routes to School study. Please implement it.
General comment	There should be a full connection for walking and biking on Vista Del Lago between 26 and Lake Hogan
Idea about hiking	There should be a recreational trail connecting Gold Creek and the lake

Idea about walking	We should put in a walking/biking path that would provide non-vehicular access to the shopping center
Idea about walking	Shoulder widening between Mustang and Rainy Drive would make it more comfortable to walk between Meadowmont and Fly-In Acres.
Idea about walking	Public Comment: Biking and walking in Valley Springs from Vista Del Lago to town. There is no bike lane no shoulder no anything on Highway 26 and I see kids having to walk on it at night which is very very scary.
Idea about walking	Public Comment: There should be a class I for walking and biking between Gold Creek and the gym
Idea about walking	Public Comment - There should be a walking/biking connection between all of the businesses south of the Mar Val shopping center and the Mar Val shopping center. No easy way to walk to Starbucks or CVS, Thai, etc.
Idea about walking	Many people walk along 6-Mile, which is a beautiful walk that takes you from Downtown Murphys to Ironstone. There is no pedestrian path, and it feels dangerous, especially when cars speed down the road. It would be great to add a pedestrian path along portions of this path where there are sharp turns to create safer buffers for pedestrians.
Idea about walking	This could be developed as a walking or biking trail to connect the Rocky Hill neighborhood to the creek. There is some kind of road with a gate across that goes from Bret Harte Rd. behind the Gateway Press buildings and looks to go to the creek. This road might belong to UPUD? It also seems to go behind the east houses on Rocky Hill, but now might be someone's driveway. However, I'm unsure if there is any property left that isn't private after the construction of the new subdivision along the creek. It was surely a missed opportunity.
Idea about hiking	add 1/2 mile of trail to existing system to complete 10-mile loop in San Domingo Canyon
Idea about walking	Walking path maybe not directly on the street
Idea about walking	Need more walking crosswalks
General comment	Social Media Comment Received: "Be nice if there was a trail, for bikes and golf carts, that connected all the subdivisions to the grocery store and restaurants". Two residents agreed
Idea about biking	Allow all forms of recreation (including bikes). Distances between access points are too large for most to enjoy on foot.
Destination you would like to walk/bike/hike to	This USFS property has been masticated (and already put through NEPA) and is ripe for new multi-use trails between the forest roads.
Idea about recreational trail	Plans for a walking, hiking, biking path from Angels via Angels Creek (Finnegan Lane) to connect with New Melones Reservoir near the Buck Brush Trailhead have been talked about for years. I would like to join in planning for such an access connection. This would open many opportunities for enjoying New Melones without reliance on autos as well as providing fishing, vistas and trails adjacent to Angels Creek.
Idea about biking	Improving access for bicycles on roads to make biking a safe alternative to driving would be my biggest objective.

Idea about walking	We need better sidewalks and walking access on the secondary streets.
General comment	Bike Parking and Kiosk for local bike routes
Idea about biking	We need a protected bike lane here!
Idea about biking	We need to widen Hwy 49 for bike lanes. The bike lanes could double as emergency evacuation lanes when needed.
Idea about biking	Wayfinding Sign alerting drivers
Idea about biking	Wayfinding Sign to alert vehicles
Idea about recreational trail	Multi-use community connector trail, off highway between Dorrington and Bear Valley.
Idea about biking	Add way finding go help people know where to go.
Idea about recreational trail	Develop non-motorized multi-use trail system on large BLM parcels north of Murphys
General comment	Many Schoolchildren from the Hilmont area west of 49 cross the highway here. A safe crosswalk is imperative.
Idea about walking	one possible extension of the rim trail closer to more people
Idea about walking	Cross walk is needed to 7-11
Idea about biking	We need a new downhill-only bike-only Flow trail here. This is the best gravity-focused area of the rim trail system, and there are plenty of multi-use trails that can be used to climb.
Idea about walking	actual flat bike path walking path around the lake. possibly ADA. would need a bridge to get across San Antonio creek..
General comment	Improve Valley View Drive to provide year around all weather access to Arnold Rim Trail trailheads.
Idea about biking	Yabba Dabba Doo is the best biking trail on the Rim Trail System. But it needs to be improved: more jumps, bigger berms, more rock features to make it even more attractive to people who ride.
Idea about biking	Kiosk with Suggested Bike Routes
Idea about biking	We need share the rd. signs On Hogan Dam Rd. between Silver Rapids and Hwy. 26. We also need a few on Vista Del Lago in La Contenta.
Idea about biking	I would love to see Parrots Ferry rd improved for safe biking. It is a beautiful route and would really help connect Tuolumne and Calaveras Counties. It could also bring in tourism for bike tourists looking for trips in the foothills.

Idea about walking	Prioritize safe bike and ped crossing of SR-4.
Idea about biking	We need share the rd. signs On Hogan Dam Rd. between Silver Rapids and Hwy. 26. We also need a few on Vista Del Lago in La Contenta.
Idea about walking	There should be a walking path between Hogan Dam Road/26 (by gym) to Gold Creek. People walking on that "shoulder" are making things treacherous.
General comment	HAWK light For Safety
Idea about biking	Wayfinding Sign to Bear Valley
Idea about biking	For the short term, ask Caltrans to remove all edgeline rumble strips with shoulder widths of less than 2 feet.
General comment	Bike Parking and Kiosk Re Bike/Walking
Idea about walking	one possible extension of the rim trail closer to more people
Idea about biking	skills course for beginner and novice bicyclist
General comment	The crosswalk here is VERY dangerous. Cars in the outer lanes are often fooled by drivers who stop in the middle lane for a pedestrian. Outer lane drivers blast on through often narrowly missing a pedestrian in the middle lane area which is blocked by the middle car. The crosswalk should be moved directly to High School St with only TWO lanes in that area. Or, flashing warning lights should be installed if kept by Russels Rd.
Idea about recreational trail	more signage for trails and trail heads and maps of trails
Idea about biking	Adding a biking trail/ walking trail through this lot that would connect from SR26 at Vista Del Lago to the center of Valley Springs. This would be ideal for people wanting to bike from La Contenta area and protect people from walking alongside the highway.
Idea about recreational trail	Build safe off highway connection from Arnold to Murphys. Currently over half built with portions of Arnold Rim Trail. Connection options using San Domingo Creek or Angels Creek areas.
Idea about biking	Share the Road Signs
General comment	Bike Parking
General comment	it would be amazing to have a hiking and biking trail all the way around the lake, there are alot of active people living here who would really love it
Idea about walking	We should add a mountain bike trail
Idea about biking	Share the Road Sign
Idea about biking	Wayfinding Sign to alert vehicles

Destination you would like to walk/bike/hike to	if you don't have a car getting between HWY 4 and parrotts ferry is impossible! Would be great to have a bike trail around here
General comment	There is no safe walking/biking to downtown VS
Idea about biking	For the short term, ask Caltrans to remove all edgeline rumble strips with shoulder widths of less than 2 feet.
Idea about biking	More trails to river access.
General comment	Bike Parking
Idea about biking	Share the Road Sign
Idea about biking	This portion of Sunset Loop needs a reroute. We could get 1/2 mile more out of the trail by rerouting, creating bermed-turns, and making rollers and jumps.
Idea about biking	Share the Road
Destination you would like to walk/bike/hike to	Secure public access to San Antonio Falls, which is on private property. USFS system trail ends at property boundary about 200' from falls.
Idea about recreational trail	place a trail head info booth in the parking lot of Mountain Aloha Mtb Co.
	We need a walking path in Arnold – desperately! Need to be able to walk from Sierra Framing/Ebbetts Pass Sporting Goods, down to the Meadow (note, your map is old – Meadowmont Golf Course hasn't been there for 14 years). If you create a path, extend it around to Blagen road so we can safely walk to the Post Office and library.
	Will be helpful for increasing business if visitors attending the many fairs on Hwy 4 can safely walk around.
Idea about walking	This is vital to our economic development.
General comment	The Interface OHV area has a very large number of fallen trees, and the Forest Service has not cleared them from trails. Much of the system along Sumit Level road is non-usable because of this.
Idea about walking	one possible extension of the rim trail closer to more people. this goes along an existing fire road that was graded for the canyon fire decades ago.
Idea about walking	Finishing the middle Mokelumne section of the Mokelumne Coast to Crest Trail
Idea about walking	Trolls under the Treat st. bridge.
Idea about recreational trail	Complete original vision of Arnold Rim Trail as a loop. Return loop potentially on the north rim of the Stanislaus Canyon from Candy Rock to Douds Landing to Mckays Point.
Idea about recreational trail	a non-motorized, multi-use Recreational trail around White Pines Lake with a uniform walking surface and a bridge across the outlet.
Idea about biking	No biking should be allowed on Copper Cove Drive whatsoever. The road is dangerous as it is and bikers and vehicles would be at risk even with a shoulder
	If you create a walking trail in center of Arnold so you can walk from Ebbetts Pass Sporting Goods down to Cedar Centrr, it can connect to the walking paths that Martin Huberty is working to get through the Arnold Meadow to Big Trees Market. Your path can start on Ebbetts Pass sporting goods and cross Hwy 4 at some point – with a cross walk to the other side.
Idea about walking	Could be flashing lights. Right now it's hazardous to cross Hwy 4 anywhere!
Idea about biking	Wayfinding Sign to alert drivers

General comment	Lots of children cross over mountain ranch road from toyonza this 3 way inter section is severely unsafe for kids walking to school
Idea about biking	Share the Road Sign
Idea about biking	For the short term, ask Caltrans to remove all edgeline rumble strips with shoulder widths of less than 2 feet.
General comment	Social Media Comment Received: "I think one big thing we need is more walkable "downtown" sidewalk and bike lanes along the Arnold stretch of Highway 4. Murphys feels much easier to walk around and explore but Arnold feels dangerous with the highway being so fast and no sidewalk" Two residents agreed
Idea about biking	Wayfinding sign for vehicles alert
Destination you would like to walk/bike/hike to	Calaveras Big Trees Park's current policy is to prohibit mountain bikes on all singletrack. This is a badly outdated policy, and needs to be changed. The park can handle mountain bikes on singletrack outside of North Grove without issue.
General comment	Biking and walking in Valley Springs from Vista Del Lago to town. There is no bike lane no shoulder no anything on Highway 26 and I see kids having to walk on it at night which is very very scary
General comment	Because this cross walk is up on a hill when the light hits a certain way its severely hard to see children cross the road
General comment	Wayfinding sign to alert vehicles about walkers and cyclists
Idea about biking	Share the Road Sign
Idea about walking	Cross walk to west side of hwy
Idea about walking	A walking or bike path is needed to Jenny Lind Elementary School that is not HWY 26!
General comment	Bike Parking and Kiosk for local bike routes
Idea about biking	Share the Road Sign
Idea about walking	Cross walk needed to west side of hwy
General comment	This intersection is ripe for pedestrian and recreational fatalities. A modern traffic roundabout would work phenomenally here to slow traffic to the speed limit, and to maintain throughput.

Appendix D - Walking and Biking Facilities Toolkit

Introduction

This appendix discusses best practices for bicycle and pedestrian infrastructure projects and non-infrastructure programs. It is focused on recommendations useful for Calaveras County. Because no general design guide can cover the unique characteristics of every location, this guidance should be used in conjunction with study of each individual location, engineering judgment, and other necessary considerations as appropriate for each individual application.

New projects and programs are most likely to be successful when implemented in partnership with the community. Strategies for public engagement include the following:

- Talking to the community to understand their desires and priorities
- Implementing new types of facilities incrementally to generate feedback and support
- Publicizing projects and educating the public on the changes to be implemented and their benefits

This guide draws on research and emphasizes engineering judgment, design flexibility, documentation, and experimentation.

Resources

This appendix is based on a review of existing studies, guidelines, and manuals related to pedestrian and bicycle infrastructure and strategies. The following documents are general resources for these topics:

- NACTO Urban Bikeway Guide, 2nd Edition (2014)
- NACTO Urban Streets Design Guide (2013)
- NACTO Transit Street Design Guide (2016)
- FFHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018)
- FHWA Small and Rural Multi-Modal Networks Guide (2016)
- FHWA Separated Bicycle Lane Planning and Design Guide (2015)
- FHWA Bikeway Selection Guide (2019)
- AASHTO Guide for the Development of Bicycle Facilities, 5th Edition (2024)
- Caltrans Highway Design Manual (2020)
- Caltrans Design Information Bulletin (DIB) 94 Complete Streets: Contextual Design Guidance (2024)
- Caltrans Class IV Bikeway Guidance (DIB 89-02) (2022)
- League of American Bicyclists Benchmarking Bike Networks (2022)
- Design Manual for Bicycle Traffic (CROW Manual) (2017)
- ITE Recommended Practices on Accommodating Pedestrian and Bicyclists at Interchanges (2016)
- Association of Pedestrian and Bicycle Professionals Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015)

Bikeways

Several types of bikeways and supporting facilities come together to form a complete bicycle network. The ATRTP includes the following bicycle facility types, arranged in order from least separated and protected to most.

- Bike Route
- Paved Shoulder
- Bike Lane
- Separated Bikeway
- Shared-Use Path/Sidepath

Table D-1 displays suggested bikway treatment type for users of all ages and abilities based on speed and volume.

Table D-1 – Suggested Treatment Type for All Ages and Abilities Facilities based on Speed and Volume[1]

Speed and Volume		Facility Type				
Speed	Average Daily Traffic (ADT)	Bike Route	Paved Shoulder[2]	Bike Lane	Separated Bikeway	Shared-Use Path/ Sidepath
25 MPH or less	<3,000					
	3,000-7,000					
	> 7,000					
30 MPH	<3,000					
	3,000-7,000					
	> 7,000					
35 MPH	<3,000					
	3,000-7,000					
	> 7,000					
40 MPH	<1,000					
	> 1,000					
45 to 55 MPH	>1,000					
	<1,000					

[1] Recommendations are based on guidance documented in the Federal Highway Administration (FHWA) *Small Town and Rural Multimodal Networks* (2016) and *Bikeway Selection Guide* (2019) and the American Association of State HIghway and Transportation Officials (AASHTO) 5th Edition *Bike Guide* (2024). Criteria was generally developed for two lane roadways but may be applicable on roads with three or more lanes.

[2] In some locations, a "paved shoulder with designated recreational route signage" or "buffered paved shoulder with bike route" signage is recommended. A "paved shoulder with designted recreational route" signage is recommended in locations where bicyclists and pedestrians are the anticipated user and a "buffereed paved shoulder with bike route" signage is recommended in locations where recreation bicyclists are the anticipated user.

Recommended Appropriate Facility for All Ages and Abilities

Potentially Appropriate Facility (May not be appropriate for all ages and abilities)

Inappropriate Facility

Bikeway Selection

These recommendations are primarily based on guidance documented in the Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks (2016) and Bikeway Selection Guide (2019), and the American Association of State Highway and Transportation Officials (AASHTO) 5th Edition Guide for the Development of Bicycle Facilities (2024). The following three goals should be prioritized when selecting the appropriate facility type for a specific roadway segment.

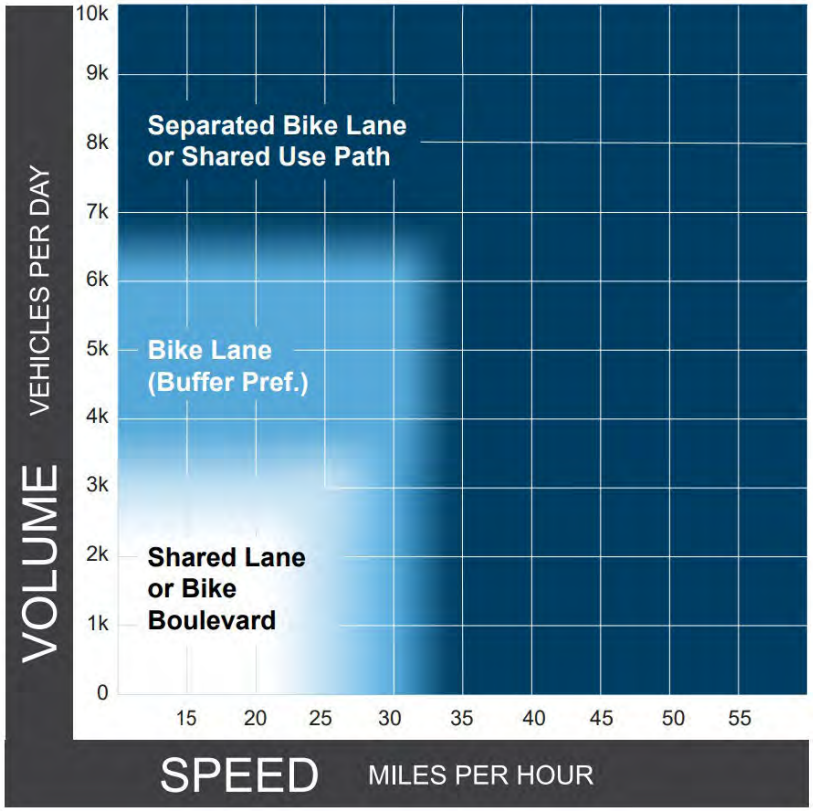
- Safety: Reducing the frequency and severity of crashes and minimizing conflict between users.
- Comfort: Minimizing stress, anxiety, and safety concerns for the target design user. Comfort and safety are closely related and ensuring facility types accommodate both can lead to an increase in active transportation users.
- Connectivity: Providing direct and convenient access to all destinations served by the roadway network with seamless and clear transitions between the active transportation facility and general roadway.

The following graphic from the guide indicates the ideal bikeway type based on vehicle volume and speed. In this graphic and in the following section, bikeways are arranged in order from the least separation and protection from traffic to the most.

Other factors such as available right-of-way and cost may also influence bikeway selection, especially when retrofitting bikeways onto existing streets. Curb-to-curb width and parking considerations in older neighborhoods can present challenges to design. As described in the guide, other such factors include the following:

- Unusually high peak hour motor vehicle volumes
- High percentages of trucks and buses
- High parking turnover or curbside activity
- Frequent driveways or intersections
- High concentrations of vulnerable populations such as children and older adults

If the preferred bikeway cannot be provided, the next best bikeway should be considered, as it still may increase comfort and safety for more confident bicyclists. Alternative parallel routes may also be considered.

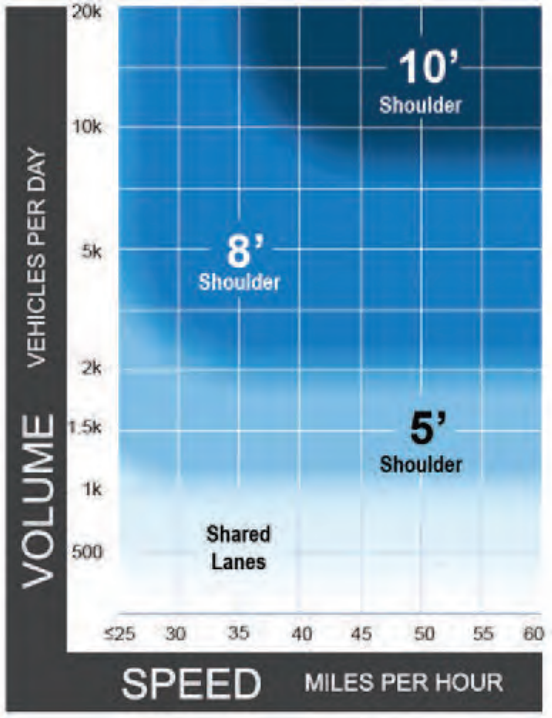


While a shared-use path or separated bikeway are generally recommended for facilities with speeds greater than 35 miles per hour or where ADT exceeds 7,000, the Bikeway Selection Guide notes that in rural areas, paved shoulders may also be appropriate in certain locations depending on anticipated usage, user type, and available right-of-way. In many cases, highways provide the primary (or only) connection between communities. For Calaveras County specifically, the availability for a vehicle to pull onto the shoulder is also a key consideration when determining whether a paved shoulder, bike lane, or separated bikeway is appropriate. By providing a paved shoulder in lieu of a bike lane or separated bikeway, vehicles can pull into the paved shoulder if necessary for maintenance or during emergency situations while this would be prohibited if a formal bike lane or separated bikeway was constructed. The following graphic displays the FHWA Bikeway Selection Guide's preferred shoulder widths for rural roadways.

As described in the Bikeway Selection Guide, other factors noted below will also influence the selected facility type:

- Right-of-way constraints (existing curb-to-curb widths, utilities, etc.).
- Unusually high motor vehicle peak hour volumes.
- High percentage of trucks and/or buses.
- High parking turnover or curbside activity.
- Frequent driveways or intersections.
- High concentrations of vulnerable populations such as children or older adults.
- Cost

If the preferred facility cannot be provided, the next best facility should be considered as it may still increase comfort and safety when compared to the existing condition. In regards to paved shoulders specifically, the Bikeway Selection Guide states "In highly constrained conditions where sufficient shoulder width cannot be achieved, it is preferable to provide a narrow shoulder rather than no shoulder." It is also noted that adding or widening shoulders has been proven to reduce certain collision types, particularly roadway departure related collisions on horizontal curves, and certain safety related funding may be available to assist with systemic implementation of paved shoulders if these collisions are prevalent in the County[1].

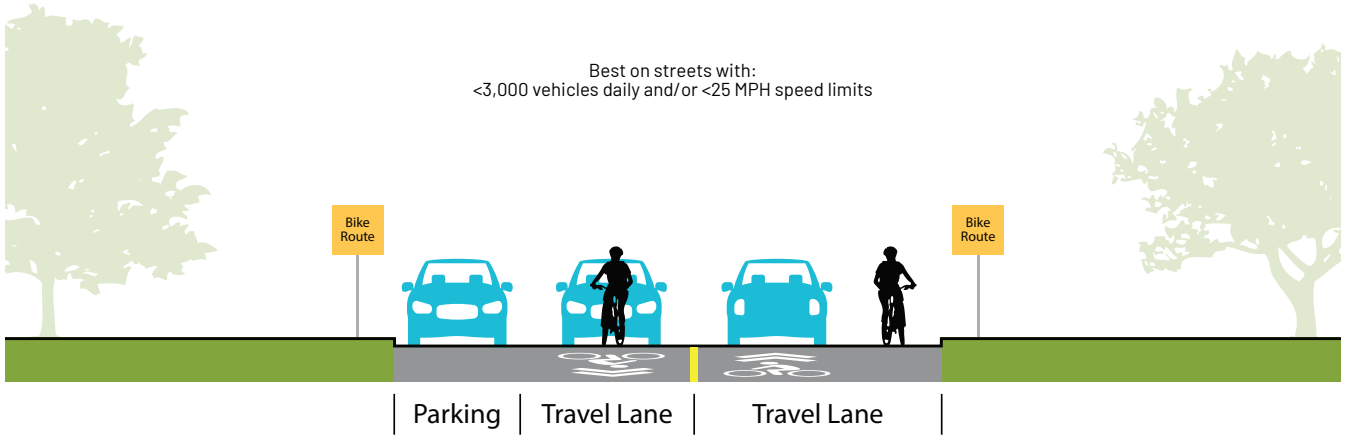


[1] https://highways.dot.gov/safety/proven-safety-countermeasures/roadside-design-improvements-curves

Bike Route

Bike routes, also referred to as a Class III Bike Route in the Highway Design Manual and in some cases, as a Bike Boulevard, are low-stress shared roadways designed to offer priority for bicyclists traveling within a roadway shared with motor vehicles. Bike Routes are most appropriate for low-speed, low-volume roadways and include signage and in some cases, shared-lane markings (sharrows), to alert drivers to the presence of bicyclists. Additional traffic calming features such as speed humps or tables, raised crosswalks, chicanes, etc. can be paired with signage and striping to reduce speeds and increase comfort.

Bike routes are most beneficial on streets with 3,000 or fewer ADT and posted speed limits of 25 MPH or less. Refer to Chapters 8 and/or Chapter 9 of the AASHTO Guide for Development of Bicycle Facilities, 5th Edition (or latest source) for additional design related guidance for bike routes on roadways and intersections.





Existing Bike Route in West Point, CA. Source: Fehr & Peers, 2021

Bike Lane

Bike lanes, also referred to as a Class II Bike Lane in the Highway Design Manual, are on-street facilities that use striping, stencils, and signage to designate an exclusive or preferential space for bicyclists. A bike lane is located directly adjacent to motor vehicle traffic and follows the same direction of travel as motor vehicle traffic.

The width of a bike lane is highly context sensitive as it has a direct impact on a bicyclists' comfort and safety. Table 9-1 in the AASHTO Guide for the Development of Bicycle Facilities, 5th Edition provides various recommended widths based on context.

The following design principles should also be considered when implementing bike lanes:

- Minimize vehicle travel and parking lane widths to reduce speeds and provide maximum bike lane widths.
- Consider painted buffers where roadway width permits a bike lane 7' or greater to discourage motor vehicle use of bike lane for parking or driving[1].
  - Buffer should be between 1.5 – 4' or wider. Two solid lines separated by 12" or less space may be used for narrower buffers (less than 2') and diagonal or chevron hatching should be used for wider buffers.
  - Left-side painted buffers improve separation between bicyclists and the motor vehicle lane. Right-side painted buffers adjacent to parallel parking improves separation from the door zone.
- Bike lanes should be carefully designed at intersections and along roadways with heavily used merging areas[2].
- Bike lanes should consist of a smooth, rideable surface. Conduct maintenance check frequently to prevent and remedy roadway hazards such as potholes and debris.
- Refresh faded striping and repair/replace damaged or faded signage.

Table 9-1: One-Way Standard Bicycle Lane Widths

One-Way Standard Bike Lane Widths				
Bike Lane Context	Practical Minimum (ft)	Recommended Lower Limit (ft)	Recommended Upper Limit (ft)	Practical Maximum (ft)
Adjacent to edge of Pavement	4[1]	5	7	8[3]
Adjacent to curb (exclusive of gutter)	5[1]	6	7	8[3]
Between through lanes and turn lanes[2]	5[1]	6	7	8[3]
Between buffers	4	5	7	8[3]
Adjacent to parking	5	6	7	8[3]
To allow occasional passing or side-by-side bicycling[4]	6.5	8[3]	10[3]	11[3]

Notes

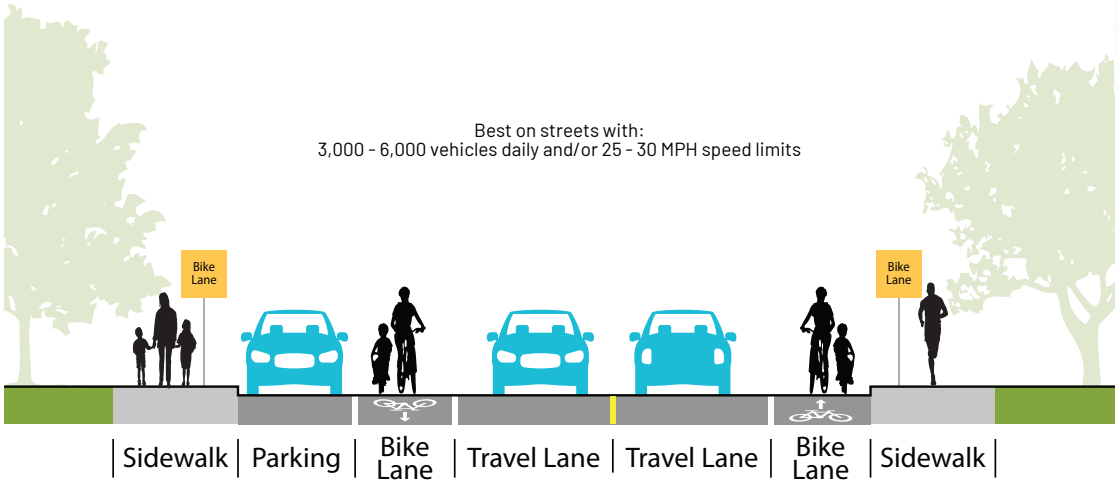
[1]Shoulders should be provided in lieu of narrow bicycle lanes to avoid confusion below the practical minimum width.

[2]Buffers are desirable where bicycle lanes are located between through lanes and turn lanes, especially as motorist speeds exceed 30 mph.

[3]Buffered bike lanes or separated bike lanes should be considered in lieu of wider bicycle lanes to avoid confusion with a parking or travel lane.

[4]A minimum of 6.5 ft is necessary for occasional passing and 8 ft or more for comfortable side-by-side bicycling.

Source: AASHTO Guide for the Development of Bicycle Facilities, 5th Edition





Existing Bike Lane in Valley Springs, CA.
Source: Fehr & Peers, 2025

[1] Refer to Section 9.5. of the AASHTO Guide for the Development of Bicycle Facilities, 5th Edition for design guidance for buffered bike lanes.
[2] Refer to Section 9.12. of the AASHTO Guide for the Development of Bicycle Facilities, 5th Edition for design guidance for bike lanes at intersections and merge areas.

Paved Shoulder

A paved shoulder is a paved area on the edge of the roadway which can be enhanced to serve as a functional travel space for bicyclists and pedestrians in the absence of other facilities with more separation. Ideally, paved shoulders designed for both pedestrians and bicyclists should have a minimum clear space width between 5' (for lower volume or lower speed roads) and 10' (for higher volume or higher speed roads); however, 4' can technically be used to accommodate both bicyclists and pedestrians.

For locations primarily anticipated to serve only bicyclists, minimums and maximums displayed in Table 12-1 of the AASHTO Guide for the Development of Bicycle Facilities, 5th Edition can be used.

Paved shoulders should be provided on both sides of the roadway when possible. In constrained locations, especially hilly terrain, a wider shoulder on one side of the road may be more appropriate than a narrow shoulder on both sides. In extremely constrained locations, a narrow shoulder is preferred over no shoulder.

A paved shoulder may be particularly appropriate for:

- Roadways with constrained right-of-way where a multi-use path or other separated facility may not be feasible.
- Roadways where pedestrian "walking along roadway" or "bicyclist struck from behind" crashes occur.
- Roadways where vehicles may need to utilize the shoulder for maintenance or emergency purposes.
- Roadways which may be utilized by farm equipment or horseback riders.
- Roadways where the intended user type is highly or somewhat confident bicyclists (typically adult recreational cyclists traveling long distances).

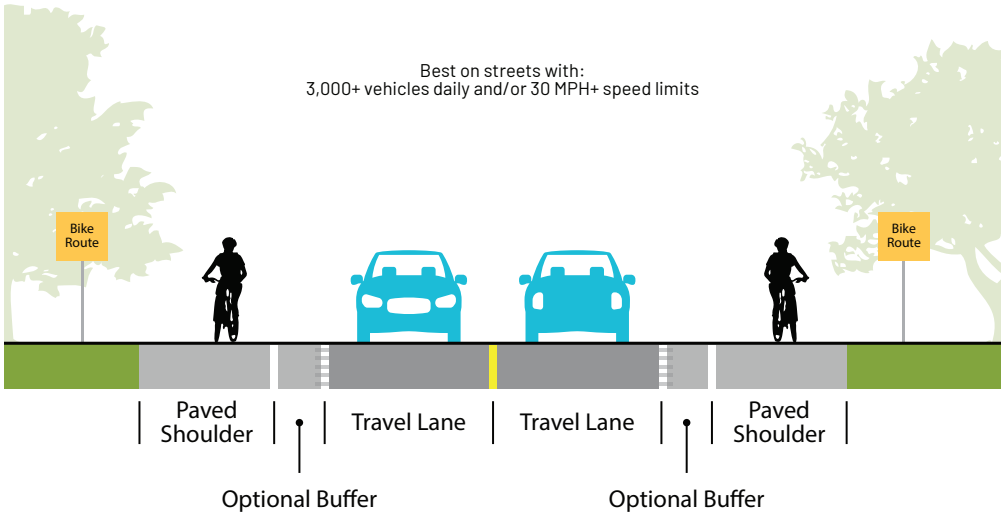
Table 12-1: Paved Shoulder Widths for Bicycling (see Chapter 12 References: FHWA, 2016b)

Paved Shoulder Widths Exclusive of Rumble Strips[i] for Bicycling				
Design Year Average Daily Traffic (ADT) and Posted Speed (MPH) Thresholds	Practical Minimum[ii]	Recommended Range		Practical Maximum
		Lower Limit[ii]	Upper Limit	
< 2,000; all speeds	2 ft	3 ft	5 ft[iii]	10 ft
2,000 - 6,000; all speeds	2 ft	4 ft	6 ft[iii]	10 ft
6,000 - 10,000; all speeds	4 ft	6 ft	8 ft[iii]	10 ft
> 10,000; ≤ 35 mph	5 ft	6 ft	8 ft[iii]	12 ft[iii]
> 10,000; > 40 mph[iv]	5 ft	6 ft	10 ft[iii]	12 ft[iii]

Notes
[i]See Section 12.5.1 for rumble strip design considerations.
[ii]Where roadside barriers, walls, or other vertical elements are present, they should be offset a minimum of 2 ft from the outer edge of the rideable shoulder to provide minimum shy distance to bicyclists (see Section 2.5.3.2.)
[iii]Where >10 percent of traffic consists of trucks.
[iv]Shared use paths are preferred.

Source: AASHTO Guide for the Development of Bicycle Facilities, 5th Edition

Adding or widening shoulders is a proven FHWA safety countermeasure for reducing roadway departure related collisions and certain safety related funding may be available to assist with systemic implementation of paved shoulders if these collisions are prevalent in the County.





Paved Shoulders with Rumble Strips on SR 12 in Wallace, CA.
Source: Fehr & Peers, 2025

Buffered Paved Shoulder

In addition to the clear space of the paved shoulder, a 1.5-4' buffer can be beneficial for increasing comfort and increasing the distance between bicyclists/pedestrians and vehicles. The ATRTP specifically recommends buffered paved shoulders for some locations (generally areas with high speeds and/or volumes) and does not differentiate between buffered and non-buffered in others. However, a buffer can and should be evaluated for all locations where a paved shoulder is recommended, it is just more critical to provide in locations with higher motor vehicle speeds and/or volumes.

The buffer may contain additional striping and/or a rumble strip. The location and design of striping verses rumble strips should be carefully considered. Rumble strips can be loud negatively impacting residents that live near the road and can negatively impact bicycle travel if they are poorly constructed.

If rumble strips are desired, the dimension, design, and placement should be optimized to limit impacts to bicyclists. The following guidance is provided:

- 12 inch spacing center-to-center.
- 6-8 inches long, perpendicular to the roadway.
- 6 inches wide, measured parallel to the roadway.
- 3/8 inches deep.
- Ideally placed to overlap with the roadway edgeline (known as edgeline rumble strips).
- Provide a bicycle gap pattern to allow bicyclists access into and out of the paved shoulder area. The gap pattern should consist of a 12'-15' clear gap every 40'-60' and approaching intersections.

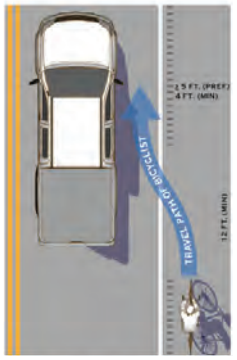
If rumble strips are desired for motor vehicle safety but the roadway is constrained, the rumble strip could be placed on the right side of the paved rideable area. This is recommended where the rideable surface is less than 4' and bicyclists are likely operating at > 15 MPH or the route serves a high number of bicylists.

Colored pavement may also be used to differentiate the shoulder from the travel lane if desired. With or without colored pavement, the edge of the travel lane should always be clearly delineated to seprate the travel lane from the shoulder, particularly for shoulders designed for both bicycle and pedestrian accessibility.

The Small Town and Rural Multimodal Networks Guide provides optional guidance for edgeline treatments that may be appropriate in rural settings. Additional guidance for intersections is also provided.



Figure 3-3. Longitudinal markings along shoulders should be selected in response to shoulder width, and the desire to discourage encroachment by motor vehicles.



Source: Small Town and Rural Multimodal Networks

Signage is important for communicating to motorists that bicyclists or pedestrians may be present in the shoulder. The ATRTP recommends paved shoulders with designated recreational route signage and paved shoulders with bike route signage. Recreational route signage is recommended for locations anticipated to serve both bicyclists and pedestrians. Bike route signage is recommended for locations anticipated to primarily serve bicyclists.

Signage for each respective facility type should be consistently used countywide to increase motorists awareness and recognition that they are driving on a road that may have bicyclists and/or pedestrians. Signage can also serve as wayfinding for bicyclists and pedestrians so they know which routes should be used. Signs should be intuitive, easily recognizable, and consistent throughout the County.

Section 12.4.2 and Chapter 14 of the AASHTO Guide for the Development of Bikeways, 5th Edition provides detailed guidance on which types of bike route signs should be used for shared roadways depending on the specific location, shoulder width provided, and goal of the facility (e.g. is it a destination-based bike route or a route-based bike route). While this guide focuses on bikeways specifically, the wayfinding signage guidance in Chapter 14 can be applicable for the recreational routes intended to serve both bicyclists and pedestrians. The specific sign types would just need to be modified to indicate the route is intended for bicyclists and pedestrians.

Separated Bikeway

Separated bikeways, also referred to as cycle tracks, protected bike lanes, or Class IV Separated Bikeways in the Highway Design Manual, are physically separated bicycle facilities located within or directly adjacent to the roadway that are designed for exclusive use by bicyclists. The type and characteristics of separation can vary but may include raised medians, flexible delineator posts, parked vehicles, or an elevation change between the bikeway and roadway.

Separated bikeways contain two fundamental elements:

- *Separation from motor vehicles with vertical elements.*
- *Separation from pedestrians with a vertical element, change in elevation, or detectable change in surface materials.*

They are most appropriate for roadways with high vehicle speeds and/or volumes and areas with an anticipated high level of bicycle and pedestrian volumes. If pedestrian and bicyclist volumes are anticipated to be relatively low, a shared-use path/side path may be considered and typically requires less right-of-way. Separated bikeways may be constructed at street level, sidewalk level, or an intermediate level between the street and sidewalk and may be designed for one-way or two-way travel[1].

For areas with less than 150 bicyclists during the peak hour, bike lane width should be:

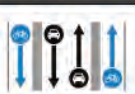
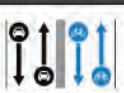
- 6.5-8.5′ between vertical curbs without gutter (practical minimum 4.5′).
- 6-8′ adjacent to one vertical curb (practical minimum 4′).
- 5.5-7.5′ between sloped curb, at sidewalk level, or adjacent to curb and gutter (practical minimum 4′).

Practical minimums should only be used in constrained conditions and for short distances. Wider bike lanes are necessary for areas with higher peak hour bicyclist volumes and where two-way bike lanes are desired[2].

Separation: Street buffer width can vary between 2′ (minimum) and 6′ (preferred) and is measured from the white edge line, or face of vertical element where white edge lines are not provided. With on-street parking, at least 4′ is needed to eliminate door zone conflicts[5].

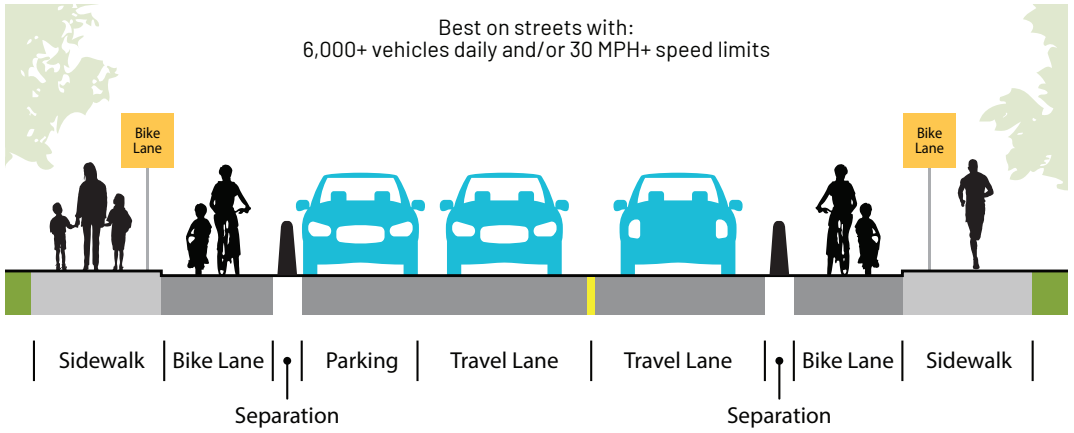
Sidewalk buffer can be more narrow and can consist of a curb, continuous landscape bed, or street furniture. *A continuous detectable edge should be provided in the sidewalk buffer so blind or visually impaired individuals can distinguish between the sidewalk and bikeway.*

Table 7-2: Separated Bike Lane Configurations on a Two-Way Street

	One-way SBL Pair	Two-way SBL	Median Two-way SBL
Corridor-level Planning Considerations			
Access to Destinations	Full access to both sides of street	Limited access to other side of street	Limited access to both sides of street
Network Connectivity	Accommodates two-way bicycle travel		
Crash Risk	Lower because pedestrians and turning drivers expect concurrent bicycle traffic	Higher because pedestrians and turning drivers may not expect counterflow bicycle traffic	Higher because pedestrians and turning drivers may not expect counterflow bicycle traffic, but median location may improve visibility and create opportunities to separate conflicts
Intersection Operations	May use existing signal phases; bike phase may be required depending on volumes	Typically requires additional signal equipment; bike phase may be required depending on volumes	

Note: All characterizations are relative to other options in the table and not other facility types.

Note: Median Two-way SBL is rarely recommended and should be used with extreme caution.
Source: AASHTO Guide for the Development of Bicycle Facilities, 5th Edition





Source: Small Town and Rural Multimodal Networks

Utilities and Maintenance:
Bike lane should be free from obstructions and maintenance needs, drainage, and utility placement should be carefully considered when developing the design[3].
Intersections:
Careful design of appropriate intersection treatments is critical[4].

[1] Refer to Section 7.2 of the AASHTO Guide for the Development of Bicycle Facilities, 5th Edition (AASHTO Bike Guide).
[2] Refer to Table 7-3 and 7-4 in the AASHTO Bike Guide.
[3] Refer to Section 7.7 of the AASHTO Bike Guide.
[4] Refer to Section 7.9 of the AASHTO Bike Guide.
[5] Refer to Section 7.4 of the AASHTO Bike Guide.

Shared-Use Path/Sidepath

Shared-use paths, often referred to as a Class I Bike Path in the Highway Design Manual, are off-street facilities that provide exclusive use for non-motorized travel by both bicyclists and pedestrians. They are often utilized for both recreational and commute trips and are the preferred facility type for interested but concerned bicyclists. Shared-use paths are often referred to as sidepaths when located directly adjacent to a roadway. Because the broader facility design considerations (width and mix of user types) are the same for shared-use paths and *sidepaths*, they are grouped together for the purposes of this ATRTP.

Shared-use paths should provide two-way travel and can be located on one or both sides of the street or away from the roadway network entirely. They are often used recreationally and should be designed to support socialization and side-by-side travel[1].

Shared-use paths should be between 10-12′ but may be 8′ in constrained locations. Wider paths are recommended where:

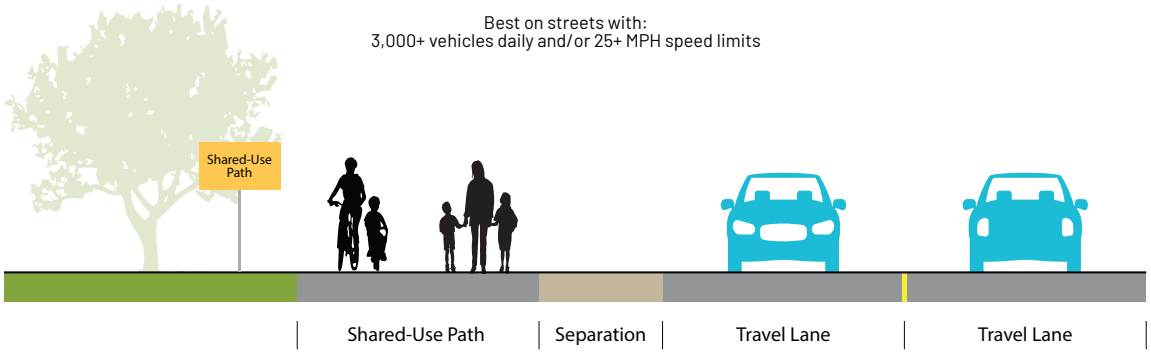
- High bicycle or pedestrian volumes are anticipated.
- Side-by-side travel and passing is desired.
- Bicyclists operating speed of 20-30 MPH is desired.
- The path is a regionally significant bicycle travel corridor.
- Pedestrians, skaters, children, adult tricycles, or other users are likely to exceed 30 percent of path traffic.
- Path is used by larger maintenance vehicles.
- There are steep grades, curves, tunnels, or other conditions that feel constrained.

A path width of 8′ may be used for the entire corridor where:

- Less than 50 bicyclists per hour are anticipated.
- Pedestrian use of facility is occasional or would not exceed 30 percent of the total volume.
- Horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities.
- The path will not be regularly subjected to maintenance vehicle loading conditions.
- Negative environmental impacts associated with recommended path width cannot be mitigated.
- A 2' shoulder should be provided on each side of the path, kept clear of vertical elements or obstructions.

Additional Guidance:

- Provide a 6.5′ separation (5′ minimum) from the roadway. Separation narrower than 5′ is not recommended but may be accommodated by incorporating a physical barrier. If landscaping is used, provide a 2′ horizontal clearance between trees and path, 4′ between trees and the road, and a 10′ vertical clearance.
- Edge lines should be marked on paths expecting evening use and centerlines should be considered for paths with a high volume of bidirectional traffic.
- Signs should be posted for path users traveling in both directions. Wayfinding signage should be included for recreational or destination-based paths.





South Lake Tahoe, CA - Population 21,380
Source: Small Town and Rural Multimodal Networks

[1] Refer to Chapters 6 and 7 of the AASHTO Guide for Development of Bicycle Facilities, 5th Edition for design guidance regarding path widths, buffer widths, lighting, intersections, crosswalks, drainage, and more.

Complementary Bicycle Treatments

Green-Colored Pavement

Green markings used in high volume intersections and busy driveway locations. Use skipped green in weaving areas or conflict zones. May be installed with either paint or thermoplastic. Thermoplastic is initially more expensive, but less expensive when considering maintenance life cycle costs. Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on its use.

Use

- Supplemental marking in high conflict areas to improve safety

Benefits

- Calls attention to vehicle/bicycle conflict areas

Challenges

- Less effective if overused

Through Bike Lanes

Through bike lanes reduce conflicts at intersections by allowing bicyclists to follow the preferred travel path, ideally a straight connection from the preceding bike lane. Traveling at intersections can be particularly challenging if the bike lane ends prior to the intersection forcing a merge with vehicle traffic. Continuing the bicycle lane to the intersection approach provides bicyclists the opportunity to avoid conflicts with turning vehicles. Through bike lanes should be placed to the left of the right-turn only lane. Dotted lines are used to signify the merge area that motorists traverse to get to the right-turn lane.

Use

- Intersections where vehicle lanes conflict with bike lanes

Benefits

- Reduce conflict between through bicyclists and turning vehicles

Challenges

- Typically used with Class II bike lanes and not appropriate for use with Class IV separated bikeways



Source: Fehr & Peers

Bicycle Boxes

Dedicated visible space for bicyclists to wait in front of vehicle traffic at a signalized intersection. Provide bicyclists priority crossing major streets. May span the entire approach, allowing bicyclists safe waiting zones for left turns, or may be placed only in front of the right-turn lane. Colored pavement, typically green, should be used to encourage compliance by motorists.

Use

- At signalized intersections with a high volume of bicycles, especially those making left turns

Benefits

- Facilitate left-turn movements for bicyclists
- Reduce right-hook conflicts with right-turning vehicles
- Also reduce vehicle encroachment into crosswalks

Challenges

- Requires restriction of right turns on red
- Colored pavement increases maintenance costs



Source: NACTO

Pedestrian Facilities

Pedestrian facilities include sidewalks and crosswalks, which, with some exceptions, are primarily for pedestrian use. Some types of facilities are shared by both pedestrians and bicyclists, including Class I shared-use paths, which are described earlier in the toolkit.

Sidewalks

Paved areas immediately adjacent to the vehicular right-of-way for the exclusive use of pedestrians. They may be used by people riding bicycles unless prohibited.

Design principles

- Usable width should generally be five feet or more
- Crossings of driveways should be at grade
- Street trees and landscaping provide shade and comfort
- Slower vehicle speeds on the adjacent roadway increase comfort
- Pedestrian-scale lighting can increase safety and security for pedestrian walking outside of daylight hours.

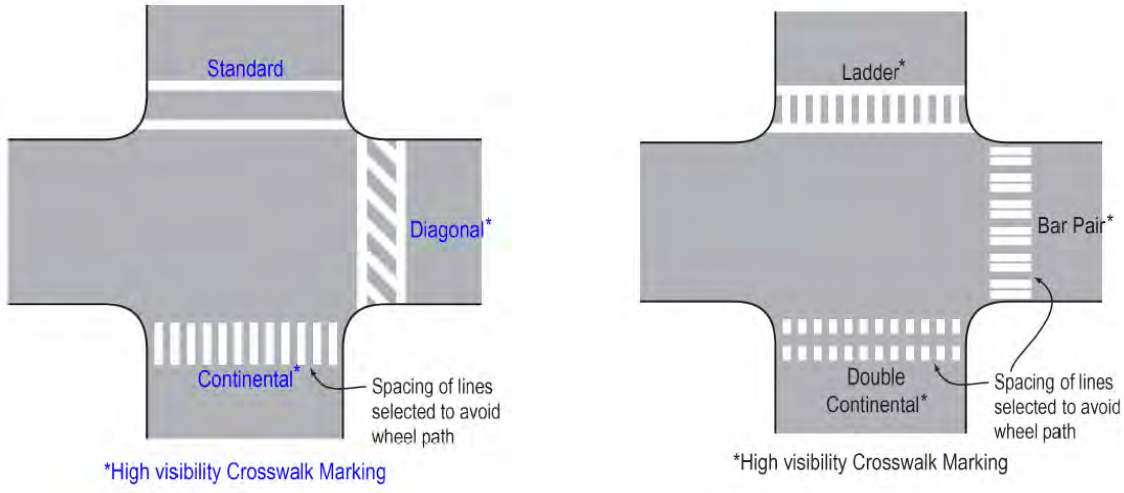
Marked Crosswalks

Marked crosswalks feature striping and other enhancements. These features may be used to raise awareness of the crossing and to delineate the best place to cross. There are two types of marked crosswalks:

- Controlled: With vehicle stop signs or traffic signals.
- Uncontrolled: Without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Design principles

- Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on when to mark a crosswalk.
- Of the six designs below from the California MUTCD, all except the Standard markings are considered to be high visibility, more easily discerned by drivers.
- Lines in a Continental, Double Continental, or Bar Pair marking should be spaced to avoid the wheel path of vehicles and thus reduce striping maintenance.
- Use stop lines and yield lines in conjunction with signs at crosswalks, as described in the California MUTCD, to improve driver yielding to pedestrians.



Source: Caltrans, 2024. California Manual on Uniform Traffic Control Devices, Figure 3B-19.

Complementary Pedestrian Treatments

The following treatments should be used with sidewalks and crosswalks as warranted. The FHWA Guide for Improving Pedestrian Safety and Uncontrolled Crossing Locations contains detailed guidance for selecting appropriate treatments, as shown in the table at the right. Key inputs are roadway configuration (including number of lanes and presence of a median), vehicle annual average daily traffic (AADT), and posted speed limit. Refer to the Guide for additional recommendations on treatment application.

The Guide also provides information on pedestrian collision analysis and selection of countermeasures based on collision analysis. Use that information when applying countermeasures in response to collision history or systemic safety analysis.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 8 ❾

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.
**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

Curb Extensions

Curb extensions, also known as bulb-outs, decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.

Benefits:

- Reduces time pedestrians are exposed to vehicles

Challenges:

- Potential for higher cost due to drainage accommodations



Source: Fehr & Peers

Median Refuge Islands

Allow pedestrians to cross one direction of traffic then wait in the center of the street to cross the other direction of traffic.

Design principles

- Use on roadways with few gaps in traffic
- Consider in locations with existing medians.
- If no medians are existing, consider creating space by eliminating on-street parking or narrowing vehicle travel lanes.
- Split pedestrian crossover refuge islands, generally used at uncontrolled mid-block locations, encourage pedestrians to look towards the oncoming direction of traffic before completing the crossing.

Benefits

- Reduce time pedestrians are exposed to vehicles
- Narrow roadway, reducing speeds

Challenges

- May restrict or inhibit left turning vehicles



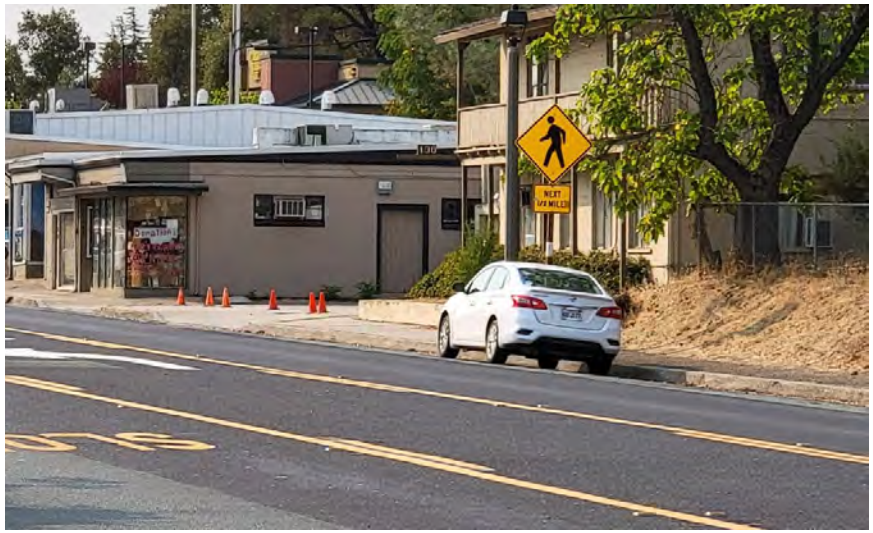
Source: Fehr & Peers

Warning Signage

Improves visibility of crosswalks and increases the likelihood that a driver will yield or stop to pedestrians. Additional signage in school zones helps alert drivers that children, who are known to make unpredictable movements, may be present.

Design principles

- In-street signs are ideal for streets with low vehicle speeds and two lanes. They can be permanently installed or movable for peak hours such as pick-up/drop-off times at schools.
- Overhead signs are more impactful at busier, wider streets. These are typically installed at mid-block crossings or intersections.



Source: Fehr & Peers

Raised Crosswalk

Pedestrian crossings raised to sidewalk level or just below. Act as traffic calming device.

Design principles

- Should not be constructed on streets with sharp curves or steep grades.
- Tactile treatments are needed at the sidewalk/street boundary so that visually impaired pedestrians can identify the edge of the street.

Benefits

- Effective in reducing vehicle speed.
- Allow pedestrian to cross at a nearly constant grade without requiring curb ramps.

Challenges

- May have higher costs due to drainage infrastructure.



Source: NACTO

Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are a type of pedestrian activated warning beacon that improve driver-yielding rates. They consist of rapid-flash system LED beacons that are similar in operation to emergency flashers on police vehicles.

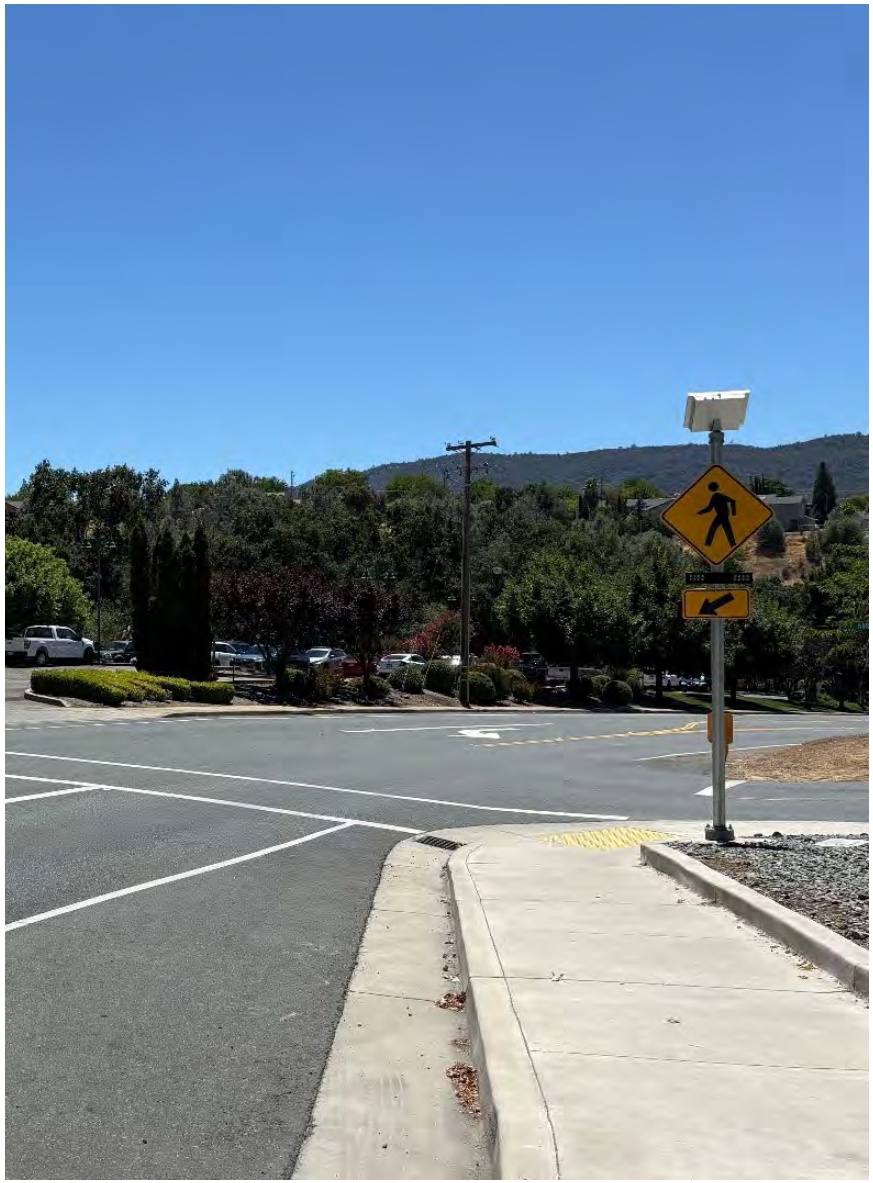
RRFBs have generally shown the greatest effectiveness among the types of pedestrian activated warning beacons. Some jurisdictions also use signs with flashing LEDs within the border of the sign itself. However, these treatments have not been demonstrated to have efficacy comparable to RRFBs.

Benefits

- Increase driver yielding
- Can lead to reduction in pedestrian crashes

Challenges

- Require pedestrian activation
- Do not stop traffic, but require vehicles to yield



Source: Fehr & Peers

Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacons (PHBs), also known as High-intensity Activated crosswalks or HAWK signals, require vehicles to stop at a red light to allow pedestrians to cross. PHBs are ideal for roadways that are higher speeds and volumes, but do not require a full pedestrian signal. They should only be installed in locations that include a marked crosswalk. The California Manual on Uniform Traffic Control Devices (MUTCD) provides details on use of PHBs.

PHBs operate with the following phases:

1. Flashing Yellow – Upon actuation, beacon flashes yellow
2. Solid Yellow – Alerts drivers pedestrians will soon cross
3. Solid Red – Drivers must stop and remain stopped
4. Flashing Red – Drivers stop and proceed when clear, as they would with a stop sign
5. No Indication – When not actuated, signal is dark

Benefits

- Increases driver yielding
- Can lead to reduction in pedestrian crashes

Challenges

- Similar cost to a pedestrian signal



Source: Fehr & Peers

Traffic Signal

When warranted based on the applicable signal warrants in the California MUTCD, a traffic signal to allow pedestrians to utilize a marked crosswalk safely may be appropriate. Countdown pedestrian signal heads should be used at all traffic signals, except where pedestrian crossing is prohibited.

Benefits

- Reduces pedestrian-vehicle conflict points

Challenges

- May increase waiting times for pedestrians and drivers
- High cost

Leading Pedestrian Interval

A leading pedestrian interval (LPI) allows pedestrians to begin crossing a signalized intersection before vehicles begin moving by providing a walk signal three to seven seconds before the corresponding vehicle signal turns green.

Benefits

- Makes pedestrians more visible
- Emphasizes pedestrian right-of-way

Challenges

- May increase waiting times for drivers

Tighter Curb-Return Radii

Tighter curb-return radii require vehicles to slow to turn more sharply at intersections. Reduced vehicle speeds increase driver awareness and thus reduce collision frequency. Slower vehicle speeds also decrease injury severity when collisions occur.

Design principles

- Design should limit turning speeds to 15 miles per hour or less.
- Land use context and design vehicles should be considered when reducing radii; industrial areas with frequent truck traffic may require larger radii than commercial or residential areas.

Benefits

- Reduce vehicle speeds
- Reduce pedestrian crossing distances

Challenges

- Can be costly to retrofit on existing streets
- Drainage and storm sewers need to be considered especially when retrofit

Pedestrian Scramble

Intersection treatments that include a pedestrian-only phase in the traffic signal cycle, when pedestrians are able to cross in all directions including to the opposite corner by traveling through the middle of the intersection. Pedestrian scrambles and diagonal crosswalks allow pedestrians to cross more efficiently, directly to their destination. Recommended for intersections with high pedestrian volumes crossing multiple crosswalks.

Benefits

- Allows pedestrians to cross more directly
- Emphasizes pedestrian right-of-way
- Eliminates conflict between turning vehicles and pedestrians

Challenges

- Pedestrian-only phase may increase vehicle waiting time



Source: Google Maps

Other Treatments and Support Facilities

Some improvements can serve both bicyclists and pedestrians and can be used in combination with other treatments.

Traffic Calming

Traffic calming devices include a wide range of design treatments capable of reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians.

Vertical deflection devices cause drivers to experience a physical response that is aggravated when traveling at high speeds. Many existing streets can be retrofitted with vertical measures.

Horizontal deflection devices are used to deflect vehicles from traveling at high speeds. Horizontal deflection measures require drivers to navigate laterally and consequentially reduce speed.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic via centerline and edgeline striping can reduce motor vehicle speed. Cross-hatch pavement marking applied to outer edge of a roadway to create a shoulder and reduce lane widths if the space is not used for a bike lane or parking. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right-of-way for painted medians, center turn lanes, bicycle lanes, or parking.

Road Diets

Road diets reduce the number of travel lanes. This is typically done by converting a four lane road into a three lane road with a two-way-left-turn lane and bike lanes. The space created by removing lanes can also be used for painted medians or parking.

Design principles

- Use on roadways with current and expected future ADT approximately 20,000 or less.

Benefits

- Help to reduce speeds.
- Reduce conflicts at crossings.
- Can increase the separation of pedestrians from traffic.

Challenges

- Can be expensive

Lighting

Sufficient lighting on bicycle and pedestrian facilities prevents collisions that occur due to decreased visibility. Pedestrian walkways should have lighting that allows people to identify faces from a distance of about 30 feet. Lighting should be consistent to reduce deep shadows and avoid excessive glare. It is necessary to maintain conventional light fixtures regularly, keeping lamp bowls clean and promptly replacing bulbs that have burnt out. Newer light emitting diode (LED) fixtures, which have much longer bulb life, have greatly decreased maintenance requirements.

Wayfinding

Wayfinding refers to the network of informational signage posted to guide pedestrians or bicyclists to their destination. Good wayfinding signage presents destination, direction, and distance information in a manner that is easy to read and interpret. Bicycle specific wayfinding must be tailored so that bicyclists can see the information from a comfortable distance. Signs posted at trail junctions and intersections of trails with arterials are particularly helpful. Guidance on sign design and installation is available in Chapter 9B of the California MUTCD, National Association of City Transportation Officials (NACTO) design guidelines, and the AASHTO Bike Guide (5th Edition). Wayfinding signage can also be enhanced with average walk times and bike times to destinations and local branding.



Source: Fehr & Peers

Non-Infrastructure Best Practices

In addition to physical changes to the transportation system, other programs can also benefit pedestrians and bicyclists.

Education

Bicycle and Pedestrian Education for Children

Safe Routes to School (SRTS) programs are effective ways to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. Creation of a SRTS Program typically includes identifying local stakeholders, identification of issues and solutions, and creation of a plan including encouragement, enforcement, education, and engineering strategies. These strategies should be accompanied by a timeline with prioritization and a funding approach. For more information, visit http://guide.saferoutesinfo.org/steps/index.cfm.

Educating school-aged children on safe bicycling is important to establish active habits and travel behaviors early in life. There are a number of different programs and approaches, both formal and informal, which are effective in educating kids about safe bicycling. Kidical Mass is one event, which closes sections of roadway to vehicles, usually a route near the local elementary school, to allow families to ride their bikes without traffic. This empowers kids and families to get on their bikes and familiarizes them with the bike route to school. For more information on Kidical Mass, visit http://kidicalmassdc.blogspot.com/p/abcs-of-family-biking.html.

Bicycle Education for Adults

The League of American Bicyclists has a number of resources to teach safe bicycling including informational packets, curricula, and courses with trained instructors. The Smart Cycling Quick Guide (http://bikeleague.org/quickguide) is an easy-to-read booklet that outlines the basics of a bike, rules of the road, and the knowledge everyone needs to know to ride a bike on a range of facility types safely and confidently. For a short summary, the League of American Bicyclists has a page of Smart Cycling Tips (http://bikeleague.org/content/smart-cycling-tips-0) for biking safely including maintenance and trail etiquette.

Bicycle Ambassadors

Bicycle ambassadors are either volunteers from the community or employees of local advocacy groups that take a leading role in educating, encouraging, and activating the community to be a safer and more comfortable place for bicyclists. Ambassadors have undergone a safety education course and are also supplied with maintenance and educational resources to distribute to the community both formally and informally. This educational model empowers community members through a bottom-up approach to improving bicycle safety and mode share. Some examples of bicycle ambassador programs include:

- Fort Collins: http://bicycleambassadorprogram.org/
- Missoula: http://www.ci.missoula.mt.us/DocumentCenter/Home/View/4604
- Washington, DC: http://www.waba.org/programs/d-c-bike-ambassador/

Encouragement

Encouragement can occur through local groups and regular events and campaigns. Local schools can encourage biking and walking through bike rodeos, fun runs, walkathons, and bike/walk/roll to school events. Programs such as "walking school buses," a program where kids and families walk to school in groups, are other good opportunities for neighborhood schools to encourage walking. Local running, walking, hiking, and biking events also encourage active engagement for adults. Bike to work events are also useful to encourage adult bicycling.

Typical campaigns are often focused on videos and downloadable materials or public advertisements on buses or public billboards. These campaign messages can be reformatted to reach wider audiences through social media communication tactics. Key messages can be finessed to reach target areas and groups.



Source: May is Bike Month, https://sacbike.org/may-is-bike-month/

Enforcement

Proper enforcement is important to ensuring the safety of the street network for bicyclists and pedestrians. This is done through proper training of law enforcement, increasing the safety of bicyclists and pedestrians, theft prevention, and the proper pairing of education and enforcement.

Local law enforcement can partner with schools to step up enforcement of good motor vehicle behaviors around pedestrians and bicyclists at the beginning of the school year. Continuing this effort periodically throughout the school year and expanding it to other places frequented by pedestrians and bicyclists can further help active transportation.

Training

It is important for the police department to include collision reporting and bicycle and pedestrian rules of the road into their training. There are a number of resources from other communities and national sources that can be used, such as this National Highway Traffic Safety Administration video: http://www.nhtsa.gov/multimedia/bicycles/bicycle_safety_LE.wmv.

Bicycle Patrol Units

Bicycle fleet officers improve the relationship between officers and bicyclists and improve the effectiveness of enforcement for all modes as it affects bicyclists' safety.

Police Participation in Education

Safety, as discussed in the Education section, can also be applied as a responsibility of the police department. Officers practice this by distributing literature on safe pedestrian habits as part of enforcement efforts and meetings and events with students and the public. This can include education on proper helmet use, light giveaways, and targeting infractions.

Bicycle Diversion Programs

Bicycle diversion programs provide bicyclists who are cited for certain infractions the option to attend a bicycle safety class rather than paying a ticket. This educational component is associated with a greater degree of lasting behavior change.

Bike Theft

The fear and reality of bike theft can be a barrier to bicycling for all users. Recommendations for reducing bike theft include improving locking practices through education, providing adequate bicycle parking facilities, providing bicycle registration, providing recovery resources and programs, and offender detection such as bait bikes.



Source: MTBR, reviews.mtbr.com/how-to-get-your-stolen-bike-back

Speed Management

Raising awareness of speeding is important at a neighborhood level and can be achieved through local events and education. Residents are less likely to speed if they know their neighbors.

Speed monitoring programs train residents in using radar detectors which then distribute warnings to speeding vehicles. This type of program helps residents understand that this is a local and personal issue and the importance of driving the speed limit. Pairing education with enforcement by distributing warnings and educational materials before giving tickets provides drivers with a deeper understanding of the law and its value.

Speed feedback signs and radar trailers that display real-time signs and flash when drivers exceed the limit. Radar trailers are appropriate on a temporary basis only. These treatments are useful on corridors with prevalent cases of speeding that lack room for physical measures or in conjunction with recent construction of physical measures.

However, speed monitoring and feedback signs may have only temporary effectiveness as drivers grow accustomed to their presence.



Electric Mobility Devices

Electric bicycles (e-bikes) and other electric mobility devices such as electric scooters are a rapidly growing new transportation alternative in various communities throughout California. Bike share companies that include electric bikes and electric scooter rentals are becoming more and more common, particularly in cities.

These devices provide a potential option to cover longer travel distances and steeper grades with less physical effort than walking or traditional biking. In particular, these devices provide an active transportation option that may be appealing to aging but active populations. The median age in Calaveras County is 52 and approximately 53% of the population is 50 and older. Given the terrain, summer heat, and distance between residential areas and key destinations that the ATRTP aims to provide access to, e-bikes, scooters, golf carts (in locations near golf courses) and similar devices could be a viable transportation option for many residents in the County that do not currently walk or bike. Incorporating these devices into communities should be carefully considered as there are positives and negatives associated with them. The following section describes various devices currently available and provides policy considerations regarding the incorporation of these devices.

E-Bikes

California designates three classes of e-bikes (CVC Section 312.5):

- Class 1 – low-speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 20 mph.
- Class 2 – low-speed throttle-assisted electric bicycle: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
- Class 3 – speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.

Class 1 and 2 e-bikes are generally treated similarly to regular bicycles:

- There is no minimum age to ride.
- Helmets are required for ages 17 and under.
- Allowed on all classes of bikeways, unless prohibited by the local jurisdiction (CVC Section 21207.5).

Class 3 e-bikes have more limitations on their use:

- Riders must be 16 years of age or older.
- A helmet is required for all riders.
- They are allowed on Class II bike lanes, Class III bike routes, and Class IV protected bikeways but not allowed on Class I shared-use paths (CVC Section 21207.5).

Electric Scooters

California Vehicle Code defines an electric scooter as a "motorized scooter": any two-wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride and may also be designed to be powered by human propulsion (California Vehicle Code Section 407.5). Limitations on their use include:

- Riders must use Class II bike lanes when they are present (CVC Section 21229).
- Motorized scooters shall not be operated on a roadway with a speed limit in excess of 25 miles per hour, unless within a Class II bike lane or Class IV separated bikeway. However, local authorities may, by ordinance or resolution, authorize operations outside of a Class II or Class IV on a roadway with a speed limit of up to 35 miles per hour.
- Motorized scooters are allowed on all other classes of bikeways unless prohibited by the local jurisdiction (CVC Section 21230).
- Riders are prohibited from using sidewalks, except when entering or leaving adjacent property.
- A helmet is required for all riders under 18 years of age.
- A valid driver's license or instruction permit is required.
- Speeds are limited to 15 miles per hour,
- Leaving a scooter on its side on a sidewalk, or otherwise parking one so that there was not an adequate path for pedestrians, is prohibited.

Electrically Motorized Boards

According to California Vehicle Code, the term "electrically motorized board" is any wheeled device that has a floorboard designed to be stood upon when riding with a maximum speed of 20 miles per hour. The device may be designed to also be powered by human propulsion (CVC Section 313.5).

- Use is restricted to roads with speed limits of 35 miles per hour or less, unless operated in a Class II or Class IV bikeway.
- Speed is limited to 15 miles per hour (CVC Section 21294).
- Riders must be 16 years of age or older.
- A helmet is required for all riders.

Electric Personal Assistive Mobility Devices

According to California Vehicle Code, the term "electric personal assistive mobility device" (EPAMD) means a self-balancing, non-tandem two-wheeled device that can turn in place, with a maximum speed of 12.5 miles per hour (CVC Section 313). The most common example is the Segway. "Pedestrian" includes use of EPMADs (CVC Section 467). EPAMDs can operate on bikeways and sidewalks unless prohibited by the local jurisdiction, but must yield to pedestrians (CVC Sections 21281.5 and 21282).

Bike and Scooter Share

In addition to private ownership, bikes, e-bikes, and scooters are available through short-term point-to-point rental or "shared" systems. Bike share systems at first were primarily based on docks, or unmanned physical locations where a bike could be rented or returned, with docks located at destinations across an area.

More recently "dockless" systems, where bikes or scooters, equipped with appropriate wireless technology, could be rented at any location or left at any location, have become more widespread. The systems can often be deployed and operated at lower cost that docked systems. However, concerns have arisen in some locations about dockless bikes or scooters being parked in inappropriate locations, in particular when they have blocked pedestrian flows. Some cities have responded to this by developing "corrals," marked pavement locations where bikes or scooters can be left standing out of the way of pedestrians and other traffic.

Access

As previously described, laws for each electric device are different. E-bikes generally have more options for locations to ride, as summarized in Table D-2.

Table D-2: Permitted Access of Electric Mobility Devices in California

Device Type	Bike Route	Paved Shoulder	Bike Lane	Separated Bikeway	Shared-Use Path/Sidepath
Class 1 E-Bike	A	A	A	A	A
Class 2 E-Bike	A	A	A	A	A
Class 3 E-Bike	A	A	A	A	P
Electric Scooter	A[2]	A[2]	A	A	A
Electronically Motorized Board	A[2]	A[2]	A	A	A
Electronic Personal Assistive Mobility Device	A	A	A	A	A

Notes: A = Allowed; P = Prohibited

[1] Based on California Vehicle Code as of 2025. Local jurisdictions may enact further restrictions.
[2] Device usage is restricted to roadways with certain speeds. See written summary of device type for specific limitations.

Source: California Vehicle Code, Fehr & Peers, 2025.

Golf Carts and Low-Speed Vehicles/Neighborhood Electric Vehicles

Multiple golf courses exist in Calaveras County and during development of the ATRTP, residents expressed desire to utilize golf carts and/or low-speed vehicles (also referred to as Neighborhood Electric Vehicles [NEVs]) as a mode of transportation. In particular, residents in La Contenta and Gold Creek Estates in Valley Springs and Greenhorn Creek in Angels Camp expressed desire to utilize golf carts or NEVs to travel to/from their homes and nearby grocery stores, restaurants, and shopping areas. Golf carts are motor vehicles with a maximum speed of 15 miles per hour and are primarily intended for use on golf courses. Current state law allows golf carts to be operated on public roads with a posted speed limit of 25 miles per hour or less (unless otherwise authorized by local ordinance or resolution) within 1 mile of a designated golf course zone. NEVs are street legal electric vehicles with a maximum speed up to 25 miles per hour. NEVs have different safety features than golf carts including but not limited to seatbelts, turn signals, and headlights/taillights and require a driver's license to operate. NEVs are designed for low-speed, short-distance travel in residential neighborhoods and can be operated on public roads with a posted speed limit of 35 miles per hour or less (unless otherwise authorized by local ordinance or resolution). Local jurisdictions can adopt NEV plans expanding access to higher speed roads and to allow NEV infrastructure such as dedicated lanes, signage, and charging stations.

Given the median age in Calaveras County is 52 and approximately 53% of the population is 50 and older and fact that multiple golf courses exist in/near residential neighborhoods that are also located in close proximity to commercial areas, NEVs could be a viable mode of transportation for many residents and could be an effective tool for reducing single-occupancy vehicle trips and vehicle miles traveled. If the County or City wish to implement a successful NEV network, a NEV plan would be required in certain locations (for example Valley Springs given posted speed limits on SR 26 between La Contenta/Gold Creek and town exceed 35 miles per hour) and is recommended regardless to ensure adequate infrastructure, signage, and parking is provided.

Considerations When Determining Access Policy

When determining access for electric bicycles and other electric devices, the following issues should be considered:

- Electric mobility devices provide increased mobility for users who are less able to walk or use regular bicycles due to age or disability.
- Terrain with frequent elevation changes and areas with high summer temperatures may discourage some people from walking or bicycling as transportation. Electric mobility devices or an NEV network may encourage more people, reducing use of motor vehicles.
- Higher-speed electric mobility devices may generally be faster than most bicycles and pedestrians.
- Some non-electric bike users and pedestrians may consider e-bikes and other powered devices to detract from their experience on bikeways and trails.
- Consideration should be given to regulating parking and storage of devices so that they do not impede pedestrian or other traffic, in particular through the use of corrals.
- The data that bike and scooter share companies collect can be valuable to a jurisdiction seeking to understand the movement of people and planning for them.

Policy Options

Use of these devices is expected to continue to expand, and sharing services are expected to spread. Electric scooters have spread rapidly into different cities, which has caused some concern to arise. A large concern with scooters has been their mixing with much slower pedestrian traffic. Some cities have responded by prohibiting sidewalk use. However, on streets with fast vehicles and heavy traffic without bike lanes, those riding scooters may be forced to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use. Speed limits for scooters are another option, but enforcement may be challenging.

Jurisdictions have several policy options for e-bikes and other electric mobility devices. Different policies may be enacted for each device.

Access options include the following:

- Continue with existing access as allowed by state law.
    - This option provides the most mobility and accessibility for those who use these transportation options.
- Prohibit access to sidewalks and Class I shared-use paths, where pedestrians are also present, but continue access to other bikeways.
    - This option separates the slowest and some of the fastest users of the path, but will not eliminate all fast riders, as regular bicycles may travel as fast as or faster than e-devices.
    - This option would result in more e-devices mixing with motor vehicle traffic.
    - In some locations, there may be no access for electric scooters, which are prohibited from roads with speed limits greater than 35 mph unless a bike lane or separated bikeway is available.
- For Class 3 e-bikes, prohibit access to all bikeways except Class III bike routes.
    - This option provides the greatest restriction and separation.
    - This option would force e-devices to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use of e-devices, and under some conditions may be prohibited by state law.
- For NEVs, adopt an NEV plan identifying infrastructure needs and expanding NEV access to higher speed roadways.

When developing these policies, consideration should also be given to other issues:

- Develop policies considering parking and storage of these devices, especially sharing systems, to minimize impacts on flows of pedestrians and other vehicles. These policies may require use of corrals, prohibit blocking of entrances, or other aspects.
- Develop alternative improvement standards for facilities intended to accommodate e-bikes/devices and pedestrians such as wider pathways to provide more space for passing and/or striping indicating bikes should ride on one side and pedestrians should walk on the other.
- Develop data sharing agreements in conjunction with permitting new shared services.



Example Class I Facility in Folsom, CA
Source: Fehr & Peers, 2025.

Appendix E - Project Priorities and Cost Estimates

This appendix provides lists of planned improvements, including prioritized projects, including lengths, costs, and if the project is in a disadvantaged community, and explains how projects were prioritized and costs were estimated.

Prioritization

As discussed in the Implementation chapter, the projects identified to develop the network were prioritized based on several criteria, including:

- Proximity to key destinations, including commercial areas, schools, community amenities such as parks, library, etc., recreational trails, and transit
- Population density
- Collision locations and perception of safety
- Disadvantaged community indicators
- Access to critical facilities documented in the Calaveras County Evacuation and Access Needs Assessment and Preparedness Plan (CCEANAPP)
- Community and/or agency support

Prioritized projects are displayed in Figures E-1 through E-7.

Cost Estimation

Cost estimates are based on unit costs developed from recent local projects. These unit costs are identified in Tables E-1 below. All project cost estimates are high-level and more detailed study of each individual project will be required to refine them. Engineering, land acquisition, bridge widening, utility relocation, permitting costs, supplemental studies costs, etc. are not included. Specific costs will vary based on local conditions. It is noted that unit costs for bicycle facilities such as paved shoulder, buffered paved shoulder, bike lane, and separated bikeway include widening the roadway given that in most cases, existing roads in the County are not wide enough to accommodate more simple and less expensive restriping efforts. However, for specific priority projects (which are noted in Attachment E-1 - Table E-1A), the existing paved roadway is wide enough to accommodate proposed facilities and the unit costs have been modified to reflect this. Unit cost estimates are based on the feasibility analysis conducted for this project which is provided in Attachment E-2. The feasibility analysis also documents overall considerations for implementing proposed facilities and potential constraints for priority projects.

Pedestrian crossing improvements are based on the typical costs shown in Table E-2. These criteria are for cost estimating purposes, and the actual design of the crossing treatment will require additional study and must meet the California MUTCD standards. Costs for planned projects are provided in Attachment E-1 - Table E-2A.

Table E-1: Bicycle and Pedestrian Improvement Unit Costs

Facility	Cost[1]	Description	Assumptions
Bike Route	$21,000	Sharrow markings and signage, no roadway widening	Includes mobilization, striping, signage, traffic control, and 30% contingency
Paved Shoulder	$838,000	Widen roadway 10' for 7' paved shoulder and 3' separation with striping buffer	Includes mobilization, excavation, 4" AC over 8" AB paving section, striping, signage, traffic control, erosion control, and 30% contingency
Buffered Paved Shoulder	$849,000	Widen roadway 10' for 7' paved shoulder and 3' separation with striping buffer with rumble strips	Includes mobilization, excavation, 4" AC over 8" AB paving section, striping, signage, rumble strip, traffic control, erosion control, and 30% contingency
Bike Lane	$599,000	Widen roadway 7' for bike lane, painted stripe for buffer	Includes mobilization, excavation, 4" AC over 8" AB paving section, striping, signage, traffic control, erosion control, and 30% contingency
Separated Bikeway	$922,00	Widen roadway 10' for 7' bike lane and 3' separation with flexible delineators	Includes mobilization, excavation, 4" AC over 8" AB paving section, flexible delineator posts, striping, signage, traffic control, erosion control, and 30% contingency
Shared-Use Path/ Sidepath	$779,000	12' wide paved path, 5' minimum separation, pedestrian rated paving section	Includes mobilization, excavation, 2" AC over 4" AB paving section, striping, signage, traffic control, erosion control, and 30% contingency
Sidewalk	$1,000,000	Vertical curb, gutter, & 6' wide sidewalk along existing street	Includes mobilization, excavation, 4" PCC over 6" AB section, traffic control, erosion control, and 30% contingency

Notes:

[1]Costs are per side per mile. Estimates are for construction costs only and do not include costs of engineering, environmental studies, permitting, relocation or adjustments to existing utilities, removal or replacement of existing curb, gutter & sidewalk, curb ramps, excessive grading operations, storm drainage infrastructure, or land acquisition unless stated in the description. These estimates are for planning purposes only and should be refined for individual projects

Source: WGA, 2025.

Table E-2: Intersection Treatment Unit Costs

Facility	Cost[1]	Description	Assumptions
High Visibility Crosswalk	$6,000	Crosswalk striping and signage	Includes mobilization, striping, signage, traffic control, and 30% contingency
Bulb-Out/Curb Extension	$41,000	Pavement saw cut, removal & patch, vertical curb & gutter, sidewalk, accessible ramps, crosswalk striping and signage	Includes mobilization, traffic control, erosion control and 30% contingency
Rectangular Rapid Flashing Beacon (RRFB)	$65,000	Crosswalk striping, signage with push button activated lights, solar panel & electrical wiring	Includes mobilization, traffic control, and 30% contingency
Pedestrian Hybrid Beacon	$236,000	Two poles with mast arm, signage, push button activated signal lights, electrical wiring, crosswalk striping and signage	Includes mobilization, traffic control, and 30% contingency
Pedestrian Refuge Island	$25,00	Pavement saw cut, removal & patch, vertical curb & gutter, sidewalk, accessible ramps, crosswalk striping and signage	Includes mobilization, traffic control, erosion control and 30% contingency

Notes:

[1]Costs are per crossing except for bulb-out/curb extension which is per corner. Estimates are for construction costs only and do not include costs of engineering, environmental studies, permitting, relocation or adjustments to existing utilities, removal or replacement of existing curb, gutter & sidewalk, curb ramps, excessive grading operations, storm drainage infrastructure, or land acquisition unless stated in the description. These estimates are for planning purposes only and should be refined for individual projects

Source: WGA, 2025.

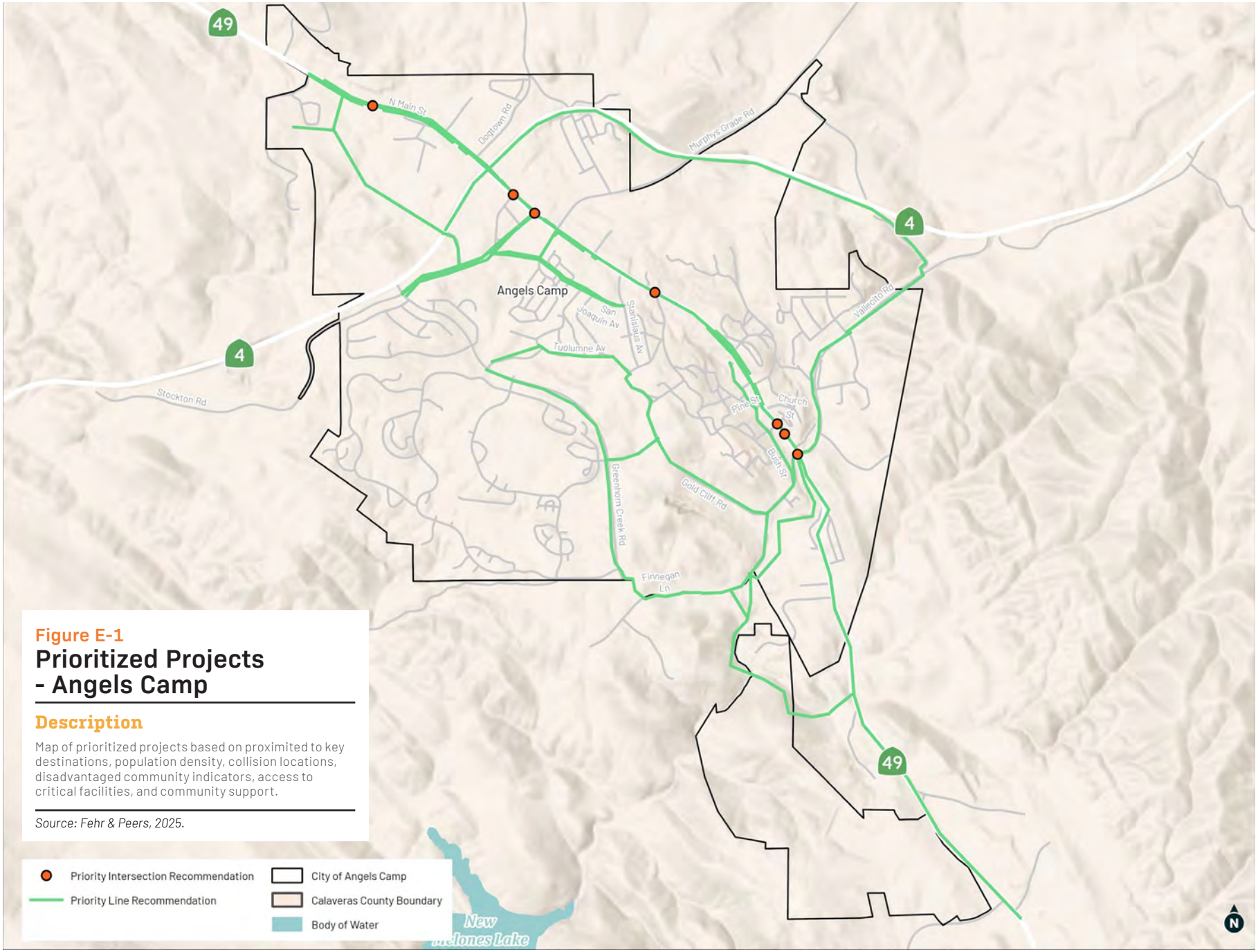


Figure E-1

Prioritized Projects - Angels Camp

Description

Map of prioritized projects based on proximited to key destinations, population density, collision locations, disadvantaged community indicators, access to critical facilities, and community support.

Source: Fehr & Peers, 2025.

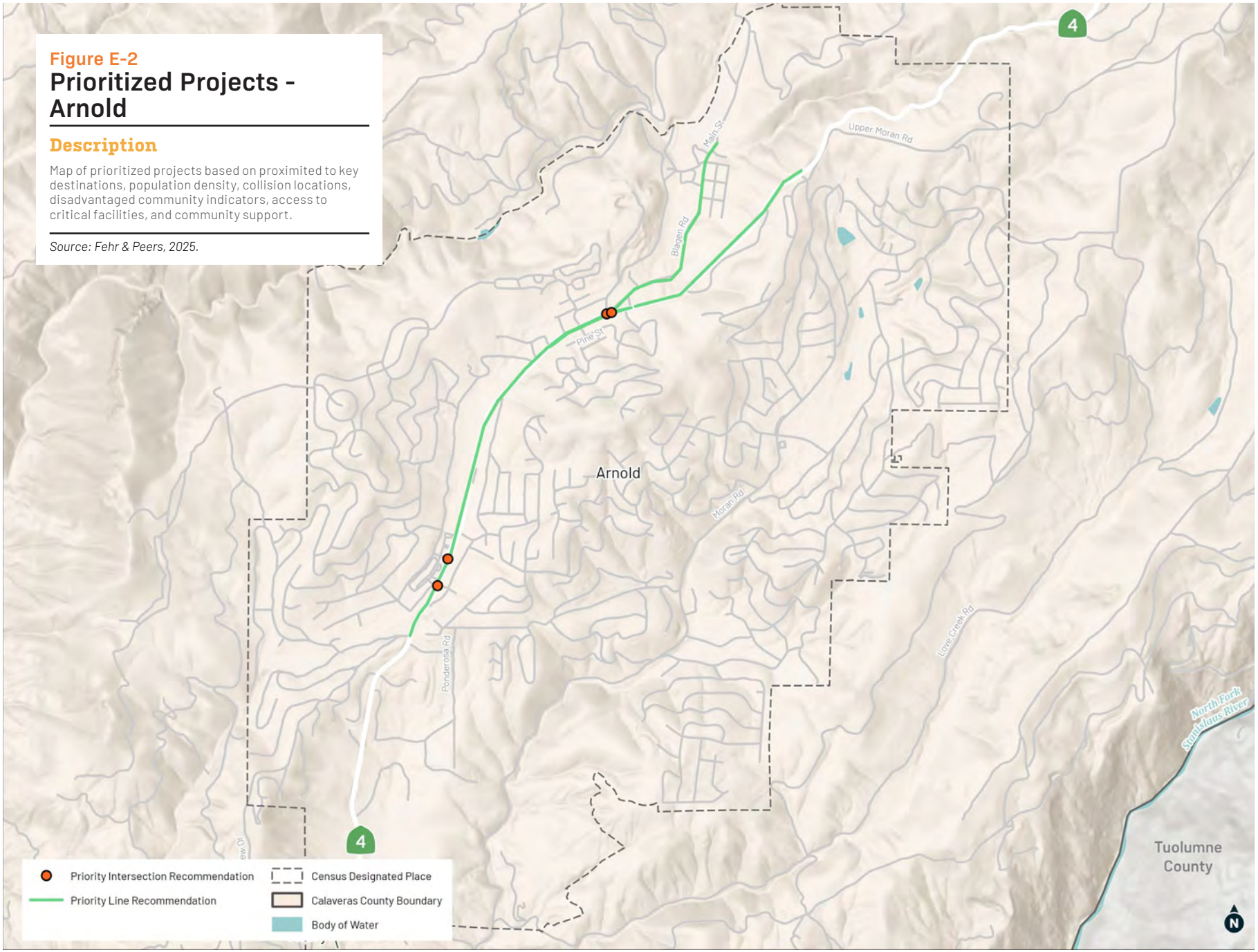
Figure E-2

Prioritized Projects - Arnold

Description

Map of prioritized projects based on proximited to key destinations, population density, collision locations, disadvantaged community indicators, access to critical facilities, and community support.

Source: Fehr & Peers, 2025.



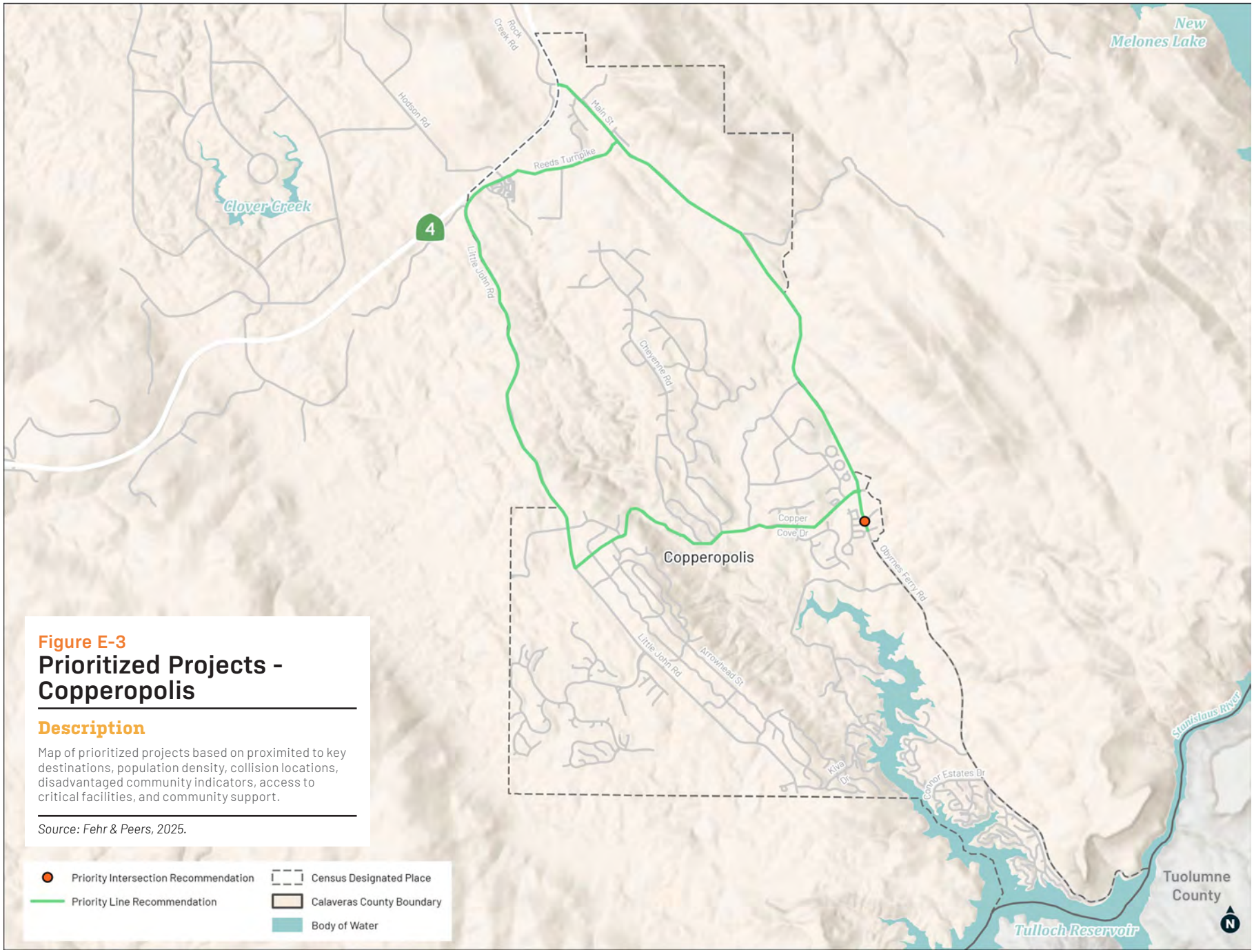


Figure E-3
Prioritized Projects - Copperopolis

Description

Map of prioritized projects based on proximited to key destinations, population density, collision locations, disadvantaged community indicators, access to critical facilities, and community support.

Source: Fehr & Peers, 2025.

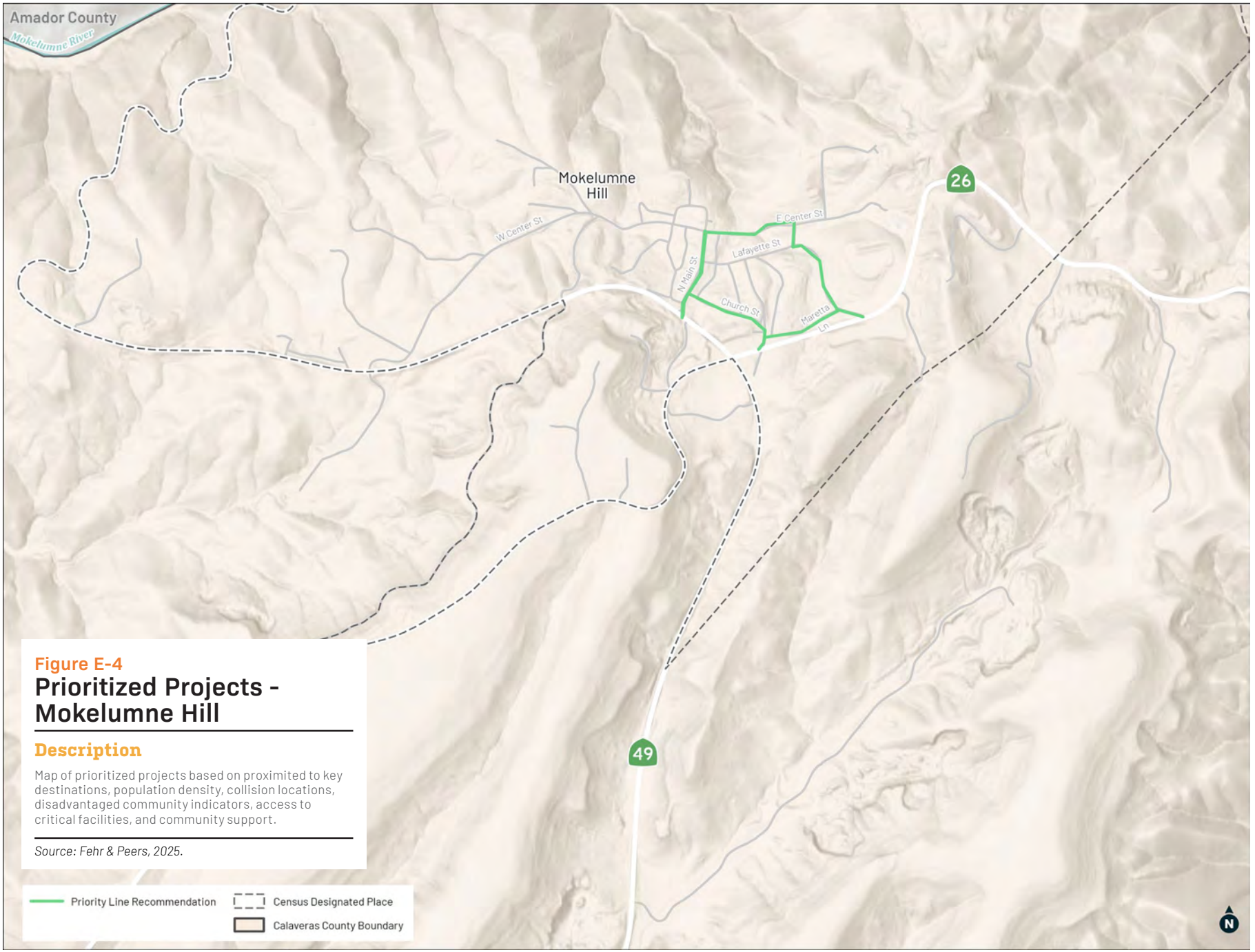


Figure E-4
Prioritized Projects - Mokelumne Hill

Description

Map of prioritized projects based on proximited to key destinations, population density, collision locations, disadvantaged community indicators, access to critical facilities, and community support.

Source: Fehr & Peers, 2025.

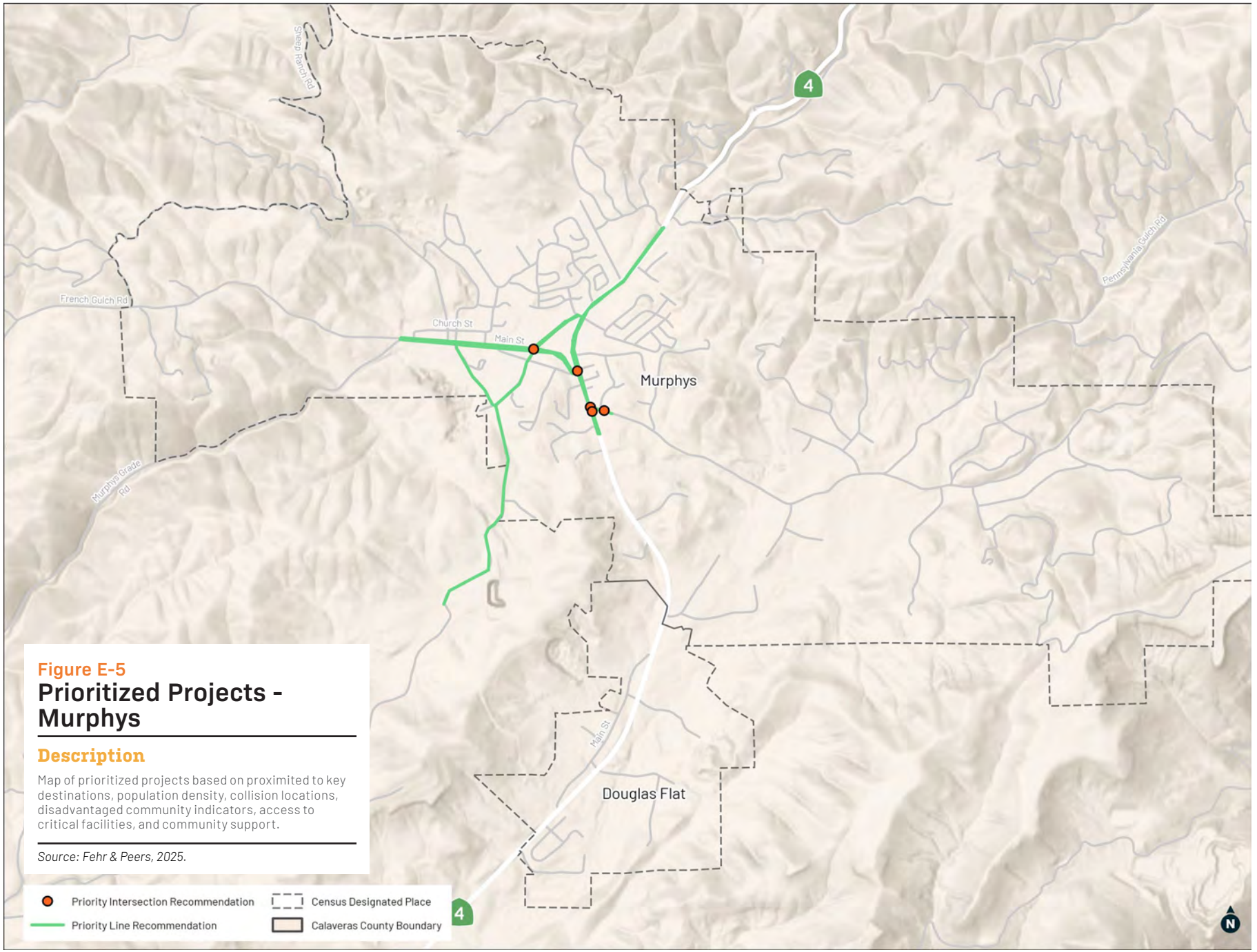


Figure E-5
Prioritized Projects - Murphys

Description

Map of prioritized projects based on proximited to key destinations, population density, collision locations, disadvantaged community indicators, access to critical facilities, and community support.

Source: Fehr & Peers, 2025.

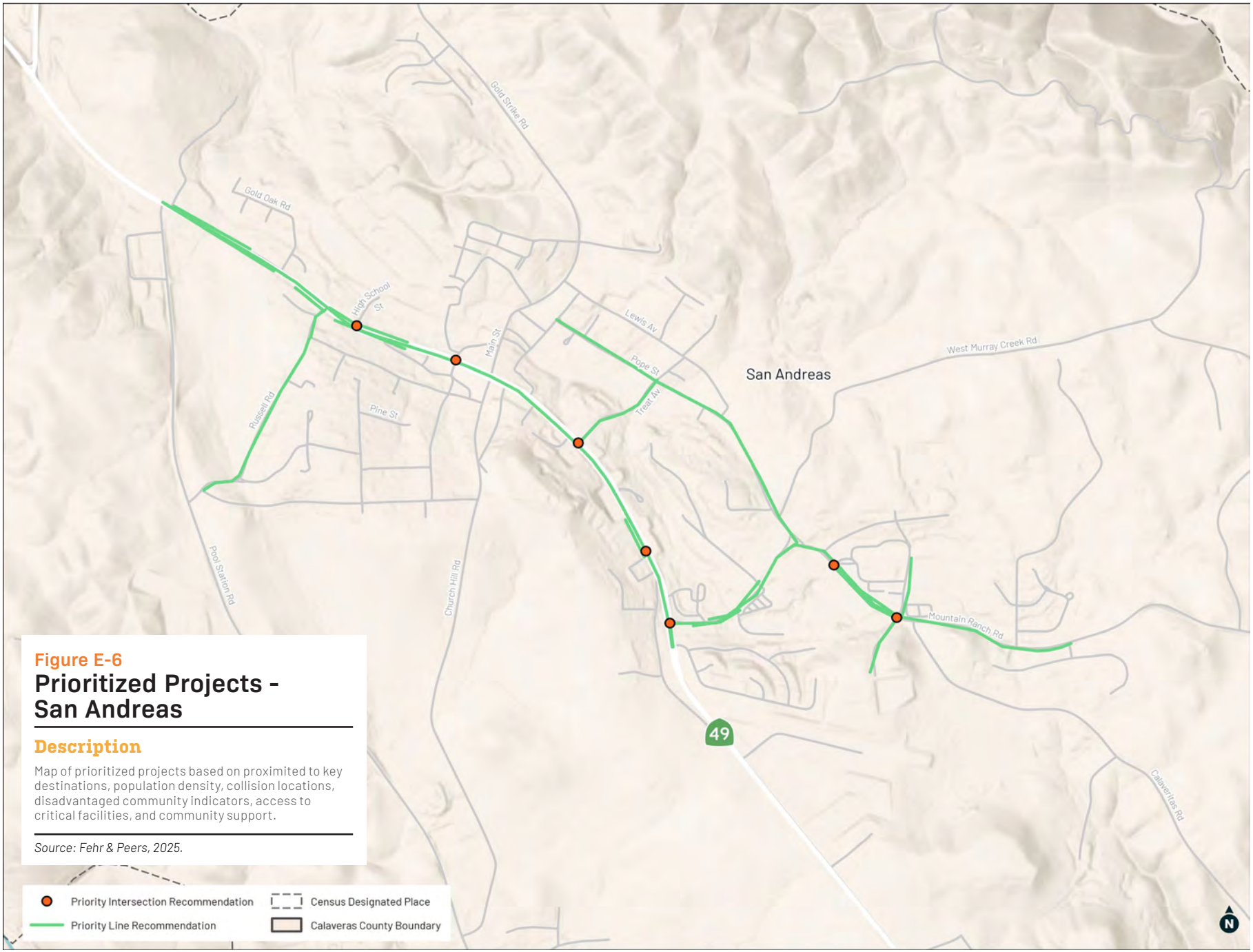


Figure E-6

Prioritized Projects - San Andreas

Description

Map of prioritized projects based on proximited to key destinations, population density, collision locations, disadvantaged community indicators, access to critical facilities, and community support.

Source: Fehr & Peers, 2025.

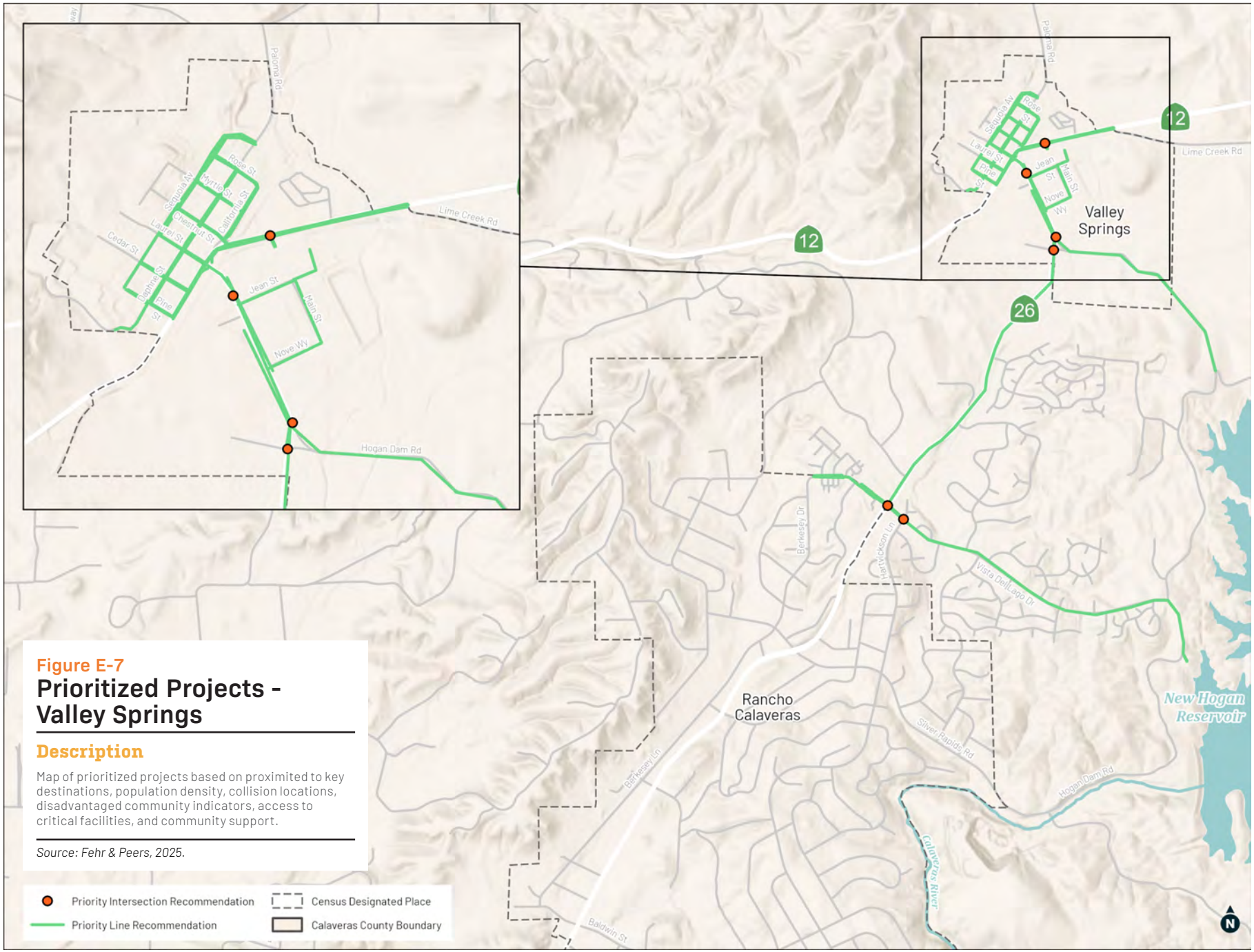


Figure E-7
Prioritized Projects - Valley Springs

Description

Map of prioritized projects based on proximited to key destinations, population density, collision locations, disadvantaged community indicators, access to critical facilities, and community support.

Source: Fehr & Peers, 2025.

Potential recreational trail improvements are provided in Attachment E-1 - Table E-3. Given recreational trail improvements and associated costs vary substantially depending on the width, intended use (walking/hiking, equestrian, ATV, bike, dirtbike, etc.), and topography, and this is a high-level planning document that describes general potential improvements rather than detailed alignment recommendations, cost estimates for potential recreational trail improvements are not provided.

Attachment E-1: Project Cost Estimates

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
Highway Projects						
R-1	SR 12 West	SR 12 from San Joaquin County Line to Pine Street	Buffered Paved Shoulders with Bike Route Signage	9.72	$16,504,560	
R-2	**SR 12 Valley Springs Complete Streets**[1]	**SR 12 from Pine Street to Lime Creek Road**	**Sidewalks on both sides of road**	**1.24**	**$1,388,800**[2]	**High**
			Separated Bikeway	**0.62**		
R-2A	**SR 12 Valley Springs Complete Streets**[1]	**SR 12 from Pine Street to Lime Creek Road**	**Shared-Use Path/Sidepath on both sides of road**	**0.62**	**$965,960**	
R-3	SR 12 Central	SR 12 from Lime Creek Road to Pool Station Rd/SR 49 San Andreas	Buffered Paved Shoulders with Bike Route Signage	8.14	$13,821,720	
R-4	SR 26 West	SR 26 from San Joaquin County Line to Olive Orchard/Garner Place	Buffered Paved Shoulders with Bike Route Signage	4.97	$8,439,060	
R-5	SR 26 West	SR 26 from Olive Orchard/Garner Place to Silver Rapids Road	Buffered Paved Shoulders with Bike Route Signage	2.58	$4,380,840	
R-6	SR 26 West	SR 26 Driver Road to Baldwin Street	Convert Existing Sidewalk to Shared-Use Path/Sidepath on east side of road	0.10	$77,900	

[1] Valley Springs Town Center Connectivity Plan (CCOG, GHD; April 2020) identifies improvements on this segment. Recommendation differs slightly based on latest guidance for speed and/or volumes on this segment.

[2] Cost estimate does not include roadway widening.

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-6A	SR 26 West	SR 26 Driver Road to Baldwin Street	Separated Bikeway adjacent to existing sidewalk to provide better connection to school	0.10	$184,400	
R-7	**SR 26 Valley Springs Main Street Complete Streets Phase 1[1]**	**SR 26 from SR 12 to Hogan Dam Road (north intersection)**	**Sidewalks on both sides of road to Hogan Dam Rd (north) on east side and to Hogan Dam Rd (south)/Mangili Rd on west side**	**1.04**	**$1,138,400[2]**	**High**
			Separated Bikeway	**0.41**		
R-7A	**SR 26 Valley Springs Main Street Complete Streets Phase 1[1]**	**SR 26 from SR 12 to Hogan Dam Road (north intersection)**	**Shared-Use Path/Sidepath on both sides of road**	**0.41**	**$638,780**	
R-8	**SR 26 Main Street Valley Springs Complete Streets Phase 2**	**SR 26 from Hogan Dam Road (north intersection) to Vista Del Lago Drive**	**Shared-Use Path/Sidepath on east side of road**	**1.49**	**$1,160,710**	**High**
R-9	SR 26 Main Street Valley Springs Complete Streets Phase 3	SR 26 from Vista Del Lago Drive to Silver Rapids Road	Shared-Use Path/Sidepath on east side of road	0.80	$623,200	
R-10	SR 26 Central	SR 26 from SR 12 to SR 49 in Mokelumne Hill	Buffered Paved Shoulders with Bike Route Signage	7.61	$12,921,780	
R-11	SR 26 Mokelumne Hill Phase 1	SR 26 from SR 49 to Church Street	Shared-Use Path/Sidepath on north side of road	0.06	$46,740	
R-12	SR 26 Mokelumne Hill Phase 2	SR 26 from Church Street to Mokelumne Hill Elementary School	Paved Shoulders with Recreational Route Signage	0.25	$419,000	

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-13	SR 26 North	SR 26 from Mokelumne Hill Elementary School to Main Street S	Buffered Paved Shoulders with Bike Route Signage	14.06	$23,873,880	
R-14	SR 26 West Point	SR 26 from Main Street S to Main Street N	Paved Shoulders with Recreational Route Signage	0.54	$905,040	
R-15	SR 26 North of West Point	SR 26 from Main Street N to County Line	Buffered Paved Shoulders with Bike Route Signage	1.66	$2,818,680	
R-16	SR 4 South	SR 4 from Calaveras/San Joaquin County Line to Foundry Lane (approaching SR 4/49 intersection)	Buffered Paved Shoulders with Bike Route Signage	18.61	$31,599,780	
R-17	**SR 4 Angels Camp (Bypass)**	**SR 4 from Foundry Lane to Rolleri Bypass (via SR 4 Bypass) to Vallecito Road/Kurt Drive/Depot Road (connecting to Angels Creek Trail)**	**Shared-Use Path/Sidepath on southeast side of road**	**2.38**	**$1,854,020**	**High**
R-18	SR 4 Central	SR 4 from Rolleri Bypass Road/Vallecito Road to Pennsylvania Gulch Road	Shared-use Path/Sidepath on one side of road from Rolleri Bypass to Six Mile Road	1.80	$10,062,000	
			Buffered Paved Shoulders with Bike Route Signage from Six Mile Road to Feeney Park in Murphys	5.10		
R-19		**SR 4 Pennsylvania Gulch to Main**	**Separated bikeway**	**0.15**		

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-19	**SR 4 Murphys Main Street Complete Streets[3]**	**SR 4 from Allen Lane to Pennsylvania Gulch Road to Apple Blossom Drive**	**Sidewalk on west side of road from Allen Lane to Pennsylvania Gulch Road, east side of road from Pennsylvania Gulch Road to Big Trees Road/Tom Bell Road**	**0.19**	**$934,890[2]**	**High**
			Shared-Use Path/Sidepath on both sides of road from Main Street to Big Trees Road/Tom Bell Road and west side of road from Big Trees Road/Tom Bell Road to Apple Blossom Drive	**0.91**		
R-20	SR 4 Northern Central	SR 4 from Apple Blossom Drive to Lakemont Drive	Buffered Paved Shoulders with Bike Route Signage	9.62	$16,334,760	
R-21	**SR 4 Arnold Main Street Complete Streets Phase 1**	**SR 4 from Lakemont Drive to Oak Circle (north)**	**Shared-Use Path/Sidepath on one side of road[4]**	**1.42**	**$1,106,180**	**High**
R-22	**SR 4 Arnold Main Street Complete Streets Phase 2**	**SR 4 from Oak Circle (north) to Henry Drive**	**Shared-Use Path/Sidepath on both sides of road**	**0.80**	**$623,200**	**High**
R-23	**SR 4 Main Street Complete Streets Arnold Phase 3**	**SR 4 from Henry Drive to Moran Road**	**Shared-Use Path/Sidepath on one side of road[4]**	**0.96**	**$747,840**	**High**

[3] Murphys SR 4 Complete Streets Plan (CCOG, Placeworks; September 2019) identifies improvements on this segment. Recommendation differs slightly based on latest guidance for speed and/or volumes on this segment.

[4] Further study needed to determine which side of road improvement should be located on. Location may vary based on segment and crossings and wayfinding signage should be incorporated as needed if/when sidepath switches to alternate side of road.

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-24	SR 4 North	SR 4 from Moran Road to County Line	Buffered Paved Shoulders with Bike Route Signage	23.02	$39,087,960	
R-25	SR 49 Mokelumne Hill	SR 49 from County Line to EBMUD Access Gate	Buffered Paved Shoulders with Bike Route Signage	1.60	$2,716,800	
R-26	SR 49 Mokelumne Hill	SR 49 from EBMUD Access Gate to SR 26	Shared-Use Path/Sidepath on north side of road	1.64	$1,277,560	
R-27	SR 49 North	SR 49 from SR 26 to SR 12/SR 49 near San Andreas	Buffered Paved Shoulders with Bike Route Signage	7.12	$12,089,760	
R-28	**SR 49 San Andreas Main Street Complete Streets[5]**	**SR 49 from Pool Station Road to Toyanza Drive**	**Separated Bikeway**	**1.40**	**$1,396,000[2]**	**High**
			Sidewalks gap fill on both sides of road	**1.06**		
R-28A	**SR 49 San Andreas Main Street Complete Streets[5]**	**SR 49 from Pool Station Road to Toyanza Drive**	**Shared-Use Path/Sidepath on both sides of road**	**1.40**	**$2,181,200**	
R-29	SR 49 Sidewalk Extension	SR 49 from Toyanza Drive south 600'	Sidewalks on west side of road	0.19	$190,000	
R-30	SR 49 Central	SR 49 from Toyanza Drive to Copello Drive	Buffered Paved Shoulders with Bike Route Signage	9.33	$15,842,340	
R-31			**Separated Bikeway**	**2.21**	**$4,240,400[2]**	**High**

[5] San Andreas SR 49 Commercial Gateway & Corridor Study (CCOG, GHD/Omni-Means; October 2017) identifies improvements on this segment. Recommendation differs slightly based on latest guidance for speed and/or volumes on this segment.

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
	SR 49 Angels Camp Main Street Complete Streets[6]	**SR 49 from Copello Drive to Finnegan Lane/Vallecito Road**	**Sidewalk gap fill on both sides of road**	**3.71**		
R-31A	**SR 49 Angels Camp Main Street Complete Streets[6]**	**SR 49 from Copello Drive to Finnegan Lane/Vallecito Road**	**Shared-Use Path/Sidepath on both sides of road**	**2.21**	**$3,443,180**	
R-32	**SR 49 Fairgrounds Connection to Angels Camp**	**SR 49 from Finnegan Lane/Vallecito Road/SR 49 intersection to the Angels Camp RV Entrance**	**Shared-Use Path/Sidepath on northeast side of road**	**1.85**	**$1,441,150**	**High**
R-33	SR 49 South	SR 49 from Angels Camp RV Entrance to Calaveras/Tuolumne County Line	Buffered Paved Shoulders with Bike Route Signage	4.16	$7,063,680	
Western Subregion Projects – Burson/Wallace and Rancho Calaveras/Valley Springs Area						
R-34	Wallace/Burson Recreational Trail	Southworth Road (north) from SR 12 to Ospital Road; Ospital Road from Southworth Road (north) to Southworth Road (south); Southworth Road from Ospital Road to Pettinger Road; Pettinger Road from Southworth Road to SR 12	Shared-Use Path/Sidepath on one side of road[4]	6.65	$5,180,350	

[6] Angels Camp North Main Street Plan (CCOG. Caltrans, City of Angels; May 2020) identifies improvements on this segment from 4/49 intersection north to Copello. Angels Camp Main Street Plan Final Draft (CCOG, Caltrans, City of Angels; May 2017) identifies improvements on this segment from SR 4/49 intersection south to Finnegan Lane/Vallecito Road. Recommendation differs slightly based on latest guidance and speed and/or volumes.

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-34A	Wallace/Burson Recreational Trail	Southworth Road (north) from SR 12 to Ospital Road; Ospital Road from Southworth Road (north) to Southworth Road (south); Southworth Road from Ospital Road to Pettinger Road; Pettinger Road from Southworth Road to SR 12	Paved Shoulder with Designated Bike/Ped Recreational Route Signage	6.65	$11,145,400	
R-35	Lake Camanche Local Access Bike/Ped Recreational Trail Route	Camanche Parkway from SR 12 to Lake Camanche entrance; N Burson Road from Camanche Parkway to SR 12	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	8.12	$13,609,120	
R-36	Messing Road Paved Shoulder	Messing Road from Pettinger Road to SR 12	Paved Shoulder	1.72	$2,882,720	
R-37	Burson to Rancho Calaveras Paved Shoulder	Southworth Road from Pettinger Road to S Burson Road; S Burson Road from Southworth Road to Olive Orchard Road; Olive Orchard Road from S Burson Road to SR 26	Paved Shoulder	3.20	$5,363,200	
R-38	Rancho Calaveras Recreational Trail	Baldwin Street from Milton Road to SR 26; Garner Place from SR 26 to Baldwin Street; Hartvickson Lane from Baldwin Street to Vista Del Lago Drive; Silver Rapids from SR 26 to Hogan Dam Road to Vista Del Lago Drive	Shared-Use Path/Sidepath on one side of road[4]	11.26	$8,771,540	

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-38A	Rancho Calaveras Recreational Trail	Baldwin Street from Milton Road to SR 26; Garner Place from SR 26 to Baldwin Street; Hartvickson Lane from Baldwin Street to Vista Del Lago Drive; Silver Rapids from SR 26 to Hogan Dam Road to Vista Del Lago Drive	Paved Shoulder with Designated Bike/Ped Recreational Route Signage	11.26	$18,871,760	
R-39	Hagen Court	Hagen Court from SR 26 to Driver Road	Bike Route	0.10	$204,200	
			Sidewalks	0.20		
R-40	Driver Road	Driver Road from SR 26 to Jenny Lind Elementary	Bike Route	0.39	$406,380	
			Sidewalk on west side of road	0.39		
R-41	Baldwin Lane	Baldwin Lane from SR 26 to Berkesey Lane	Bike Route	0.19	$7,980	
R-42	Berkesey Lane	Berkesey Lane from Baldwin Lane to Silver Rapids Road	Bike Route	1.65	$69,300	
R-43	Berkesey Lane	Berkesey Lane from Silver Rapids Road to Vista Del Lago Drive (planned extension)	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	0.74	$1,240,240	
R-44	Silver Rapids Road	Silver Rapids Road from Heney Lane/Danaher Driver to SR 26	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	0.46	$770,960	
R-45	**Vista Del Lago Drive**	**Vista Del Lago Drive from Berkesey Lane (planned extension) to SR 26**	**Sidewalk gap fill on both sides**	**0.44**	**$661,630**	**High**
			Bike lane on northeast side of road	**0.37**		

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-45A	**Vista Del Lago Drive**	**Vista Del Lago Drive from Berkesey Lane (planned extension) to SR 26**	**Shared-use path between Berkesey Lane and Vista Del Lago Dr if road extension is not constructed**	**0.13**	**$101,270**	
R-46	**Vista Del Lago Drive**	**Vista Del Lago Drive from SR 26 to Hogan Dam Road to Esenolda Road (Cameron Trailhead)**	**Shared-Use Path/Sidepath on both sides of road from SR 26 to Hartvickson and on one side of road1 from Hartvickson to Hogan Dam Rd to Esenolda Road**	**1.81**	**$1,409,990**	**High**
R-46A	**Vista Del Lago Drive**	**Vista Del Lago Drive from SR 26 to Hogan Dam Road to Esenolda Road (Cameron Trailhead)**	**Buffered Paved Shoulder with Designated Bike/Ped Recreational Route Signage**	**1.71**	**$2,903,580**	
R-47	Gold Creek Estates to Hogan Local Access Bike/Ped Recreational Trail	Harper Lane from Campbell Court to Hogan Dam Road, extending 400' south on Hogan Dam Road	Shared-Use Path/Sidepath on south/west side of road	0.51	$397,290	
R-48	Hogan Dam Road	Hogan Dam Road from Vista Del Lago Drive to New Hogan Parkway	Bike Lane	1.24	$1,485,520	
R-49	**Hogan Dam Road**	**Hogan Dam Road from New Hogan Parkway to SR 26**	**Shared-Use Path/Sidepath on one side of road[4]**	**1.04**	**$810,160**	**High**
R-49A	**Hogan Dam Road**	**Hogan Dam Road from New Hogan Parkway to SR 26**	**Paved Shoulder with Designated Bike/Ped Recreational Route Signage**	**1.04**	**$1,743,040**	
R-50	Hogan Dam Road	Hogan Dam Road from Silver Rapids Road to Whiskey Creek Trailhead	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	3.16	$5,296,160	

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-51	Valley Springs Commercial Core Connection	Nove Way from SR 26 to Main Street; Main Street from Nove Way to Jean Street; Jean Street from SR 26 to southeast corner of Oak Tree Shopping Center	Shared-Use Path/Sidepath on one side of road[4]	0.42	$327,180	High
R-51A	Valley Springs Commercial Core Connection	Nove Way from SR 26 to Main Street; Main Street from Nove Way to Jean Street; Jean Street from SR 26 to southeast corner of Oak Tree Shopping Center	Bike Lane	0.42	$1,343,160	
			Sidewalks on both sides of road	0.84		
R-52	Downtown Valley Springs Complete Streets – Laurel Street[1]	Laurel Street from SR 12/26 to Sequoia Avenue	Bike Lane	0.12	$383,760	High
			Sidewalks on both sides of road	0.24		
R-53	Downtown Valley Springs Complete Streets – Cedar Street[1]	Cedar Street from SR 12 to Sequoia Avenue	Bike Route	0.12	$245,040	High
			Sidewalks on both sides of road	0.24		
R-53A	Downtown Valley Springs Complete Streets – Cedar Street[1]	Cedar Street from SR 12 to Sequoia Avenue	Shared-Use Path/Sidepath on one side of road[4]	0.12	$93,480	
R-54	Downtown Valley Springs Complete Streets – Pine Street[1]	Pine Street from SR 12 to Sequoia Avenue	Bike Route	0.12	$245,040	High
			Sidewalks on both sides of road	0.24		
R-54A	Downtown Valley Springs Complete Streets – Pine Street[1]	Pine Street from SR 12 to Sequoia Avenue	Shared-Use Path/Sidepath on one side of road[4]	0.12	$93,480	
R-55			Bike Route	0.14	$285,880	High

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
	Downtown Valley Springs Complete Streets – Chestnut Street[1]	**Chestnut Street from SR 12 to Sequia Avenue**	Sidewalks on both sides of road	0.28		
R-55A	**Downtown Valley Springs Complete Streets – Chestnut Street**[1]	**Chestnut Street from SR 12 to Sequia Avenue**	**Shared-Use Path/Sidepath on one side of road1**	**0.14**	**$109,060**	
R-56	**Downtown Valley Springs Complete Streets – Myrtle Street**[1]	**Myrtle Street from California Street to Sequia Avenue**	**Bike Route**	**0.13**	**$265,460**	**High**
			Sidewalks on both sides of road	**0.26**		
R-56A	**Downtown Valley Springs Complete Streets – Myrtle Street**[11]	**Myrtle Street from California Street to Sequia Avenue**	**Shared-Use Path/Sidepath on one side of road**[4]	**0.13**	**$101,270**	
R-57	**Downtown Valley Springs Complete Streets – Rose Street**[1]	**Rose Street from Daphne Street to Sequioa Avenue**	**Bike Route**	**0.06**	**$122,520**	**High**
			Sidewalks on both sides of road	0.12		
R-57A	**Downtown Valley Springs Complete Streets – Rose Street**[1]	**Rose Street from Daphne Street to Sequioa Avenue**	**Shared-Use Path/Sidepath on one side of road**[4]	**0.06**	**$46,740**	
R-58	**Downtown Valley Springs Complete Streets – California Street**[1]	**California Street from Daphne Street to Chestnut Street**	**Bike Route**	**0.20**	**$208,400**	**High**
			Sidewalk on west side of road	**0.20**		
R-58A	**Downtown Valley Springs Complete Streets – California Street**[1]	**California Street from Daphne Street to Chestnut Street**	**Shared-Use Path/Sidepath on one side of road**[4]	**0.20**	**$155,800**	

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-59	**Downtown Valley Springs Complete Streets – Daphne Street**[1]	**Daphne Street from Pine Street to Rose/California Street**	**Sidewalks on both sides of road (maintain existing bike lane)**	**0.72**	**$720,000**	**High**
R-60	**Downtown Valley Springs Complete Streets – Daphne Street**[1]	**Daphne Street from Pine Street to Existing Class I**	**Shared-Use Path/Sidepath on one side of road**[4]	**0.11**	**$85,690**	**High**
R-61	**Downtown Valley Springs Complete Streets – Sequoia Avenue**[1]	**Sequoia Avenue from Laurel Street to Daphne Street**	**Bike Route**	**0.34**	**$694,280**	**High**
			Sidewalk on both sides of road	**0.68**		
R-62	**Downtown Valley Springs Complete Streets – Sequoia Avenue**[1]	**Sequoia Avenue from Laurel Street to Pine Street**	**Existing colored paved shoulder on northwest side of road intended for bicycle/pedestrian use however, no signage or striping was included in project. Update to include bike/ped route signage and striping**	**0.14**	**$5,880**	**High**
R-63	**Downtown Valley Springs Complete Streets – Valley Oaks Shopping Center**	**Valley Oaks Shopping Center Access Drive Aisle between Burger King/Taco Bell and SR 12**	**Sidewalks on both sides of road**	**0.06**	**$60,000**	**High**
R-64	Valley Springs to EBMUD Local Access Bike/Ped Recreational Trail Route	Paloma Road from Sequioa Avenue to Watertown Road; Watertown Road from Paloma Road to Camp Seco Equestrian Trailhead	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	2.78	$4,659,280	

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
North Central Subregion Projects – Mokelumne Hill/San Andreas Area						
R-65	**Mokelumne Hill Recreational Trail Loop**	**Main Street from SR 49 to Center Street**	**Bike Route**	**0.21**	**$218,820**	**High**
			Sidewalk on east side of road	**0.21**		
R-66	**Mokelumne Hill Recreational Trail Loop**	**E Center Street from Main Street to Zumwalt Street; Zumwalt Street from E Center Street to Lafayette Street; Lafayette Street from Zumwalt Street to SR 26; Maretta Street from Lafayette Street to Church Street; Church Street from SR 26 to Main Street**	**Shared-Use Path/Sidepath on one side of road[4]**	**0.93**	**$724,470**	**High**
R-66A	**Mokelumne Hill Recreational Trail Loop**	**E Center Street from Main Street to Zumwalt Street; Zumwalt Street from E Center Street to Lafayette Street; Lafayette Street from Zumwalt Street to SR 26; Maretta Street from Lafayette Street to Church Street; Church Street from SR 26 to Main Street**	**Paved Shoulder with Designated Bike/Ped Recreational Route Signage**	**0.93**	**$1,558,680**	
R-67	Mokelumne Hill Recreational Trail Loop	W Center Street from SR 49 to Main Street	Bike Route	0.93	$39,060	
R-68	**Russell Road**	**Russell Road from SR 49 to Sunset St**	**Sidewalk on east side of road from SR 49 to Market St**	**0.07**	**$70,000**	**High**

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
			Shared-Use Path/Sidepath on one side of road1 from Market St to Sunset St	**0.40**	**$311,600**	
R-69	Main Street	Main Street from SR 49 to Pixley Avenue	Bike Route	0.17	$7,140	
R-70	N California Street[7]	N California Street from Lewis Avenue to Main Street (via parking lot)	Shared-Use Path/Sidepath on one side of road[4]	0.15	$116,850	
R-71	**Pope Street[7]**	**Pope Street from California Street to Mountain Ranch Road**	**Shared-Use Path/Sidepath on one side of road[4]**	**0.67**	**$521,930**	**High**
R-72	Lewis Avenue[7]	Lewis Avenue from N California Street to Pope Street	Shared-Use Path/Sidepath on one side of road[4]	0.40	$311,600	
R-73	**Treat Avenue[7]**	**Treat Avenue from Pope Street to SR 49**	**Shared-Use Path/Sidepath on one side of road[4]**	**0.21**	**$163,590**	**High**
R-74	**Court Street[7]**	**Court Street from SR 49 to existing sidewalk**	**Sidewalk gap fill on south/east side of road**	**0.05**	**$50,000**	**High**
R-75	**Mountain Ranch Road**	**Mountain Ranch Road from SR 49 to Government Center Drive**	**Bike Lanes**	**0.57**	**$1,192,860**	**High**
			Sidewalk gap fill on both sides of road	**0.51**		
R-76	**Mountain Ranch Road**	**Mountain Ranch Road from Government Center Drive to Oak Park Drive**	**Shared-Use Path/Sidepath on one side of road[4]**	**0.35**	**$272,650**	**High**

[7] Consistent with San Andreas Pope Street and Safe Routes to School Gap Fill Plan (CCOG, Green DOT; August 2020).

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-77	Mountain Ranch Road	Mountain Ranch Road from Oak Park Drive to Sheep Ranch Road	Buffered Paved Shoulders with Bike Route Signage	9.93	$16,861,140	
R-78	Gold Hunter Road	Gold Hunter Road from Mountain Ranch Road to Forest Hill Drive	Shared-Use Path/Sidepath on one side of road1	0.09	$70,110	
R-79	**Government Center Recreational Trail Extension**	**Government Center Drive from Mountain Ranch Road to existing sidewalk**	**Sidewalk gap fill on both sides of road**	**0.24**	**$317,900**	**High**
		Park Road from Mountain Ranch Road to Alex Quinones Park (existing trail network)	**Shared-Use Path/Sidepath on one side of road[4]**	**0.10**		
R-80	Calaveritas Road	Calaveritas Road from Mountain Ranch Road to Edgewood	Shared-Use Path/Sidepath on one side of road1	0.51	$397,290	
R-80A	Calaveritas Road	Calaveritas Road from Mountain Ranch Road to Edgewood	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	0.51	$854,760	
R-81	San Andreas to Angels Camp Recreational Bike Route	Calaveritas Road from Edgewood to Dogtown Road; Dogtown Road from Calaveritas Road to SR 49 in Angels Camp	Buffered Paved Shoulders with Bike Route Signage	14.42	$24,485,160	
Northeast Subregion Projects – West Point/Railroad Flat Area						
R-82	Railroad Flat Road	Railroad Flat Road from Sheep Ranch Road to SR 26	Buffered Paved Shoulders with Bike Route Signage	14.66	$24,892,680	
R-83	Sandy Gulch	Sandy Gulch Road to Associated Office Road between SR 26 and Railroad Flat Road	Buffered Paved Shoulders with Bike Route Signage	0.48	$815,040	

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-84	Summit Level Recreational Bike Route	Summit Level Road from N Railroad Flat Road to Red Rock Road	Buffered Paved Shoulders with Bike Route Signage	2.71	$4,601,580	
Southwest Subregion Projects – Angels Camp/Copperopolis Area						
R-85	**Copperopolis Recreational Trail**	**Main Street from SR 4 to Reeds Turnpike Road; Reeds Turnpike Road from Main Street to Town Square Road; Little John Road from Town Square Road to Copper Cove Dr; Copper Cove Dr from O'Byrnes Ferry Rd to Little John Road; O'Byrnes Ferry Rd from Pheasant Run Dr to Reeds Turnpike**	**Shared-Use Path/Sidepath on one side of road[4]**	**10.89**	**$8,483,310**	**High**
R-85A	**Copperopolis Recreational Trail**	**Main Street from SR 4 to Reeds Turnpike Road; Reeds Turnpike Road from Main Street to Town Square Road; Little John Road from Town Square Road to Copper Cove Dr; Copper Cove Dr from O'Byrnes Ferry Rd to Little John Road; O'Byrnes Ferry Rd from Pheasant Run Dr to Reeds Turnpike**	**Paved Shoulder with Designated Bike/Ped Recreational Route Signage**	**10.89**	**$18,251,640**	
R-86	Little John Rd Lake Connection	Little John Road from Copper Cove to Kiva Drive; Kiva Drive from Little John Road to Kiva Recreation Area	Shared-Use Path/Sidepath on one side of road[4]	2.99	$2,329,210	

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-86A	Little John Rd Lake Connection	Little John Road from Copper Cove to Kiva Drive; Kiva Drive from Little John Road to Kiva Recreation Area	Paved Shoulder with Designated Bike/Ped Recreational Route Signage	2.99	$5,011,240	
R-87	O'Byrnes Ferry Road	O'Byrnes Ferry Road from Pheasant Run Dr/Cosmic Ct to County Line	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	3.90	$6,536,400	
R-88	Connor Estates Drive	Connor Estates Drive from O'Byrnes Ferry Road to Shoreline Drive	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	0.43	$720,680	
R-89	Cheyenne Road	Cheyenne Road from Copper Cove Drive to Beaver Road	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	2.12	$3,553,120	
R-90	Beaver Road Connection to Town Square	Beaver Road from Cheyenne Road to Olive Ranch Road via future planned extension; Olive Ranch Road from Beaver Road to Town Square	Shared-Use Path/Sidepath on one side of road[4]	0.83	$646,570	
R-91	**Foundry Lane Extension[8]**	**Foundry Lane from Stockton Road, crossing SR 4, to SR 49 via planned extension**	**Bike Lanes**	**0.94**	**$3,006,120**	**High**
			Sidewalks on both sides of road	**1.88**		
R-92	**Stockton Road**	**Stockton Road from Angel Oaks/Greenhorn Creek Drive to SR 49 near Shopping Center**	**Bike Lanes**	**0.54**	**$1,726,920**	**High**
			Sidewalks on both sides of road	**1.08**		
R-93	Demarest Street		Bike Lanes	0.28	$655,440	

[8] Angels Camp State Route 4 and State Route 49 Gateway and Corridor Study (CCOG, Caltrans, City of Angels; January 2016).

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
		Demarest Street from Stockton Road to SR 49	Sidewalks on both sides of road along segment where none exist	0.32		
R-94	**San Joaquin Avenue**	**San Joaquin Avenue from Demarest Street to Stanislaus Avenue (through Big Horn MHP)**	**Bike Lanes**	**0.34**	**$997,320**	**High**
			Sidewalks on both sides of road	**0.59**		
R-95	Stanislaus Avenue	Stanislaus Avenue from SR 49 to San Joaquin Avenue/Pacific Street/Mark Twain Elementary	Bike Lanes (maintain existing sidewalks existing on one side of road)	0.13	$155,740	
R-96	Stanislaus Avenue	Stanislaus Avenue from Pacific Street to Gold Cliff Road	Bike Lanes	0.11	$241,780	
			Sidewalk on west side of road	0.11		
R-97	**South Angels Camp Recreational Trail Connector**	**Gold Cliff Road from Stanislaus Avenue to Tuolumne Avenue; Tuolumne Avenue from Gold Cliff Road to Angel Oaks/Greenhorn Creek Road via future extension of Sierra Avenue; Angel Oaks/Greenhorn Creek Road from Sierra Avenue to Finnegan Court; Moxie Way from Gold Cliff Road to Angel Oaks/Greenhorn Creek**	**Shared-Use Path/Sidepath on one side of road1 – desire to be small electric vehicle accessible to provide access from Greenhorn Creek to SR 49/Historic Downtown**	**1.7**	**$1,356,220**	**High**
		Gold Cliff Road from Tuolumne Avenue to Finnegan Lane	**Bike Route**	**0.76**		
R-98			**Bike Route to Finnegan Court**	**0.67**	**$269,630**	**High**

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
	Angels Creek Trail Phase I[9]	**Finnegan Lane from SR 49 to Finnegan Court to Angel Oaks/Greenhorn Creek Road**	**Shared-Use Path/Sidepath to Greenhorn Creek subdivision; desire to be small electric vehicle accessible to provide access from Greenhorn Creek to SR 49/Historical Downtown**	**0.31**		
R-99	**Angels Creek Trail Phase II[9]**	**Vallecito Road from Kurt Drive/Depot Road to SR 49/Finnegan Lane**	**Shared-Use Path with pedestrian bridge**	**0.53**	**$412,870**	**High**
R-100	**Angels Creek Trail Phase III[9]**	**Trail connection from Finnegan Lane to City Wastewater Treatment Facility**	**Shared-Use Path with pedestrian bridge(s) – final alignment of trail and crossings to be evaluated during design phase**	**2.40**	**$1,869,600**	**High**
R-101	Angels Creek Trail Phase IV[9]	Trail connection from City Wastewater Treatment Facility to New Melones	Shared-Use Path	1.96	$1,526,840	
R-102	**Utica Park Bike Connection to Angels Creek Trail**	**Utica Lane from Utica Park to Bush Street; Bush Street from Utica Lane to Finnegan Lane**	**Bike Route**	**0.48**	**$20,160**	**High**
R-103	Utica Park Trail Connection to SR 49	Trail connection from Mark Twain Road near SR 49 to northern Utica Park near north Bush Street.	Shared-Use Path	0.17	$132,430	

[9] Angels Creek Master Plan and Trail (City of Angels; January 2012).

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-104	Railroad Fairground Trail Connection[10]	Trail connection from SR 4/Vallecito Road to Calaveras County Fairgrounds via Depot Road Moose Trail Road, and existing railroad easement	Shared-Use Path	2.02	$1,573,580	
R-105	Murphys Grade Road	Murphys Grade Road from SR 49 to Gardner Lane	Bike Route	0.23	$9,660	
R-106	Murphys Grade Road	Murphys Grade Road from Gardner Lane to Main Street (Murphys) OR alternative route along French Gulch	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	6.15	$10,307,400	
Central Subregion Projects – Murphys Area						
R-107	**Pennsylvania Gulch Road**	**Pennsylvania Gulch Road SR 4 to Michelson Elementary School**	**Shared-Use Path/Sidepath on south side of road**	**0.09**	**$70,110**	**High**
R-108	Pennsylvania Gulch Road	Pennsylvania Gulch Road from Michelson Elementary School to Wingdam Road	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	1.05	$1,759,800	
R-109	**Main Street**	**Main Street from SR 4 to Murphys Grade Road**	**Bike Lane**	**0.71**	**$2,270,580**	**High**
			Sidewalks on both sides of road	**1.42**		
R-109A	**Main Street**	**Main Street from SR 4 to Murphys Grade Road**	**Bike Route**	**0.71**	**$1,449,820**	
			Sidewalks on both sides of road	**1.42**		

[10] City of Angels Camp General Plan 2020 Appendix 3D. Resolution 24-28 (City of Angels; April 2024 Update)

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-110	**Ironstone Recreational Trail**	**S Algiers Road from Main Street to 6 Mile Road; Scott Street from Main Street to 6 Mile Road; 6 Mile Road from S Algiers Road/Scott Street to Ironstone**	**Shared-Use Path/Sidepath on one side of road[4]**	**1.43**	**$1,113,970**	**High**
R-110A	**Ironstone Recreational Trail**	**S Algiers Road from Main Street to 6 Mile Road; Scott Street from Main Street to 6 Mile Road; 6 Mile Road from S Algiers Road/Scott Street to Ironstone**	**Paved Shoulder with Designated Bike/Ped Recreational Route Signage**	**1.43**	**$2,396,680**	
R-111	6 Mile Road	6 Mile Road from Ironstone to SR 4	Shared-Use Path/Sidepath on one side of road[4]	5.52	$4,300,080	
R-112	**Big Trees Road[3]**	**Big Trees Road from SR 4 to Main Street**	**Bike Lane**	**0.24**	**$657,520**	**High**
			Sidewalks on both sides of road	**0.37**		
R-112A	**Big Trees Road[3]**	**Big Trees Road from SR 4 to Main Street**	**Bike Route**	**0.24**	**$380,080**	
			Sidewalks on both sides of road	**0.37**		
R-113	Jones Street	Scott Street to SR 4	Shared-use path/Sidepath on north side of road	0.17	$132,430	
Eastern Subregion Projects – Arnold/Avery Area						
R-114	Sheep Ranch Road ARTA Connection	Sheep Ranch Road from Valley View Drive to SR 4 in Avery	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	1.08	$1,810,080	

Table E-1A – Roadway Segment Project List

Project #	Project Name	Location	Recommendation	Length	Cost	Priority
R-115	Valley View Drive ARTA Connection	Valley View Drive from ARTA Cougar Rock Loop Trailhead to SR 4 in Arnold	Shared-Use Path/Sidepath on one side of road[4]	1.17	$911,430	
R-116	Meadowmont Trail	New connection from Meadowmont Way to Pine Drive through old golf course	Shared-Use Path	0.97	$755,630	
R-117	Pine Drive ARTA Connection	Pine Drive from SR 4 to Pine Drive ARTA Trail Access	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	0.22	$368,720	
R-118	Oak Circle ARTA Connection	Oak Circle from SR 4 to Oak Circle ARTA Trail Access	Shared-Use Path/Sidepath on one side of road[4]	0.27	$210,330	
R-119	**Blagen Road ARTA Connection**	**Blagen Road from SR 4 to Forest Route 7N08**	**Paved Shoulders with Designated Bike/Ped Recreational Route Signage**	**0.95**	**$1,592,200**	**High**
R-120	Dunbar Road	Dunbar Road from Blagen Road to Dunbar Road ARTA Trailhead	Paved Shoulders with Designated Bike/Ped Recreational Route Signage	0.24	$402,240	
R-121	Upper Moran Road	Upper Moran Road from Moran Road to Big Trees Trail Entrance; Moran Road from SR 4 to Upper Moran Road	Bike Route	1.09	$45,780	
Source: Fehr & Peers, 2025						

Table E-2A – Intersection Project List

Project #	Project Location	Recommendation	Priority	Cost
Western Subregion Projects – Burson/Wallace and Rancho Calaveras/Valley Springs Area				
P-1	SR 26/ Olive Orchard Rd/ Garner Pl	Marked/High-VIS Crosswalk on south leg and across SR 26		$12,000
P-2	Driver Rd/ Hagen Ct	Marked/High-VIS Crosswalk on all legs		$24,000
P-3	SR 26/ Baldwin Ln	Marked/High-VIS Crosswalk north leg and RRFB across SR 26		$71,000
P-4	Baldwin St/Treosti Pl (north and south)	Marked/High-VIS Crosswalks on side streets and across Baldwin Ln (as necessary pending location of shared-use path)		$18,000
P-5	Baldwin St/Hartvickson Ln	Marked/High-VIS Crosswalks on side streets and across Baldwin Ln (as necessary pending location of shared-use path)		$18,000
P-6	Baldwin St/Bergsma Ln	Marked/High-VIS Crosswalks on side streets and across Baldwin Ln (as necessary pending location of shared-use path)		$18,000
P-7	Baldwin St/Garner Pl	Marked/High-VIS Crosswalks on side streets and across Baldwin Ln (as necessary pending location of shared-use path)		$18,000
P-8	Baldwin St/Milton Rd	Marked/High-VIS Crosswalks on side streets and across Baldwin Ln (as necessary pending location of shared-use path)		$18,000
P-9	SR 26/ Silver Rapids Rd	Marked/High-VIS Crosswalk on side streets and RRFB across SR 26		$77,000
P-10	**SR 26/ Vista Del Lago Dr**	**Marked/High-VIS Crosswalk on west and south leg**	**High**	**$12,000**
P-11	**Vista Del Lago Dr/Hartvickson Ln**	**Marked/High-VIS Crosswalks on side streets and across Vista Del Lago Ln**	**High**	**$18,000**
P-12	Vista Del Lago Dr/Greenbriar Rd (east and west)	Marked/High-VIS Crosswalks on side street and across Vista Del Lago Ln (as necessary pending location of shared-use path)		$18,000
P-13	Vista Del Lago Dr/Grouse Dr	Marked/High-VIS Crosswalks on side streets and across Vista Del Lago Ln (as necessary pending location of shared-use path)		$18,000

Table E-2A – Intersection Project List

Project #	Project Location	Recommendation	Priority	Cost
P-14	Vista Del Lago Dr/La Contenta Dr	Marked/High-VIS Crosswalks on side street and across Vista Del Lago Ln (as necessary pending location of shared-use path)		$18,000
P-15	Vista Del Lago Dr/Huckleberry Ln	Marked/High-VIS Crosswalks on side street and across Vista Del Lago Ln (as necessary pending location of shared-use path)		$18,000
P-16	Vista Del Lago Dr/Silver Rd (east and west)	Marked/High-VIS Crosswalks on side street and across Vista Del Lago Ln (as necessary pending location of shared-use path)		$18,000
P-17	Vista Del Lago Dr/Shadow Ln	Marked/High-VIS Crosswalks on side streets and across Vista Del Lago Ln (as necessary pending location of shared-use path)		$18,000
P-18	Vista Del Lago Dr/Robin Rd	Marked/High-VIS Crosswalks on side street and across Vista Del Lago Ln (as necessary pending location of shared-use path)		$18,000
P-19	Vista Del Lago Dr/Paradise Peak Rd	Marked/High-VIS Crosswalks on side street and across Vista Del Lago Ln (as necessary pending location of shared-use path)		$18,000
P-20	SR 26/ Quail Oaks Rd	Marked/High-VIS Crosswalk on side streets and across SR 26		$18,000
P-21	SR 26/ Saint Andrews Rd	Marked/High-VIS Crosswalk on south leg		$6,000
P-22	SR 26/ Gold Creek Estates Access	Marked/High-VIS Crosswalk on south leg		$6,000
P-23	Hogan Dam Rd South of Harper Ln	Marked/High-VIS Crosswalk Midblock		$6,000
P-24	**SR 26/ Mangili Rd/ Hogan Dam Rd (south)**	**RRFB across SR 26; Marked/High-VIS Crosswalk on side streets**	**High**	**$77,000**
P-25	**SR 26/ Hogan Dam Rd (north)**	**Marked/High-VIS Crosswalk on south leg**	**High**	**$6,000**
P-26	SR 26/ Nove Wy[11]	Marked/High-VIS Crosswalk on south leg (Nove Wy)		$6,000
P-27	SR 26/ Jean St[12]	Marked/High-VIS Crosswalk on south leg (Jean St)		$6,000

[11] Valley Springs Town Center Connectivity Plan (CCOG, GHD; April 2020) identifies improvements in this area. Recommendations differ slightly in some locations due to pedestrian desire lines.

[12] Valley Springs Town Center Connectivity Plan (CCOG, GHD; April 2020) identifies a RRFB at Nove Way. Given location of existing businesses, pedestrian desire lines, and current crossing behavior, a crossing farther north providing access between Senders/Mar-Val is recommended as this is currently where crossings occur. However, further evaluation is needed given proximity to SR 12/SR 26 intersection; traffic impacts of a PHB have not been analyzed.

Table E-2A – Intersection Project List

Project #	Project Location	Recommendation	Priority	Cost
P-28	**SR 26 between SR 12 and Jean St[12]**	**Pedestrian Hybrid Beacon (PHB)**	**High**	**$236,000**
P-29	SR 12/ Pine St[11]	Curb Extension/Bulb-Out with Marked/High-VIS Crosswalk on north leg and across SR 12		$94,000
P-30	SR 12/ Cedar St[11]	Marked/High-VIS Crosswalk on north leg and across SR 12		$12,000
P-31	SR 12/ Laurel St[11]	Upgrade to High-VIS Crosswalk on all legs		$24,000
P-32	Chestnut St/ California St[11]	Marked/High-VIS Crosswalk on East Leg		$6,000
P-33	W Daphne St/ Cedar St[11]	Marked/High-VIS Crosswalk on East and West Leg		$12,000
P-34	Daphne St/ Laurel St[11]	Marked/High-VIS Crosswalk on East and West Leg		$12,000
P-35	Daphne St/ Chestnut St[11]	Marked/High-VIS Crosswalk on East, West, and South Leg		$18,000
P-36	Daphne St/ Myrtle St[11]	Marked/High-VIS Crosswalk on all legs		$24,000
P-37	Daphne St/ Rose St[11]	Marked/High-VIS Crosswalk on North, South, and East Leg		$18,000
P-38	Sequoia Ave/ Cedar St[11]	Marked/High-VIS Crosswalk on all legs		$18,000
P-39	Sequoia Ave/ Laurel St[11]	Marked/High-VIS Crosswalk on all legs		$24,000
P-40	Sequoia Ave/ Chestnut St[11]	Marked/High-VIS Crosswalk on all legs		$24,000
P-41	Sequoia Ave/ Myrtle St[11]	Marked/High-VIS Crosswalk on all legs		$24,000
P-42	**SR 12/ Taco Bell/Burger King Dwy**	**Curb Extension/Bulb-Out with Marked/High-Vis Crosswalks on side street and across SR 12 – Install with installation of traffic signal**	**High**	**$100,000**
P-43	SR 12/ Trailer Park	Marked/High-VIS Crosswalk on north leg		$6,000
P-44	SR 12/ Lime Creek Rd	Marked/High-VIS Crosswalk on south leg and across SR 12		$12,000
P-45	SR 12/Southworth Rd	Marked/High-VIS Crosswalks on south leg		$6,000
P-46	Southworth Rd/Ospital Road (east and west)	Marked/High-VIS Crosswalk on side streets and across road		$18,000
P-47	Southworth Road/Pettinger Road	Marked/High-VIS Crosswalk on north and west leg		$12,000
P-48	SR 12/Pettinger Road	Marked/High-VIS Crosswalk on south leg		$6,000
North Central Subregion Projects – Mokelumne Hill/San Andreas Area				
P-49	SR 49/Pickle Patch Drive Aisle	Marked/High-VIS Crosswalk across SR 49		$6,000

Table E-2A – Intersection Project List

Project #	Project Location	Recommendation	Priority	Cost
P-50	SR 49/ Gold Oak Rd	Marked/High-VIS Crosswalk on north leg and across SR 49		$12,000
P-51	SR 49/ Russell Rd[13]	Marked/High-VIS Crosswalk on south leg and bulb-out for existing crossing on SR 49		$88,000
P-52	**SR 49/ High School St[13]**	**Marked/High-VIS Crosswalk on north leg and across SR 49 with bulb-out for SR 49 crossing**	**High**	**$4,000**
P-53	**SR 49/ Court Street/ Adams Ave[13]**	**Marked/High-VIS Crosswalk on side streets and across SR 49 with bulb-out for SR 49 crossing**	**High**	**$100,000**
P-54	SR 49/ Main St[13]	Marked/High-VIS Crosswalk on side streets with bulb-out and pedestrian refuge island for existing SR 49 crossing		$119,000
P-55	**SR 49/ Treat Ave[13]**	**Marked/High-VIS Crosswalk on SR 49; upgrade existing side street crosswalk to High-Vis**	**High**	**$12,000**
P-56	**SR 49/ Midblock Crossing**	**Marked/High-VIS Crosswalk on SR 49 west of Fahily Circle**	**High**	**$6,000**
P-57	**SR 49/ Mountain Ranch Rd**	**Marked/High-VIS Crosswalk across SR 49 with bulb-outs and on side street with pedestrian refuge island**	**High**	**$119,000**
P-58	Main St/ Pope St	Marked/High-VIS Crosswalk on east leg		$6,000
P-59	Main St/ Lewis Ave	Marked/High-VIS Crosswalk on east leg		$6,000
P-60	N California St/ Pope St (north)[14]	Marked/High-VIS Crosswalk on east leg and across California St		$12,000
P-61	N California St/ Pope St (south)	Marked/High-VIS Crosswalk on west leg		$6,000
P-62	Foothill Ct/ Lewis Ave	Marked/High-VIS Crosswalk on north leg		$6,000
P-63	L C Peterson Dr/ Roberts Ave/ Lewis Ave[14]	Marked/High-VIS Crosswalk on side streets and across Lewis Ave		$18,000
P-64	Roberts Ave/ Treat Ave/ Pope St[14]	Marked/High-VIS Crosswalk on side streets and across Pope Street		$18,000
P-65	Treat Ave between Avenue A and Pope St (Turner Park Entrance) [14]	Midblock Marked/High-VIS Crosswalk		$6,000

[13] Consistent with San Andreas SR 49 Commercial Gateway & Corridor Study (CCOG, GHD/Omni-Means; October 2017).
[14] Consistent with San Andreas Pope Street and Safe Routes to School Gap Fill Plan (CCOG, Green DOT; August 2020).

Table E-2A – Intersection Project List

Project #	Project Location	Recommendation	Priority	Cost
P-66	Pope St/ Lewis Ave[14]	Marked/High-VIS Crosswalk on north leg and across Pope St		$12,000
P-67	Mountain Ranch Rd/ Government Center Rd	Marked/High-VIS Crosswalk on north and south legs	High	$12,000
P-68	Mountain Ranch Rd/ Government Center Dr	Marked/High-VIS Crosswalk on north leg and across Mountain Ranch Rd	High	$12,000
P-69	Mountain Ranch Rd/ Gold Hunter Road	Marked/High-VIS Crosswalk across Mountain Ranch Rd		$6,000
P-70	Gold Hunter Rd/ Wimbledom Dr	Marked/High-VIS Crosswalk on north leg		$6,000
P-71	Gold Hunter Rd/ Forest Hill Rd	Marked/High-VIS Crosswalk on north leg and west leg		$12,000
P-72	SR 26/ SR 49	Marked/High-VIS Crosswalk on north and east Leg		$12,000
P-73	SR 49/ Main St	Marked/High-VIS Crosswalk on east leg		$6,000
P-74	SR 49/ Campo Seco Rd	Marked/High-VIS Crosswalk on side streets and across SR 49		$18,000
P-75	SR 49 North of Gold Rush Drive	Midblock Marked/High-VIS Crosswalk		$6,000
P-76	Main St/ Church St	Marked/High-VIS Crosswalk on east leg		$6,000
P-77	SR 26/ Lafayette St	Marked/High-VIS Crosswalk on north leg		$6,000
Northeast Subregion Projects – West Point/Railroad Flat Area				
P-78	Railroad Flat Rd/Blizzard Mine Rd	Marked/High-VIS Crosswalk on south leg		$6,000
Southwest Subregion Projects – Angels Camp/Copperopolis Area				
P-79	Egan St/ Reeds Turnpike	Marked/High-VIS Crosswalk on south leg		$6,000
P-80	Little John Rd/ Copper Cove Dr	Marked/High-VIS Crosswalk on east leg		$6,000
P-81	O'byrnes Ferry Rd/ Copper Cove Ct/ Copper Cove Dr	Marked/High-VIS Crosswalk on west leg and across O'Byrnes Ferry		$12,000
P-82	O'byrnes Ferry Rd/ Copper Meadow Dr/ Spangler Ln	Marked/High-VIS Crosswalk on side streets with RRFB across O'Byrnes Ferry	High	$77,000
P-83	O'byrnes Ferry Rd/ Pheasant Run Dr/ Cosmic Ct	Marked/High-VIS Crosswalk on side streets and across O'Byrnes Ferry		$18,000
P-84	O'byrnes Ferry Rd/Reeds Turnpike	Marked/High-VIS Crosswalk on west leg and across O'Byrnes Ferry		$12,000

Table E-2A – Intersection Project List

Project #	Project Location	Recommendation	Priority	Cost
P-85	SR 49/ Copello Dr[15]	Marked/High-VIS Crosswalk on south leg and across SR 49		$12,000
P-86	SR 49 / Future Foundry Lane Extension	Marked/High-VIS Crosswalk on all legs		$24,000
P-87	SR 49/ Tractor Supply Drive Aisles[15]	Marked/High-VIS Crosswalk on south legs		$12,000
P-88	SR 49/ Middleton's[15]	Pedestrian Hybrid Beacon across SR 49 providing access between Tractor Supply and Middleton's	High	$236,000
P-89	SR 49/ N Baker St[15]	Marked/High-VIS Crosswalk on south leg		$6,000
P-90	SR 49/ Francis St[15]	Marked/High-VIS Crosswalk on south leg and across SR 49		$12,000
P-91	SR 49/ Clifton Ln[15]	Marked/High-VIS Crosswalk on north leg		$6,000
P-92	SR 49/ CVS Shopping Center Driveway[15]	Marked/High-VIS Crosswalk on south leg		$6,000
P-93	SR 49/ Dogtown Rd[15]	Marked/High-VIS Crosswalk on side streets and across SR 49 (SR 49 crossing to be provided west of intersection)		$18,000
P-94	SR 49/ SR 49	Marked/High-VIS Crosswalk on west leg (provide crossings on all legs if roundabout is constructed)		$6,000
P-95	**SR 49/ Monte Verda St**	**Marked/High-VIS Crosswalk on south leg; Pedestrian Hybrid Beacon (PHB) across SR 49**	**High**	**$242,000**
P-96	**SR 49/ Stockton Rd**	**Marked/High-VIS Crosswalk on south leg**	**High**	**$6,000**
P-97	Stockton Rd/ Angel Oaks/Greenhorn Creek Dr	Marked/High-VIS Crosswalk on all legs		$24,000
P-98	Angel Oaks/Greenhorn Creek Rd/ Selkirk Ranch Rd	Marked/High-VIS Crosswalk on south leg		$6,000
P-99	Angel Oaks/Greenhorn Creek Rd/ McCauley Ranch Rd	Marked/High-VIS Crosswalk on south leg		$6,000
P-100	SR 49/ Lee St	Marked/High-VIS Crosswalk on north leg and RRFB across SR 49		$71,000
P-101	**SR 49/ Mark Twain Rd**	**Marked/High-VIS Crosswalk across SR 49**	**High**	**$6,000**

[15] Consistent with Angels Camp North Main Street Plan (CCOG. Caltrans, City of Angels, May 2020) or Angels Camp Main Street Plan Final Draft (CCOG, Caltrans, City of Angels; May 2017).

Table E-2A – Intersection Project List

Project #	Project Location	Recommendation	Priority	Cost
P-102	SR 49 at O'Reilly Auto Parts	Upgrade Existing Crosswalk to High-VIS Crosswalk		$6,000
P-103	SR 49/ Bragg St	Marked/High-VIS Crosswalk on north leg		$6,000
P-104	SR 49/ North Bret Harte Rd	Marked/High-VIS Crosswalk on north leg		$6,000
P-105	SR 49/ South Bret Harte Rd	Marked/High-VIS Crosswalk on north leg		$6,000
P-106	**SR 49/ Raspberry Ln[15]**	**Marked/High-VIS Crosswalk on North Leg; Curb-Extension/Bulb-Outs for highway crossing**	**High**	**$88,000**
P-107	**SR 49 between Raspberry Ln and Birds Way**	**Upgrade Existing Crosswalk to High-VIS Crosswalk (between Crusco's alley 1240 S. Main to 1239 S. Main)**	**High**	**$6,000**
P-108	**SR 491/ Finnegan Ln/ Vallecito Road[16]**	**Marked/High-VIS Crosswalk on North Leg; Curb-Extension/Bulb-Outs for Highway Crossing**	**High**	**$88,000**
P-109	Vallecito Road/ Tryon Rd	Marked/High-VIS Crosswalk across SR 4		$6,000
P-110	Vallecito Road/ Depot Rd	Marked/High-VIS Crosswalk across SR 4		$6,000
P-111	Vallecito Road / Kurt Dr	Marked/High-VIS Crosswalk across SR 4		$6,000
P-112	SR 49 between Centennial Rd and Big Bonanza Ln	Midblock Marked/High-VIS Crosswalk with construction of trail		$6,000
Central Subregion Projects – Murphys Area				
P-113	Main St/ West Church St	Marked/High-VIS Crosswalk on north leg and across Main St		$12,000
P-114	Main St/ Sheep Ranch Rd	Marked/High-VIS Crosswalk on north leg		$6,000
P-115	Main St/ Algiers St	Upgrade Existing Crosswalks to High-VIS on all legs		$24,000
P-116	Main St/ East Church St	Marked/High-VIS Crosswalk on north leg and across Main St		$12,000
P-117	Main St/ Jones St	Marked/High-VIS Crosswalk on south leg		$6,000
P-118	Jones St/ Scott St[17]	Marked/High-VIS Crosswalk on north leg		$6,000

[16] Consistent with Angels Camp Main Street Plan Final Draft (CCOG, Caltrans, City of Angels; May 2017) and Angels Creek Master Plan and Trail (City of Angels; January 2012).

[17] Consistent with Murphys SR 4 Complete Streets Plan (CCOG, Placeworks; September 2019).

Table E-2A – Intersection Project List

Project #	Project Location	Recommendation	Priority	Cost
P-119	**Main St/ Scott St/ Big Trees Rd[17]**	**Marked/High-VIS Crosswalk on all legs (upgrade existing crosswalk on north leg)**	**High**	**$24,000**
P-120	Big Trees Rd/Creekview[17]	Marked/High-VIS Crosswalk on north leg		$6,000
P-121	**SR 4/ Jones St/ Lawrence St[17]**	**Marked/High-VIS Crosswalk on side streets and across SR 4 with Pedestrian Refuge Island on west leg**	**High**	**$43,000**
P-122	SR 4/ Ernest St	Marked/High-VIS Crosswalk on east leg		$6,000
P-123	SR 4/ School St	Marked/High-VIS Crosswalk on west leg		$6,000
P-124	SR 4/ Arden Ave	Marked/High-VIS Crosswalk on east leg		$6,000
P-125	**SR 4/ Murphys Market Drive Aisles/ Pennsylvania Gulch Rd18**	**Marked/High-VIS Crosswalk on east and west legs and upgrade existing RRFB on SR 4 to PHB**	**High**	**$248,000**
P-126	**Pennsylvania Gulch Rd – Midblock Crossing**	**Upgrade existing crosswalk to RRFB**	**High**	**$65,000**
Eastern Subregion Projects – Arnold/Avery Area				
P-127	**SR-4/ Cedar Ln/ Fir Dr**	**Marked/High-VIS Crosswalk on side streets and RRFB across SR 4**	**High**	**$77,000**
P-128	**SR-4/ Meadowmont Way**	**Marked/High-VIS Crosswalk on west leg**	**High**	**$6,000**
P-129	SR-4/ Country Club Dr	Marked/High-VIS Crosswalk on east leg and across SR 4		$12,000
P-130	SR-4/ Applewood Ctr	Marked/High-VIS Crosswalk on across SR 4		$6,000
P-131	SR-4/ Meadowview Rd	Marked/High-VIS Crosswalk on east leg and across SR 4		$12,000
P-132	SR-4/ Pine Dr	Marked/High-VIS Crosswalk on west leg		$6,000
P-133	SR-4/ South Oak Cir	Marked/High-VIS Crosswalk on west leg		$6,000
P-134	SR-4/ North Oak Cir	Marked/High-VIS Crosswalk on west leg		$6,000
P-135	SR-4/ Willow St	Marked/High-VIS Crosswalk on west leg and across SR 4		$12,000
P-136	SR-4/ Manuel Rd	Marked/High-VIS Crosswalk on side streets and across SR 4		$18,000
P-137	**SR-4/ Dunbar Rd/ Blagen Rd**	**Marked/High-VIS Crosswalk on west leg and pedestrian refuge island between Dunbar/Blagen and RRFB across SR 4**	**High**	**$96,000**
P-138	SR-4/ Moran Rd	Marked/High-VIS Crosswalk on east leg		$6,000

Table E-2A – Intersection Project List

Project #	Project Location	Recommendation	Priority	Cost
P-139	SR-4/ Boards Crossing Rd	Marked/High-VIS Crosswalk across SR 4		$6,000
P-140	SR-4/ Old Highway-4	Marked/High-VIS Crosswalk across SR 4		$6,000
P-141	White Pines Lake Crossing	Bridge crossing necessary to provide full loop bicycle/pedestrian trail around White Pines Lake		N/A

Notes: High priority crossing improvements are priority improvements that can be implemented in advance of broader roadway segment improvements. In some instances, pedestrian crossings are located on roadway segments deemed high priority but the crossing itself is not deemed high priority as the crossing treatment should occur if/when planned roadway facility treatments are constructed.
Source: Fehr & Peers, 2025

Table E-3 – Potential Recreational Trail Improvement Projects List

Trail #	Description	Location	Type
T-1	EBMUD Trail West Extension	Coast to Crest extension from existing trail to Camanche Parkway near Wallace	Unpaved Trail with new Local Trailhead (Equestrian)
T-2	EBMUD Trail East Extension	Coast to Crest extension from existing trail to SR 49 near Mokelumne Hill	Unpaved Trail (existing access road) with new Local Trailhead (Equestrian)
T-3	EBMUD Bike Pilot Project	Coast to Crest trail between Campo Seco Trailhead and Lake Camanche	Expand to allow bicycles
T-4	Hogan Trail Local Access Extension 1	Cameron Trail extension from existing trail to Hogan Dam Road 400' south of Harper Lane	Unpaved Trail
T-5	Hogan Trail Local Access Extension 2	Cameron Trail extension from existing trail to New Hogan Parkway/Hogan Dam Road intersection	Unpaved Trail
T-6	Hogan Marathon Loop Trail Extension	Extension of Hogan Lake trail network from Whiskey Creek Recreational Area to existing fire access road on east side of lake to around the north side of the lake connecting back to existing bike trail network near Oak Knoll Recreation Area	Unpaved Trail (Equestrian)
T-7	San Domingo Canyon Murphys to Arnold Connection	New connection between existing unsanctioned active use trails referred to as Sweetwater Hike and Forest Service Road 04N41	Unpaved Trail (Equestrian)
T-8	Forest Meadows ARTA Connection	New connection from SR 4 north of the SR 4/ Forest Meadows Drive intersection to existing ARTA trail	Unpaved Trail with new Local Trailhead
T-9	Fullen Road ARTA Connection	Fullen Road from south side of ARTA San Domingo Loop to ARTA San Domingo Side Trail to Cowboy Loop Trail	Unpaved Trail
T-10	Forest Route 7N08 ARTA Connection	Forest Route 7N08 from Blagen Road to Summit Level Road	Unpaved Trail
T-11	Cheyenne Way Connection to Big Trees	New connection from Cheyenne Way to Big Trees Fire Access Road for local access to Big Trees State Park	Unpaved Trail
T-12	Mira Vista Connection and El Ranchero Dr Connection to Forest Service Roads	New connection from Mira Vista Drive and El Ranchero Drive to Forest Service Roads 05N04X and 51527D, providing a recreational loop on the east side of the Blue Lake Springs/Lakeside Terrace subdivisions	Unpaved Trail
T-13	Summit Level Recreational Bike Route	Summit Level Road from Red Rock Road to Forest Route 7N08	Unpaved Trail
Existing Unsanctioned Trails			

T-14	Sweetwater Hike	Unsanctioned trail currently being used on BLM land based on community feedback. Feedback received to formalize trail and formalize access through public access easement given existing access is revocable.	Unpaved Trail
T-15	Murphys to Arnold Connector	Unsanctioned trail currently being used based on community feedback. Feedback received to formalize trail and expand it to provide full connection between existing ART trail and Sweetwater Hike trail in Murphys	Unpaved Trail
T-16	Unauthorized Trails in the Arnold Rim Trail Network	Various unsanctioned trails in the Arnold Rim Trail Network are currently being utilized but are not formally designated as trails. Refer to ART Map in Attachment 2 to review sanctioned versus unsanctioned/unauthorized trails. Formally integrating these trails into the sanctioned trail network would expand access to the ART and ensure continual access/use for recreational opportunities.	Unpaved Trail
Source: Fehr & Peers, 2025			

Calaveras Council of Governments – Walk-Bike Calaveras

ATRTP Feasibility Study DRAFT

Prepared for:

Calaveras Council of Governments

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November 2025

#3068

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APPENDIX B 64

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1. Purpose of this Study

This feasibility study was prepared to accompany the planning efforts performed by Fehr & Peers and governmental agency partners for the Active Transportation and Recreational Trails Plan (ATRTP) in Calaveras County. The ATRTP proposes an extensive network of pedestrian and bicycle paths and crosswalks throughout the County. This report provides a review of the feasibility and constructability of the projects that the planning team has determined to be "priority projects". Typical cross sections and cost estimates (per mile) are provided herein, as well as a brief discussion of each priority project, along with major constraints or challenges that may impact them.

2. Potential Challenges

WGA has extensive experience in planning and designing civil improvement projects, both municipal and private. While each project is unique and offers its own challenges and constraints, a general discussion is warranted to bring to light the various types of issues that may arise during the planning and design phase.

2.1 Right-of-Way Acquisition

Most of the priority projects are situated within or adjacent to a pre-existing right-of-way or roadway easement. In many cases, the right-of-way will need to be widened in order to accommodate the proposed path. This can be a costly and time-consuming exercise and will need to be investigated for each individual project. This report does not detail specific right-of-way constraints.

2.2 Grading and Drainage

The general topography of Calaveras' foothills presents a challenge for many of the proposed projects. Many of our roadways are not currently wide enough to provide sufficient flat space for bike or pedestrian paths. Sharp grade transitions (cut and fill slopes) are often close to the edge of the paved travel way, requiring significant or major earthwork to create enough flat space for a path. Retaining walls can offer a viable solution in some cases, though these come with increased engineering and construction costs, along with potential safety concerns when placed close to a roadway edge.

Most of the drainage (stormwater runoff) facilities in the County are simple roadside swales (ditches) that are immediately adjacent and parallel to the roadway. Many of the proposed pathways will be competing for space with these swales. In some instances, there will be an opportunity to re-grade the swale or install the path outside of an existing swale. In other cases, the constraints of the project require that the swales be replaced with underground infrastructure (catch basins and pipe networks), which significantly increases project cost. Piping, along with the increased impervious area (asphalt and concrete), also tends to increase the stormwater runoff rate, which can have a negative impact on downstream areas, including erosion and sedimentation.

2.3 Creek Crossings

All of the major creek crossings are identified in the individual discussions later in this report. The smaller seasonal drainages or ephemeral streams can typically be crossed by extending an existing culvert. Larger creek crossings present a much bigger challenge. Widening an existing bridge or box culvert, or installing a pedestrian bridge requires structural engineering and significantly increased construction costs. These types of projects typically involve California Department of Fish and Wildlife, and if the waterway is considered a "water of the US", the Army Corps of Engineering will require a separate permit where work is required within the creek.

2.4 Utility Conflicts

Many utilities are placed near the edge of a roadway, such as power poles, fire hydrants, etc. Objects and structures such as road signs, trees, landscaping, and retaining walls are also commonly within several feet of the roadway. While utilities can be moved and pathways can meander, these conflicts can create significant time delays and additional costs if not properly coordinated.

2.5 Other Considerations

Additional challenges may include:

- Coordination with and encroachment permit acquisition from Caltrans
- The need to restripe traffic lines and markers
- Complex traffic control situations
- Conflicts with existing on-street parking areas
- Supplemental studies (CEQA, SWPPPs, traffic studies, biological surveys)

3. Green Construction Practices

In addition to the stated goal of improving access throughout the County, planners of these projects have an opportunity to incorporate various ways to enhance the natural beauty of our traveled ways, and to minimize the environmental impacts of increased impervious surfaces.

Part of what makes Calaveras County uniquely beautiful are the mature oak and redwood trees. Not only do they offer shade to future path users but also act to reduce the rainwater runoff through evapotranspiration. Efforts should be made during the planning and design phase to preserve these trees by carefully defining the path alignments. Where there are currently no trees, or if a tree must be removed, new trees can be planted as part of the project. The preservation and addition of trees should be considered in the planning process prior to right-of-way acquisition in order to ensure that enough space is allocated to the proposed path. In many cases, a property owner will be more than willing to grant additional space in order to preserve a roadside tree.

Efforts should be made to preserve or reconstruct roadside drainage swales. Not only does this reduce infrastructure costs, but it also encourages vegetation growth and reduces the impact of stormwater runoff.

There may be areas encountered that are suitable for wetland habitat. These will be distinguished by certain types of plant and animal life. Avoiding these areas will not only serve to protect the habitat but will also streamline the permitting process.

To the extent that new landscaping is installed with these projects, it is generally advisable to select native plants that are naturally suited to the local climate. This will reduce the amount of water and maintenance needed to sustain the plants long term.

Concerning building materials, it is assumed that all the proposed paths will be paved with either asphalt or portland cement concrete. There are alternative materials such as permeable asphalt and concrete or pavers that will provide a marginal benefit in regard to stormwater runoff impacts. However, these are typically more costly to install and require a higher level of maintenance. In the areas of higher elevation, freeze/thaw cycles can cause premature deterioration. It is important to fully investigate the pros and cons of alternate materials during the design phase of the projects.

If the project proponents desire to utilize recycled materials, there is opportunity to select recycled asphalt pavement as an alternative to aggregate base. While this base layer material is not as strong as standard Class 2 aggregate, it is great for pedestrian/bike paths and areas of light vehicular traffic. Recycled fly ash may be substituted for a portion of the portland cement content in the concrete mix where sidewalks or concrete pathways are proposed. Both of these material substitutions are generally less costly than standard materials.

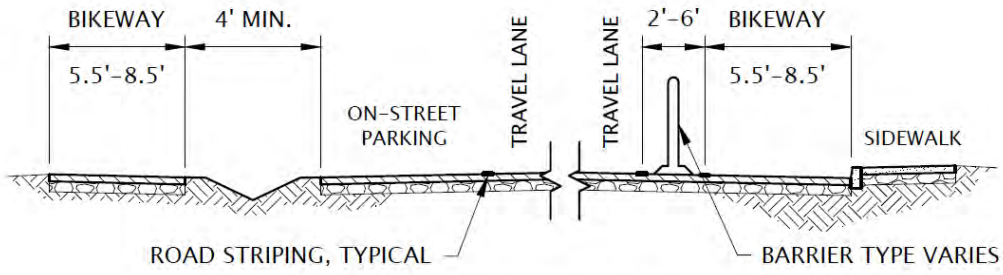
4. Facility Type Recommendations

This section presents the various types of paths that are identified in the Caltrans Highway Design Manual (HDM) and other publications by the Federal Highway Administration (FHWA), AASHTO, and other associations. These are presented in the same order as the Facility Type Recommendations document prepared by Fehr & Peers. That document contains more in-depth discussions about the situations in which each facility type should be considered.

The cross sections presented herein reflect only the general intent of each facility type. There is a wide range of flexibility available for each type to fit individual circumstances and constraints.

4.1 Separated Bikeway (HDM Class IV)

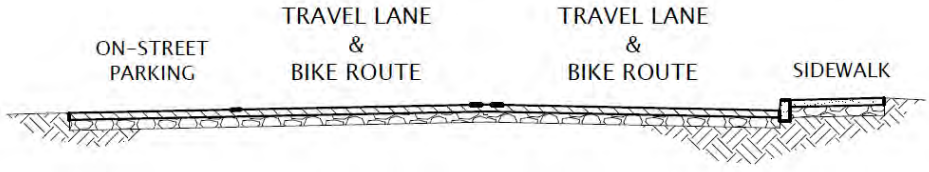
Designed for the exclusive use of bicycles and similar modes of transportation, this class provides a separation from the vehicular traveled way and from a pedestrian path such as a sidewalk. Separation can consist of an elevation change (e.g. curb), posts, barriers, or on-street parking. These facilities are most appropriate for areas of high traffic speed and/or volume and where sufficient right-of-way width is available. Unless noted otherwise, this type of path will be installed on both sides of the road.



SEPARATED BIKEWAY

4.2 Bike Route (HDM Class III)

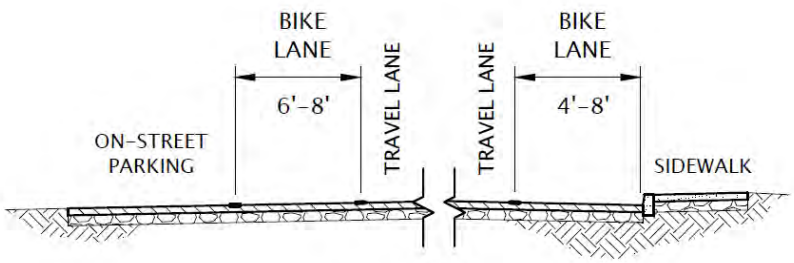
A bike route is a roadway typically shared with motor vehicles. This option is only suitable for relatively low traffic, low speed limit areas. Where constraints allow, it may be preferrable to widen the roadway by a few feet to provide sufficient space for safe passing of vehicles.



BIKE ROUTE

4.3 Bike Lane (HDM Class II)

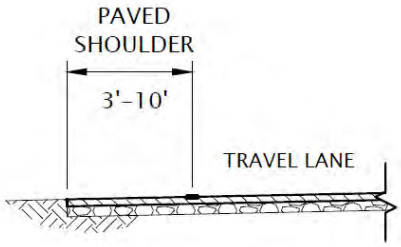
Similar to a separated bikeway, a bike lane is meant exclusively for bicycles. However, a bike lane is delineated only by striping rather than physical separation. The intent is to provide for more predictable movements of both bicycles and motor vehicles. This type of facility is often most appropriate on busier town center streets where space may be constrained, speed limits are on the lower end, there are many intersections and driveways, where bicycle traffic is high, and where a high level of service (e.g., street sweeping) can be provided. Unless noted otherwise, this type of path will be installed on both sides of the road.



BIKE LANE

4.4 Paved Shoulder

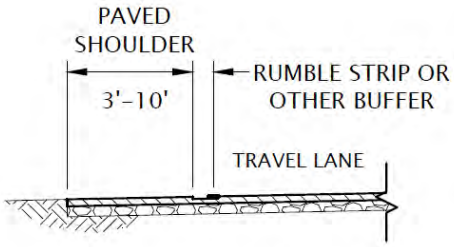
Paved shoulders are a simple widening of a paved roadway with a painted stripe delineating the edge of the vehicular traffic lane. This facility provides a paved path outside the traffic lane that may or may not be shared by both bicycles and pedestrians. This simple and cost-effective solution is suitable for roadways without curbs and where right-of-way or physical constraints exist that preclude a separated pathway. Unless noted otherwise, this type of path will be installed on both sides of the road.



PAVED SHOULDER

4.5 Buffered Paved Shoulder

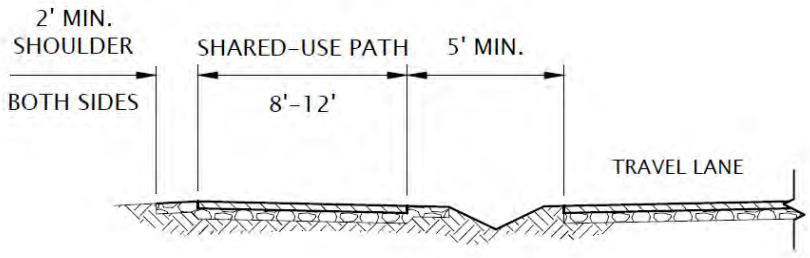
Similar to a paved shoulder, but with rumble strips and/or additional striping further delineating the edge of the vehicle traffic lane. Buffers should be considered wherever a paved shoulder is proposed, but is particularly important on high-speed, high-volume roads. Unless noted otherwise, this type of path will be installed on both sides of the road.



BUFFERED PAVED SHOULDER

4.6 Shared-Use Path/Sidepath (HDM Class I)

A shared-use path or sidepath is an off-street path designated for bicycle and pedestrian use. Typically 8-12 feet wide, these paths provide for two-way non-vehicular traffic. They are best suited for recreational uses and alongside rural high-speed roadways where there are fewer intersections and crossings.



SHARED-USE PATH

4.7 Concrete Sidewalk

Sidewalks offer protection for pedestrians with a separation barrier, typically a 6" vertical curb. Where there are no bicycle lanes provided within a roadway, cyclists will often utilize sidewalks because they are perceived as safer than riding on the road. However, this practice is strongly discouraged and can be dangerous for both pedestrians and cyclists.

5. Crossing Treatments

Fehr & Peers have identified a number of crossing improvements that are needed in conjunction with the pathway projects. A brief description of each type is included here, and an FHA brochure for each is included in Appendix A. In many cases, these crossings can and should be updated independently of the pathway projects because they are already in use by pedestrians and bicyclists. On the other hand, many of the proposed crossings are at uncontrolled locations where no pedestrian/bike facilities exist. Case studies have shown mixed results concerning pedestrian safety in these situations. For this reason, project proponents may consider postponing the installation of some crosswalks until the facilities are in place.

5.1 High-visibility Crosswalks



Source: FHWA

Reflective thermoplastic striping is installed in specific patterns to make the crosswalk more obvious to pedestrian, bicycle, and vehicle traffic. These are often accompanied by signage and improved lighting. This type of crosswalk is particularly suited for uncontrolled intersections and midblock crossings.

5.2 Pedestrian Hybrid Beacons (PHB)



Often mounted on a mast arm, these traffic control devices provide positive stop control. They typically include a yellow and red light to alert traffic that the crossing is in use, and are dark when not in use. These devices are most suited for midblock crossings in higher speed roadways.

5.3 Rectangular Rapid Flashing Beacons (RRFB)



When a PHB isn't called for but a heightened level of conspicuity is needed, these LED flashers effectively bring attention to the fact that the crosswalk is in use or about to be used.

5.4 Pedestrian Refuge Islands



Refuge Islands are protected spaces between two opposing lanes of traffic. They allow pedestrians to cross one direction of traffic at a time. These are best suited for multi-lane intersections, midblock crossings, and at angled intersections that tend to create a larger gap from one side of the crossing to the other.

5.5 Bulb-out Curb Extensions



The purpose of curb extensions is to narrow the roadway at a pedestrian crossing, thereby making a safer and shorter path. They can be implemented at midblock crossings and at intersections. They are best suited for downtown areas or neighborhoods where foot traffic is high and speed limits are low. They can have a traffic calming effect similar to speed bumps and encourage motorists to slow down.

6. Typical Cost Estimates

WGA has prepared the following estimates to be used as a general planning tool; they do not reflect actual costs. None of the potential challenges listed in Section 2 are included in these estimates. It is important to note that the relative costs may be misleading. For instance, a Class I path is likely to cost more than a paved shoulder where space is constrained. Furthermore, path/lane widths, barrier types, and pavement thickness are assumed as stated in the description and assumptions columns of Table 1. Actual values for each project are unknown at this time. Individual cost breakdowns for each facility type are included in Appendix B.

Table 1 – Cost Estimates for Standard Pathway and Crossing Facilities

FACILITY TYPE	ESTIMATE	UNITS	DESCRIPTION	ASSUMPTIONS
CONCRETE SIDEWALK	$1,000,000	PER SIDE PER MILE	VERTICAL CURB, GUTTER, & 6' WIDE SIDEWALK ALONG AN EXISTING STREET	INCLUDES MOBILIZATION, EXCAVATION, 4" PCC OVER 6" AB SECTION, TRAFFIC CONTROL, EROSION CONTROL, AND 30% CONTINGENCY.
SEPARATED BIKEWAY (CLASS IV)	$1,844,000	PER MILE (BOTH SIDES)	WIDEN ROADWAY FOR 3' SEPARATION AND 7' BIKE LANES, SEPARATE WITH FLEXIBLE DELINEATORS	INCLUDES MOBILIZATION, EXCAVATION, 4" AC OVER 8" AB PAVING SECTION, FLEXIBLE DELINEATOR POSTS, STRIPING, SIGNAGE, TRAFFIC CONTROL, EROSION CONTROL, AND 30% CONTINGENCY.
SEPARATED BIKEWAY (CLASS IV) NO WIDENING	$240,000	PER MILE (BOTH SIDES)	3' SEPARATION AND 7' BIKE LANES, SEPARATE WITH FLEXIBLE DELINEATORS	INCLUDES MOBILIZATION, FLEXIBLE DELINEATOR POSTS, STRIPING, SIGNAGE, TRAFFIC CONTROL, AND 30% CONTINGENCY.
BIKE ROUTE (CLASS III W/ ROADWAY WIDENING)	$552,000	PER MILE (BOTH SIDES)	WIDEN ROADWAY FOR 3' PAVED SHOULDERS, SHARROW MARKINGS IN TRAFFIC LANES	INCLUDES MOBILIZATION, EXCAVATION, 4" AC OVER 8" AB PAVING SECTION, STRIPING, SIGNAGE, TRAFFIC CONTROL, EROSION CONTROL, AND 30% CONTINGENCY.
BIKE ROUTE (CLASS III W/ SIGNAGE & MARKERS ONLY)	$42,000	PER MILE (BOTH SIDES)	NO ROADWAY WIDENING, ONLY SHARROW MARKINGS AND SIGNAGE	INCLUDES MOBILIZATION, STRIPING, SIGNAGE, TRAFFIC CONTROL, AND 30% CONTINGENCY.
BIKE LANE (CLASS II)	$1,198,000	PER MILE (BOTH SIDES)	WIDEN ROADWAY FOR 7' BIKE LANES, PAINTED STRIPE FOR BUFFER	INCLUDES MOBILIZATION, EXCAVATION, 4" AC OVER 8" AB PAVING SECTION, STRIPING, SIGNAGE, TRAFFIC CONTROL, EROSION CONTROL, AND 30% CONTINGENCY.
PAVED SHOULDER (SHARED USE)	$1,676,000	PER MILE (BOTH SIDES)	WIDEN ROADWAY FOR 3' SEPARATION AND 7' PAVED SHOULDERS, STRIPING BUFFER	INCLUDES MOBILIZATION, EXCAVATION, 4" AC OVER 8" AB PAVING SECTION, STRIPING, SIGNAGE, TRAFFIC CONTROL, EROSION CONTROL, AND 30% CONTINGENCY.
BUFFERED PAVED SHOULDER (SHARED USE)	$1,698,000	PER MILE (BOTH SIDES)	WIDEN ROADWAY FOR 3' SEPARATION AND 7' PAVED SHOULDERS, STRIPING AND RUMBLE STRIP BUFFER	INCLUDES MOBILIZATION, EXCAVATION, 4" AC OVER 8" AB PAVING SECTION, STRIPING, SIGNAGE, RUMBLE STRIP, TRAFFIC CONTROL, EROSION CONTROL, AND 30% CONTINGENCY.
SHARED USE PATH / SIDE PATH (CLASS I)	$779,000	PER MILE	12' WIDE PAVED PATH, 5' MIN. SEPARATION, PEDESTRIAN RATED PAVING SECTION	INCLUDES MOBILIZATION, EXCAVATION, 2" AC OVER 4" AB PAVING SECTION, STRIPING, SIGNAGE, TRAFFIC CONTROL, EROSION CONTROL, AND 30% CONTINGENCY.
HIGH VISIBILITY CROSSWALK	$6,000	PER CROSSING	CROSSWALK STRIPING AND SIGNAGE	INCLUDES MOBILIZATION, TRAFFIC CONTROL, AND 30% CONTINGENCY
PEDESTRIAN HYBRID BEACON (PHB)	$236,000	PER CROSSING	TWO POLES w/ MAST ARM, SIGNAGE, PUSH BUTTON ACTIVATED SIGNAL LIGHTS, ELECTRICAL WIRING, CROSSWALK STRIPING AND SIGNAGE	INCLUDES MOBILIZATION, TRAFFIC CONTROL, AND 30% CONTINGENCY
RECTANGULAR RAPID FLASHING BEACON (RRFB)	$65,000	PER CROSSING	CROSSWALK STRIPING, SIGNAGE w/ PUSH BUTTON ACTIVATED LIGHTS, SOLAR PANEL & ELECTRICAL WIRING	INCLUDES MOBILIZATION, TRAFFIC CONTROL, AND 30% CONTINGENCY
PEDESTRIAN REFUGE ISLAND	$25,000	PER CROSSING	PAVEMENT SAW CUT, REMOVAL & PATCH, VERTICAL CURB, WALKWAY, TRUNCATED DOME TILES, CROSSWALK STRIPING AND SIGNAGE	INCLUDES MOBILIZATION, TRAFFIC CONTROL, EROSION CONTROL, AND 30% CONTINGENCY
BULB-OUT/CURB EXTENSION w/ ACCESSIBLE RAMPS	$41,000	PER CORNER	PAVEMENT SAW CUT, REMOVAL & PATCH, VERTICAL CURB & GUTTER, SIDEWALK, ACCESSIBLE RAMPS, CROSSWALK STRIPING AND SIGNAGE	INCLUDES MOBILIZATION, TRAFFIC CONTROL, EROSION CONTROL, AND 30% CONTINGENCY

NOTE: ESTIMATES ARE FOR CONSTRUCTION COSTS ONLY AND DO NOT INCLUDE COSTS OF ENGINEERING, ENVIRONMENTAL STUDIES, PERMITTING, RELOCATION OR ADJUSTMENTS TO EXISTING UTILITIES, REMOVAL OR REPLACEMENT OF EXISTING CURB, GUTTER & SIDEWALK (CG&S), CURB RAMPS, EXCESSIVE GRADING OPERATIONS, STORM DRAINAGE INFRASTRUCTURE, LANDSCAPING & IRRIGATION, OR LAND ACQUISITION UNLESS STATED IN THE DESCRIPTION. THESE ESTIMATES ARE FOR PLANNING PURPOSES ONLY AND DO NOT APPLY TO SPECIFIC PROJECTS. WGA HAS NO CONTROL OVER VARIANCES IN THE COST OF LABOR, MATERIALS, EQUIPMENT, SERVICES PROVIDED BY OTHERS, CONTRACTORS' METHODS OF DETERMINING PRICES, COMPETITIVE BIDDING OR MARKET CONDITIONS, PRACTICES OR BIDDING STRATEGIES. WGA CANNOT AND DOES NOT WARRANT OR GUARANTEE THAT PROPOSALS, BIDS, OR ACTUAL CONSTRUCTION COSTS WILL NOT VARY FROM THE COSTS PRESENTED HEREIN.

7. Priority Projects

Through collaboration efforts with Calaveras County, City of Angels Camp, CCOG, and the public, Fehr & Peers has identified 48 priority pathway projects and 28 priority crossing projects. Those projects are briefly discussed in this section with a focus on some specific challenges that will need to be evaluated during the design phase should the project move forward.

R-2 SR 12 Valley Springs Complete Streets

Location: SR 12 from Pine St to Lime Creek Rd

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Separated Bikeway (Class IV) (no widening) + Sidewalks on both sides of the road	$2,240,000	0.62	$1,388,800
F&P Alternate Recommendation	Shared-Use Path (Class I) on both sides of the road	$1,558,000	0.62	$965,960

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- SR 12 Lime Creek bridge crossing
  - Not enough width on existing roadway for the proposed facilities



R-7 SR 26 Valley Springs Main Street Complete Streets Phase 1

Location: SR 26 from SR 12 to Hogan Dam Rd (north intersection)

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Separated Bikeway (Class IV) (no widening) + Sidewalks on both sides of the road	$2,240,000	0.41	$918,400
F&P Alternate Recommendation	Shared-Use Path (Class I) on both sides of the road	$1,558,000	0.41	$638,780

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- A portion of SR 26 is already improved on the west side with curb, gutter, & sidewalk. If Shared-Use Path alternate is selected, may consider a transition to Bike Lane or Separated Bikeway from Dollar General to SR 12



R-8 SR 26 Valley Springs Main Street Complete Streets Phase 2

Location: SR 26 from Hogan Dam Rd (north intersection) to Vista Del Lago Dr

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on the E side of the road	$779,000	1.49	$1,160,710

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- 3 minor creek crossings



- Conflict with existing parking lot at Thomas Center (commercial complex)



- Grading challenges at La Contenta golf course near 10th Green Inn



R-17 SR 4 Angels Camp

Location: SR 4 from Foundry Ln to Rolleri Bypass to Kurt Dr / Depot Rd (connecting to Angels Creek Trail)

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on the SE side of the road	$779,000	2.38	$1,854,020

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Significant grading required if path is required to be outside existing roadway



- Space is constrained from Murphys Grade Rd overpass to Rolleri Bypass. Consider transitioning to Buffered Paved Shoulder for these areas.



R-19 SR 4 Murphys Main Street Complete Streets

Location: SR 4 from Feeney Park to Pennsylvania Gulch Rd to Apple Blossom Dr

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Separated Bikeway (Class IV) (no widening) + Sidewalks on both sides of the road	$240,000 Class IV $1,000,000 Sidewalk	0.92 mi Class IV 1.17 mi Sidewalk	$1,390,800
F&P Alternate Recommendation	Shared-Use Path (Class I) on the E side of the road from Feeney Pk to Penn. Gulch Rd, both sides from Penn. Gulch Rd to Big Trees Rd, one side of the road from Big Trees Rd to Apple Bl. Dr	$779,000	1.30	$1,012,700

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Crossing at Angels Creek



- Significant grading may be required depending on path alignment

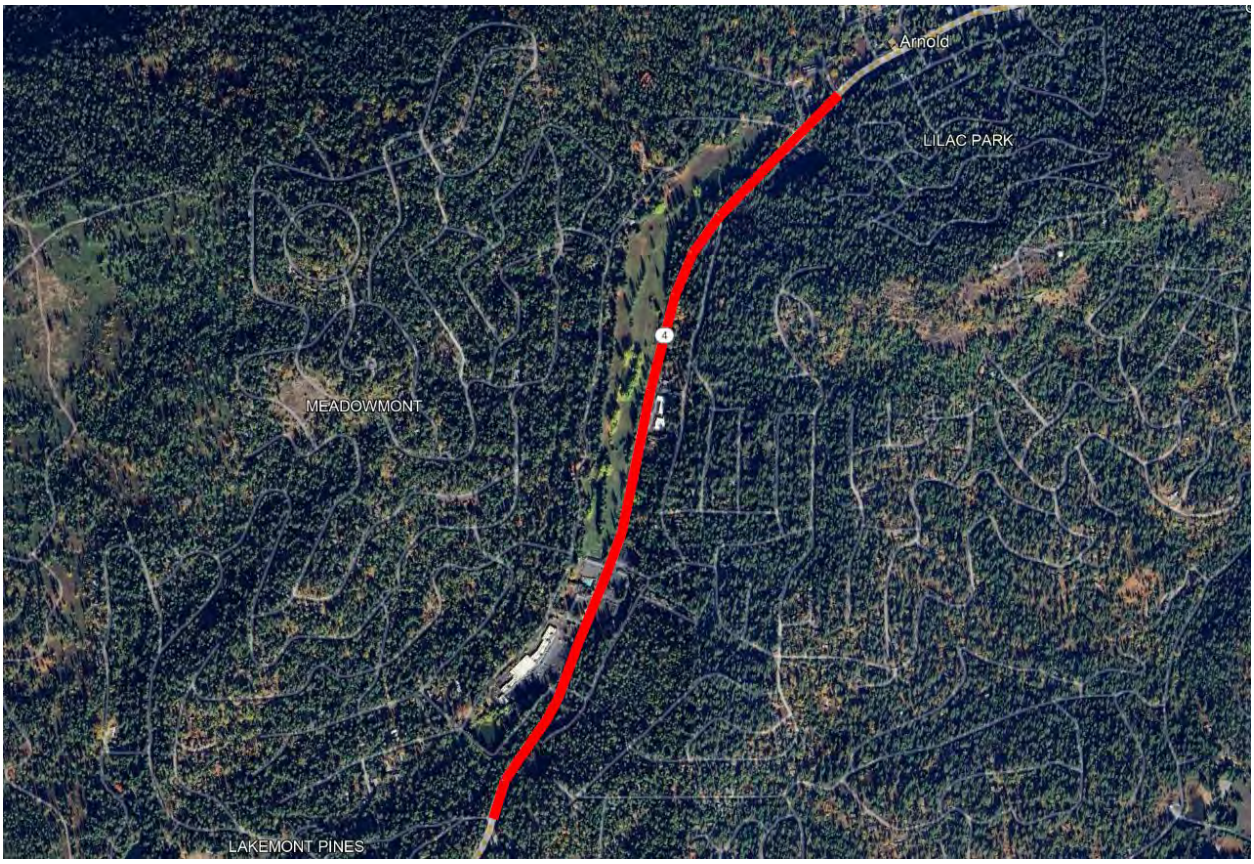
R-21 SR 4 Arnold Main Street Comlete Streets Phase 1

Location: SR 4 from Lakemont Dr to Oak Cir (north)

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	1.42	$1,106,180

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Significant grading challenges



- Possible large redwood tree removal

R-22 SR 4 Arnold Main Street Comlete Streets Phase 2

Location: SR 4 from Oak Cir (north) to Henry Dr

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on both sides of the road	$1,558,000	0.40	$623,200

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Conflict with Chevron on NW side
- Conflicts with existing improvements & landscaping
- Grading challenges



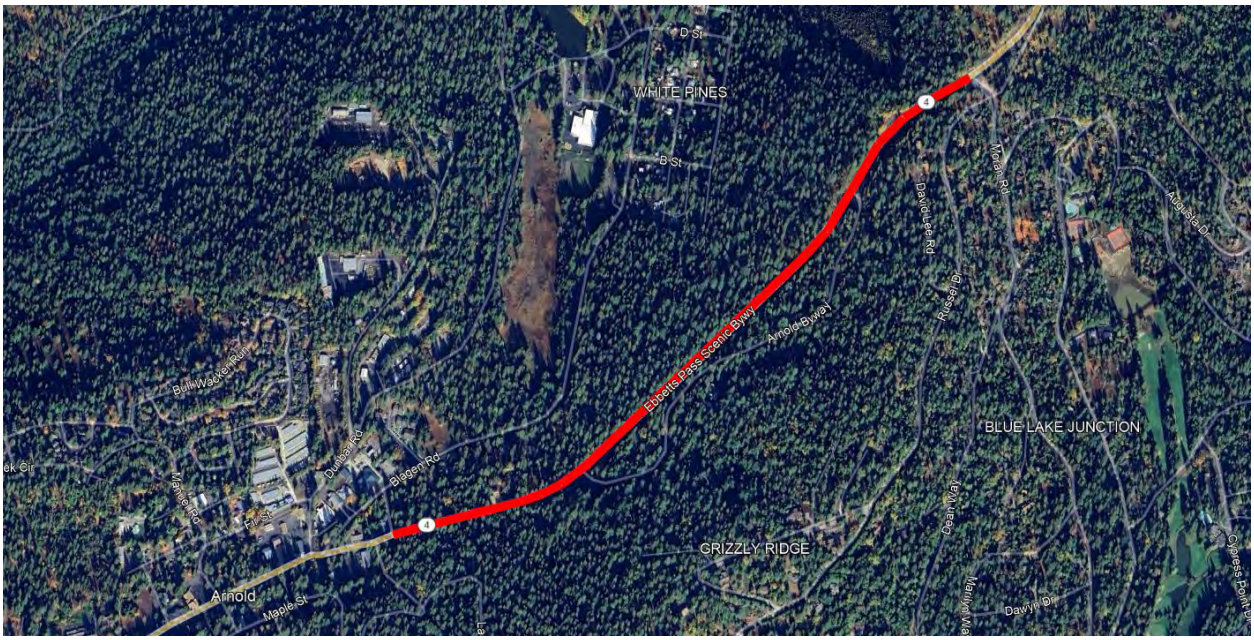
R-23 SR 4 Arnold Main Street Comlete Streets Phase 3

Location: SR 4 from Henry Dr to Moran Rd

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.96	$747,840

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Significant grading challenges



R-28 SR 49 San Andreas Main Street Complete Streets

Location: SR 49 from Pool Station rd to Toyanza Dr

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Separated Bikeway (Class IV) + Sidewalks on both sides of the road	$2,240,000	1.40	$3,136,000
F&P Alternate Recommendation	Shared-Use Path (Class I) on both sides of the road	$1,558,000	1.40	$2,181,200

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Space constraints may preclude a separated bikeway. May consider bike lane & sidewalks



R-31 SR 49 Angels Camp Main Street Complete Streets

Location: SR 49 from Copello Dr to Finnegan Ln / Vallecito Rd

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Separated Bikeway (Class IV) + Sidewalks on both sides of the road	$2,240,000	2.21	$4,950,400
F&P Alternate Recommendation	Shared-Use Path (Class I) on both sides of the road	$1,558,000	2.21	$3,443,180

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Space constraints may preclude a separated bikeway. May consider bike lane & sidewalks.



- Downtown area is very narrow with the on-street parking. May consider bike route and existing sidewalks.



R-32 SR 49 Fairgrounds Connection

Location: SR 4 from Finnegan Ln / Vallecito Rd to the Angels Camp RV Entrance

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on the NE side of the road	$779,000	1.85	$1,441,150

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Space constraint at 1909 bridge across Angels Creek
- Existing path through Annex neighborhood is too narrow for shared use and there's not much room to widen
    - Elevation difference may create hazardous conditions for bicycles
- Conflicts with power poles and existing retaining walls
- Significant grading/retaining walls or creative alignment determination required at Sonora St







R-45 Vista Del Lago Drive

Location: Vista Del Lago Dr from Berkesey Ln (planned extension) to SR 26

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Sidewalk gap fill on both sides and bike lane on the NE side of the road	$1,000,000	0.46	$460,000
F&P Alternate Recommendation	Shared-Use Path (Class I) between Berkesey Ln and Vista Del Lago Dr if road extension is not constructed	$779,000	0.13	$101,270

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- No comments

R-46 Vista Del Lago Drive

Location: Vista Del Lago Dr from SR 26 to Hogan Dam Rd to Esenolda Rd (Cameron Trailhead)

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on both sides of the road from SR 26 to Hartvickson and on one side of the road from Hartvickson to Hogan Dam Rd to Esenolda Rd	$779,000	1.81	$1,409,990
F&P Alternate Recommendation	Buffered Paved Shoulder with designated bike/ped recreational route signage	$1,698,000	1.71	$2,903,580

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Crossings at Cosgrove Creek & smaller unnamed creek
- Significant space constraints or grading requirements in certain areas
- May need to replace roadside swales with underground drainage infrastructure







R-49 Hogan Dam Road

Location: Hogan Dam Rd from New Hogan Pkwy to SR 26

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	1.04	$810,160
F&P Alternate Recommendation	Paved Shoulder with designated bike/ped recreational route signage	$1,676,000	1.04	$1,743,040

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Crossing at Cosgrove Creek



- Crossing at Spring Valley Creek



R-51 Valley Springs Commercial Core Connection

Location: Nove Way from SR 26 to Main St, Main St from Nove Way to Jean St, Jean St from SR 26 to SE corner of Oak Tree Shopping Center

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.42	$327,180
F&P Alternate Recommendation	Bike Lane (Class II) with Sidewalks on both sides	$3,198,000	0.42	$1,343,160

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- No Comments

R-52 Through R-63 Downtown Valley Springs Complete Streets

R-52 Location: Laurel St from SR 12/26 to Sequoia Ave

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Lane (Class II) with Sidewalks on both sides	$3,198,000	0.12	$383,760

R-53 Location: Cedar St from SR 12 to Sequoia Ave

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Route (Class III) with Sidewalks on both sides	$2,042,000	0.12	$245,040
F&P Alternate Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.12	$93,480

R-54 Location: Pine St from SR 12 to Sequoia Ave

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Route (Class III) with Sidewalks on both sides	$2,042,000	0.12	$245,040
F&P Alternate Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.12	$93,480

R-55 Location: Chestnut St from SR 12 to Sequoia Ave

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Route (Class III) with Sidewalks on both sides	$2,042,000	0.14	$285,880
F&P Alternate Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.14	$109,060

R-56 Location: Myrtle St from California St to Sequoia Ave

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Route (Class III) with Sidewalks on both sides	$2,042,000	0.13	$265,460
F&P Alternate Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.13	$101,270

R-57 Location: Rose St from Daphne St to Sequoia Ave

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Route (Class III) with Sidewalks on both sides	$2,042,000	0.06	$122,520
F&P Alternate Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.06	$46,740

R-58 Location: California St from Daphne St to Chestnut St

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Route (Class III) with Sidewalks on west side	$1,042,000	0.20	$208,400
F&P Alternate Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.20	$155,800

R-59 Location: Daphne St from Pine St to Rose/California St

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Sidewalks on both sides of the road	$2,000,000	0.36	$720,000

R-60 Location: Daphne St from Pine St to existing Class I path

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.11	$85,690

R-63 Location: Valley Oaks Shopping Center access drive aisle between Burger King/Taco Bell and SR 12

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Sidewalks on both sides of the road	$2,000,000	0.03	$60,000

Project Map



Constraints and Challenges

- No Comments

R-65 Mokelumne Hill Recreational Trail Loop

Location: Main St from SR 49 to Center St

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Route (Class III) with Sidewalk on E side of road	$1,042,000	0.21	$218,820

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Space constraints, elevation changes, and slopes will present significant challenges for sidewalk







R-66 Mokelumne Hill Recreational Trail Loop

Location: E Center St from Main St to Zumwalt St, Zumwalt St from E Center St to Lafayette St, Lafayette St from Zumwalt St to SR 26, Maretta St from Lafayette St to Church St, Church St from SR 26 to Main St

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.93	$724,470
F&P Alternate Recommendation	Paved Shoulder with designated bike/ped recreational route signage	$1,676,000	0.93	$1,558,680

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map

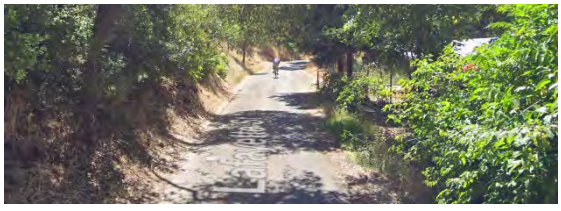


Constraints and Challenges

- Creek crossing



- Space constraints



- Significant grading challenges



R-68 Russell Road

Location: Russell Rd from Market St to SR 49

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Sidewalk on E side of the road	$1,000,000	0.07	$70,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- No Comments

R-71 Pope Street

Location: Pope St from California St to Mountain Ranch Rd

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.67	$521,930

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Space constraints, conflicts with trees & power poles



R-73 Treat Avenue

Location: Treat Ave from Pope St to SR 49

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.21	$163,590

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Crossing at San Andreas Creek



R-74 Court Street

Location: Court St from SR 49 to existing sidewalk

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Sidewalk gap fill on south/east side of the road	$1,000,000	0.05	$50,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Retaining wall may be required along hotel parking lot



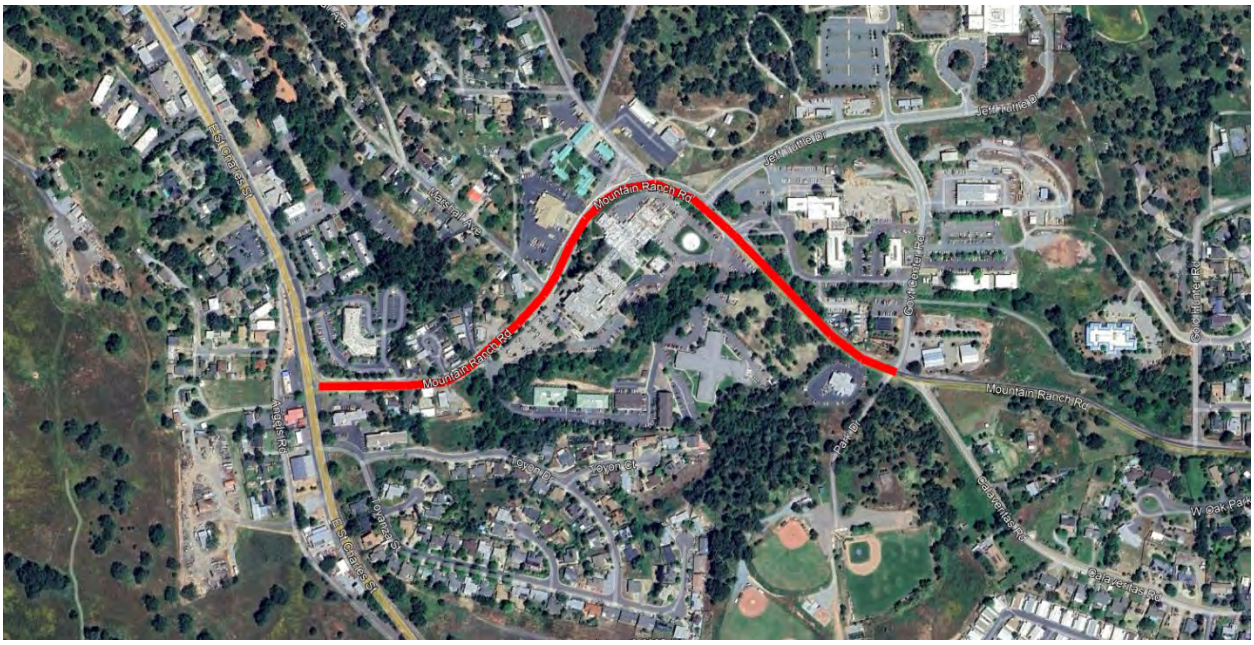
R-75 Mountain Ranch Road

Location: Mountain Ranch Rd from SR 49 to Government Center Dr

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Lane (striping only)	$42,000	0.57	$23,940
	Sidewalk gap fill	$1,000,000	0.61	$610,000
			total	$633,940

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Conflict with existing decorative retaining walls



- Two crossings at San Andreas Creek



- Adding bike lanes will require restriping the traffic lanes



R-76 Mountain Ranch Road

Location: Mountain Ranch Rd from Government Center Dr to Oak Park Dr

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	0.35	$272,650

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Significant grading challenges



R-79 Government Center Drive

Location: Government Center Dr from Mountain Ranch Rd to existing sidewalk

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Sidewalk gap fill on both sides of the road	$1,000,000	0.24	$240,000

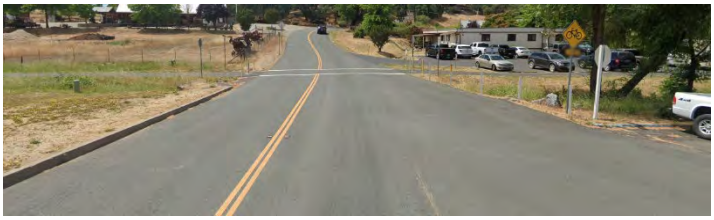
*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Crossing at San Andreas Creek



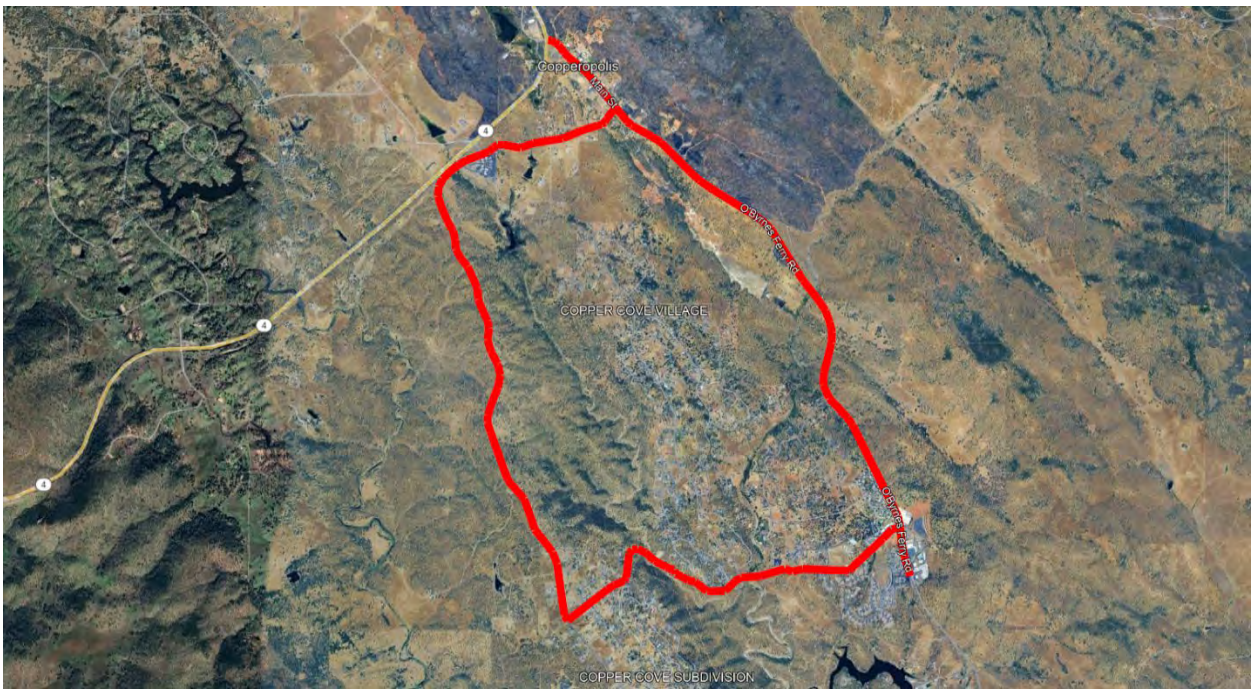
R-85 Copperopolis Recreational Trail

Location: Main St from SR 4 to Reeds Tpke Rd, Reeds Tpke Rd from Main St to Town Square Rd, Little John Rd from Town Square Rd to Copper Cove Dr, Copper Cove Dr from O'Byrnes Ferry Rd to Little John Rd, O'byrnes Ferry Rd from Pheasant Run Dr to Reeds Tpke Rd

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	10.89	$8,483,310
F&P Alternate Recommendation	Paved Shoulder with designated bike/ped recreational route signage	$1,676,000	10.89	$18,251,640

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



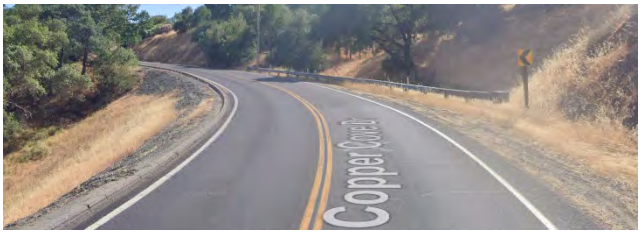
Constraints and Challenges

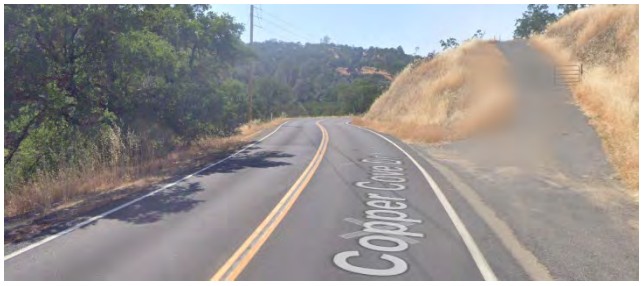
- Crossing at Penny Creek
  - Culvert extension or pedestrian bridge required
- Crossing at Sawmill Creek
  - Roadbed is narrow and much higher than creek elevation.



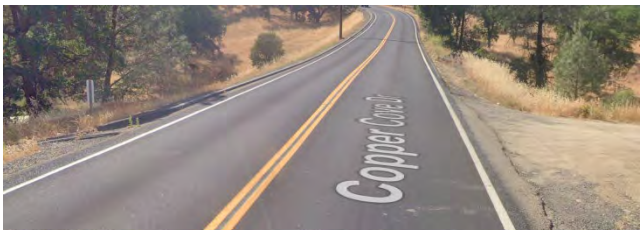


- Major grading required in several areas





- 2nd Sawmill Creek Crossing
  - Requires box culvert extension or pedestrian bridge



- 2 crossings at Black Creek
  - Bridges are too narrow. Will require a pedestrian bridge or major bridge reconstruction





- Several smaller creek crossings will require culvert extensions and significant grading



R-91 Foundry Lane Extension

Location: Foundry Ln from Stockton Rd to SR 49 via planned extension

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Lane (Class II) with Sidewalks on both sides	$3,198,000	0.80	$2,558,400

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- No Comments

R-92 Stockton Road

Location: Stockton Rd from Angel Oaks Dr to SR 49

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Lane (Class II) with Sidewalks on both sides	$3,198,000	0.54	$1,726,920

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Significant grading required



- Roadway narrows at cemetery retaining wall



R-94 San Joaquin Avenue

Location: San Joaquin Ave from Demarest St to Stanislaus Ave

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Lane (Class II) with Sidewalks on both sides	$3,198,000	0.34	$1,087,320

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Mobile Home Park streets are very narrow



- Conflicts with existing driveways, parking, and retaining walls



- Gate at emergency access between MHP & San Joaquin Ave



R-97 South Angels Camp Recreational Trail

Location: Gold Cliff Rd from Stanislaus Ave to Tuolumne Ave, Tuolumne Ave from Gold Cliff Rd to Greenhorn Creek Rd via future extension of Sierra Ave, Greenhorn Creek Rd from Sierra Ave to Finnegan Ln

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road - desire to be golf cart accessible	$779,000	1.55	$1,207,450

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Space constraints due to retaining walls, driveways, and mature oaks make it difficult to keep the path on one side of the road. May need to alternate sides
- Crossing at Greenhorn Creek





- Significant grading required in some areas



R-98 Angels Creek Trail Phase I

Location: Finnegan Ln from SR 49 to Finnegan Ct to Greenhorn Creek Rd

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Route (Class III)	$42,000	0.67	$28,140
	Shared-Use Path (Class I)	$779,000	0.31	$241,490
			total	$269,630

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- No Comments

R-99 Angels Creek Trail Phase II

Location: Vallecito Rd from Kurt Dr/Depot Rd to SR 49

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) with pedestrian bridge (bridge cost not included)	$779,000	0.53	$412,870

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- No Comments

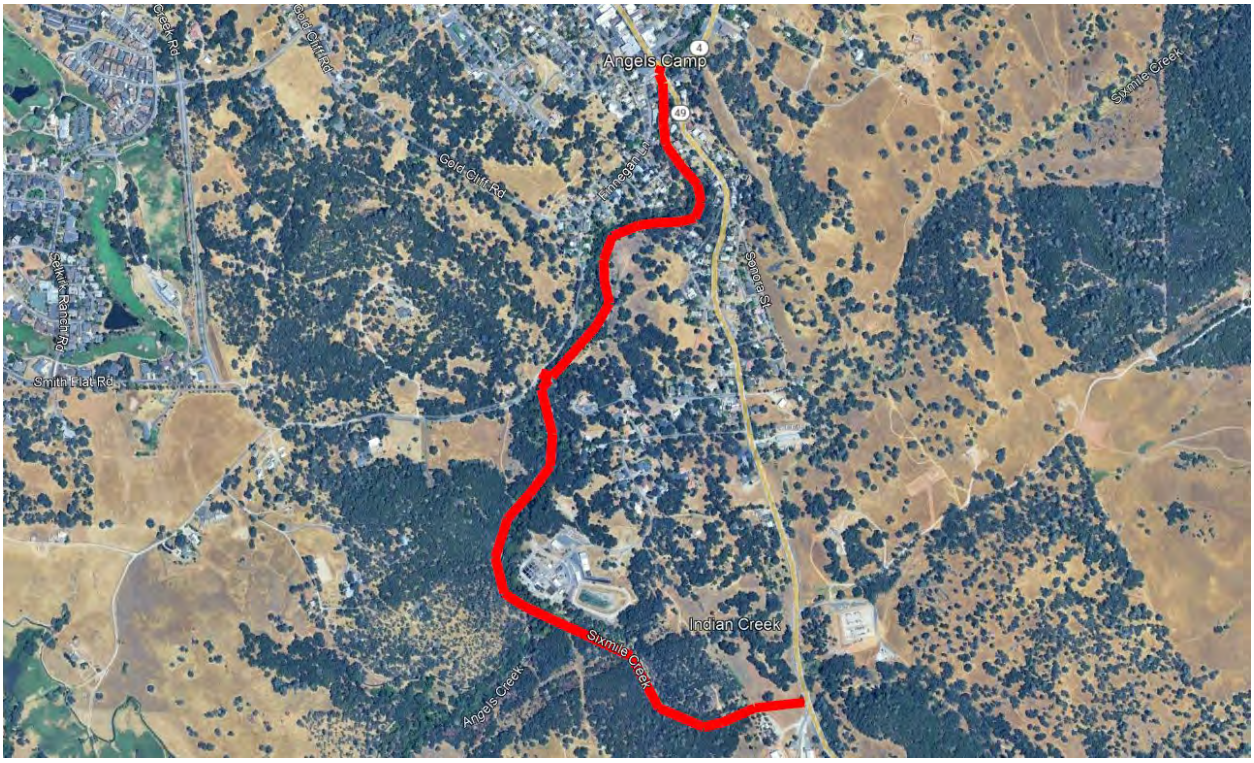
R-100 Angels Creek Trail Phase III

Location: Trail connection from Vallecito Rd to Finnegan Ln to City Wastewater Treatment Facility

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) with pedestrian bridges (bridge costs not included)	$779,000	1.44	$1,121,760

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- No Comments

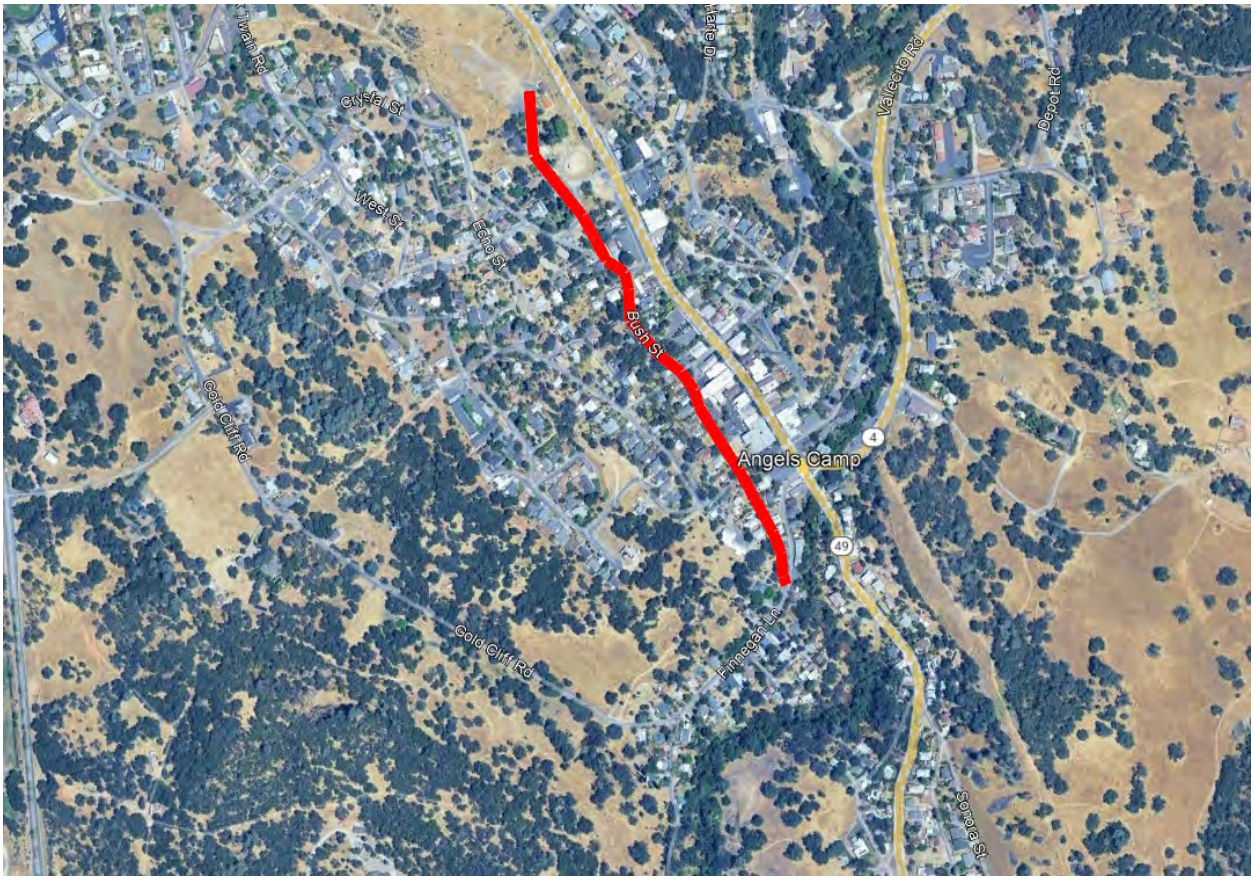
R-102 Utica Park Bike Connection

Location: Utica Ln from Utica Park to Bush St, Bush St from Utica Ln to Finnegan Ln

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Route (Class III)	$42,000	0.48	$20,160

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- No Comments

R-107 Pennsylvania Gulch Road

Location: Pennsylvania Gulch Rd from SR 4 to Michelson Elementary School

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on the south side of the road	$779,000	0.09	$70,110

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- No Comments

R-109 Main Street

Location: Main St from SR 4 to Murphys Grade Rd

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Lane (Class II) with Sidewalks on both sides	$3,198,000	0.71	$2,270,580
F&P Alternate Recommendation	Bike Route (Class III) with Sidewalks on both sides	$2,042,000	0.71	$1,449,820

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Space constraints
  - The addition of bike lanes and sidewalk would effectively remove all on-street parking





- Crossing at Angels Creek



R-110 Ironstone Recreational Trail

Location: S Algiers St from Main St to 6 Mile Rd, Scott St from Main St to 6 Mile Rd, 6 Mile Rd from S Algiers St/Scott St to Ironstone

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Shared-Use Path (Class I) on one side of the road	$779,000	1.43	$1,113,970
F&P Alternate Recommendation	Paved Shoulder with designated bike/ped recreational route signage	$1,676,000	1.43	$2,396,680

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Major grading required along portions of 6 Mile Rd





- Scott Street is narrow. May require removal of mature oak trees



R-112 Big Trees Road

Location: Big Trees Rd from SR 4 to Main St

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Bike Lane (Class II) with Sidewalks on both sides	$3,198,000	0.24	$767,520
F&P Alternate Recommendation	Bike Route (Class III) with Sidewalks on both sides	$2,042,000	0.24	$490,080

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- No Comments

R-119 Blagen Road ARTA Connection

Location: Blagen Rd from SR 4 to Forest Route 7N08

	Proposed Facilities	Cost Per Mile*	Length (mi)	Total Cost*
F&P Recommendation	Paved Shoulders with designated bike/ped recreational route signage	$1,676,000	0.95	$1,592,200

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.

Project Map



Constraints and Challenges

- Creek crossing



- Significant grading required in some locations



- Large tree removal may be required depending on alignment



P-10 SR 26 & Vista Del Lago Drive

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on SW and SE legs	$12,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- May require new curb ramps

P-11 Vista Del Lago Drive & Hartvickson Lane

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on side streets & across Vista Del Lago Dr	$18,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- Double path ends here – may only need two crosswalks

P-24 SR 26 & Mangili Rd/Hogan Dam Rd

	Proposed Facilities	Cost*
F&P Recommendation	RRFB at SR 26, high-vis crosswalk on side streets	$77,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-25 SR 26 & Hogan Dam Rd (north)

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on S leg	$6,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-28 SR 26 between SR 12 and Jean Street

	Proposed Facilities	Cost*
F&P Recommendation	Pedestrian Hybrid Beacon (PHB)	$236,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-42 SR 12 & Taco Bell/Burger King DW

	Proposed Facilities	Cost*
F&P Recommendation	Bulb-out and high-vis crosswalk	$176,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- Bulb-out into the highway may impact right turn lane

P-52 SR 49 & High School Street

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on N leg & across SR 49	$12,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



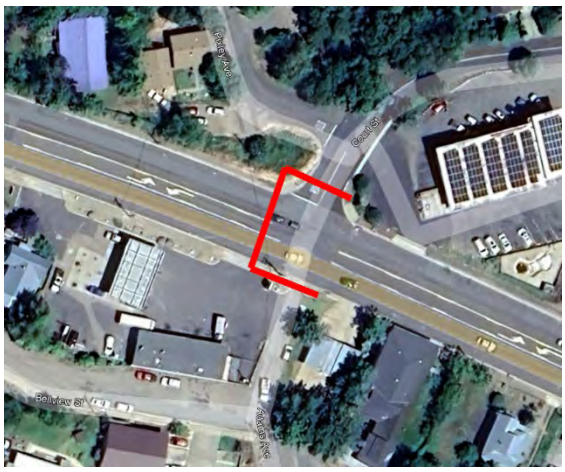
Constraints and Challenges

- No comments

P-53 SR 49 & Court Street/Adams Street

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on side streets & across SR 49	$18,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



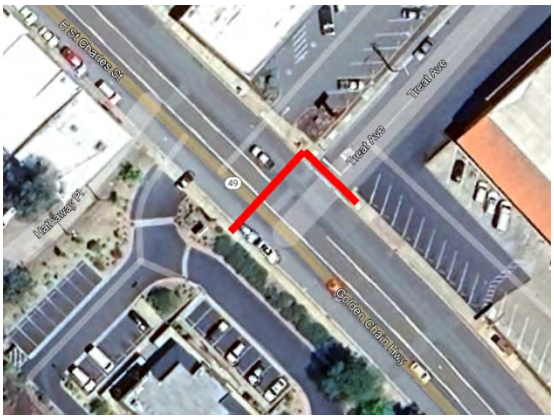
Constraints and Challenges

- No comments

P-55 SR 49 & Treat Avenue

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on Treat Avenue & across SR 49	$12,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-56 SR 49 W of Fahily Circle

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk midblock W of Fahily Circle	$6,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-57 SR 49 & Mountain Ranch Road

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk across SR 49 & w/ refuge on Mountain Ranch Rd	$37,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



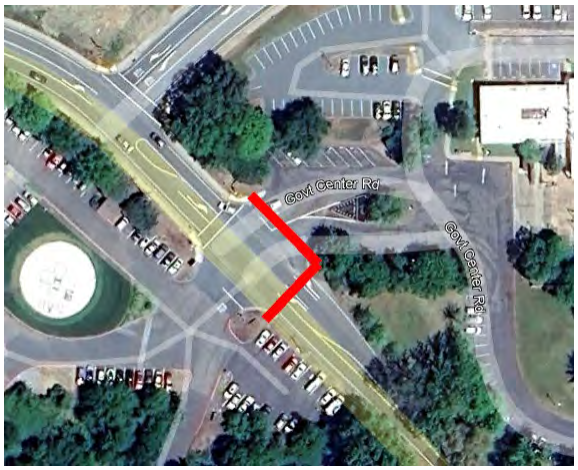
Constraints and Challenges

- No comments

P-67 Mountain Ranch Rd & Govt Center Rd

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk across N & S legs	$12,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-68 Mountain Ranch Rd & Govt Center Dr

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk across N leg & across Mountain Ranch Rd	$12,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-82 O'Byrnes Ferry Rd & Copper Meadow Dr / Spangler Ln

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on side streets w/ RRFB across O'Byrnes Ferry Rd	$77,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-88 SR 49 & Middleton's Shopping Center

	Proposed Facilities	Cost*
F&P Recommendation	Pedestrian Hybrid Beacon (PHB) midblock btwn Middleton's & TCS	$236,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-95 SR 49 & Monte Verda Street

	Proposed Facilities	Cost*
F&P Recommendation	Pedestrian Hybrid Beacon (PHB) across SR 49, high-vis crosswalk across Monte Verda St	$242,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-96 SR 49 & Stockton Road

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on S leg	$6,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-101 SR 49 & Mark Twain Road

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk across SR 49	$6,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-106 SR 49 & Raspberry Lane

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on N leg, bulb-outs for SR 49 crossing	$170,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-107 SR 49 btwn Raspberry Ln & Birds Way

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk midblock btwn Raspberry Ln & Birds Way	$6,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-108 SR 49 & Finnegan Lane/Vallecito Road

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on N leg, bulb-outs across SR 49	$88,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- This is a complex intersection, and careful consideration is needed to facilitate heavy traffic and pedestrian safety. A bulb-out across SR 49 may impact larger vehicles' ability to turn right onto Vallecito Rd

P-119 Main Street & Scott St/Big Trees Rd

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on all legs	$24,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-121 SR 4 & Jones Street/Lawrence Street

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on W,N,E legs, Refuge on W leg	$43,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-125 SR 4 & Penn. Gulch Rd/Murphys Market

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on E & W legs	$18,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-126 Penn. Gulch Rd at Michelson Elem.

	Proposed Facilities	Cost*
F&P Recommendation	uprgade existing crosswalk to RRFB	$65,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



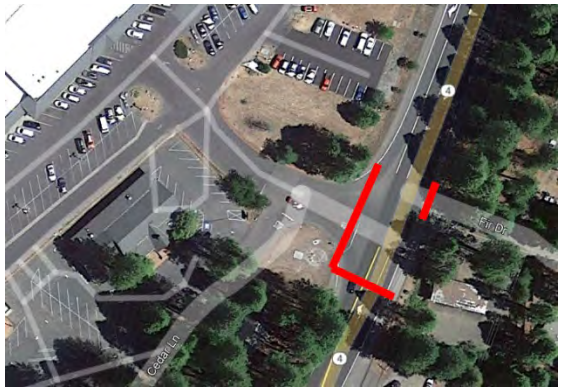
Constraints and Challenges

- No comments

P-127 SR 4 & Cedar Lane/Fir Drive

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on side streets & RRFB on SR 4	$77,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- No comments

P-128 SR 4 & Meadowmont Way

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk on W leg	$6,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



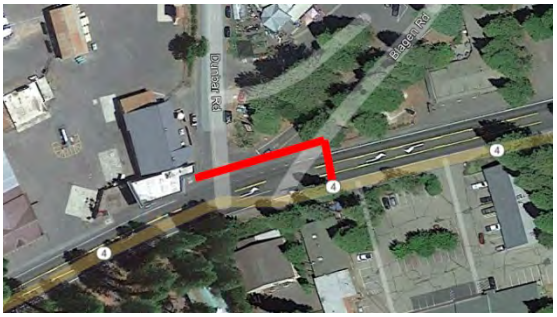
Constraints and Challenges

- No comments

P-137 SR 4 & Dunbar Road/Blagen Road

	Proposed Facilities	Cost*
F&P Recommendation	high-vis crosswalk w/ refuge btwn Dunbar Rd & Blagen Rd, RRFB on SR 4	$77,000

*Costs are theoretical values derived solely from the unit costs presented in Table 1. All disclaimers apply.



Constraints and Challenges

- This is a complex intersection, and careful consideration is needed to facilitate heavy traffic, gas station usage, and pedestrian safety.

APPENDIX A



Safety Benefits:

High-visibility crosswalks can reduce pedestrian injury crashes up to:

40% [1]

Intersection lighting can reduce pedestrian crashes up to:

42% [2]

Advance yield or stop markings and signs can reduce pedestrian crashes up to:

25% [3]

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://highways.dot.gov/safety/proven-safety-countermeasures and https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheetVizEnhancemt2018.pdf.

FHWA-SA-21-049

Crosswalk Visibility Enhancements

Poor lighting conditions, obstructions such as parked cars, and horizontal or vertical roadway curvature can reduce visibility at crosswalks, contributing to safety issues. For multilane roadway crossings where vehicle volumes are in excess of 10,000 Average Annual Daily Traffic (AADT), a marked crosswalk alone is typically not sufficient. Under such conditions, more substantial crossing improvements could prevent an increase in pedestrian crash potential.

Three main crosswalk visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers. These include high-visibility crosswalks, lighting, and signing and pavement markings. These enhancements can also assist users in deciding where to cross. Agencies can implement these features as standalone or combination enhancements to indicate the preferred location for users to cross.

High-visibility crosswalks

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

Improved Lighting

The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.

Enhanced Signing and Pavement Markings

On multilane roadways, agencies can use "YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk to indicate where a driver should stop or yield to pedestrians, depending on State law. To supplement the signing, agencies can also install a STOP or YIELD bar (commonly referred to as "shark's teeth") pavement markings.

In-street signing, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians" may be appropriate on roads with two- or three-lane roads where speed limits are 30 miles per hour or less.



Source: FHWA

1 (CMF ID: 4123) Chen, L., C. Chen, and R. Ewing. The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience. (2012).
2 (CMF ID: 436) Elvik, R. and Vaa, T. Handbook of Road Safety Measures. Oxford, United Kingdom, Elsevier, (2004).
3 (CMF ID: 9017) Zeeger et al. Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, FHWA, (2017).

Transportation agencies should refer to the Manual on Uniform Traffic Control Devices (MUTCD) for information on crosswalk markings (Chapter 3C) and in-street signing (Sections 2B.19 and 2B.20).

U.S. Department of Transportation
Federal Highway Administration



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

A **median** is the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users.

A **pedestrian refuge island** (or crossing area) is a median with a refuge area that is intended to help protect pedestrians who are crossing a road.

Safety Benefits:

Median with Marked Crosswalk

46%

reduction in pedestrian crashes.[2]

Pedestrian Refuge Island

56%

reduction in pedestrian crashes.[2]

Pedestrian crashes account for approximately 17 percent of all traffic fatalities annually, and 74 percent of these occur at non-intersection locations.[1] For pedestrians to safely cross a roadway, they must estimate vehicle speeds, determine acceptable gaps in traffic based on their walking speed, and predict vehicle paths. Installing a median or pedestrian refuge island can help improve safety by allowing pedestrians to cross one direction of traffic at a time.

Transportation agencies should consider medians or pedestrian refuge islands in curbed sections of urban and suburban multilane roadways, particularly in areas with a significant mix of pedestrian and vehicle traffic, traffic volumes over 9,000 vehicles per day, and travel speeds 35 mph or greater. Medians/refuge islands should be at least 4-ft wide, but preferably 8 ft for pedestrian comfort. Some example locations that may benefit from medians or pedestrian refuge islands include:

- Mid-block crossings.
- Approaches to multilane intersections.
- Areas near transit stops or other pedestrian-focused sites.



Example of a road with a median and pedestrian refuge islands. Source: City of Charlotte, NC



Median and pedestrian refuge island near a roundabout. Source: www.pedbikeimages.org / Dan Burden

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://highways.dot.gov/safety/proven-safety-countermeasures and https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-08/techSheet_PedRefugeIsland2018.pdf.

1 National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration

2 (CMF ID: 175) Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, September 2008, Table 11.



Safety Benefits:

55%
reduction in pedestrian crashes.[3]

29%
reduction in total crashes.[4]

15%
reduction in fatal and serious injury crashes.[4]



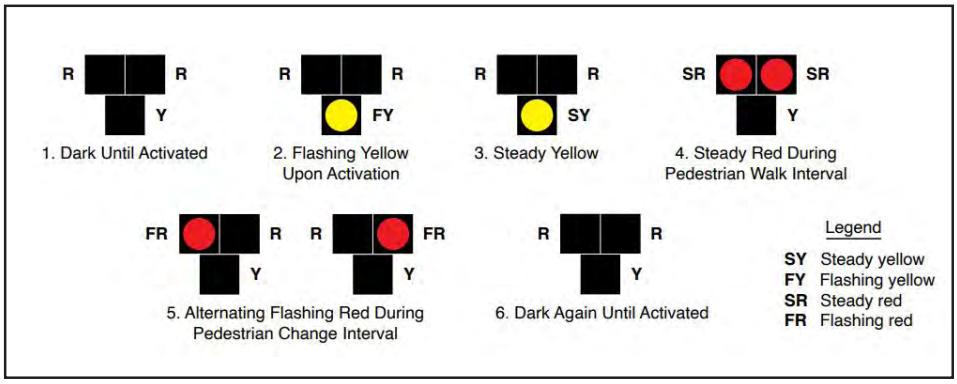
Example of PHBs mounted on a mast arm. Source: FHWA

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://highways.dot.gov/safety/proven-safety-countermeasures and https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa18064.pdf.

FHWA-SA-21-045

Pedestrian Hybrid Beacons

The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian desiring to cross the street pushes the call button to activate the beacon, which then initiates a yellow to red lighting sequence consisting of flashing and steady lights that directs motorists to slow and come to a stop, and provides the right-of-way to the pedestrian to safely cross the roadway before going dark again.



Sequence for a PHB. Source: MUTCD 2023 Edition, Chapter 4J, FHWA

Nearly 74 percent of pedestrian fatalities occur at non-intersection locations, and vehicle speeds are often a major contributing factor.[1] As a safety strategy to address this pedestrian crash risk, the PHB is an intermediate option between a flashing beacon and a full pedestrian signal because it assigns right of way and provides positive stop control. It also allows motorists to proceed once the pedestrian has cleared their side of the travel lane(s), reducing vehicle delay.

Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices* (MUTCD) for information on the application of PHBs.[2] Transportation agencies should locate pedestrian signals to be accessible for all users.

In general, PHBs are used where it is difficult for pedestrians to cross a roadway, such as when gaps in traffic are not sufficient or speed limits exceed 35 miles per hour. They are very effective at locations where three or more lanes will be crossed or traffic volumes are above 9,000 annual average daily traffic. Installation of a PHB must also include a marked crosswalk and pedestrian countdown signal. If PHBs are not already familiar to a community, agencies should conduct appropriate education and outreach as part of implementation.

1 National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration
2 Manual on Uniform Traffic Control Devices, Chapter 4J. FHWA, (2023).
3 (CMF ID: 9020) Zegeer et al. NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. TRB, (2017).
4 (CMF ID: 2911,2917) Fitzpatrick, K. and Park, E.S. Safety Effectiveness of the HAWK Pedestrian Crossing Treatment, FHWA-HRT-10-042, (2010).



Safety Benefits:

RRFBs can reduce crashes up to:

47%

for pedestrian crashes.[4]

RRFBs can increase motorist yielding rates up to:

98%

(varies by speed limit, number of lanes, crossing distance, and time of day).[3]



RRFBs used at a trail crossing.
Source: LJB

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://highways.dot.gov/safety/proven-safety-countermeasures and https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RRFB_2018.pdf.

FHWA-SA-21-053

Rectangular Rapid Flashing Beacons (RRFB)

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular- shaped yellow indications, each with a light-emitting diode (LED)-array-based light source.[1] RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices (MUTCD)* for information on the application of RRFBs.[1]

Applications

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour.[2] Research suggests RRFBs can result in motorist yielding rates as high at 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes.[3] RRFBs can also accompany school or trail crossing warning signs.

RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing.[1] The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

Considerations

Agencies should:[2]

- Install RRFBs in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Use solar-power panels to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.

Agencies shall not:[2]

- Use RRFBs without the presence of a pedestrian, school or trail crossing warning sign.
- Use RRFBs for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons, except for the approach or egress from a roundabout.

1 Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4L. FHWA, (2023).
2 "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013).
3 Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).
4 (CMF ID: 9024) NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).

APPENDIX B

ATRTP
CONSTRUCTION COST ESTIMATE
FOR
CONCRETE CURB, GUTTER, & SIDEWALK - PER SIDE

ITEM NO.	ITEM	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION (5%)	LS	1	$40,000	$40,000
2	LOCATE & PROTECT EXISTING UTILITES	LS	1	$5,000	$5,000
3	EARTHWORK / GRADING	CY	150	$150	$22,500
4	CONCRETE FLATWORK (4"/6")	SF	31,680	$15	$475,200
5	VERTICAL CURB & GUTTER	LF	5,280	$40.00	$211,200
6	SIGNAGE & MARKERS	LS	0	$0	$0
7	EROSION CONTROL	LS	1	$5,000	$5,000
8	TRAFFIC CONTROL	LS	1	$10,000	$10,000
				CONSTRUCTION SUBTOTAL	$768,900
				CONTINGENCY (30%)	$230,670
				TOTAL	$999,570

ATRTP
CONSTRUCTION COST ESTIMATE
FOR
SEPARATED BIKEWAY (CLASS IV) - PER SIDE

ITEM NO.	ITEM	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION (5%)	LS	1	$30,000	$30,000
2	LOCATE & PROTECT EXISTING UTILITES	LS	1	$5,000	$5,000
3	EARTHWORK / GRADING	CY	200	$150	$30,000
4	ASPHALT PAVING (4"/8")	SF	52,800	$10	$528,000
5	STRIPING	LF	10,560	$0.75	$7,920
6	DELINEATORS	LF	5,280	$12	$63,360
7	SIGNAGE & MARKERS	LS	1	$10,000	$10,000
8	EROSION CONTROL	LS	1	$5,000	$5,000
9	TRAFFIC CONTROL	LS	1	$30,000	$30,000
				CONSTRUCTION SUBTOTAL	$709,280
				CONTINGENCY (30%)	$212,784
				TOTAL	$922,064

SEPARATED BIKEWAY (CLASS IV) - PER SIDE, NO WIDENING

ITEM NO.	ITEM	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION (5%)	LS	1	$6,000	$6,000
2	LOCATE & PROTECT EXISTING UTILITES	LS	0	$1,000	$0
3	EARTHWORK / GRADING	CY	0	$150	$0
4	ASPHALT PAVING (4"/8")	SF	0	$10	$0
5	STRIPING	LF	10,560	$0.75	$7,920
6	DELINEATORS	LF	5,280	$12	$63,360
7	SIGNAGE & MARKERS	LS	1	$10,000	$10,000
8	EROSION CONTROL	LS	0	$5,000	$0
9	TRAFFIC CONTROL	LS	1	$5,000	$5,000
				CONSTRUCTION SUBTOTAL	$92,280
				CONTINGENCY (30%)	$27,684
				TOTAL	$119,964

ATRTP
CONSTRUCTION COST ESTIMATE
FOR
BIKE ROUTE (WITH 3' ROAD WIDENING) (CLASS III) - PER SIDE

ITEM NO.	ITEM	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION (5%)	LS	1	$10,000	$10,000
2	LOCATE & PROTECT EXISTING UTILITES	LS	1	$4,000	$4,000
3	EARTHWORK / GRADING	CY	100	$150	$15,000
4	ASPHALT PAVING (4"/8")	SF	15,840	$10	$158,400
5	STRIPING	LF	0	$0.75	$0
6	DELINEATORS	LF	0	$12	$0
7	SIGNAGE & MARKERS	LS	1	$10,000	$10,000
8	EROSION CONTROL	LS	1	$5,000	$5,000
9	TRAFFIC CONTROL	LS	1	$10,000	$10,000
				CONSTRUCTION SUBTOTAL	$212,400
				CONTINGENCY (30%)	$63,720
				TOTAL	$276,120

ATRTP
CONSTRUCTION COST ESTIMATE
FOR
BIKE ROUTE (SIGNAGE AND MARKERS ONLY) (CLASS III) - PER SIDE

ITEM NO.	ITEM	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION (5%)	LS	1	$1,000	$1,000
2	LOCATE & PROTECT EXISTING UTILITES	LS	0	$4,000	$0
3	EARTHWORK / GRADING	CY	0	$150	$0
4	ASPHALT PAVING (4"/8")	SF	0	$10	$0
5	STRIPING	LF	0	$0.75	$0
6	DELINEATORS	LF	0	$12	$0
7	SIGNAGE & MARKERS	LS	1	$10,000	$10,000
8	EROSION CONTROL	LS	0	$3,000	$0
9	TRAFFIC CONTROL	LS	1	$5,000	$5,000
				CONSTRUCTION SUBTOTAL	$16,000
				CONTINGENCY (30%)	$4,800
				TOTAL	$20,800

ATRTP
CONSTRUCTION COST ESTIMATE
FOR
BIKE LANE (CLASS II) - PER SIDE

ITEM NO.	ITEM	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION (5%)	LS	1	$22,000	$22,000
2	LOCATE & PROTECT EXISTING UTILITES	LS	1	$4,000	$4,000
3	EARTHWORK / GRADING	CY	150	$150	$22,500
4	ASPHALT PAVING (4"/8")	SF	36,960	$10	$369,600
5	STRIPING	LF	10,560	$0.75	$7,920
6	DELINEATORS	LF	0	$12	$0
7	SIGNAGE & MARKERS	LS	1	$10,000	$10,000
8	EROSION CONTROL	LS	1	$5,000	$5,000
9	TRAFFIC CONTROL	LS	1	$20,000	$20,000
				CONSTRUCTION SUBTOTAL	$461,020
				CONTINGENCY (30%)	$138,306
				TOTAL	$599,326

ATRTP
CONSTRUCTION COST ESTIMATE
FOR
PAVED SHOULDER (SHARED USE) - PER SIDE

ITEM NO.	ITEM	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION (5%)	LS	1	$30,000	$30,000
2	LOCATE & PROTECT EXISTING UTILITES	LS	1	$4,000	$4,000
3	EARTHWORK / GRADING	CY	200	$150	$30,000
4	ASPHALT PAVING (4"/8")	SF	52,800	$10	$528,000
5	STRIPING	LF	10,560	$0.75	$7,920
6	DELINEATORS	LF	0	$12	$0
7	SIGNAGE & MARKERS	LS	1	$10,000	$10,000
8	EROSION CONTROL	LS	1	$5,000	$5,000
9	TRAFFIC CONTROL	LS	1	$30,000	$30,000
				CONSTRUCTION SUBTOTAL	$644,920
				CONTINGENCY (30%)	$193,476
				TOTAL	$838,396

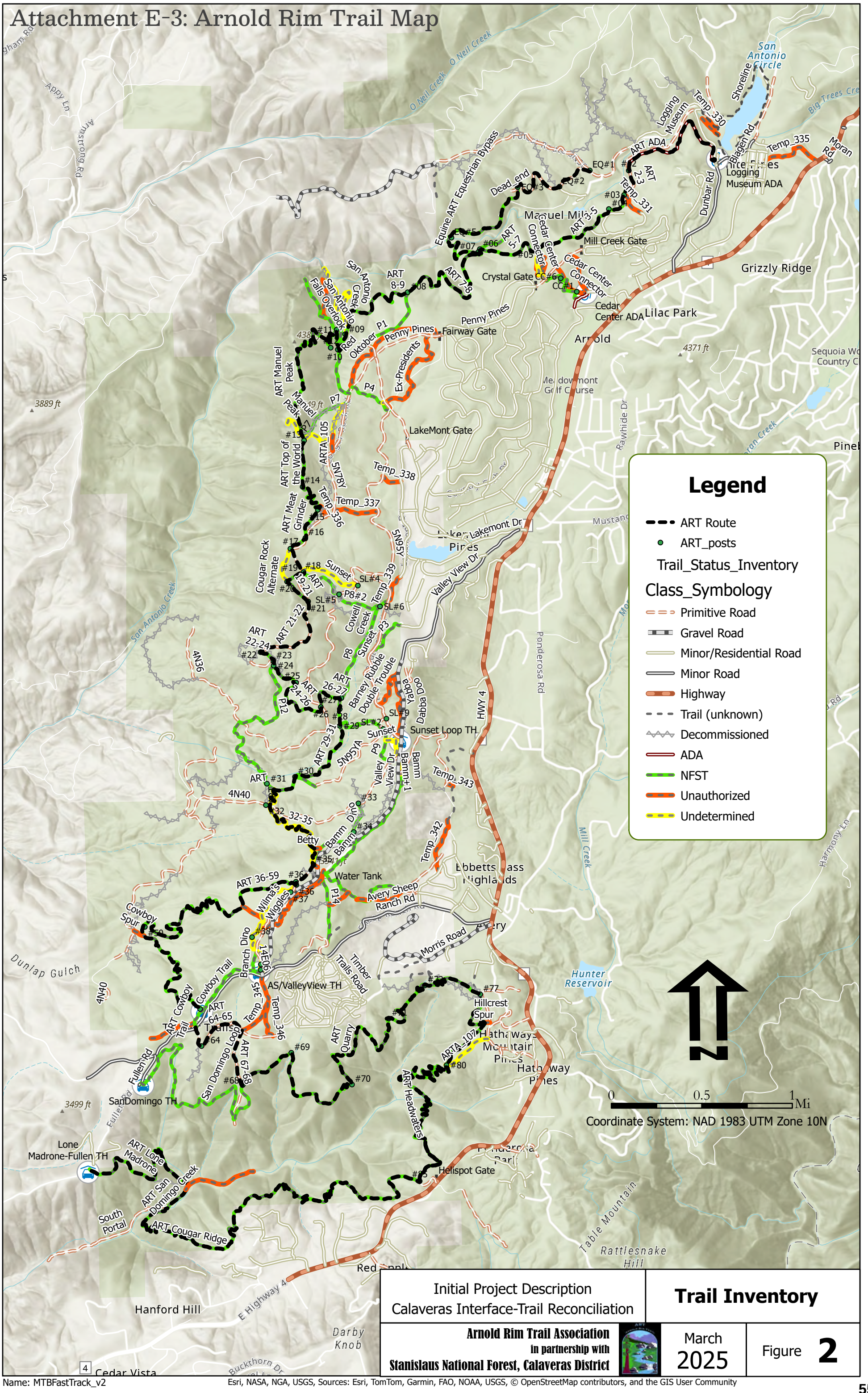
ATRTP
CONSTRUCTION COST ESTIMATE
FOR
BUFFERED PAVED SHOULDER (SHARED USE) - PER SIDE

ITEM NO.	ITEM	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION (5%)	LS	1	$30,000	$30,000
2	LOCATE & PROTECT EXISTING UTILITES	LS	1	$4,000	$4,000
3	EARTHWORK / GRADING	CY	200	$150	$30,000
4	ASPHALT PAVING (4"/8")	SF	52,800	$10	$528,000
5	STRIPING	LF	10,560	$0.75	$7,920
6	RUMBLE STRIPS	LF	5,280	$1.50	$7,920
7	SIGNAGE & MARKERS	LS	1	$10,000	$10,000
8	EROSION CONTROL	LS	1	$5,000	$5,000
9	TRAFFIC CONTROL	LS	1	$30,000	$30,000
				CONSTRUCTION SUBTOTAL	$652,840
				CONTINGENCY (30%)	$195,852
				TOTAL	$848,692

ATRTP
CONSTRUCTION COST ESTIMATE
FOR
SHARED USE PATH / SIDE PATH (CLASS I)

ITEM NO.	ITEM	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION (5%)	LS	1	$30,000	$30,000
2	LOCATE & PROTECT EXISTING UTILITES	LS	1	$10,000	$10,000
3	EARTHWORK / GRADING	CY	1,000	$150	$150,000
4	ASPHALT PAVING (2"/4")	SF	63,360	$6	$380,160
5	STRIPING	LF	5,280	$0.75	$3,960
6	DELINEATORS	LF	0	$12	$0
7	SIGNAGE & MARKERS	LS	1	$5,000	$5,000
8	EROSION CONTROL	LS	1	$10,000	$10,000
9	TRAFFIC CONTROL	LS	1	$10,000	$10,000
				CONSTRUCTION SUBTOTAL	$599,120
				CONTINGENCY (30%)	$179,736
				TOTAL	$778,856

Attachment E-3: Arnold Rim Trail Map



Name: MTBFastTrack_v2

Esri, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Appendix F - Funding Sources

Funding Sources

Local, state, and federal funding opportunities exist to assist with planning, design, and construction of active transportation and recreational trail facilities.

Local funding opportunities include:

- County Service Areas – County service areas are special taxing areas designed to provide revenue for unincorporated portions of the county. There are five service areas within the county. Funds can be used for road maintenance within the service areas.
- Traffic Mitigation Fees – Traffic mitigation fees are one-time charges on new development to pay for required public facilities and to mitigate impacts created by or reasonably related to development. Fees must be clearly related to the costs incurred as a result of the development and cannot be used to correct existing problems or pay for improvements needed for existing development.
- Regional Impact Mitigation Fee Program (RIM) – Established in 2004, this regional program funds transportation improvement projects listed in the Road Impact Mitigation Fee Nexus Study (CCOG, Economic & Planning Systems, Inc, 2004). These funds are not generally available to fund on-going transportation maintenance and operations costs. CCOG and the County will be updating this program/planned improvements in the near future.
- Benefit Basin Revenues – Benefit Basin programs charge developers fees based on the impact of the development on local roads. The fees pay for improvements needed to mitigate additional traffic generated by the project such as roadway widening, turn lanes, and signals. Benefit Basin programs exist in Copperopolis and Valley Springs.

Tables F-1 and F-2 identify potential state and federal funding opportunities. A brief description is provided for each. Note that funding sources may be limited to certain project types as noted. For further details on each funding program, visit the link provided.

Table F-1: State Funding Sources

Source/Program	Agency	Description	Project Types	Website
Active Transportation Program	California Department of Transportation (Caltrans)	Primary statewide funding program for active transportation projects, non-infrastructure programs, and planning. Annual cycle.	Infrastructure, Non-Infrastructure, Planning	https://catc.ca.gov/programs/active-transportation-program
Affordable Housing and Sustainable Communities (AHSC) Program	Strategic Growth Council	Program funds can be used for projects which demonstrate reduction in vehicle miles traveled through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits.	Infrastructure, Non-Infrastructure	https://sgc.ca.gov/programs/ahsc/
Clean Mobility Options Program	California Air Resources Board	This pilot program makes $20 million available for low-emission mobility projects (such as bike sharing and on-demand shuttles) in disadvantaged and low-income communities.	Infrastructure	http://www.cleanmobilityoptions.org/
Land and Water Conservation Fund	California Department of Parks and Recreation	These grants provide funding for the acquisition or development of land to create new outdoor recreation opportunities for the health and wellness of Californians.	Infrastructure	https://www.parks.ca.gov/?page_id=21360
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Infrastructure	https://catc.ca.gov/programs/sb1/local-streets-roads-program
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes $200 million per year to improve aging infrastructure, active transportation, and safety.	Infrastructure	https://catc.ca.gov/programs/sb1/local-partnership-program

Source/Program	Agency	Description	Project Types	Website
Local Transportation Fund (LTF)	California Department of Transportation (Caltrans) [Administered by MCLTC]	Limited amounts (2%) from the Local Transportation Fund (LTF), which is part of the Transportation Development Act (TDA) and derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Article 3 funds for planning and construction of pedestrian and bicycle facilities are administered locally through MCLTC and are allocated to member agencies based on population and taxable sales.	Infrastructure	https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides funds annually to prevent serious injury and death resulting from motor vehicle crashes. Projects need to be supported by local crash data that demonstrates a need for funding. Safety education and encouragement campaigns for pedestrian and bicycles safety. Applications are due every January.	Non-Infrastructure	https://www.ots.ca.gov/Grants/
Reconnecting Communities: Highways to Boulevards	Caltrans	In response to the adoption of Streets & Highways Code 104.3, this Pilot Program was launched. Funding is for planning and constructing the conversion of key underutilized highways in the state into multimodal corridors to reconnect communities divided by transportation infrastructure. The historical harm will be addressed through community-based transportation planning, design, demolition, and/or reconstruction of local streets, parks, or other infrastructure.	Infrastructure, Planning	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b
Recreational Trails Program	California Department of Parks and Recreation	The Recreational Trails Program (RTP) provides funds annually to develop non-motorized recreational trails and trails-related facilities.	Infrastructure	https://www.parks.ca.gov/?page_id=24324
Road Maintenance and Rehabilitation Account & Highway Users Tax Account (RMRA & HUTA)	California State Controlled	A percentage of RMRA funding is apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Revenues from the gas tax deposited into the Highway Users Tax Account (HUTA), apportioned by the SCO to cities and counties.	Infrastructure	https://www.sco.ca.gov/aud_road_maintenance_sb1.html
Solutions for Congested Corridors Program (SCCP)	California Transportation Commission	The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Infrastructure	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is the biennial five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. As the Metropolitan Planning Organization, local agencies should work through MCLTC to nominate projects for inclusion in the STIP.	Infrastructure	https://catc.ca.gov/programs/state-transportation-improvement-program

Source/Program	Agency	Description	Project Types	Website
Sustainable Transportation Planning Grants	Caltrans Division of Transportation Planning	The program encourages local and regional planning that furthers state goals, including the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Planning	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
Sustainable Transportation Equity Project (STEP)	California Air Resources Board	The project funds clean transportation and supporting projects that increase transportation equity by addressing community-identified transportation needs and increasing access to key destinations and services without increasing GHG emission and vehicle miles traveled. STEP funds active transportation infrastructure, zero-emission buses, and public transit subsidies.	Infrastructure, Non-Infrastructure, Planning	https://ww2.arb.ca.gov/resources/fact-sheets/sustainable-transportation-equity-project
Transformative Climate Communities (TCC) Program	Strategic Growth Council and Department of Conservation	The program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs.	Infrastructure	http://www.sgc.ca.gov/programs/tcc/
Urban Greening Program	California Natural Resources Agency	The program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Proposed projects can include tree planting, and construction of bicycle paths, bicycle lanes, or pedestrian facilities to connect important destinations.	Infrastructure	https://resources.ca.gov/grants/urban-greening

Source: Fehr & Peers, 2025; Caltrans, 2023

Table F-2: Federal Funding Sources

Source/Program	Agency	Description	Project Types	Website
Carbon Reduction Program	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) [Administered by MCLTC]	The programs seeks to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions as established by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).	Infrastructure, Non-Infrastructure	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp.cfm
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) [Administered by MCLTC]	The program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and provide congestion relief, including bicycle and pedestrian facilities, shared micromobility projects, diesel engine retrofits, transit improvements, and more. Federal funds from STBGP and CMAQ programs are allocated to MCLTC. Distribution is allocated either competitively or proportionally according to jurisdiction population.	Infrastructure, Non-Infrastructure	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
Highway Safety Improvement Program (HSIP) Grants	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)	The program focuses on roadway safety; projects with documented collision history are typically ranked higher. While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects. Successful projects have included: median refuges and curb extensions, curb, gutter, and sidewalk, paved shoulders, upgraded traffic signals with pedestrian countdown signals, pedestrian-scale lighting, bicycle lane striping, crosswalk striping, and rectangular rapid flashing beacons (RRFB). The Caltrans Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. Solicitation varies from annually to semi-annually.	Infrastructure	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	U.S. Department of Transportation (DOT)	This grant program provides funding to support surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, and community resilience and evacuation routes. The discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement Grants.	Infrastructure, Planning	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving

Source/Program	Agency	Description	Project Types	Website
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation (DOT)	The discretionary grants help municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. Half of the funding will go to projects in rural areas, and at least $15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities.	Infrastructure	https://www.transportation.gov/RAISEgrants
Rural Surface Transportation Grant Program	U.S. Department of Transportation (DOT)	The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Infrastructure	https://www.transportation.gov/grants/rural-surface-transportation-grant
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation (DOT)	The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach. Funding is available until 2026. Over $3 billion is still available for future funding rounds.	Infrastructure, Planning	https://www.transportation.gov/grants/SS4A
Surface Transportation Block Grant Program (STBGP)	U.S. Department of Transportation (DOT) [Administered by MCLTC]	Federal funding is authorized through the Surface Transportation Block Grant Program (STBGP). The STBGP provides flexible funding that may be used by localities for projects on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG promotes flexibility in local transportation decisions and provides flexible funding to best address regional and local transportation needs. Federal funds from STBGP and CMAQ programs are allocated to MCLTC. Distribution is allocated either competitively or proportionally according to jurisdiction population.	Infrastructure	https://www.fhwa.dot.gov/specialfunding/stp/

Source: Fehr & Peers, 2025; Caltrans, 2023.

Attachment F-1: Additional Funding Sources

Table 1: Federal Funding Sources

		Funding Uses							
Source	Origin	CIP Development	Maintenance & Operations	Implementation	First & Last Mile	Urban Forestry	Access to Nature	Stormwater Treatment	Culture & History
Land & Water Conservation Fund	U.S. National Park Service/ California Dept. of Parks & Recreation	X					X	X	
Urban Community Forestry Program	U.S. National Park Service	X				X			
Surface Transportation Program (STP)	Federal Highway Administration (FHWA) / Caltrans	X		X	X			X	
Highway Safety Improvement Program (HSIP)	FHWA	X		X	X			X	
Transportation Alternative Program (TAP)	FHWA	X		X	X			X	
Recreational Trails Program	FHWA	X		X	X		X	X	
EPA Brownfields Clean Up and Assessments	U.S. Environmental Protection Agency	X		X	X			X	
Sustainable Communities Planning Grant and Incentive Program	U.S. Department of Housing and Urban Development (HUD)				X				
Urban Revitalization and Livable Communities Act	HUD			X	X				
Community Development Block Grants	HUD	X			X		X		X
ACHIEVE, Communities Putting Prevention to Work, Pioneering Communities	Center for Disease Control and Prevention				X		X		
Urban and Community Forest Program	Department of Agriculture, Forest Service	X		X		X	X	X	
Community Forest and Open Space Conservation	Department of Agriculture, Forest Service	X		X		X	X	X	
Choice Neighborhoods Implementation Grants	HUD, Office of Public and Indian Housing	X		X	X		X	X	
Safe Routes to School, Mini-grants	National Center for Safe Routes to School, Caltrans	X		X	X				
Metropolitan and Statewide and Nonmetropolitan Transportation Planning	Federal Transit Administration (FTA)	X		X	X			X	
Urbanized Area Formula Grants	FTA	X	X		X			X	
Bus and Bus Facilities Formula Grants	FTA	X			X				
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA	X	X		X				
Formula Grants for Rural Areas	FTA	X	X		X				
TOD Planning Pilot Grants	FTA	X	X		X			X	

Table 2: State Funding Sources

		Funding Uses							
Source	Origin	CIP Development	Maintenance & Operations	Implementation	First & Last Mile	Urban Forestry	Access to Nature	Stormwater Treatment	Culture & History
Land & Water Conservation Fund (LCWF)	California Dept. of Parks & Recreation (DPR)	X			X		X	X	
Statewide Park Program Prop 84 Round 2	DPR	X		X	X				
Recreational Trails Program	DPR	X	X	X	X		X	X	
Proposition 117 - Habitat Conservation	DPR	X		X		X	X	X	
Nature Education Facilities	DPR	X	X				X		X
Watershed Program	DPR	X		X			X	X	
Stormwater Flood Management Prop. 1E	DPR	X		X	X	X	X	X	
Aquatic Center Grants	Department of Boating and Waterways	X							
Community Based Transportation Planning, Environmental Justis and Transit Planning	Caltrans	X			X			X	
Active Transportation Planning Grants (ATP)	Caltrans	X		X	X			X	
Regional Improvement Program	Caltrans	X			X			X	
Safe Routes to School Programs (SR2S)	Caltrans	X			X			X	
Traffic Safety Grants	California Office of Traffic Safety	X		X	X				
Local Partnership Program – Competitive and Formulaic	California Transportation Commission (SB 1)		X	X				X	
Coastal Conservancy Grants	California Coastal Conservancy	X			X	X	X	X	X
Non-point Source Pollution, Watershed Plans, Water Conservation (Props. 13, 40, 50, and 84)	State Water Resources Control Board	X	X			X		X	
Sustainable Communities Planning, Regional SB 375	Strategic Growth Council/ Department of Conservation	X			X	X	X	X	X
Environmental Enhancement and Mitigation (EEMP)	California Natural Resources Agency/Department of Water Resources	X	X		X		X	X	
California River Parkway and Urban Streams Restoration Grant	California Natural Resources Agency/Department of Water Resources	X	X		X		X	X	
Strategic Growth Council Urban Greening Program	California Natural Resources Agency	X		X		X	X	X	
California Cap and Trade Program	Cal EPA, Air Resources Board	X		X	X	X	X		
Urban Forestry Program (Leafing Out, Leading Edge and Green Trees Grants)	California Department of Forestry and Fire Protection (CAL FIRE)	X		X		X			

Appendix G - Project Resolution

Appendix H - Existing Conditions Assessment

Attachment H-1: Existing Conditions Assessment

Calaveras County Active Transportation and Recreational Trails Plan - Existing Conditions Assessment

Prepared for:
Calaveras Council of Governments

September 2024

RS24-4337

FEHR PEERS

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1. Introduction

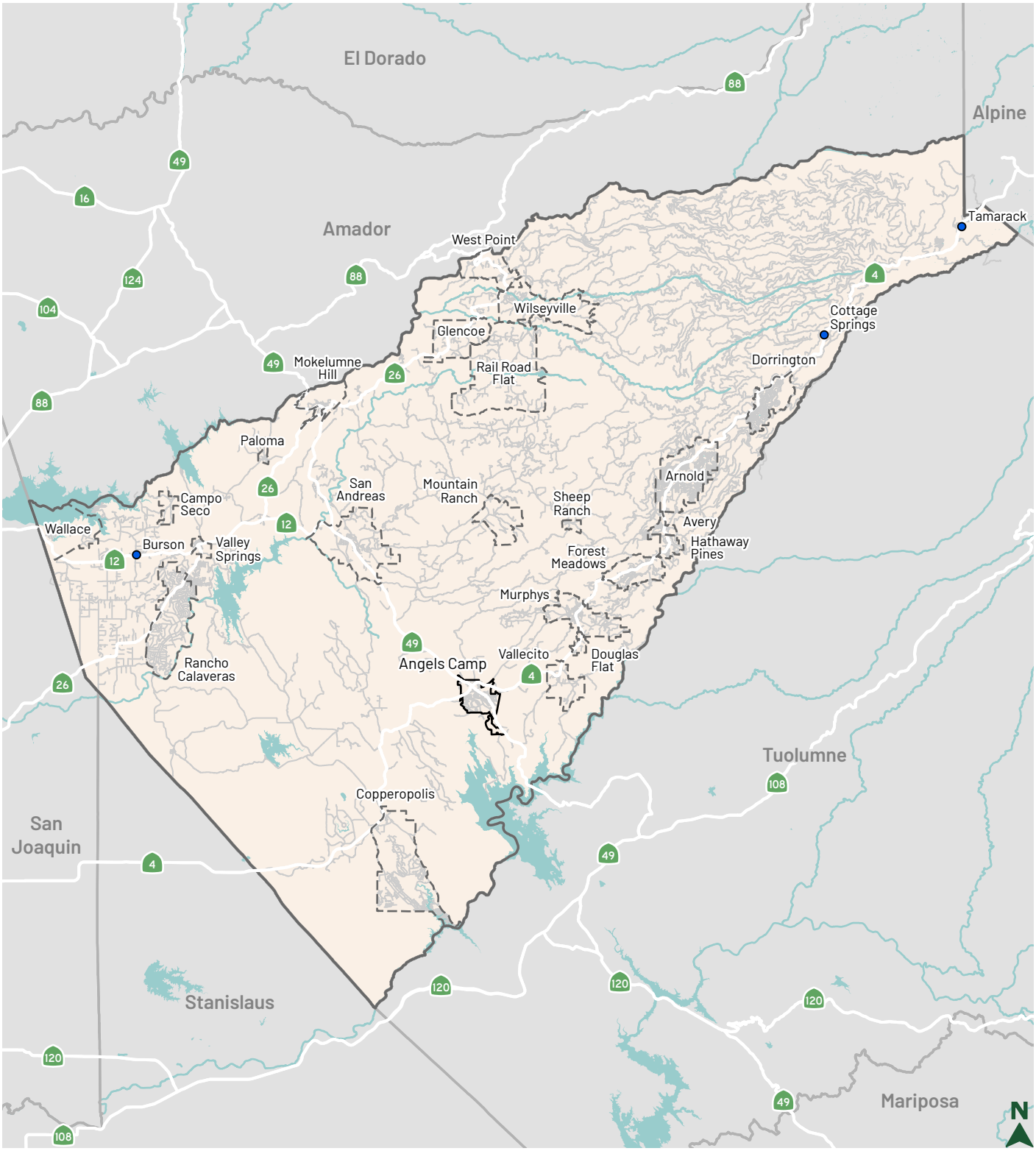
This existing conditions assessment serves as the first step in developing the Calaveras County Active Transportation and Recreational Trails Plan (ATRTP). A discussion of previous planning efforts relevant to the ATRTP, an overview of the various communities within the County, and an evaluation of the existing active transportation and recreational trails (ATRT) network in Calaveras County are included. The study area is displayed on **Figure 1**.

As shown, Calaveras County is comprised of one incorporated city (Angels Camp), and multiple unincorporated community areas. Some community areas are formally designated as a census designated place (CDP) while others are not CDPs but are designated communities in the Calaveras County General Plan. Communities are geographically dispersed throughout the County but there are larger clusters of development which serve the broader adjacent community areas. For example, Valley Springs has grocery, medical, shopping, service, and educational uses which serve residents in the areas of Rancho Calaveras, Burson, Wallace, Campo Seco and western Calaveras County. Likewise, Angels Camp has grocery, medical, shopping, service, and educational uses which serve residents in the areas of Vallecito, Douglas Flat, Murphys, and central Calaveras County.

Although the County is rural in nature, many of these small communities have a variety of land uses that are geographically spaced close together. From a transportation perspective, many trips are short enough that they could be walking or biking trips; however, due to limited bicycle and pedestrian facilities in the County, many people rely solely on vehicles for transportation. The overall intent of the existing conditions assessment is to identify existing opportunities and constraints within the ATRT network, identify key communities and locations in which ATRT facilities would improve access and mobility for people walking and biking, and identify areas in which new trails can be developed and/or existing trails may be expanded to provide more recreational opportunities.

Specifically, the existing conditions assessment is comprised of the following:

- Document Review
- Demographic Review
- Evaluation of Travel Patterns and Key Destinations
- Existing Bicycle, Pedestrian, and Transit Infrastructure
- Safety and Collision Analysis



- Community
- City of Angels Camp
- Census Designated Place
- Calaveras County Boundary
- Body of Water

Census Designated Places are derived from the US Census Bureau TIGER/Line data. Community locations derived from Calaveras County GIS Open Data Portal.

Figure 1

Study Area

2. Document Review

In recent years, the Calaveras Council of Governments (CCOG), Calaveras County, and City of Angels Camp have developed or participated in the development of various planning documents relevant to the ATRTP. A brief summary of previous planning efforts and on-going projects is provided below.

2015 Calaveras County Regional Bicycle, Pedestrian and Safe Routes to School Master Plan

The Calaveras County Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan (Alta Planning + Design and the Calaveras Council of Governments, 2018) was developed by the CCOG in coordination with member agencies and through public outreach efforts. The plan vision is to create "an improved and enhanced bicycle and pedestrian network within Calaveras County that addresses the mobility needs for people of all ages and abilities, while improving the economic health of the county". Project goals include:

- **Goal 1:** Provide an efficient network of bikeways and pedestrian facilities throughout Calaveras County.
- **Goal 2:** Improve bicyclist and pedestrian safety.
- **Goal 3:** Ensure the timely funding and construction of the bicycle and pedestrian improvements described in this plan.
- **Goal 4:** Increase the number of commutes, recreation, and utilitarian bicycle and walking trips.
- **Goal 5:** Increase the awareness of bicycling and pedestrian travel through encouragement, education, enforcement and evaluation programs.

The Plan identifies approximately 22 miles of existing bikeways and trails in Calaveras County and Angels Camp. A comprehensive needs assessment, which included community outreach and a community survey, collision analysis, commute patterns analysis, and other important considerations, helped identify bicycle and pedestrian projects that would improve connectivity and access for residents and community members. Approximately 17 miles of recommended bikeway projects in Angels Camp and approximately 237 miles of recommended bikeway projects in the County were identified. Funding opportunities and an implementation plan are also included.

Regional Transportation Plan

The Calaveras County 2021 Regional Transportation Plan (LSC Transportation Consultants, Inc and Calaveras Council of Governments, 2021) provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within

the region. The following transportation needs and concerns related to non-motorized transportation are documented in the 2021 Plan:

- Widen shoulders on state highways to reduce conflicts between cyclists and motorists. Particular areas of concern brought up as part of public input include:
    - SR 4 from Arnold to Big Trees
    - SR 12 in Valley Springs
    - SR 26 in Valley Springs
    - SR 49 between San Andreas and Angels Camp
- Bicycle lanes or separated bicycle paths have been requested in the following areas:
    - Arnold to Dorrington
    - Hogan Dam Road to SR 26 near Valley Springs
    - Vallecito and Red Hill Road
    - Murphys
- Sidewalks along six-mile road in Murphys
- Gaps in sidewalk and poor bicycle facility connectivity combined with high vehicle speeds in the Angels Camp-SR 49-N. Main Street Corridor
- No shoulders, limited pedestrian facilities, or high vehicle speeds limit the number of potential active transportation users in the Pope Street Corridor in San Andreas despite a relatively short distance between residences and schools
- Safe Routes to School for the Valley Springs Elementary School
- Complete streets improvements throughout the commercial core area in Murphys along SR 4 are needed to address limited bicycle and pedestrian facilities, a high proportion of senior residents and the proximity of an Elementary School
- Limited bicycle and pedestrian facilities combined with heavy truck traffic and projected future growth in all traffic in the SR 49 corridor in San Andreas

While the above concerns were documented, the only funded bicycle/pedestrian related projects identified are in the City of Angles Camp and are documented below[1].

- SR 49 at Murphys Grade – Roadway overlay, sidewalks, and intersection improvements from City limits to Demarest.
- SR 49 in Angels Camp from Copello Road and 4/49 Intersection – Multimodal improvements as identified in the Angels Camp N Main Street Plan including sidewalks and bike lanes, multi-use paths, crosswalks, HAWK beacon, striping, and median island.
- SR 49 in Angles Camp from SR 4/49 Intersection to Utica Park - Multimodal improvements as identified in the Angels Camp N Main Street Plan including contiguous sidewalks and bike lanes with streetscape features and medians as feasible, bus pullouts, bulb-outs, and enhanced crossings.

[1] Although not documented as funded in the 2021 Regional Transportation Plan, the San Andreas Pope Street project and portions of the Valey Springs Elementary School Safe Routes to School project have since received funding through either grants or local funding as identified in the County's Capital Improvement Program.

- Angels Camp Trail Phase 1 – Environmental, PE, and ROW bike/ped access from Stelte Park and Greenhorn Creek Subdivision to downtown corridor.
- SR 4/49 and SR 49/Francis Street – Conversion to roundabouts, bridge, median island, sidewalks, bicycle lanes, multiuse path, retaining wall, and crosswalks.

It is also noted that the RTP identifies Caltrans State Highway Operation and Protection Program (SHOPP) projects which are described in greater detail in the 2021 Caltrans District 10 Active Transportation Plan discussion section of this document.

Calaveras County General Plan

The Calaveras County General Plan (Calaveras County, 2019) serves as the overarching policy document that defines a vision for future change and guides the location and character of development. The Circulation Element specifically provides a framework for decisions concerning the countywide transportation system, which consists of transportation modes, including roads, transit, bike, pedestrian, and aviation from the San Joaquin Valley to the high Sierra Nevada. The following goals and policies identified in the Circulation Element are applicable to the ATRTP.

- **Goal C-1.** A balanced circulation system that provides for the safe and efficient movement of people and goods while maintaining the county's rural and historic character.
- **Policy C 1.1.** Incorporate the concept of complete streets for planning transportation and development, including operations and maintenance, where feasible and suitable to the rural nature of the county and its topography.
- **Policy C 1.3.** Prioritize funding and construction of projects that reduce vehicle miles traveled.
- **Policy C 1.9.** Consider context sensitive designs, i.e., designs appropriate for the unique characteristics of the community in which it is located, for planned circulation improvements, which are intended to preserve the rural character and historic resources of communities in the County. Alternative designs shall be in accordance with standards adopted or accepted by Caltrans or the County intended to provide a safe an efficient transportation system.
- **Policy C 1.13.** Strive to increase roadway connectivity, particularly in Community Areas, to reduce trip lengths, enhance emergency response, encourage opportunities for trips to be made by walking and bicycling.
- **Goal C-5.** A safe, convenient transportation network for pedestrians, cyclists, and users of other non-motorized modes of transportation that is suitable for the rural nature of the county and its topography.
- **Policy C 5.1.** Incorporate safe and convenient bicycle and pedestrian access, where feasible, in all transportation improvement projects.
- **Policy C 5.2.** Bicycle and pedestrian access and circulation shall be designed into new development projects where applicable to enhance internal circulation and interconnectivity with surrounding land uses and to implement any adopted bicycle and/or pedestrian plan.

- **Policy C 5.3.** Safe routes to schools shall be incorporated into new residential projects where appropriate.

In addition to goals and policies in the Circulation Element, the Conservation and Open Space Element includes the following relevant goals and policies:

- **Goal COS-6.** A high-quality system of recreational facilities enhancing the quality of life and health of residents and visitors and contributing to the County's economy.
- **Policy COS 6.3.** Pursue partnerships with public and private entities that make the most of limited funding, share maintenance costs, provide important linkages between recreational facilities and generally expand the quality and quantity of recreational opportunities countywide.
- **Policy COS 6.4.** Facilitate the provision of and access to local and regional trail systems.
- **Policy COS 6.5.** Design recreational facilities to minimize ongoing maintenance costs and reduce potential environmental impacts.

Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development

The Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development (referred to as the Bike Tourism Plan) was developed in 2019 by CalBike, Fehr & Peers, New Economics & Advisory, and Mark Thomas in collaboration with the following five counties: Tuolumne County, Stanislaus County, San Joaquin County, Calaveras County, and Alpine County. The two primary intentions of the plan are to (1) attract visitors and grow the tourism industry for economic development while (2) simultaneously enhancing the opportunity for local residents to enjoy equitable and safe bicycling for transportation and healthy recreation.

The Bike Tourism Plan indicates that bicycle tourism in Calaveras County (as of 2019) generates approximately $345,000 annually in rider expenditures captured locally. With additional investment in bicycle infrastructure that would increase tourism by 20-40 percent, rider expenditures could increase to $414,000-$552,000.

Several "signature" and "supporting" trail projects are identified in the document. The following are particularly relevant to the ATRTP:

Signature Projects:

- East Bay Municipal Utility District (EBMUD) Pipeline Trail from Stockton to Lake Camanche – While the bulk of this signature project is located in San Joaquin County, the overall intent is to provide a car-free connection from Lodi/Stockton areas to the popular and varied recreational opportunities at Lake Camanche as well as a connection to the existing Mokelumne Coast to Crest Trail.

- Angels Creek Trail from Murphys Grade Road near Angels Camp to New Melones Reservoir - This 5.1-mile trail along Angels Creek would offer active access to wine tasting, cavern excursions, outdoor adventures, and world-famous cultural events like the Jumping Frog Jubilee.

Supporting Projects:

- Repaving Dogtown Road to San Domingo Road
- Repaving San Domingo Road from Dogtown Road to Sheep Ranch Road
- Repaving Sheep Ranch Road from San Domingo Road to Main Street in Murphys.
- Establishing a low-stress bicycle route from Murphys Community Park to Ironstone Vineyards along Algiers Street and 6 Mile Road.
- Installing bike amenities at Murphys Main Street, Murphys Community Park, Angels Camp Main Street, Utica Park, and Ironstone Vineyards.

To complement the infrastructural recommendations, this Bike Tourism Plan makes a number of policy and programmatic recommendations. Policy recommendations relate to rumble strips and signage. Programmatic recommendations relate to events and practices.

2021 Caltrans District 10 Active Transportation Plan

The 2021 Caltrans District 10 Active Transportation Plan (Caltrans, 2021) was developed to identify locations with bicycle and pedestrian needs and help implement the vision statement and goals in Toward an Active California and the Statewide Bicycle and Pedestrian Plan.

District 10 covers the San Joaquin Valley and Central Sierra counties of Alpine, Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne and has just under nine miles of designated bikeways on its 1,322 highway centerline miles. Most of these facilities are Class II bike lanes and most are in Main Street contexts. No bikeways in the district are considered low stress given the speed and volume of the roadways on which they are present. A companion Story Map[2] to the Plan was created to more easily highlight pedestrian and bicycling issues and opportunities described in the report. The Story Map indicates a bicycle, pedestrian, or bicycle and pedestrian need on essentially every mile of state highway within Calaveras County. Once needs were identified, they were grouped into three Tiers with Tier 1 being the highest priority and Tier 3 being the lowest priority. Despite having locations with a higher density of public and partner identified needs, all intersections and roadway segments in Calaveras County were categorized as Tier 3.

It is noted that although not identified in the Active Transportation Plan, Caltrans currently has the following State Highway Operation and Protection Program (SHOPP) projects ongoing in the County which will result in bicycle and pedestrian improvements along certain corridors:

[2] Caltrans District 10 Active Transportation Story Map: https://storymaps.arcgis.com/stories/4947c77e35c64647b269d513b04ba480; accessed August 22, 2024

- State Route (SR) 49 Angels Camp Complete Streets Project – Project will install/upgrade curb ramps, sidewalks, driveways, and accessible pedestrian signal to current American with Disabilities Act (ADA) standards along SR 49 within the City of Angels Camp. This project is currently in the Plans, Specifications, & Estimates (PS&E) and Right of Way Phase and has an estimated completion date of Summer 2026.
- SR 49 Mobility Improvement Project – Project will include intersection, roadway, pedestrian, and bicycle improvements along SR 49 and SR 4 in the City of Angels Camp. The project proposed to modify the SR 49 and SR 4 intersection and the SR 49 and Francis Street intersection and includes sidewalks and bike lanes or a shared-use path along SR 49 between Monte Verda Street and Baker Street. The project is currently in the Project Approval & Environmental Document (PA&ED) phase and has an estimated completion date of Summer 2027.
- SR 49 San Andreas Complete Streets Project – Project will install/upgrade curb ramps, sidewalks, and driveways to current ADA standards and install a Class II bike lane on SR 49 in the town of San Andreas. The project is currently in the PA&ED phase and has an estimated completion date of Fall 2025.
- Valley Oaks Intersection Project – Project will construct a traffic signal at the existing side-street stop controlled intersection of SR 12 and the entrance/exit of the Valley Oaks Shopping Center. The project will include high-visibility crosswalks on all legs of the intersection and may include bicycle and pedestrian facilities adjacent to the intersection. The project is currently in the PA&ED phase and has an estimated completion date of Fall 2025.
- Murphys Americans with Disabilities Act (ADA) Upgrades – Project will include sidewalk and ADA upgrades on SR 4 between Jones Street and Pennsylvania Gulch Road in Murphys. Project specific details, current project status, and/or an estimated completion date is not currently publicly posted online on the Caltrans webpage.

Short-Range Transit Plan 2020-2025

The Short-Range Transit Plan 2020-2025 (Amma Transit Planning and Calaveras Council of Governments, 2021) was prepared with the purpose of guiding the development of public transportation services for Calaveras residents and visitors between 2020 and 2025. The Plan documents existing services and performance and includes a transit needs assessment, a service and fare alternative analysis, a recommended service plan, and an operating and capital financial plan. Origin-destination information as well as demographic information are valuable for the ATRTP. Additionally, bicycle and pedestrian access to existing transit stops will be evaluated.

Other Recent Planning Efforts

In addition to the above referenced projects, the Calaveras Council of Governments (CCOG) has recently completed the following planning documents relevant to the proposed project:

- San Andreas Pope Street and Safe Routes to School Gap Fill Plan (2020)

- Valley Springs Town Center Connectivity Plan (2020)
- Murphys SR 4 Complete Streets Corridor Plan and Project Prioritization (2019)
- Angels Camp North Main Street/SR 49 Complete Streets Corridor Plan and Copello Road Pedestrian Connector (2020)

Each of the above documents focused on identifying bicycle and pedestrian needs in the respective community. Regionally significant projects included in these plans will be considered in the ATRTP; however, projects may differ slightly given that the ATRTP is a regional document and therefore, is looking at improvements from a countywide perspective. Additionally, the ATRTP is based on more recent data which may result in different recommendations.

3. County Demographics

As of 2022, Calaveras County has an estimated population of 45,674[3]. The median age is 52 years old which is higher than the statewide median age of 37. There are approximately 17,000 workers 16 years and over; 56 percent of which live and work in Calaveras County. The median household income is $77,526 which is lower than the statewide average of $91,905. Key countywide demographic information such as means of transportation to work, travel time to work, and vehicles available are displayed in **Tables 1 through 3**.

Table 1: Means of Transportation to Work

Means of Transportation to Work	Calaveras County (%)	State of California (%)
Drive Alone	73.2	67.1
Carpool	9.7	10.2
Public Transportation (excluding taxicab)	0.4	3.1
Walk	2.1	2.5
Bike	0.2	0.8
Taxicab, motorcycle, or other means	1.0	1.7
Work at home	13.5	14.6
Source: 2022 American Community Survey 5-Year Estimates; Table S0801		

Table 2: Travel Time to Work

Travel Time to Work	Calaveras County (%)	State of California (%)
Less than 10 minutes	18.0	9.5
10 to 14 minutes	9.6	12.2
15 to 24 minutes	15.2	29.3
25 to 34 minutes	14.9	21.3
35 to 44 minutes	9.7	7.1
45 to 59 minutes	12.9	8.6
60 or more minutes	19.7	11.9
Mean travel time	*35.6 minutes*	*29.2 minutes*
Source: 2022 American Community Survey 5-Year Estimates; Table S0802		

[3] Unless otherwise specified, all demographic data was derived from the US Census Bureau 2022 American Community Survey 5-year Estimates.

Table 3: Vehicles Available

Vehicles Available	Calaveras County (%)	State of California (%)
No vehicle available	2.0	3.3
1 vehicle available	8.4	18.2
2 vehicles available	36.1	37.5
3 or more vehicles available	53.6	41.1
Source: 2022 American Community Survey 5-Year Estimates; Table S0802		

Key findings from the above tables indicate that although approximately 73 percent of employed residents drive alone to work, approximately 28 percent have a travel time less than 15 minutes indicating there may be potential to convert these drive-alone trips to walking or biking. Compared to the statewide average, more people in Calaveras County drive alone to work but more people also have a travel time less than 15 minutes. Despite this, the mean travel time in the County is longer than the statewide average, primarily due to a larger percentage of people with a travel time of 60 minutes or more.

Disadvantaged Community Analysis

Various sources were reviewed to determine if Calaveras County, or specific communities within Calaveras County are considered disadvantaged. This analysis is important for an active transportation plan because 1) it helps to ensure that disadvantaged communities are being included in the planning process and special consideration is being given to addressing the respective community needs and 2) certain programs (including Caltrans Active Transportation Program) allocate funding specifically to serving disadvantaged communities and the County and/or CCOG may be able to secure funding through these programs for future transportation efforts in these community areas.

Communities can be considered disadvantaged for a variety of reasons and various statewide tools and maps have been developed to help jurisdictions more easily determine if one of their communities is considered disadvantaged and would qualify for funding.

The 2025 Active Transportation Program (ATP) Guidelines adopted by the California Transportation Commission (CTC) on March 22, 2024 indicate that under the Justice40 Initiative (created by the Biden-Harris Administration under Executive Order 14008), at least 40 percent of federal funds programmed in the ATP must benefit communities identified as disadvantaged in the federal Climate and Economic Justice Screening Tool (CEJEST) or the United States Department of Transportation (US DOT) Equitable Transportation Community (ETC) Explorer. Both tools were evaluated and a total of five tracts within Calaveras County are considered disadvantaged by at least one of the tools.

Additionally, the ATP Guidelines note that SB 99 specifies that at least 25% of all funds must benefit disadvantaged communities and includes additional criteria and tools that can be evaluated to determine if a community is disadvantaged. Each of these criteria/tools were evaluated for the County and census

tracts that are deemed disadvantaged by at least one of these tools (including the CEJEST and ETC tools) are displayed on **Figure 2** and identified in **Table 4**.

Table 4: Disadvantaged Community Status

Census Tract	Median Household Income[1]	CalEnviroScreen 4.0[2]	Healthy Places Index[3]	CEJEST[4]	ETC[5]
06009000121	X				
06009000122	X				
06009000220					X
06009000301 & 02	X	X	X	X	
06009000400	X		X	X	X
06009000504[6]					X
06009000506	X				

Notes:
[1] US Census Bureau Table B19013 2022: ACS 5-Year Estimates was reviewed to determine eligibility for this criteria.
[2] CalEnviroScreen 4.0 Results (arcgis.com) was reviewed to determine eligibility for this criteria.
[3] California Healthy Places Index was reviewed to determine eligibility for this criteria.
[4] Explore the map - Climate & Economic Justice Screening Tool (geoplatform.gov) was reviewed to determine eligibility for this criteria.
[5] ETC Explorer - State Results | USDOT Equitable Transportation Community (ETC) Explorer (arcgis.com) was reviewed to determine eligibility for this criteria.
[6]06009000504 is excluded from Healthy Places Index and CalEnviroScreen 4.0 due to low population and/or unreliable data.

As displayed, census tracts 06009000301/302 and 06009000400 are considered disadvantaged by multiple of the tools evaluated. The following communities are in these census tracts:

- Glencoe
- Mokelumne Hill
- Mountain Ranch
- Rail Road Flat
- San Andreas
- Sheep Ranch
- West Point
- Wilseyville

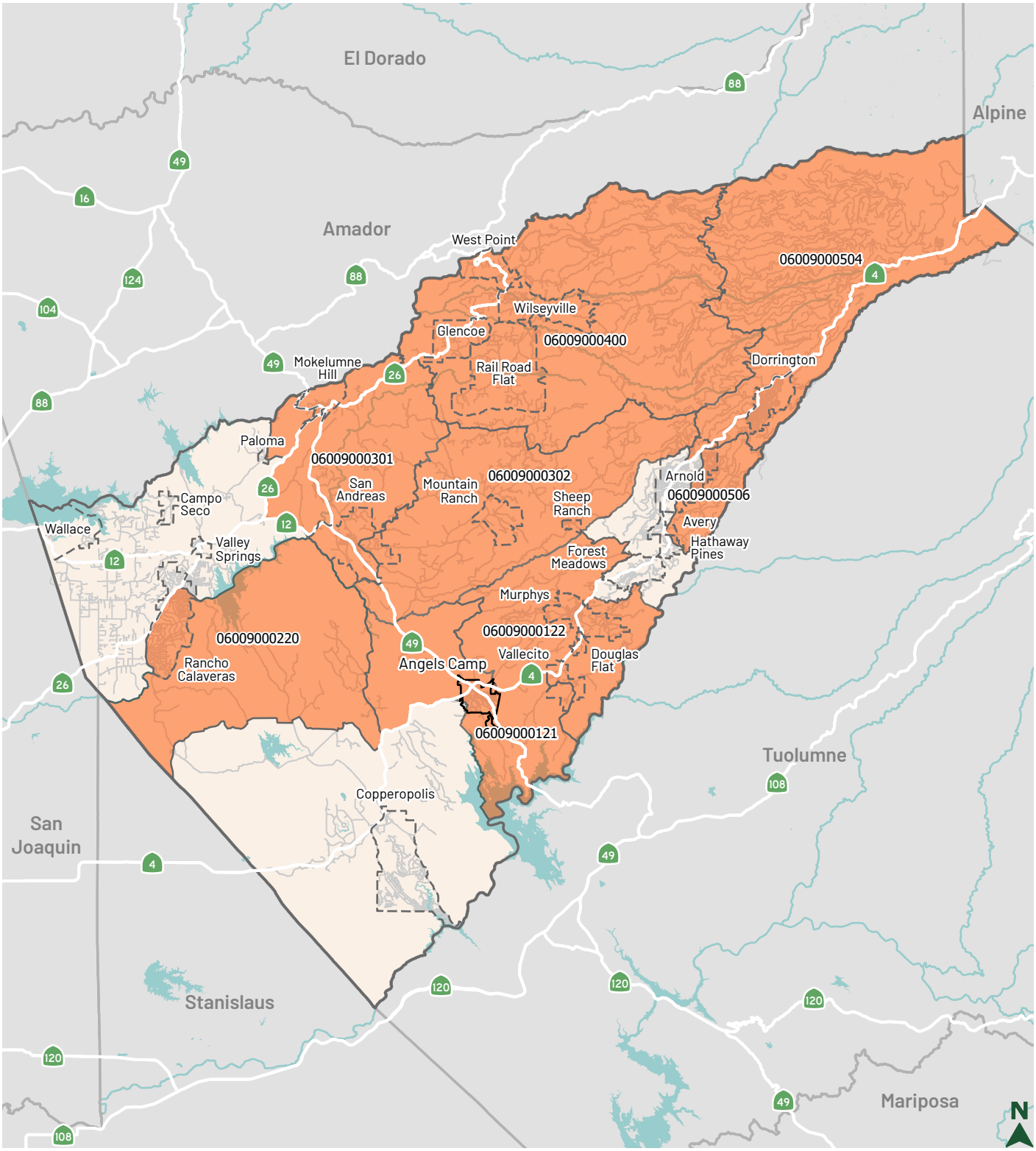
Amongst the various tools, these communities are most commonly considered disadvantaged due to income, wildfire risk, health risk/vulnerability, and transportation insecurity including transportation access, transportation cost burden, and traffic safety. There are limited roadways that provide access

in/out of the communities, limited transit, minimal to no walking or biking facilities, and limited access to jobs, services, health facilities, recreational facilities, and educational facilities. As a result, many residents must make longer trips via automobile just to access basic needs (like schools, jobs, grocery stores, etc.). According to the ETC Tool, all three census tracts are low income with a median household income range between approximately $45,000 and $54,000 per year, have a high transportation cost burden where between approximately 18 percent and 22 percent of their annual household income is spent on transportation, and a high housing cost burden where between approximately 41 percent and 59 percent of households spend more than 30 percent of their income on housing. For some of these communities, active transportation investments could alleviate some of the transportation cost burden as trips currently being made by automobile could be converted to walking and biking trips. While other communities in these census tracts are too far from key destinations to walk or bike, active transportation or recreational trail investments could be made to improve overall quality of life by giving residents the opportunity to safely walk or bike in their community, rather than having to drive to a safer location.

It is also noted that if 75% of public school students in a project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2022-2023 school year, they may be eligible to receive disadvantaged community funding so long as the project is within two miles of the school(s) represented by this criteria. Review of the 2022-2023 California Department of Education Free or Reduced-Price Meal (Student Poverty) Data identifies the following schools with over 75% of students eligible to receive free or reduced-price meals[4]:

- Calaveras River Academy located at 150 Old Oak Grove Road, San Andreas.
- Oakendell Community School located at 3585 Hawver Road, San Andreas.
- Learner, Empowered Academic Progress (LEAP) located at 981 Tuolumne Avenue, Angels Camp.

[4] One additional "school" is identified in the state's dataset; however, the school name is "nonpublic, nonsectarian schools" and it has one student enrolled so is not likely to be considered eligible and therefore, is not documented.



Disadvantaged Community Census Tract

City of Angels Camp

Census Designated Place

Calaveras County Boundary

Body of Water

Note: Census Tract is considered disadvantaged based on one or more criteria listed in the 2025 ATP Guidelines.

Figure 2

4. Travel Patterns and Key Destinations

Travel patterns and key destinations were identified using a combination of local knowledge, stakeholder and community input, Streetlight Origin-Destination (O-D) data, and for the recreational trail component of the ATRTP, recreational data sources like Strava and All Trails were reviewed. While Streetlight offers a variety of data sources and time periods, anonymized location-based cell phone data between March 1 and April 30, 2022 was used for this analysis. This time period was chosen in part because post-April 2022, Streetlight began utilizing connected vehicle data in lieu of strictly cell phone data. Fehr & Peers compared and discussed the two time periods and data sources with CCOG staff and due to the overall sample size and way data from each time period is processed and reported, the above referenced data and time period was selected. Information presented in the "Local Community Trips" section is based on average Tuesday-Thursday trip data to represent typical weekday travel. Information presented in the "Recreational Trips" section is based on average Monday-Sunday trip data given an influx in recreational trips occur on weekends.

Local Community Trips

Given that Calaveras County has multiple communities fairly spread out geographically, a primary goal of this analysis was to evaluate origin-destination (O-D) pairings for trips not only internal to the County, but internal to individual communities within the County. This is helpful for an active transportation plan because it can help determine what percentage of trips currently being taken by vehicle have the potential to be converted to walking or biking trips. The County was split into 60 zones and the number and percentage of trips between each zone was then evaluated to determine overall travel patterns. Given that Streetlight represents a sample, the percentage of trips between origins and destinations is reported rather than total number of trips. It is also noted that trips that originate within the County but have a destination outside of the County and trips that originate outside of the County but have a destination within the County are excluded from this analysis. This is because the purpose of this data is to assist in prioritizing active transportation and recreational trail improvements in Calaveras County and identifying which trips may be converted from local vehicular trips to walking/biking trips is a primary goal of this project. For the purposes of this existing conditions analysis, O-D patterns are presented at the community level or broader county area level (for areas with less destinations) and include the following information:

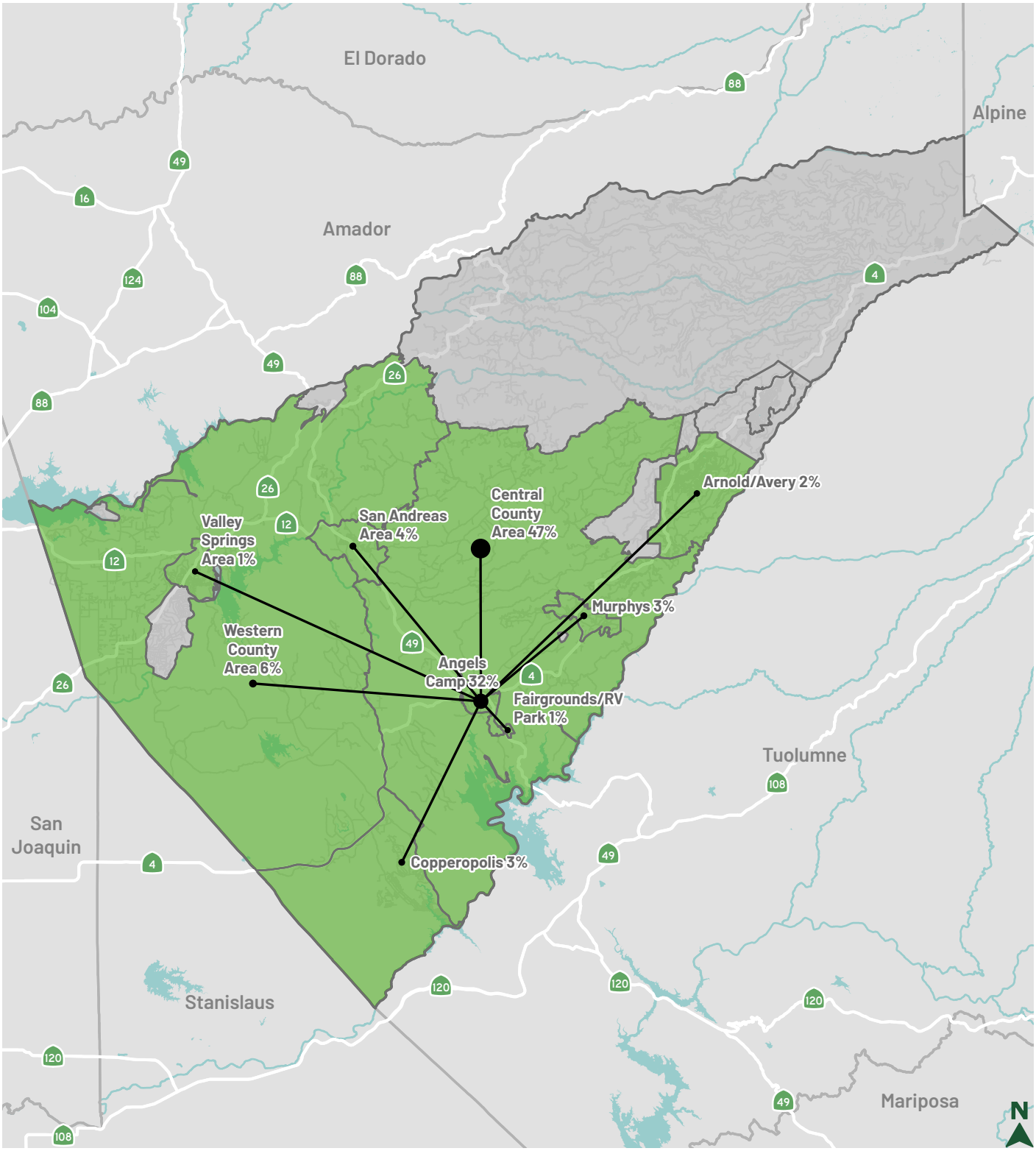
Graphically displayed in **Figures 3 through 14**:

- Percentage of trips that are internal to individual community or broader county area (i.e. they start and stop within the respective community/county area) and percentage of trips that are internal to the County, displayed from the origin of the trip.

Tabulated in **Tables 5 and 6**:

- Percentage of **internal** trips within a respective community/county area (e.g. start and stop within the same community/area) with a trip length of 0-1 miles and 1-3 miles which have the potential to be converted to walking or biking trips.
- Percentage of trips that end in the respective community (community is the **destination**) with a trip length of 0-1 miles and 1-3 miles which have the potential to be converted to walking or biking trips.

The tabulated data is presented in two ways to display both trip lengths for trips internal to a specific community and trip lengths for all trips traveling to a community. For example, the zones representing Valley Springs and Rancho Calaveras are directly adjacent to each other. Table 5 presents the percentage of trips and the respective trip length data for trips that start and stop within the Valley Springs Area zone. Table 6 presents the percentage of trips and the respective trip length data for trips that end in Valley Springs but do not exclusively originate in Valley Springs. For example, a trip may originate in Rancho Calaveras but have a destination in Valley Springs and due to proximity of these two zones/communities, the trip may be less than three miles and therefore, has potential for conversion. This trip would have been excluded from Table 5 though because it did not originate in Valley Springs.



Destination Area Boundary — Origin to Destination Trip Percentage — Body of Water

≥1% Travel to

<1% Travel to

Note: O-D pairings represent typical weekday travel patterns based on Streetlight Data

Figure 3

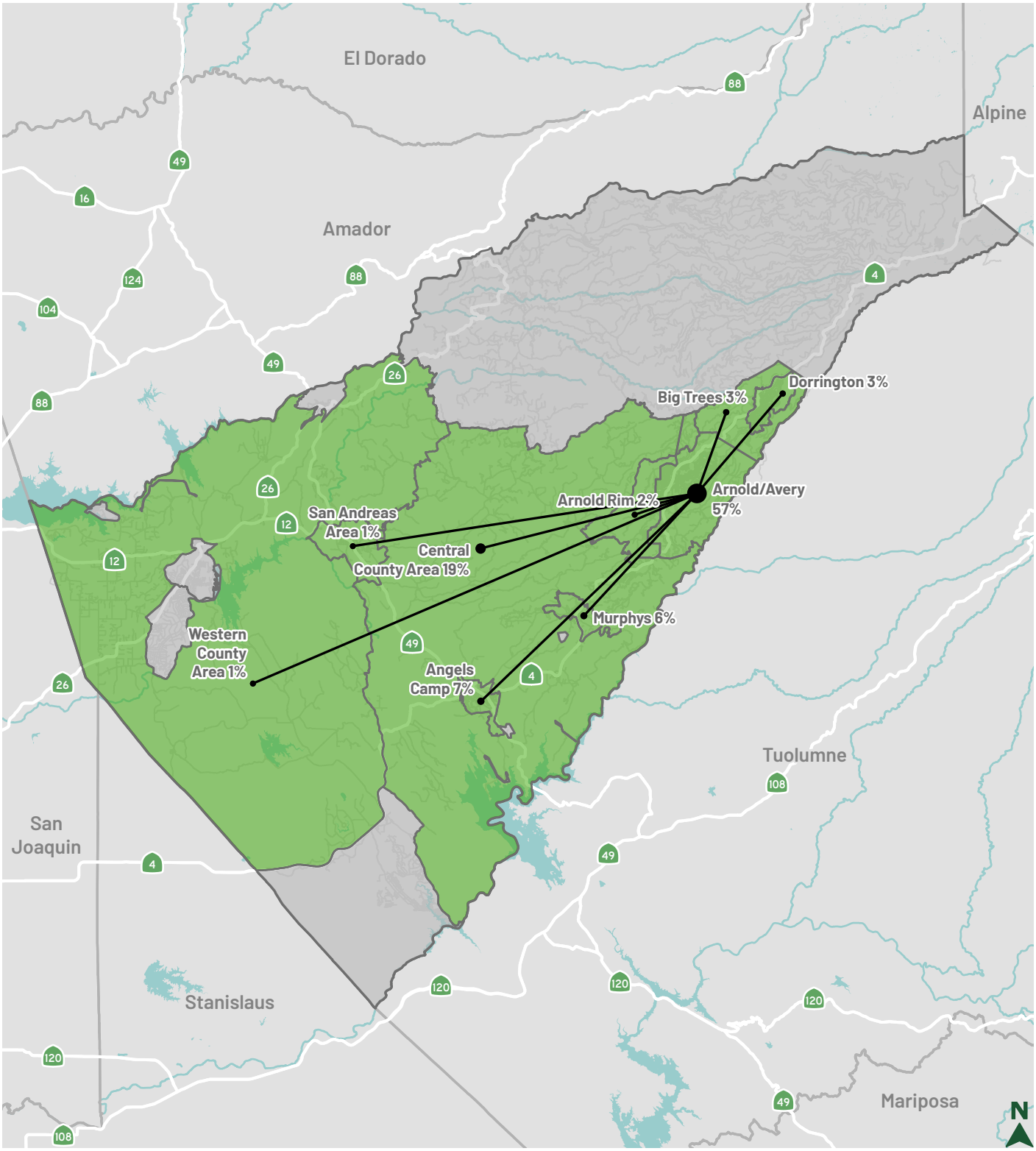

El Dorado
Alpine
Amador
Dorrington 3%
Big Trees 3%
Arnold Rim 2%
Arnold/Avery
57%
San Andreas
Area 1%
Central
County Area 19%
Murphys 6%
Western
County
Area 1%
Angels
Camp 7%
Tuolumne
San
Joaquin
Stanislaus
Mariposa
N
Destination Area Boundary
Origin to Destination Trip Percentage
Body of Water
≥1% Travel to
<1% Travel to
Note: O-D pairings represent typical weekday travel patterns
based on Streetlight Data

Figure 4

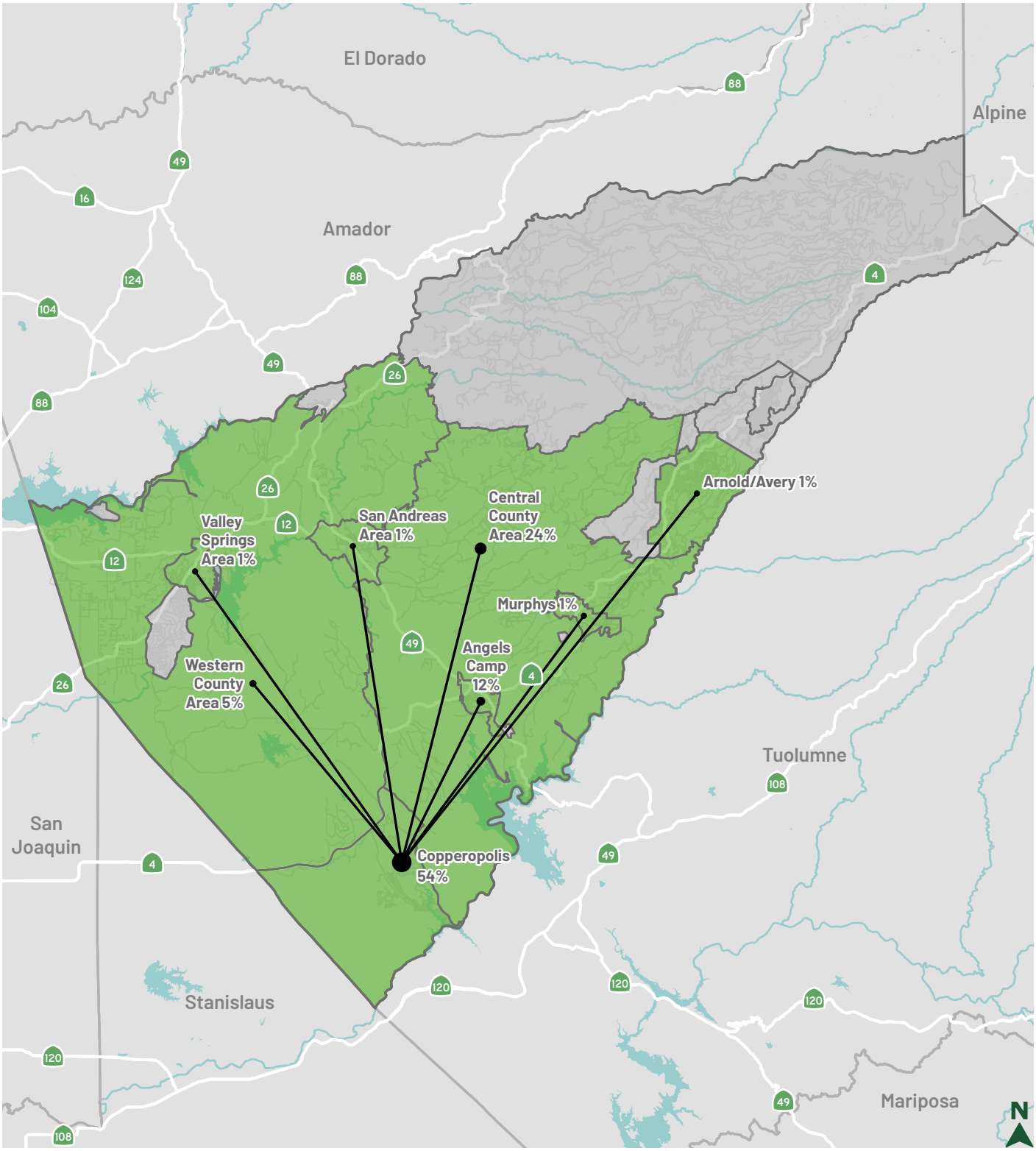

El Dorado
Alpine
Amador
Valley Springs Area 1%
San Andreas Area 1%
Central County Area 24%
Arnold/Avery 1%
Murphys 1%
Angels Camp 12%
Western County Area 5%
Copperopolis 54%
Tuolumne
San Joaquin
Stanislaus
Mariposa
N
Destination Area Boundary
Origin to Destination Trip Percentage
Body of Water
≥1% Travel to
<1% Travel to
Note: O-D pairings represent typical weekday travel patterns based on Streetlight Data

Figure 5

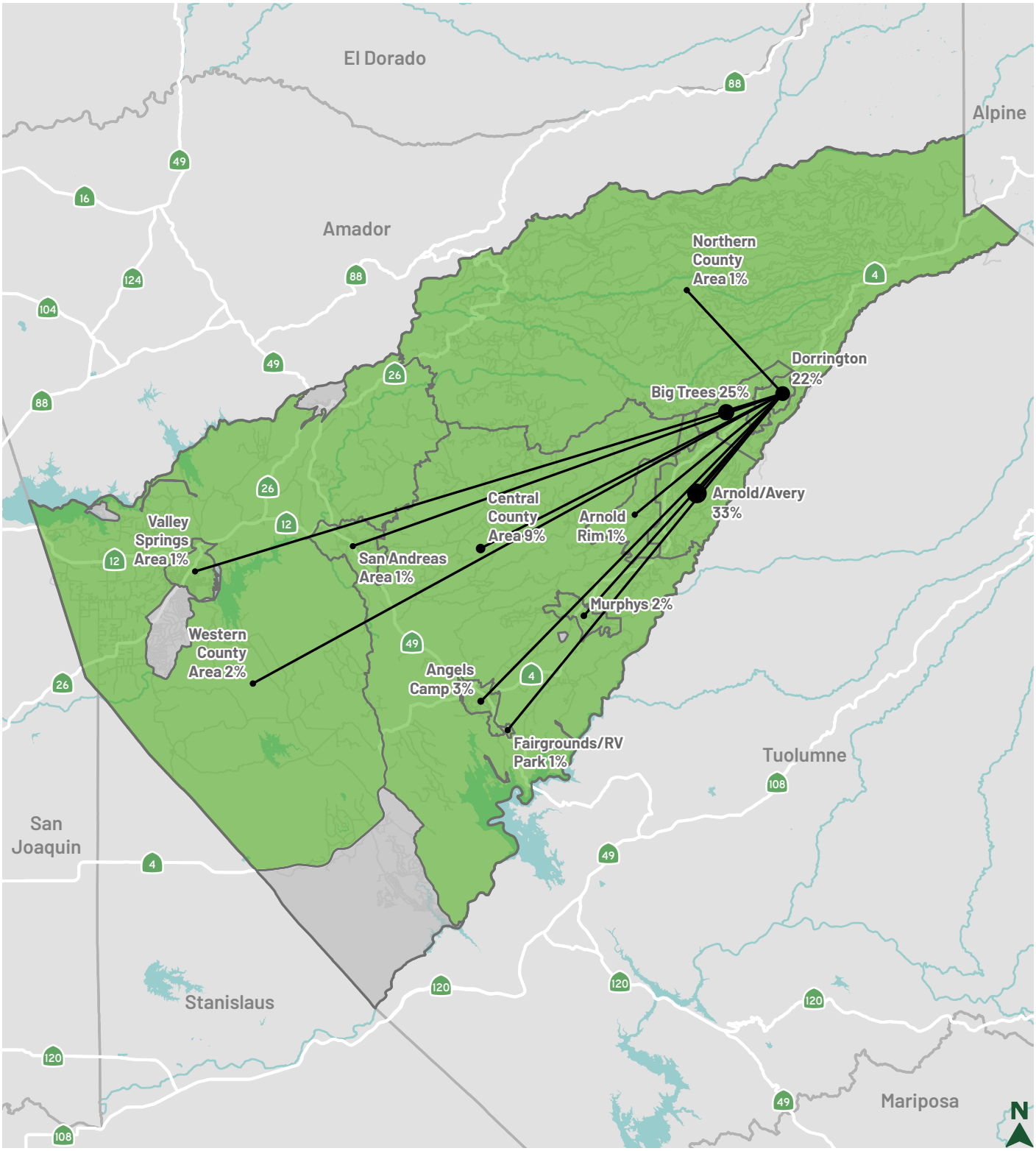

El Dorado
Alpine
Amador
Tuolumne
San Joaquin
Stanislaus
Mariposa
Northern County Area 1%
Dorrington 22%
Big Trees 25%
Arnold/Avery 33%
Central County Area 9%
Arnold Rim 1%
Valley Springs Area 1%
San Andreas Area 1%
Murphys 2%
Western County Area 2%
Angels Camp 3%
Fairgrounds/RV Park 1%
N
Destination Area Boundary
Origin to Destination Trip Percentage
Body of Water
≥1% Travel to
<1% Travel to
Note: O-D pairings represent typical weekday travel patterns based on Streetlight Data

Figure 6

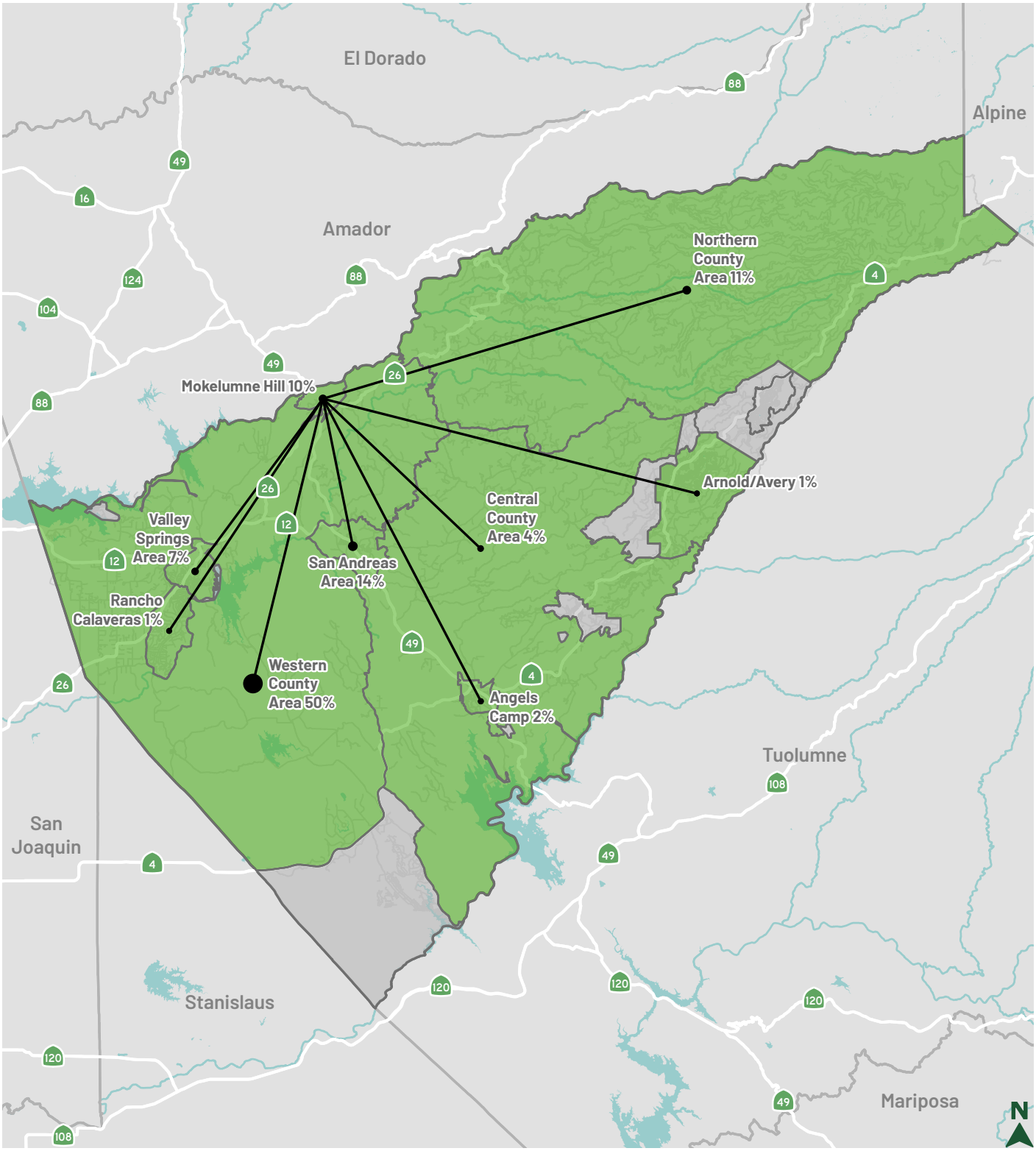
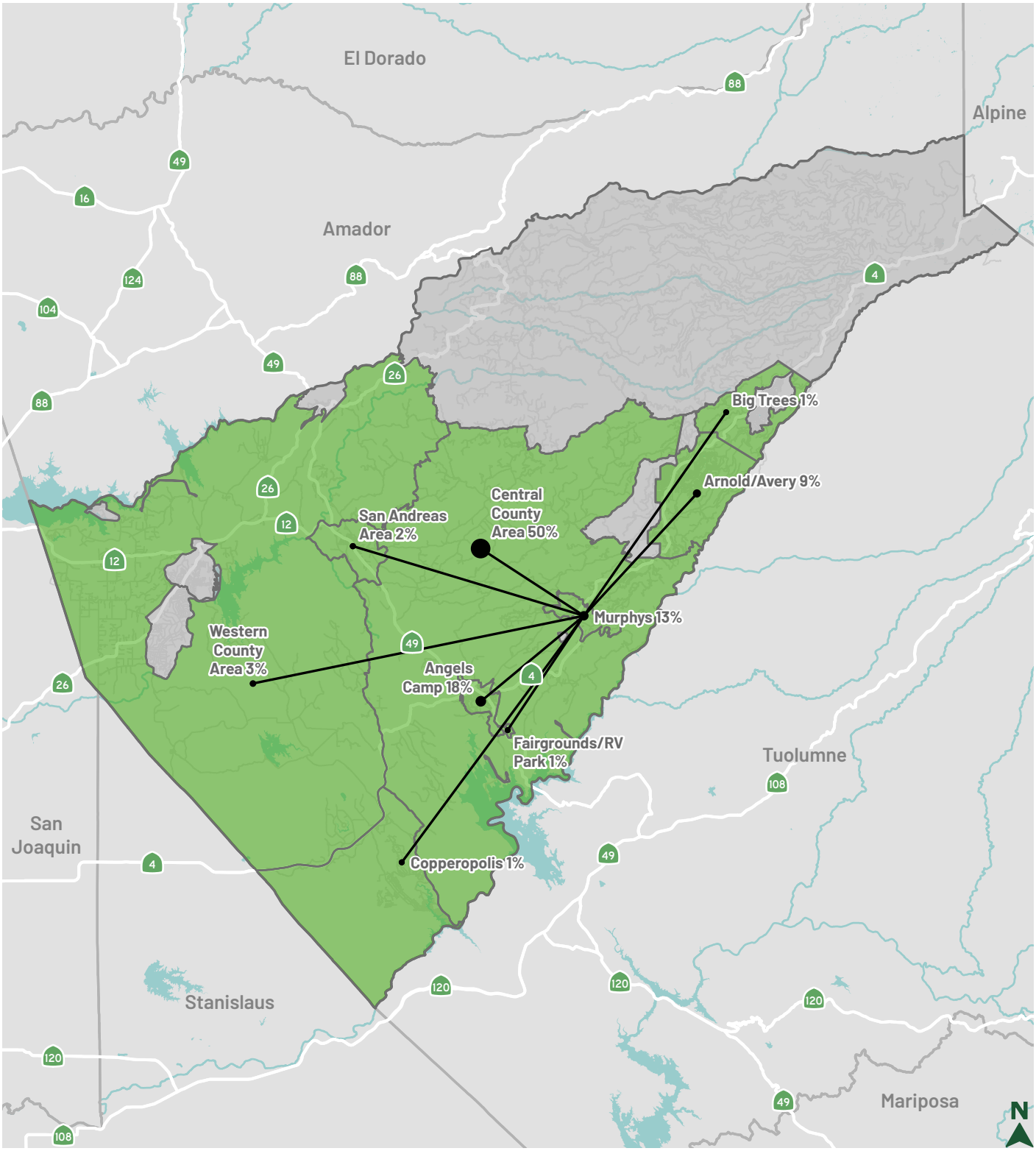

El Dorado
Alpine
Amador
Tuolumne
San Joaquin
Stanislaus
Mariposa
Mokelumne Hill 10%
Northern County Area 11%
Arnold/Avery 1%
Central County Area 4%
San Andreas Area 14%
Valley Springs Area 7%
Rancho Calaveras 1%
Western County Area 50%
Angels Camp 2%
N
Destination Area Boundary
Origin to Destination Trip Percentage
Body of Water
≥1% Travel to
<1% Travel to
Note: O-D pairings represent typical weekday travel patterns based on Streetlight Data

Figure 7



Destination Area Boundary — Origin to Destination Trip Percentage — Body of Water

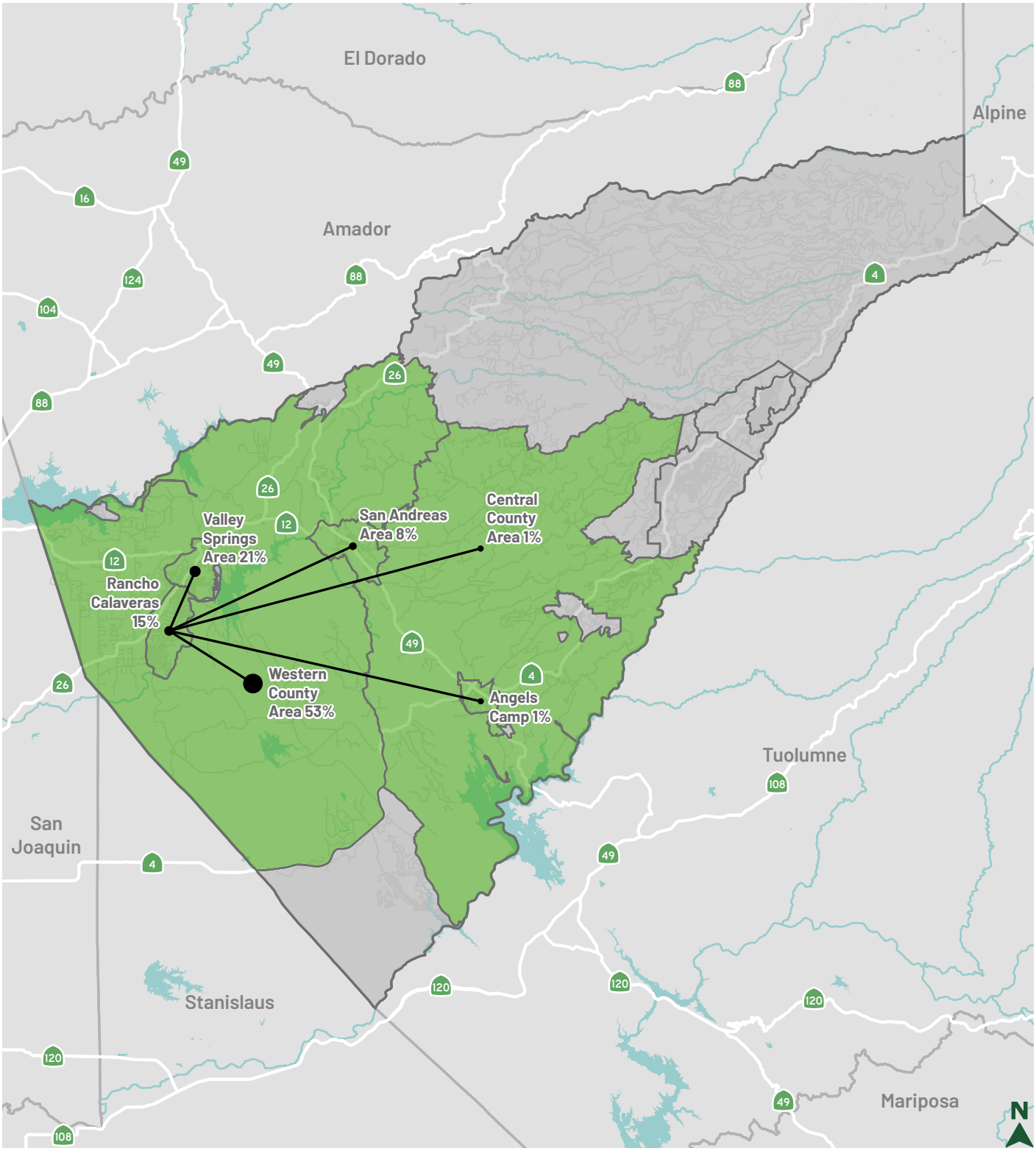
≥1% Travel to

<1% Travel to

Note: O-D pairings represent typical weekday travel patterns based on Streetlight Data

Figure 8

Murphys: Community O-D Analysis



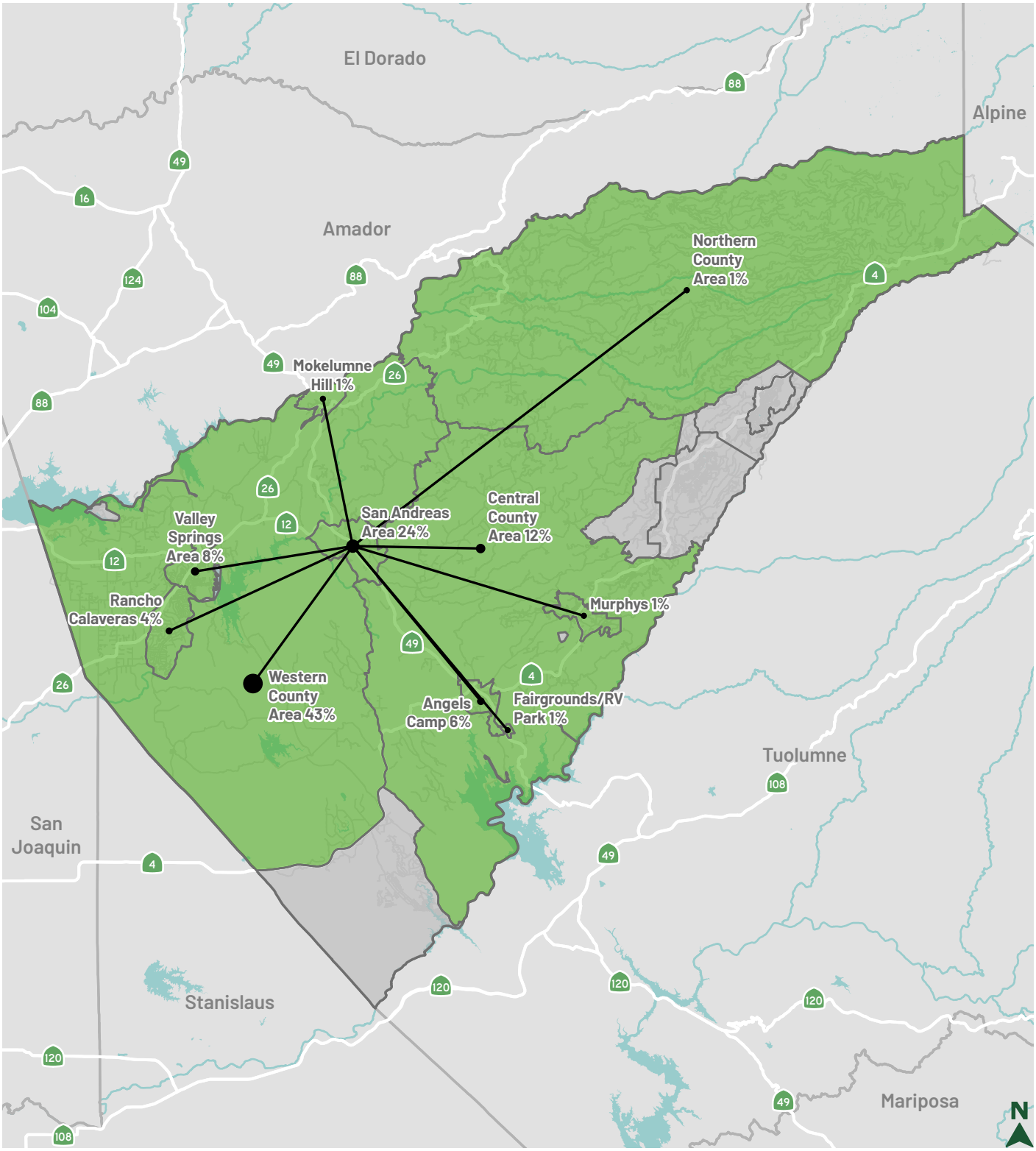
Destination Area Boundary — Origin to Destination Trip Percentage — Body of Water

≥1% Travel to

<1% Travel to

Note: O-D pairings represent typical weekday travel patterns based on Streetlight Data

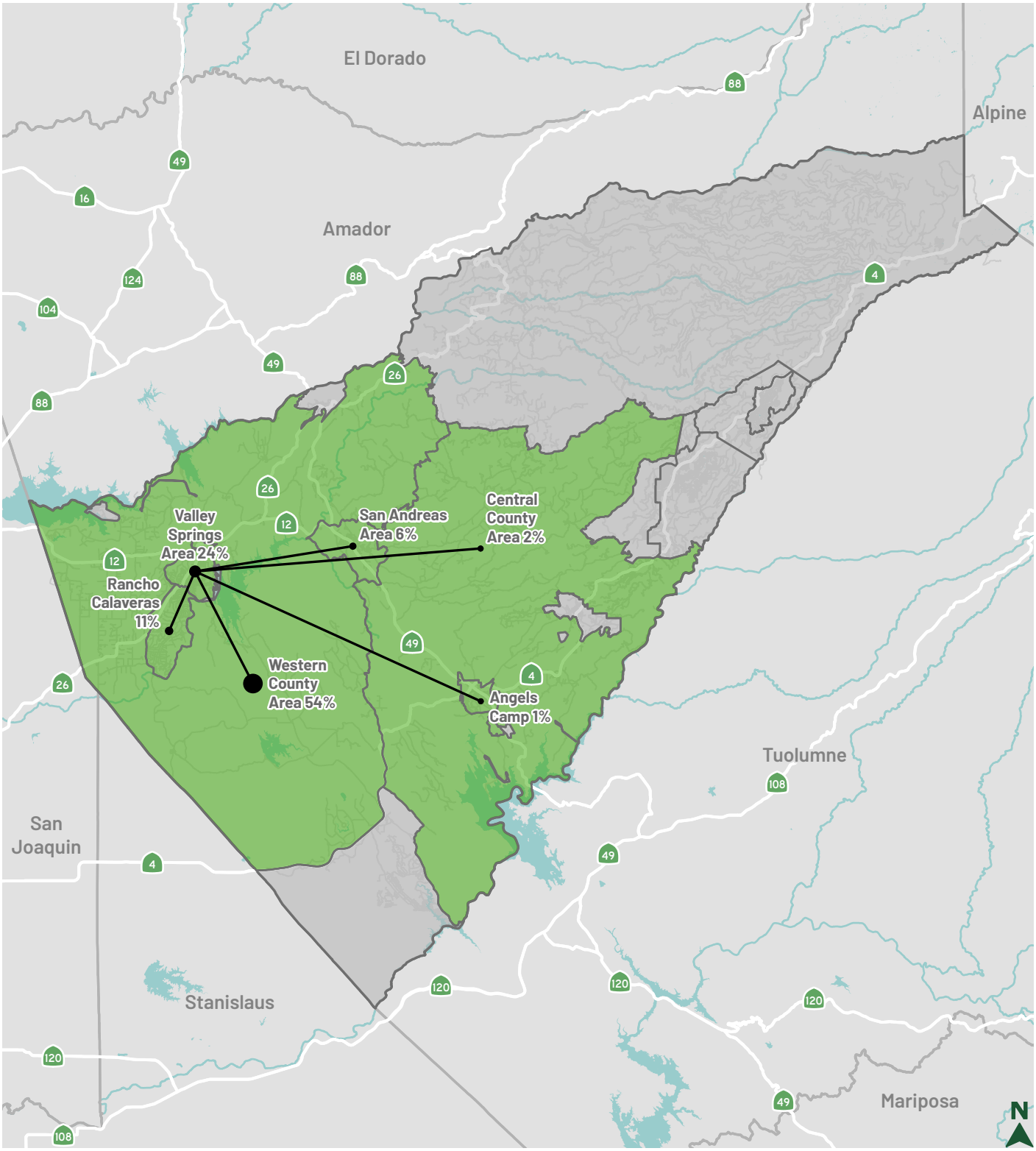
Figure 9



Note: O-D pairings represent typical weekday travel patterns based on Streetlight Data

Figure 10

San Andreas: Community O-D Analysis



Destination Area Boundary — Origin to Destination Trip Percentage — Body of Water

≥1% Travel to

<1% Travel to

Note: O-D pairings represent typical weekday travel patterns based on Streetlight Data

Figure 11

Valley Springs: Community O-D Analysis

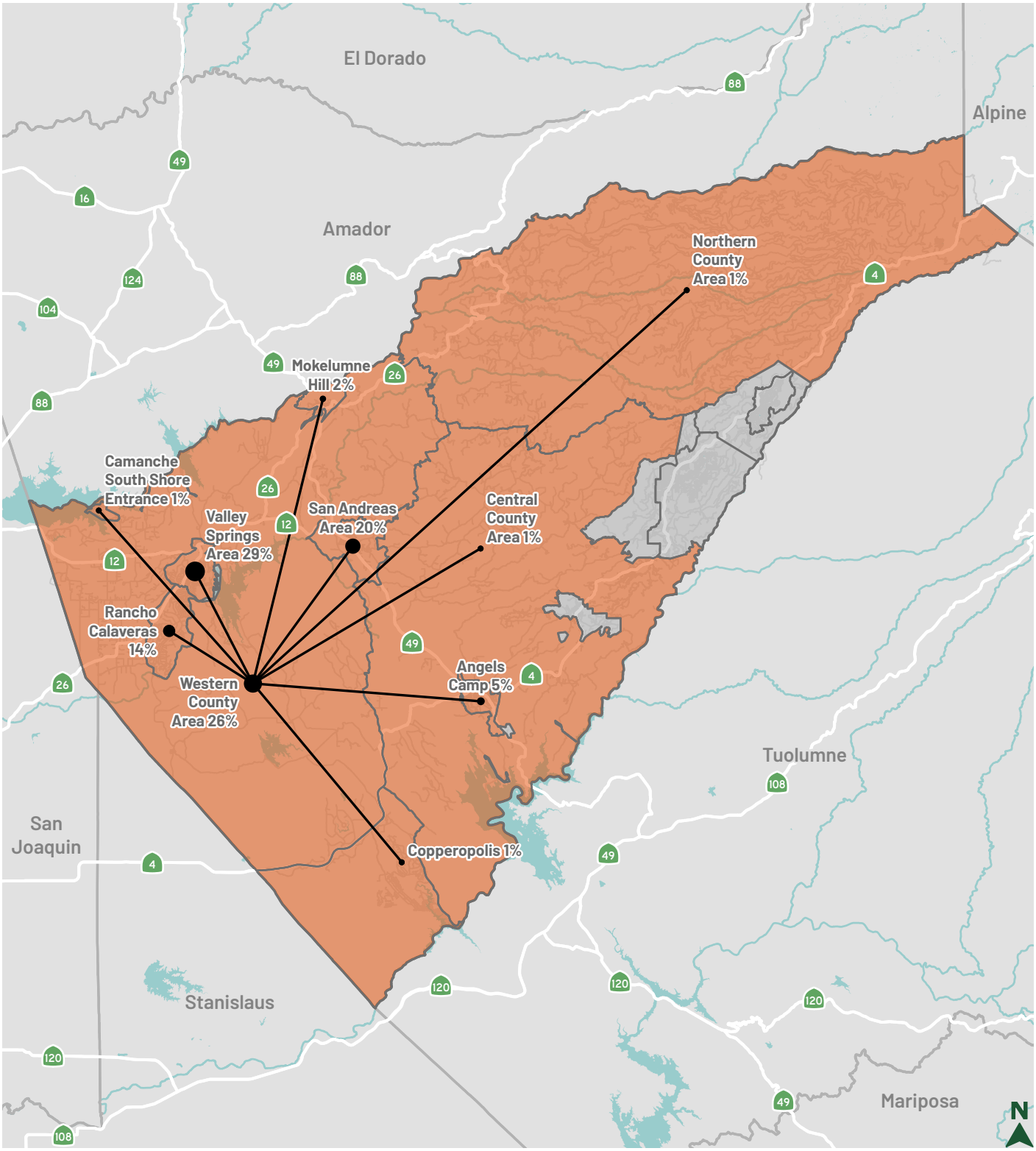


Figure 12

County Zone West: Broader County O-D Analysis

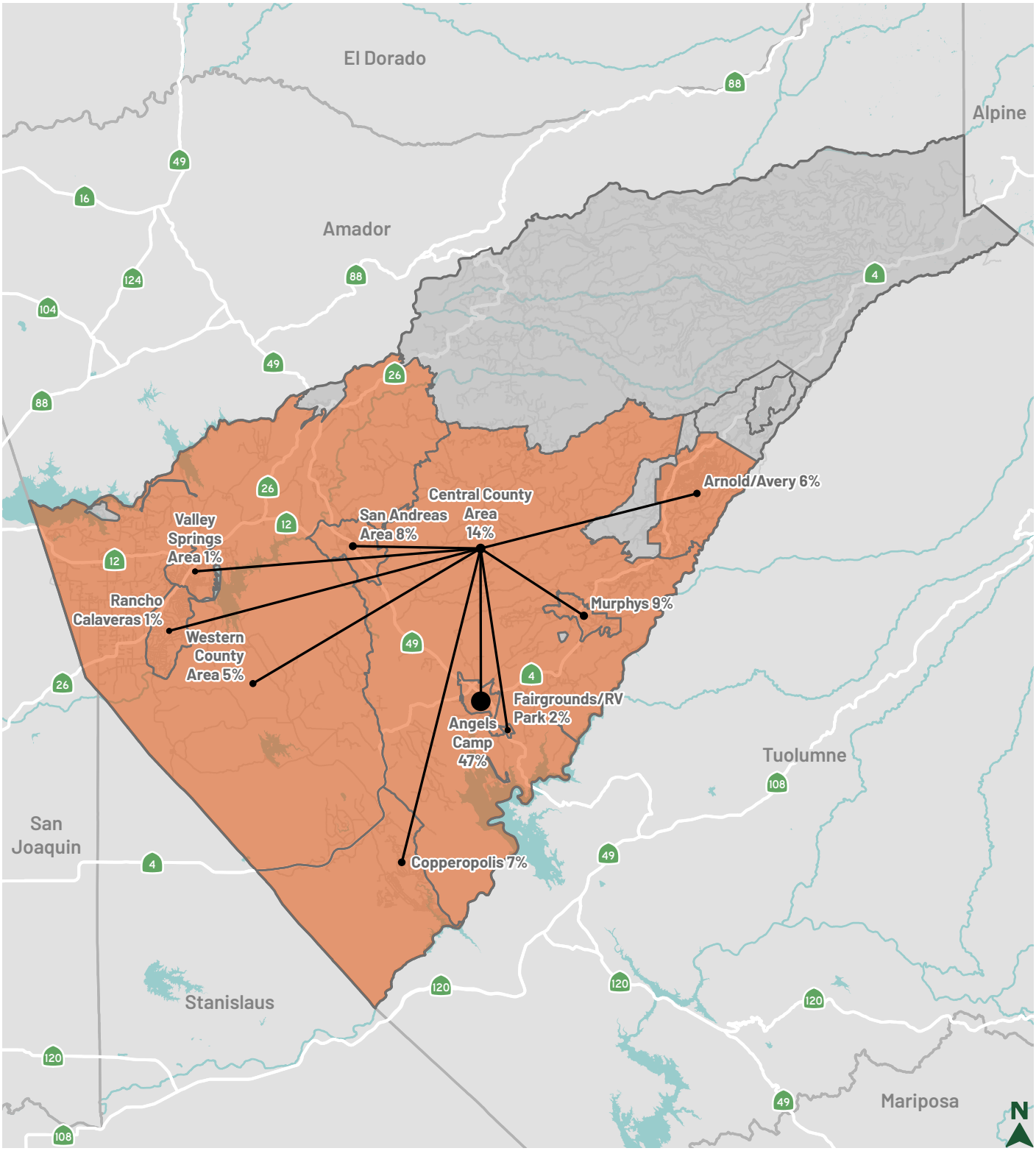
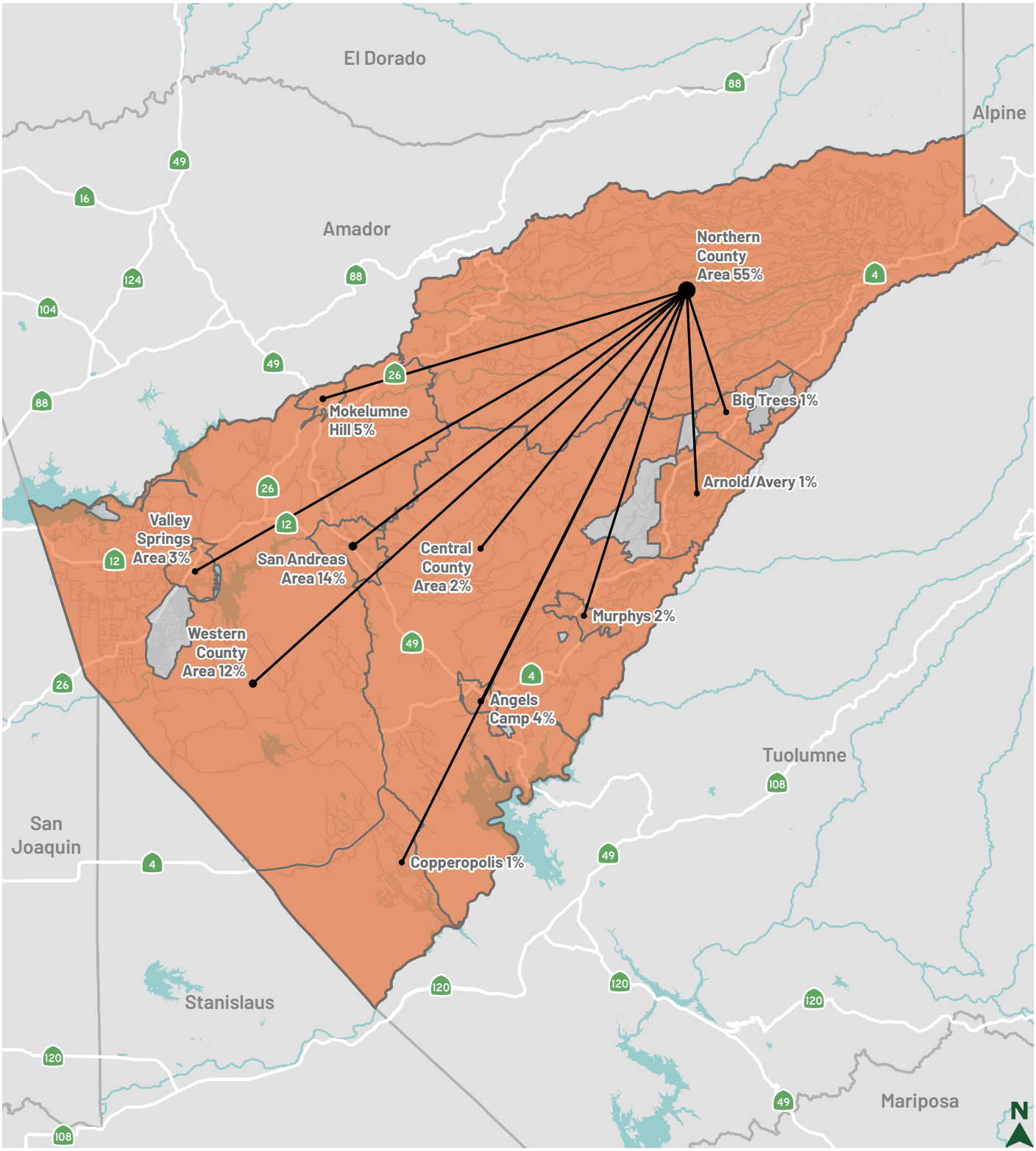


Figure 13

County Zone Central: Broader County O-D Analysis



Note: O-D pairings represent typical weekday travel patterns based on Streetlight Data

Figure 14

County Zone North: Broader County O-D Analysis

Table 5: Community Trip Length Information by Internal Trips[1]

Community	Internalization %	% of Internal Trips 0-1 Miles	% of Internal Trips 1-3 Miles	% of Trips with Walk/Bike Conversion Potential
Angels Camp	**32**	**33**	**54**	**87**
Arnold/Avery	**57**	**11**	**46**	**57**
Copperopolis	54	9	19	28
Dorrington	22	19	41	60
Mokelumne Hill	*10*	*49*	*25*	*74*
Murphys	*13*	*49*	*36*	*85*
Rancho Calaveras	15	9	33	42
San Andreas	**24**	**38**	**49**	**87**
Valley Springs	**24**	**15**	**50**	**65**
County Zone West	26	10	21	31
County Zone Central	14	17	33	50
County Zone North	**55**	**10**	**43**	**53**

Notes:
Bold indicates higher internalization and higher walk/bike conversion potential.
Italicized indicates high walk/bike conversion potential but lower internalization.
[1] Trip length information derived from Streetlight data. Percentages shown reflect the percentages of internal trips with a trip length between 0-1 and 1-3 miles. For example, 32% of trips in Angels Camp are internal and of those internal trips, 87% have a trip length of 3 miles or less.
Source: Fehr & Peers, 2024

Table 6: Community Trip Length Information by Destination[1]

Community	% of All Trips 0-1 Miles	% of All Trips 1-3 Miles	% of All Trips with Walk/Bike Conversion Potential
Angels Camp	**21**	**37**	**58**
Arnold/Avery	**7**	**27**	**34**
Copperopolis	6	12	18
Dorrington	8	19	27
Mokelumne Hill	10	6	16

Table 6: Community Trip Length Information by Destination[1]

Community	% of All Trips 0-1 Miles	% of All Trips 1-3 Miles	% of All Trips with Walk/Bike Conversion Potential
Murphys	14	15	29
Rancho Calaveras	3	17	20
San Andreas	**18**	**24**	**42**
Valley Springs	**8**	**28**	**36**
County Zone West	9	21	30
County Zone Central	**16**	**28**	**44**
County Zone North	5	23	28

Notes:
Bold indicates higher internalization and higher walk/bike conversion potential.
Trip length information derived from Streetlight data. Percentages shown reflect the percentages of a trips within the specified distance with the community as the destination reference point. For example, 21% of trips ending in Angels Camp were 0-1 miles in length.
Source: Fehr & Peers, 2024

The data presented above indicates that Angels Camp, Arnold/Avery Area, San Andreas, Valley Springs, Mokelumne Hill, Murphys, and the County Zone Central have the greatest potential for converting vehicular trips into walking or biking trips. It is noted that the communities of Mokelumne Hill and Murphys specifically have a very high percentage of internal trips three miles or less but the total percentage of internal trips within these communities is lower compared to other communities in the county. The lower internalization could be in part caused by more visitor trips to both of these communities as well as less local options for services like health care, grocery stores, etc. resulting in more external travel. Nonetheless, the vast majority of trips that are internal have the potential to be converted to walking or biking trips. County Zone North has higher internalization and a higher percentage of internal trips three miles or less; however, given the lack of clear and easily identifiable destinations within this zone, it may be more challenging to identify where bicycle and pedestrian infrastructure is needed. Copperopolis has a higher total percentage of internal trips, but the percentage of trips that could be converted to walking or biking is lower due to the larger special distribution of this community.

While public outreach is ongoing and responses to the online survey and interactive map are still being reviewed and summarized, early review of the comments indicate strong support for walking and biking facilities in the communities with high conversion potential referenced above. A total of 360 responses were received for the online survey and many commenters specifically reference needed improvements on highways. It has become clear during this existing conditions evaluation that a key constraint and large barrier to walking and biking throughout the County is the fact that for almost all communities, highways are the primary roadways that provide internal access in specific communities as well as external access



between adjacent communities. As previously noted, there are minimal walking and biking facilities on the highways and due to high speeds, high volumes, and little to no shoulder in many locations, residents do not feel comfortable walking or biking even though they are making short trips and have a desire to walk or bike. For example, multiple residents commented (both in person and online) that they have a desire to walk between the residential communities of La Contenta and Gold Creek Estates to Valley Springs. These residential communities are approximately one to two miles from the jobs, shopping, and educational services located in Valley Springs; however, because there are no walking or biking facilities on State Route 26, residents drive.

During the next phase of the project, O-D patterns in communities with high walk/bike conversion potential will be more closely evaluated to identify specific connections needed such as the one described above. Internal community trip O-D data will be reviewed in conjunction with the location of key community destinations, currently identified on the interactive map developed for the project[5], to identify where potential improvement projects and connections could and should be made. It is noted that a separate zone was developed for each school in the County and trip making characteristics for schools (specifically as it relates to providing more opportunities for kids to walk or bike to school) will also be included in the next phase of the project. Nonetheless, school enrollment information is provided in **Table 7** as enrollment and/or number of students affected by improvements may be a criteria used during the project prioritization phase.

Table 7: School Enrollment

School	Location	Grades Served	Total Enrollment[1]
Albert A. Michelson Elementary	Murphys	K-5	213
Avery Middle	Avery	6-8	198
Bret Harte High	Angels Camp	9-12	587
Calaveras County Special Education[2]	Angels Camp	N/A	N/A
Calaveras High	San Andreas	9-12	746
Calaveras River Academy[2]	San Andreas	N/A	N/A
Calaveras Unified Alternative – Sierra Hills Education Center	*San Andreas*	*K-12*	*111*
Copperopolis Elementary	Copperopolis	K-6	203
Gold Strike High	San Andreas	11-12	49

Table continued next page

[5] Interactive Map: https://devapps.fehrandpeers.com/Calaveras_County_ATRTP_Crowdsource_Plus/

Table 7: School Enrollment (Continued)

School	Location	Grades Served	Total Enrollment1
Hazel Fischer Elementary	Arnold	K-5	176
Jenny Lind Elementary	Valley Springs/Ranch Calaveras	K-5	442
Learners, Empowered Academic Progress (LEAP)	*Angels Camp*	*3-8*	*9*
Mark Twain Elementary	Angels Camp	K-8	518
Mokelumne Hill Elementary	Mokelumne Hill	K-6	171
Mountain Oaks	*San Andreas*	*K-12*	*402*
Oakendell Community[2]	San Andreas	N/A	N/A
San Andreas Elementary	San Andreas	K-7	320
Toyon Middle	Valley Springs	6-8	531
Vallecito Continuation High	Altaville	10-12	46
Vallecito Independent Study (Alternative)[2]	Avery	N/A	N/A
Valley Springs Elementary	Valley Springs	K-5	408
West Point Elementary	West Point	K-6	121

Notes:
Italicized indicates school is independent study.
[1] School Enrollment Information derived from each school's School Accountability Report Card (SARS) for the 2022-2023 School Year.
[2] Calaveras County Special Education, Calaveras River Academy, Oakendell Community, and Vallecito Independent Study (Alternative) schools are identified on the California Department of Education's website; however, detailed school information was not available.
Source: Fehr & Peers, 2024

Recreational Trips

As previously noted, a combination of local knowledge, stakeholder and community input, Streetlight Origin-Destination (O-D) data, Strava and All Trails were reviewed to evaluate key recreational destinations and travel patterns in the County. Key recreational trails are displayed in **Figure 15.** Specific zones were drawn for the following key recreational destinations identified:

- Angels Creek Trail Area - Parking Areas (excluding boat parking and ramps)
- Arnold Rim Area
- Big Trees Area

- Calaveras County Fairgrounds
- Camanche Southshore Entrance (unable to exclude boat related trips given this is the only entrance into southshore)
- Ironstone Vineyards
- Lake Hogan Area - River of Skulls, Observation Point, Cameron Trail, and Wrinkle Cove parking areas (excluding boat parking and ramps)
- Eastbay Municipal Utility District (EBMUD) Mokelumne Coast to Crest Area - Cooks Mesa Trailhead and Campo Seco Staging Area
- Natural Bridges

It is noted that Ironstone Vineyards and the Calaveras County Fairgrounds differ from the remaining recreational destinations in that trips to/from these destinations can be heavily dependent on whether an event is occurring while the other destinations are primarily recreational trails. However, given that these facilities are recreational, can generate a substantial number of trips, are used year-round for multiple events, and community members expressed a desire to be able to walk and/or bike to these destinations, they are included in this analysis.

O-D pairings for recreational related trips are displayed in **Figures 16 through 24**. Recreational trip length by destination is displayed in **Table 8**.

Table 8: Recreational Trip Length Information by Destination[1]

Recreational Destination	% of All Trips 0-1 Miles	% of All Trips 1-3 Miles	% of All Trips 3-5 Miles	% of All Trips with Walk/Bike Conversion Potential
Angels Creek Trail Area[2]	11	20	18	49
Arnold Rim Area	6	25	13	44
Big Trees Area	6	18	7	31
Calaveras County Fairgrounds	18	20	23	61
Camanche Southshore Entrance	29	23	7	59
EBMUD - Mokelumne Coast to Crest Area	4	0	34	38
Ironstone	1	32	2	35
Lake Hogan Area	2	18	24	44
Natural Bridges[2]	11	0	7	18

Notes:
[1]Trip length information derived from Streetlight data. Percentages shown reflect the percentages of a trips within the specified distance with the community as the destination reference point.
[2] Very low sample size may be skewing trip length information.
Source: Fehr & Peers, 2024

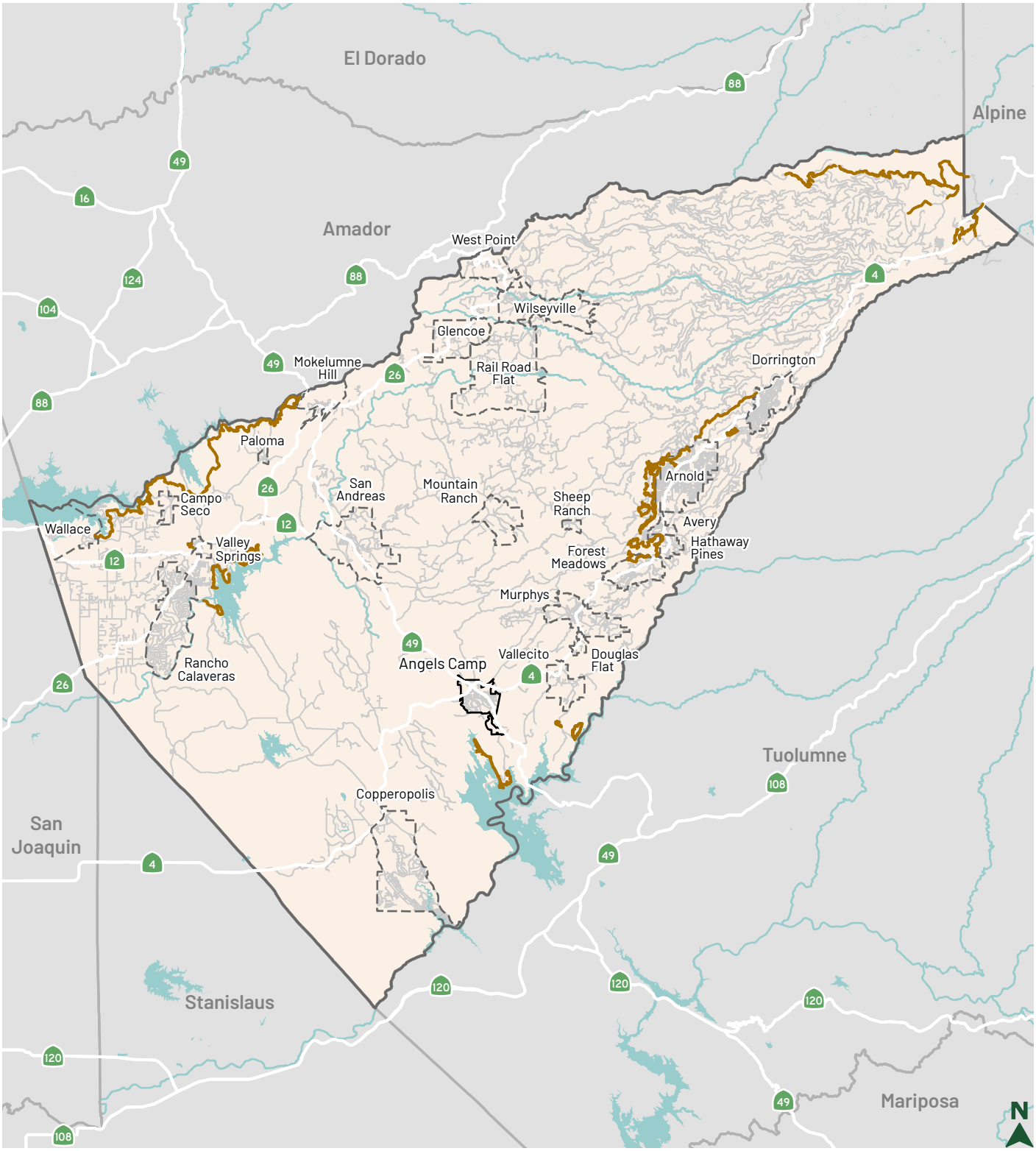


Figure 15

Existing Recreational Trails

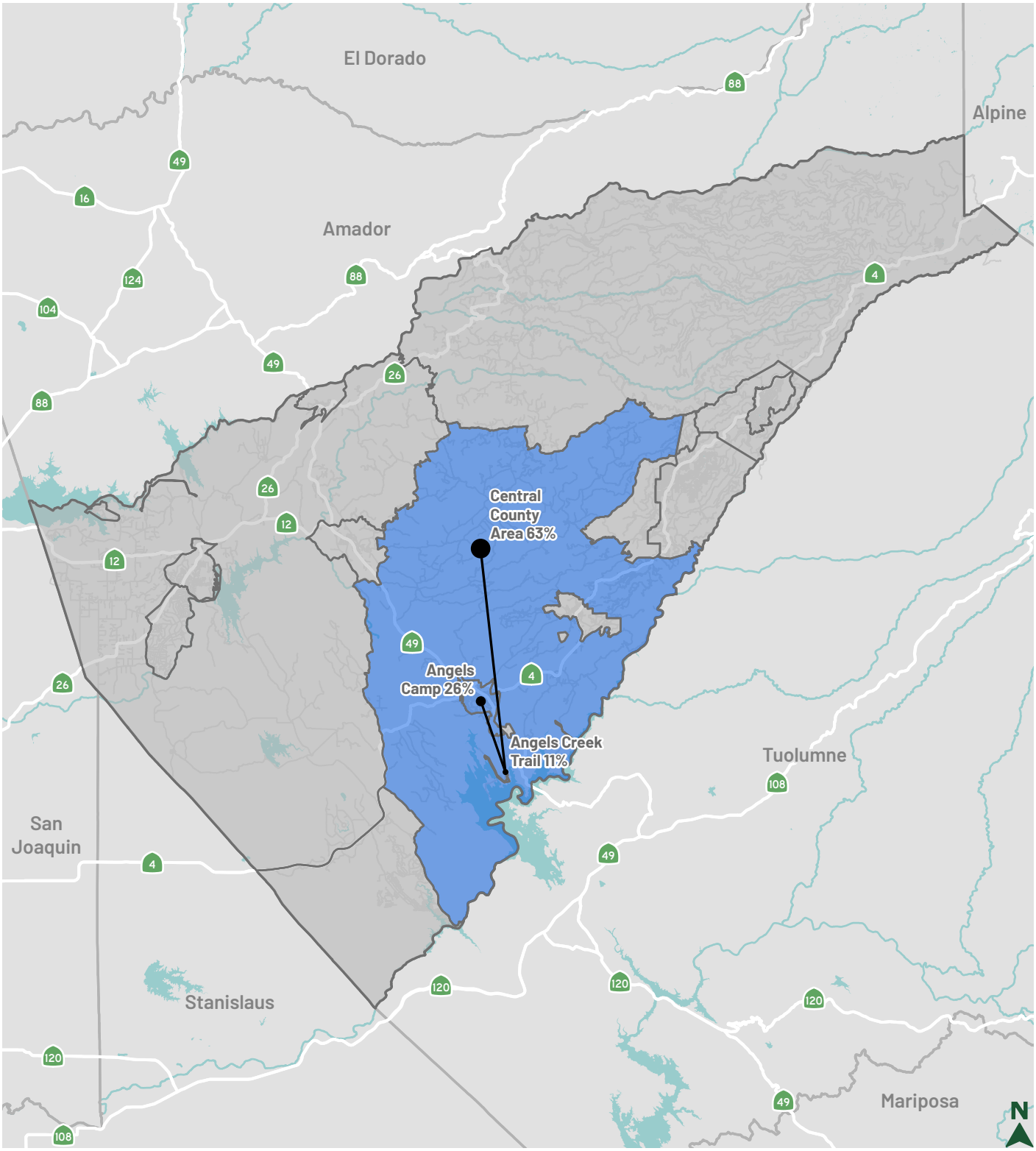
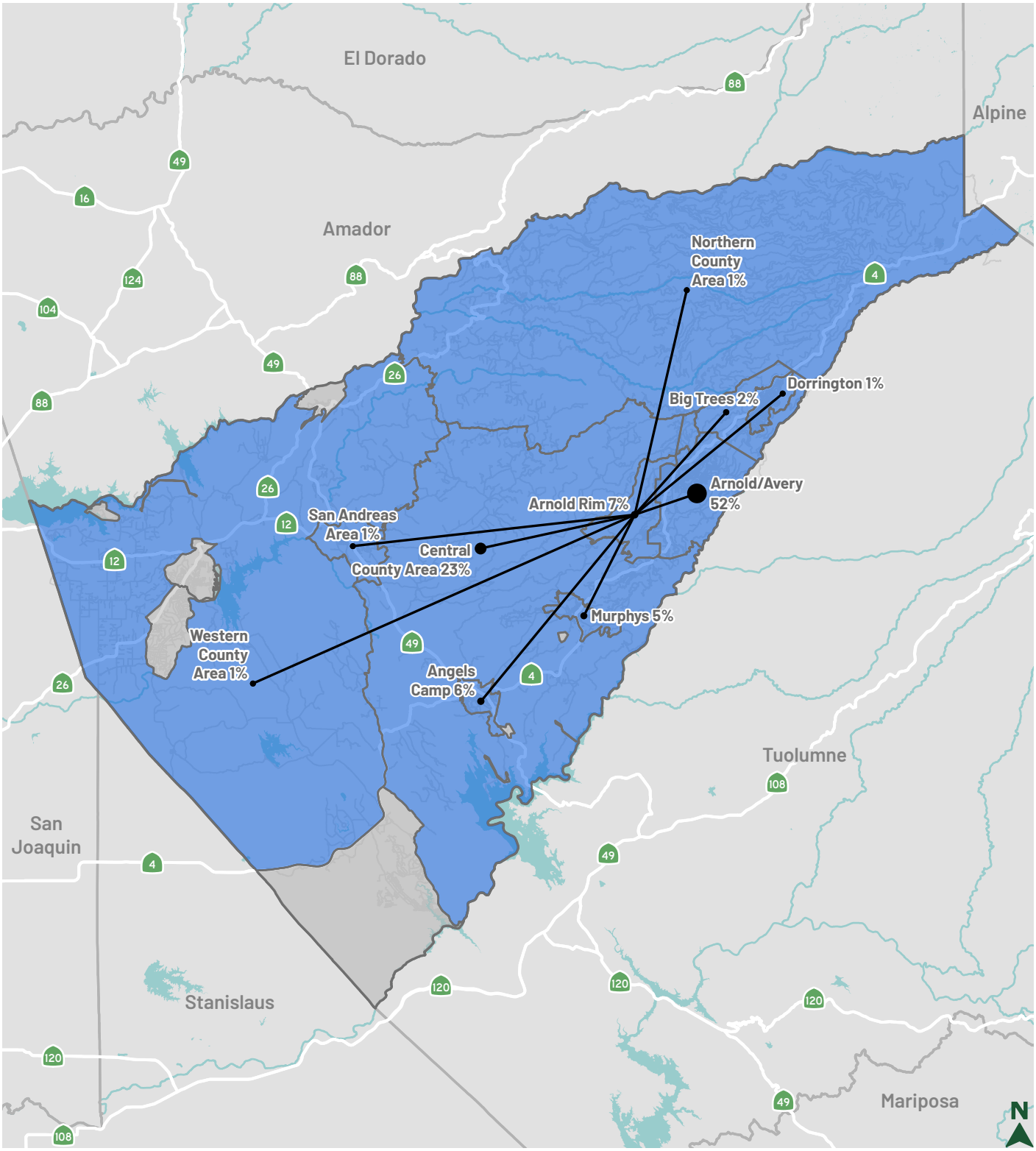


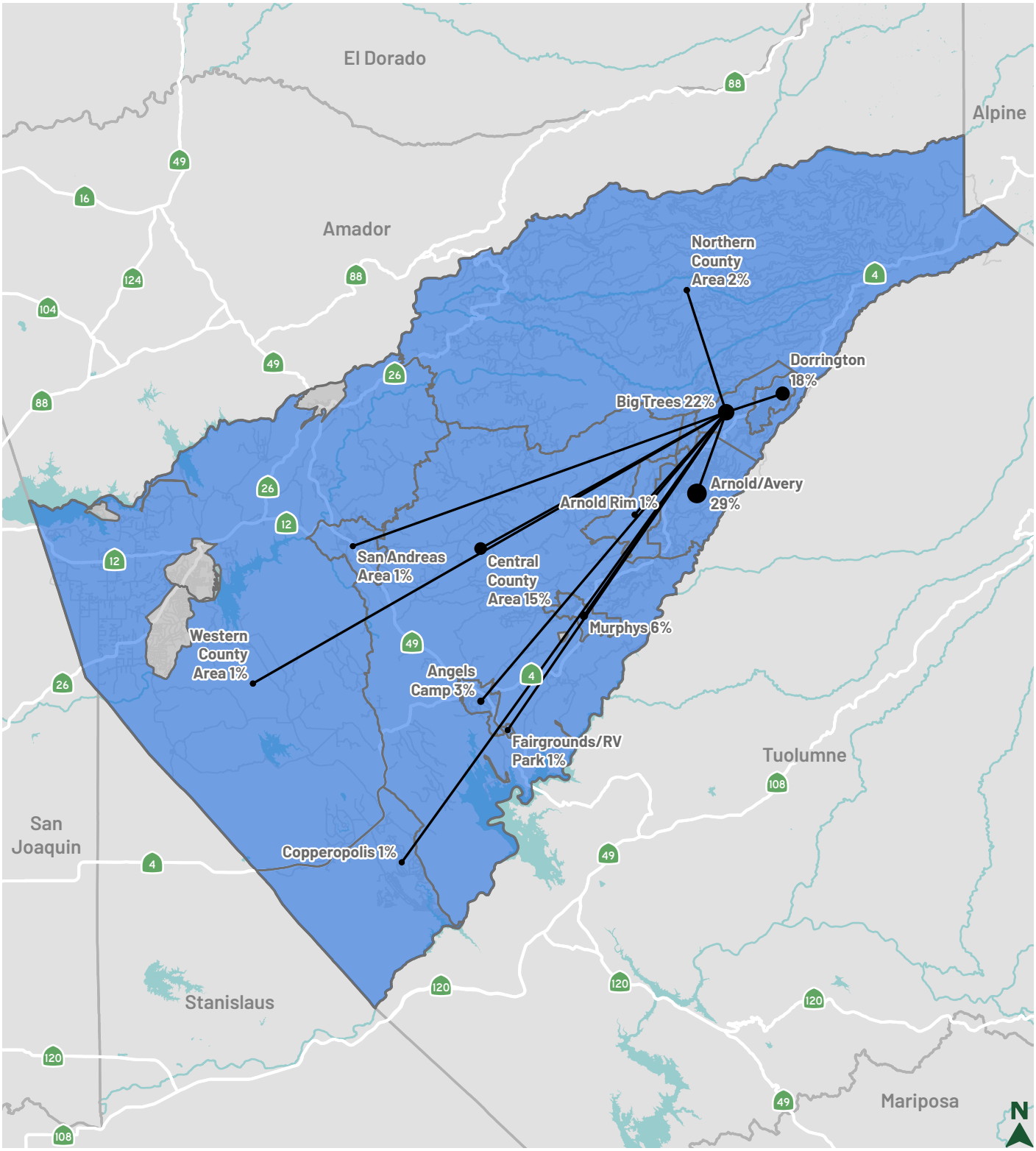
Figure 16

Angels Creek Trail Area: Recreational Trail O-D Analysis



Note: O-D pairings represent typical daily (weekday and weekend) travel patterns based on Streetlight Data

Figure 17



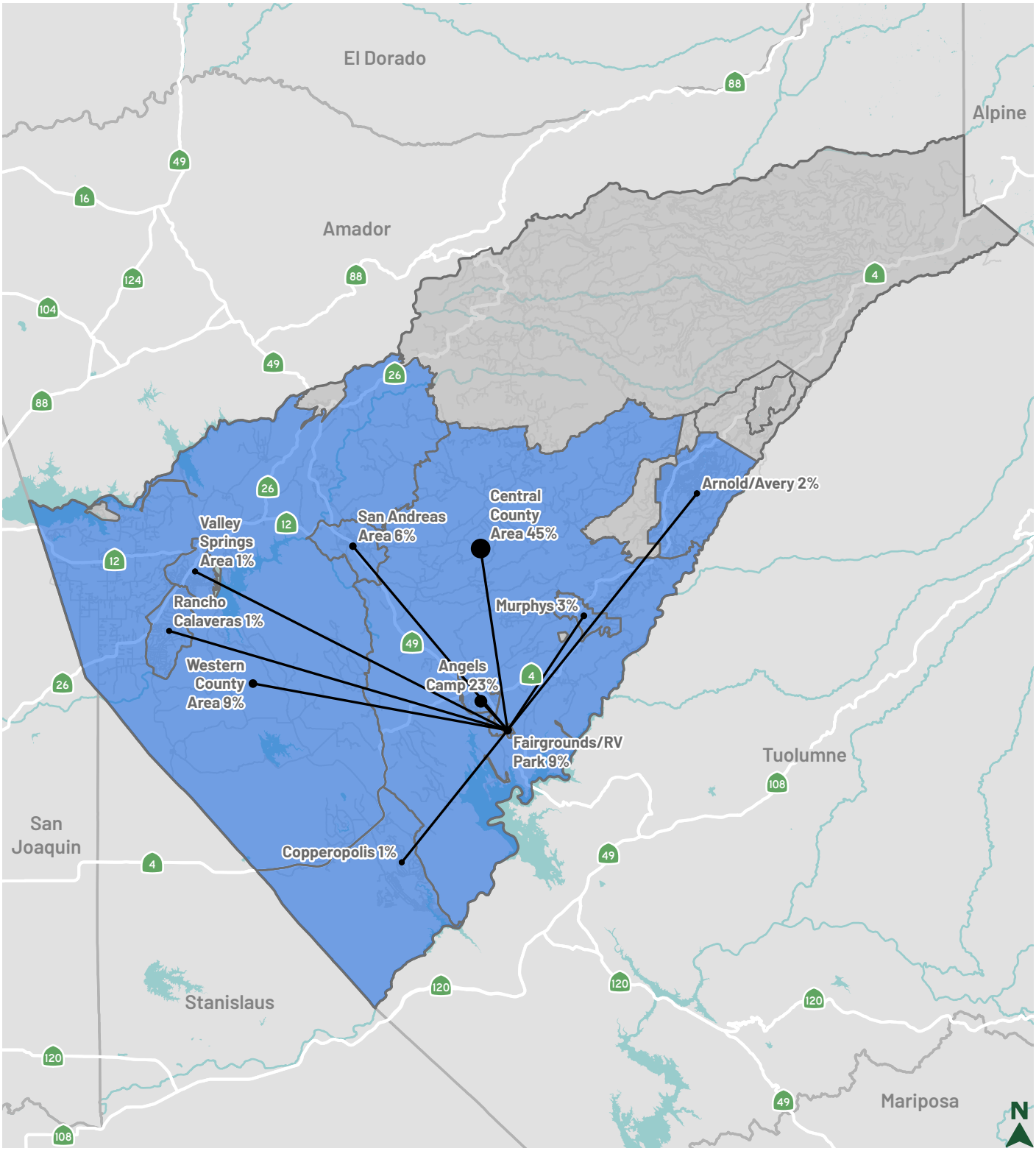
Destination Area Boundary — Origin to Destination Trip Percentage — Body of Water

≥1% Travel to

<1% Travel to

Note: O-D pairings represent typical daily (weekday and weekend) travel patterns based on Streetlight Data

Figure 18



Destination Area Boundary — Origin to Destination Trip Percentage — Body of Water

≥1% Travel to

<1% Travel to

Note: O-D pairings represent typical daily (weekday and weekend) travel patterns based on Streetlight Data

Figure 19

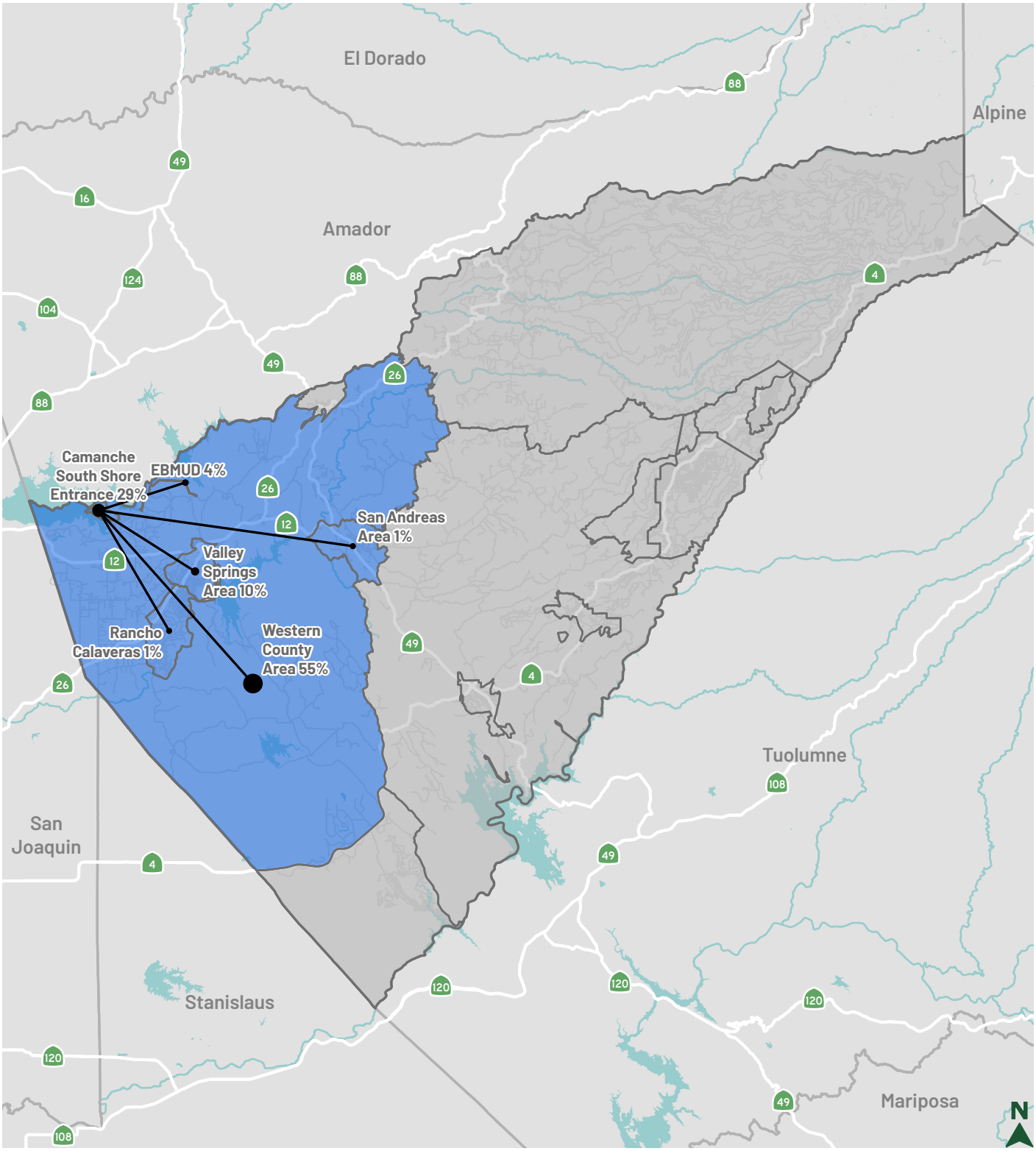
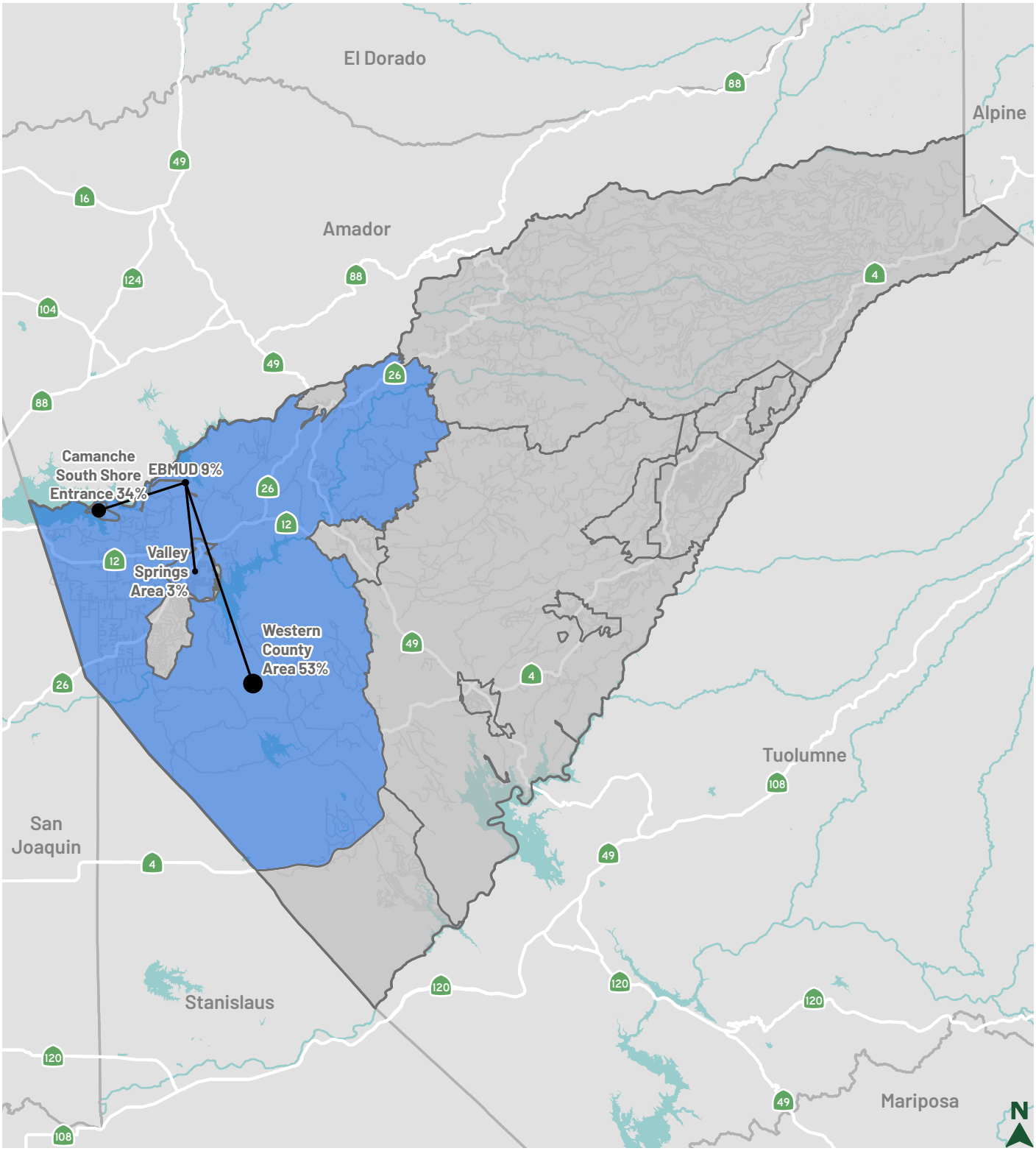

El Dorado
Alpine
Amador
Camanche South Shore Entrance 29%
EBMUD 4%
San Andreas Area 1%
Valley Springs Area 10%
Rancho Calaveras 1%
Western County Area 55%
Tuolumne
San Joaquin
Stanislaus
Mariposa
N
Destination Area Boundary
Origin to Destination Trip Percentage
Body of Water
≥1% Travel to
<1% Travel to
Note: O-D pairings represent typical daily (weekday and weekend) travel patterns based on Streetlight Data

Figure 20



Destination Area Boundary — Origin to Destination Trip Percentage — Body of Water

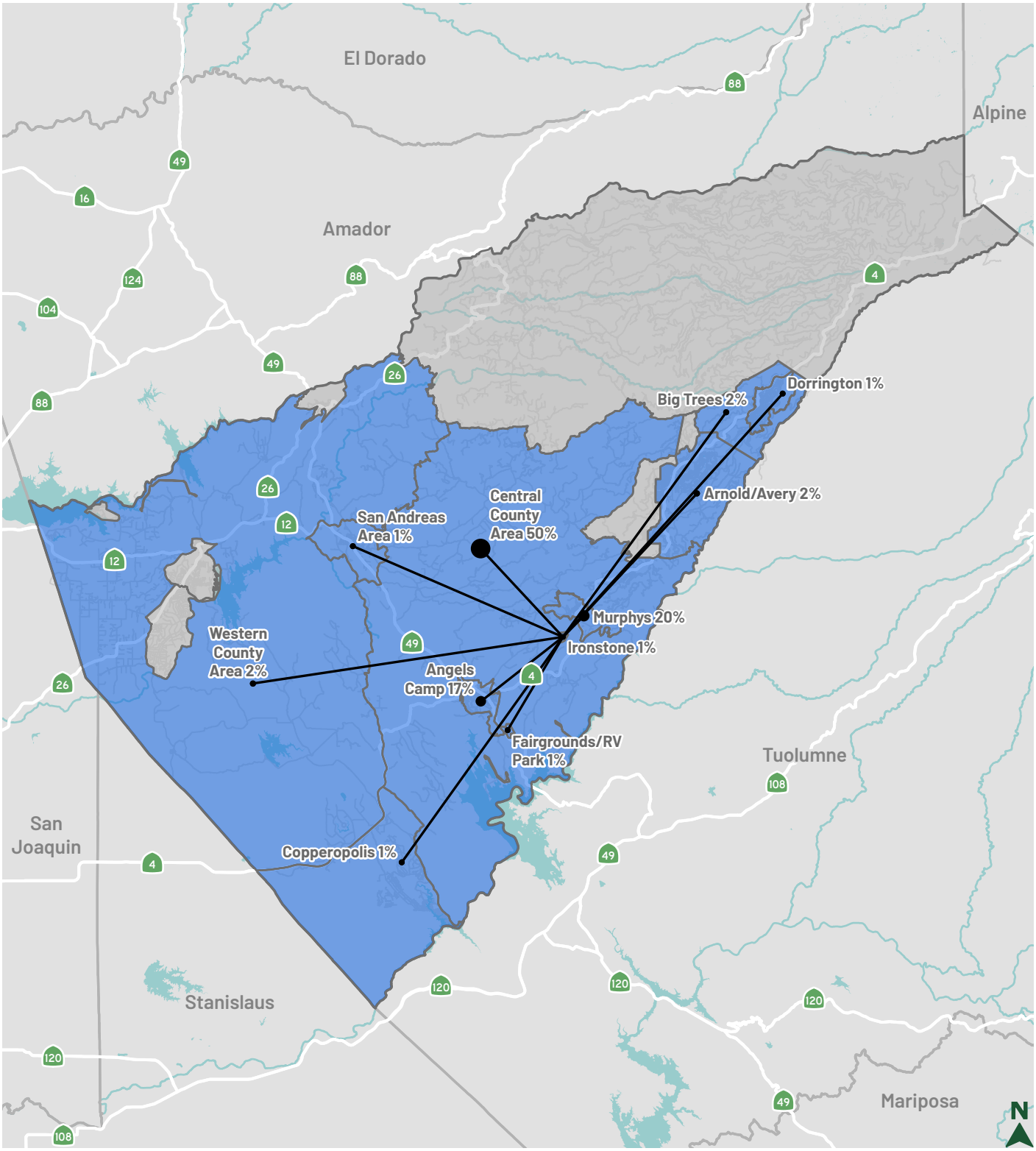
≥1% Travel to

<1% Travel to

Note: O-D pairings represent typical daily (weekday and weekend) travel patterns based on Streetlight Data

Figure 21

EBMUD -
Mokelumne Coast to Crest Area: Recreational Trail O-D Analysis



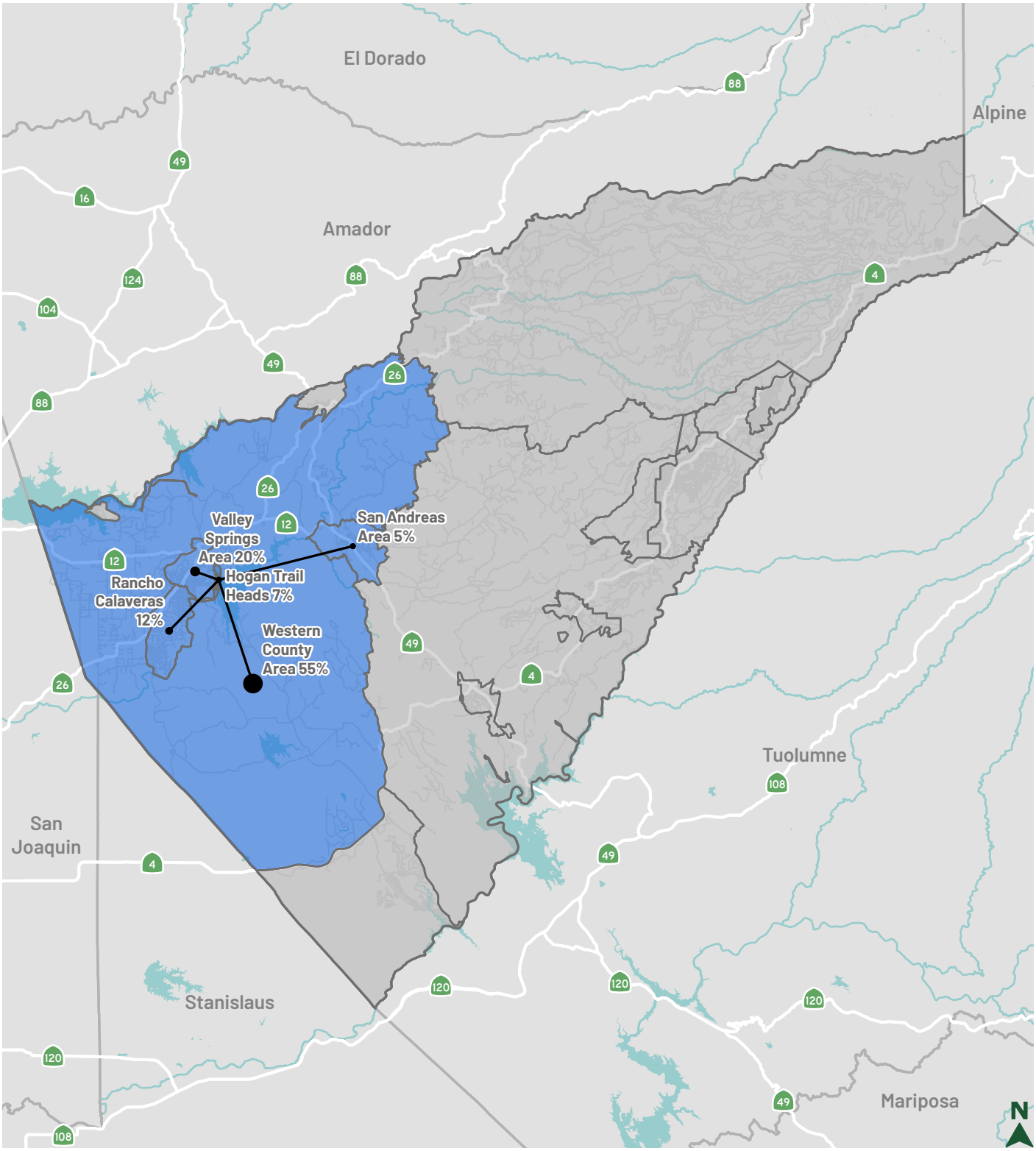
Destination Area Boundary — Origin to Destination Trip Percentage — Body of Water

≥1% Travel to

<1% Travel to

Note: O-D pairings represent typical daily (weekday and weekend) travel patterns based on Streetlight Data

Figure 22



Destination Area Boundary — Origin to Destination Trip Percentage — Body of Water

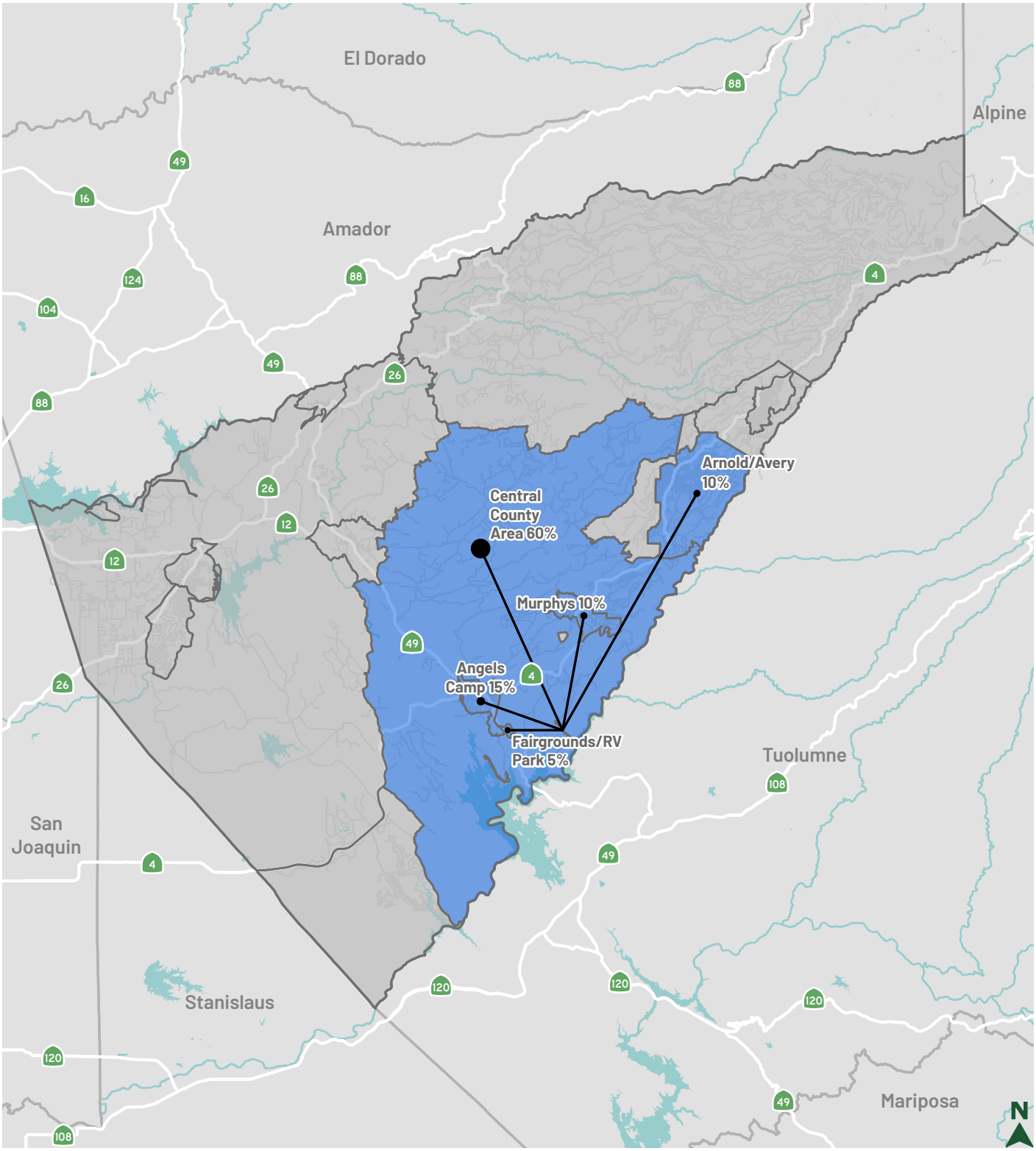
≥1% Travel to

<1% Travel to

Note: O-D pairings represent typical daily (weekday and weekend) travel patterns based on Streetlight Data

Figure 23

Lake Hogan Area: Recreational Trail O-D Analysis



Destination Area Boundary — Origin to Destination Trip Percentage — Body of Water

≥1% Travel to

<1% Travel to

Note: O-D pairings represent typical daily (weekday and weekend) travel patterns based on Streetlight Data

Figure 24

5. Existing Bicycle, Pedestrian, Transit, and Recreational Trail Infrastructure

Fehr & Peers and Green DOT evaluated existing bicycle, pedestrian, transit, and recreational trail infrastructure throughout the County. Multiple sources were reviewed to complete this infrastructure evaluation including:

- Previous planning documents
- Caltrans data
- OpenStreetMap (OSM)
- Physical observations
- Aerial imagery
- Published recreational trail maps
- Strava
- All Trails
- Trail Forks
- Calaveras Connect website

Figures 25 and 15 display the countywide bicycle, pedestrian, transit and recreational trail infrastructure[6]. In addition to these countywide figures, communities with the most existing infrastructure in the County are shown in greater detail below.

[6] It is noted that in addition to the transit stops identified on Figure 25, Calaveras Connect provides a dial-a-ride transit service which provides curb-to-curb service for various communities in Calaveras. Figure 25 also identifies existing stops in both Amador and Tuolumne County. Although Calaveras Connect provides service to these locations, the ATRTP will not evaluate bicycle/pedestrian facilities to/from these stops given they are not within the County.

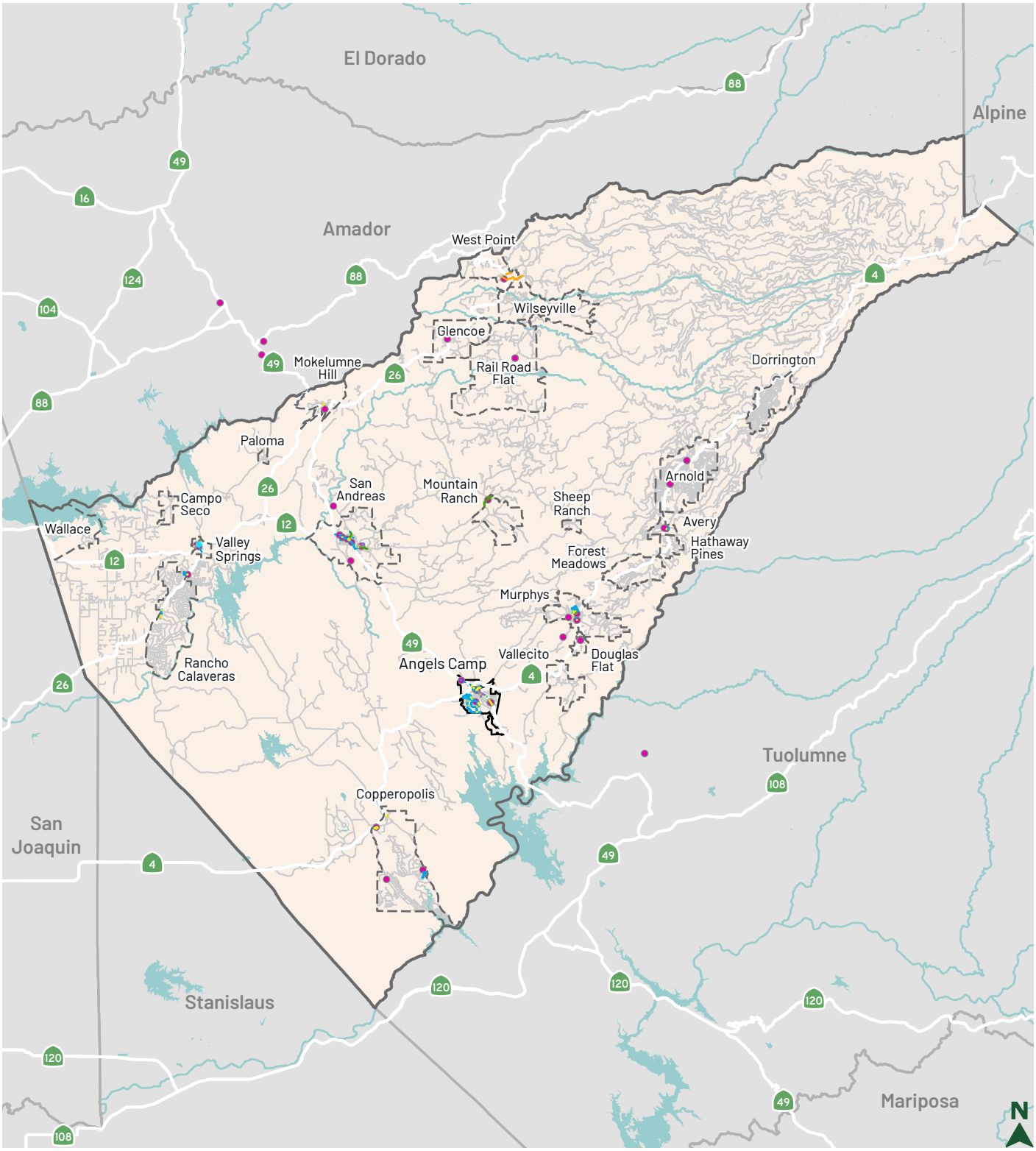
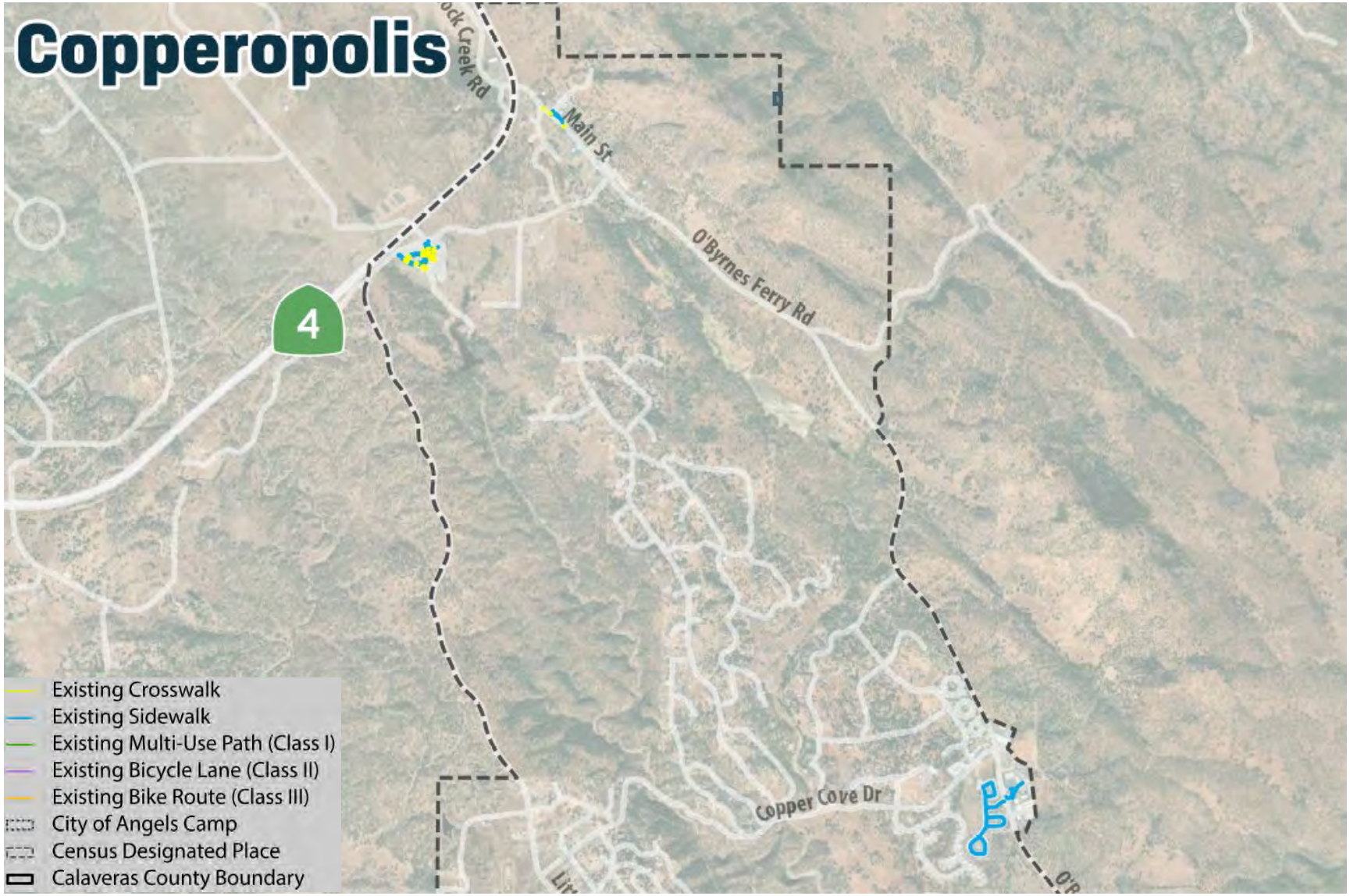
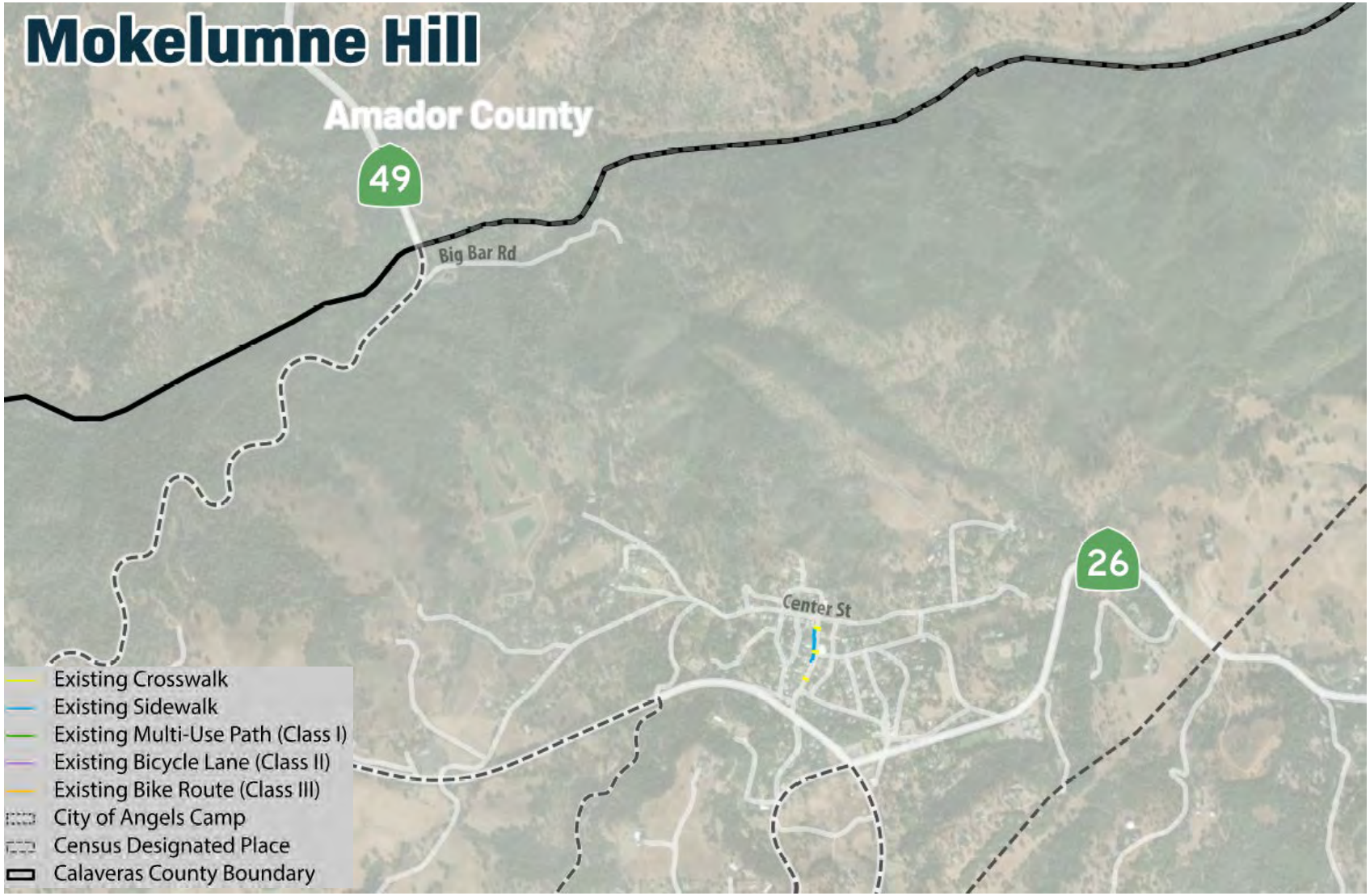


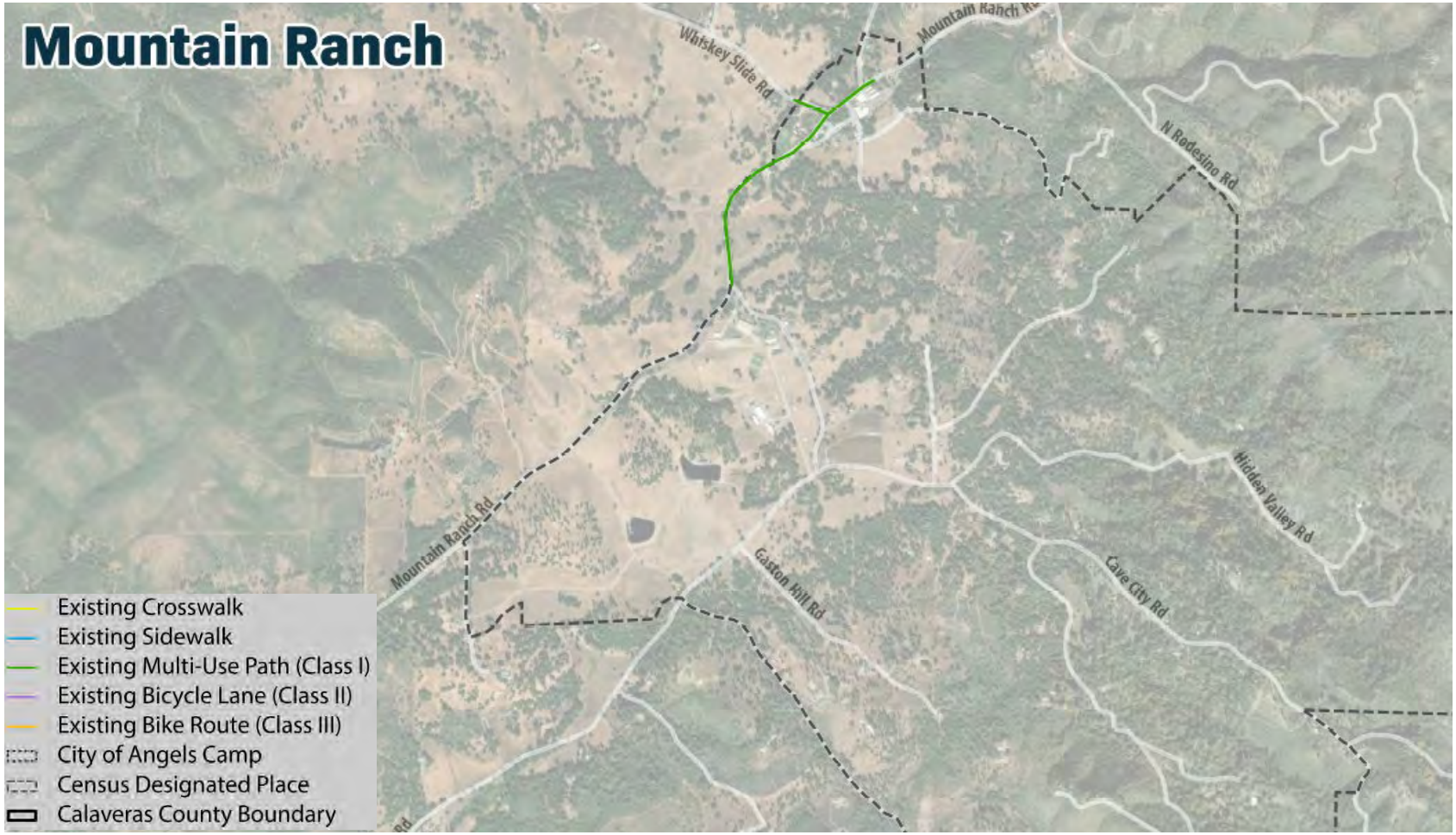
Figure 25

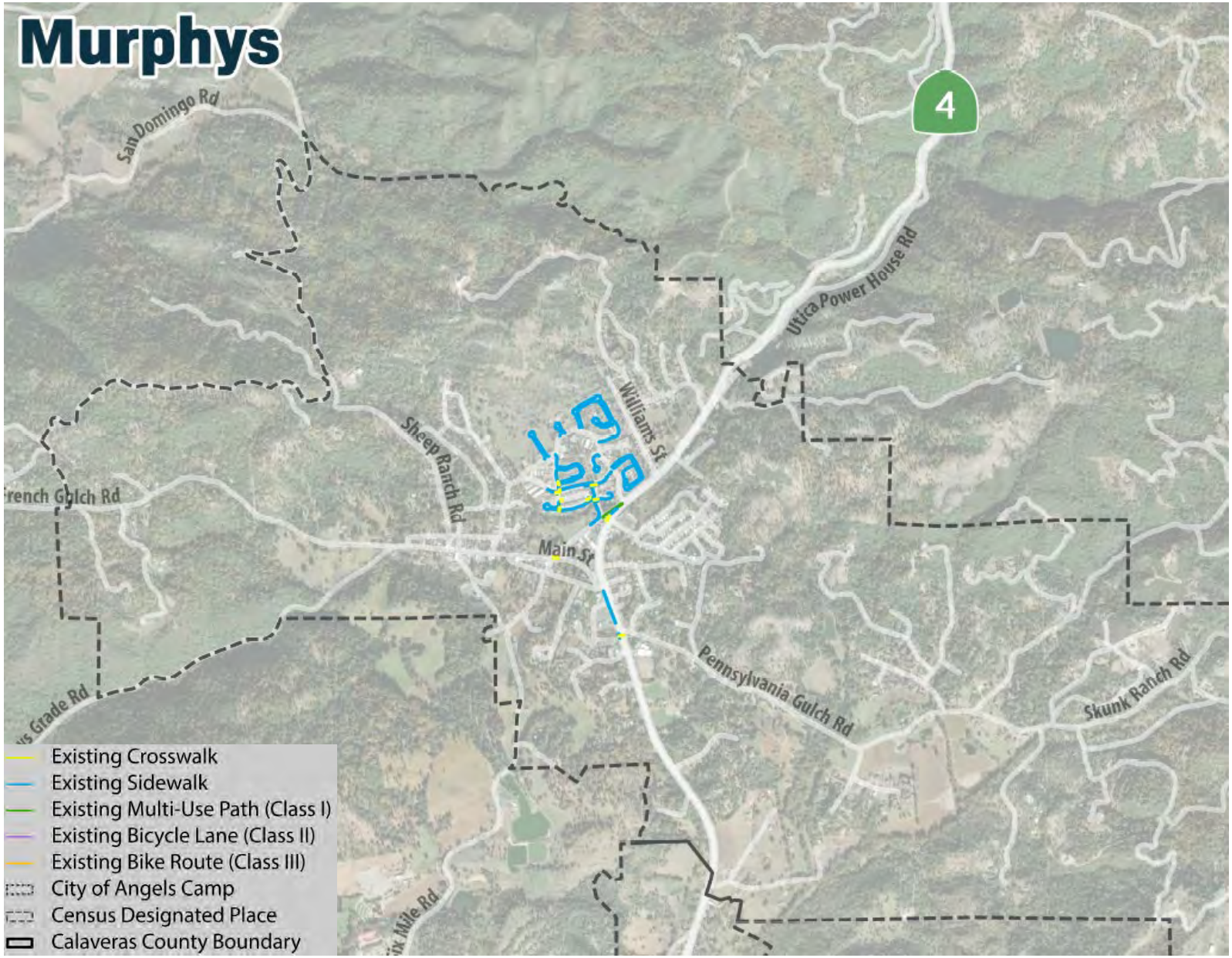
Existing Bicycle, Pedestrian, and Transit Facilities


Angels Camp
49
4
4
Dogtown Rd
Murphys Grade Rd
Stockton Rd
Greenhorn Creek Rd
Vallecito Rd
Existing Crosswalk
Existing Sidewalk
Existing Multi-Use Path (Class I)
Existing Bicycle Lane (Class II)
Existing Bike Route (Class III)
City of Angels Camp
Census Designated Place
Calaveras County Boundary

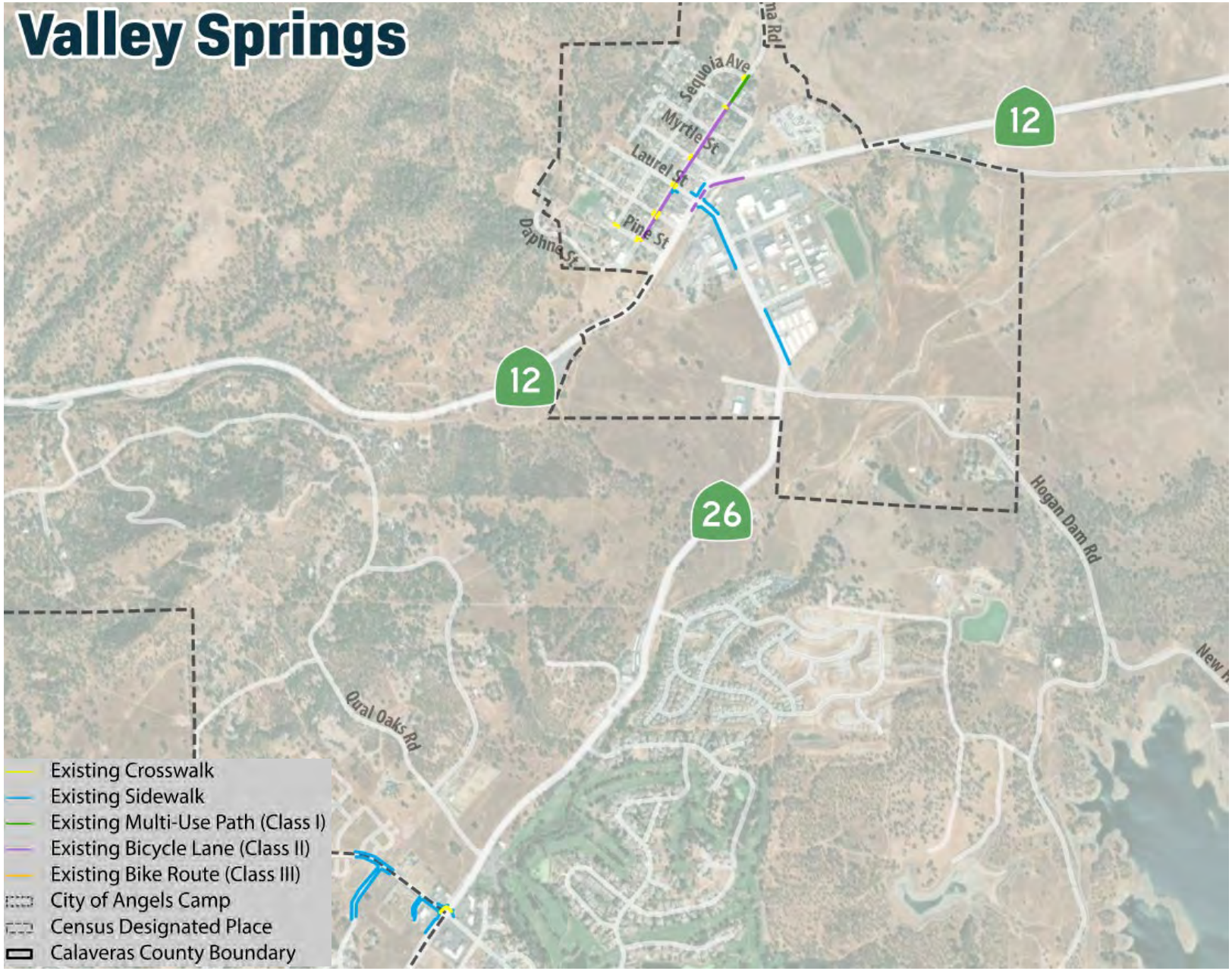

Copperopolis
Main St
O'Byrnes Ferry Rd
4
Copper Cove Dr
Existing Crosswalk
Existing Sidewalk
Existing Multi-Use Path (Class I)
Existing Bicycle Lane (Class II)
Existing Bike Route (Class III)
City of Angels Camp
Census Designated Place
Calaveras County Boundary

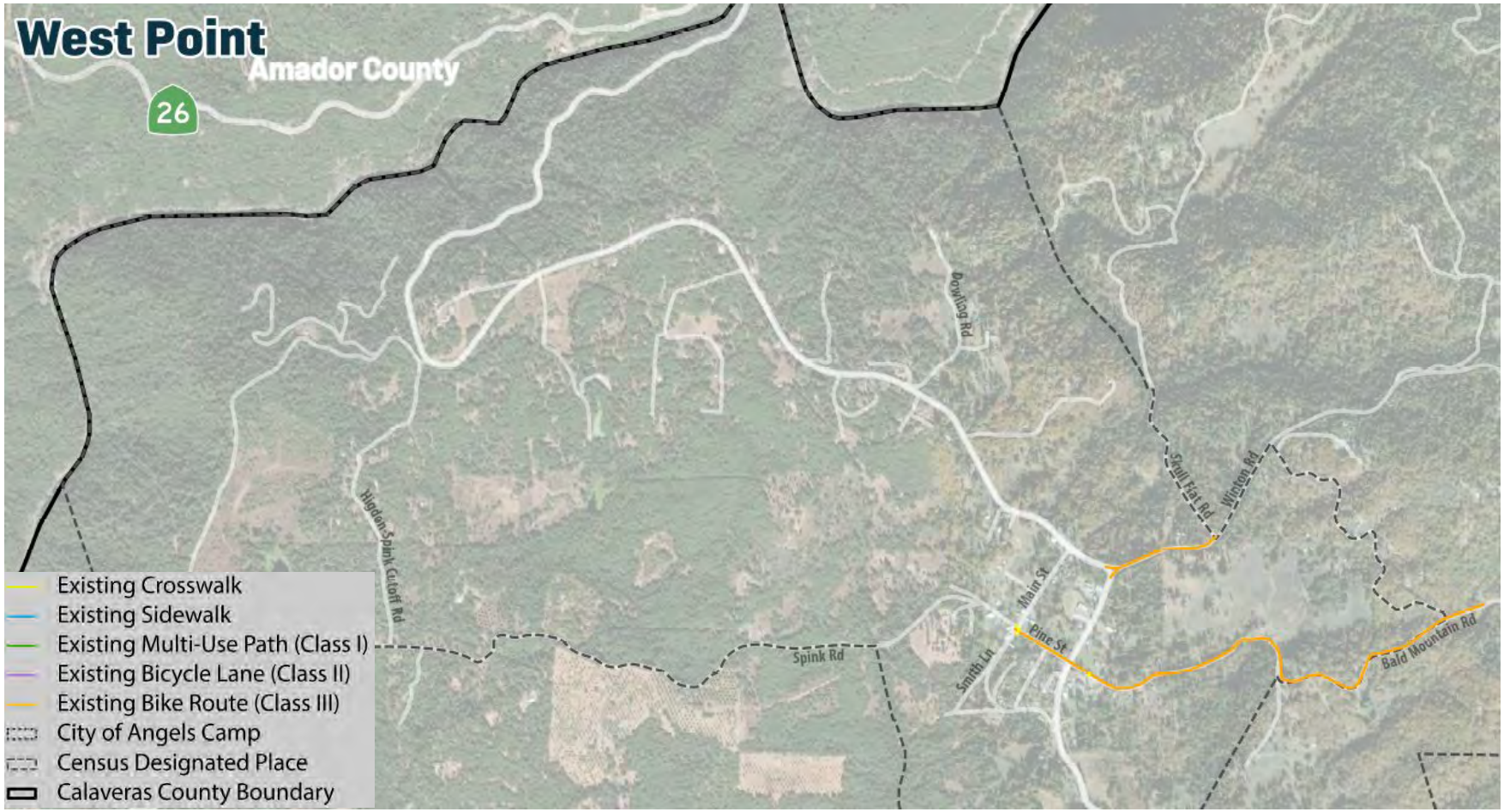

Mokelumne Hill
Amador County
49
Big Bar Rd
26
Center St
Existing Crosswalk
Existing Sidewalk
Existing Multi-Use Path (Class I)
Existing Bicycle Lane (Class II)
Existing Bike Route (Class III)
City of Angels Camp
Census Designated Place
Calaveras County Boundary


Mountain Ranch
Whiskey Slide Rd
N Rodeshino Rd
Hidden Valley Rd
Mountain Ranch Rd
Gaston Hill Rd
Cave City Rd
Existing Crosswalk
Existing Sidewalk
Existing Multi-Use Path (Class I)
Existing Bicycle Lane (Class II)
Existing Bike Route (Class III)
City of Angels Camp
Census Designated Place
Calaveras County Boundary


Murphys
San Domingo Rd
4
Utica Power House Rd
Williams St
Sheep Ranch Rd
rench Gulch Rd
Main St
Pennsylvania Gulch Rd
Skunk Ranch Rd
Existing Crosswalk
Existing Sidewalk
Existing Multi-Use Path (Class I)
Existing Bicycle Lane (Class II)
Existing Bike Route (Class III)
City of Angels Camp
Census Designated Place
Calaveras County Boundary


San Andreas
Gold Strik Rd
49
12
Main St
Church Hill Rd
Calaveritas Rd
Existing Crosswalk
Existing Sidewalk
Existing Multi-Use Path (Class I)
Existing Bicycle Lane (Class II)
Existing Bike Route (Class III)
City of Angels Camp
Census Designated Place
Calaveras County Boundary


Valley Springs
Sequoia Ave
Myrtle St
Laurel St
Pine St
Daphna St
12
12
26
Hogan Dam Rd
Oural Oaks Rd
Existing Crosswalk
Existing Sidewalk
Existing Multi-Use Path (Class I)
Existing Bicycle Lane (Class II)
Existing Bike Route (Class III)
City of Angels Camp
Census Designated Place
Calaveras County Boundary


West Point
Amador County
26
Existing Crosswalk
Existing Sidewalk
Existing Multi-Use Path (Class I)
Existing Bicycle Lane (Class II)
Existing Bike Route (Class III)
City of Angels Camp
Census Designated Place
Calaveras County Boundary
Higdon Spink Cutoff Rd
Spink Rd
Dowling Rd
Skull Flat Rd
Winton Rd
Main St
Pine St
Smith Ln
Bald Mountain Rd

6. Safety and Collision Analysis

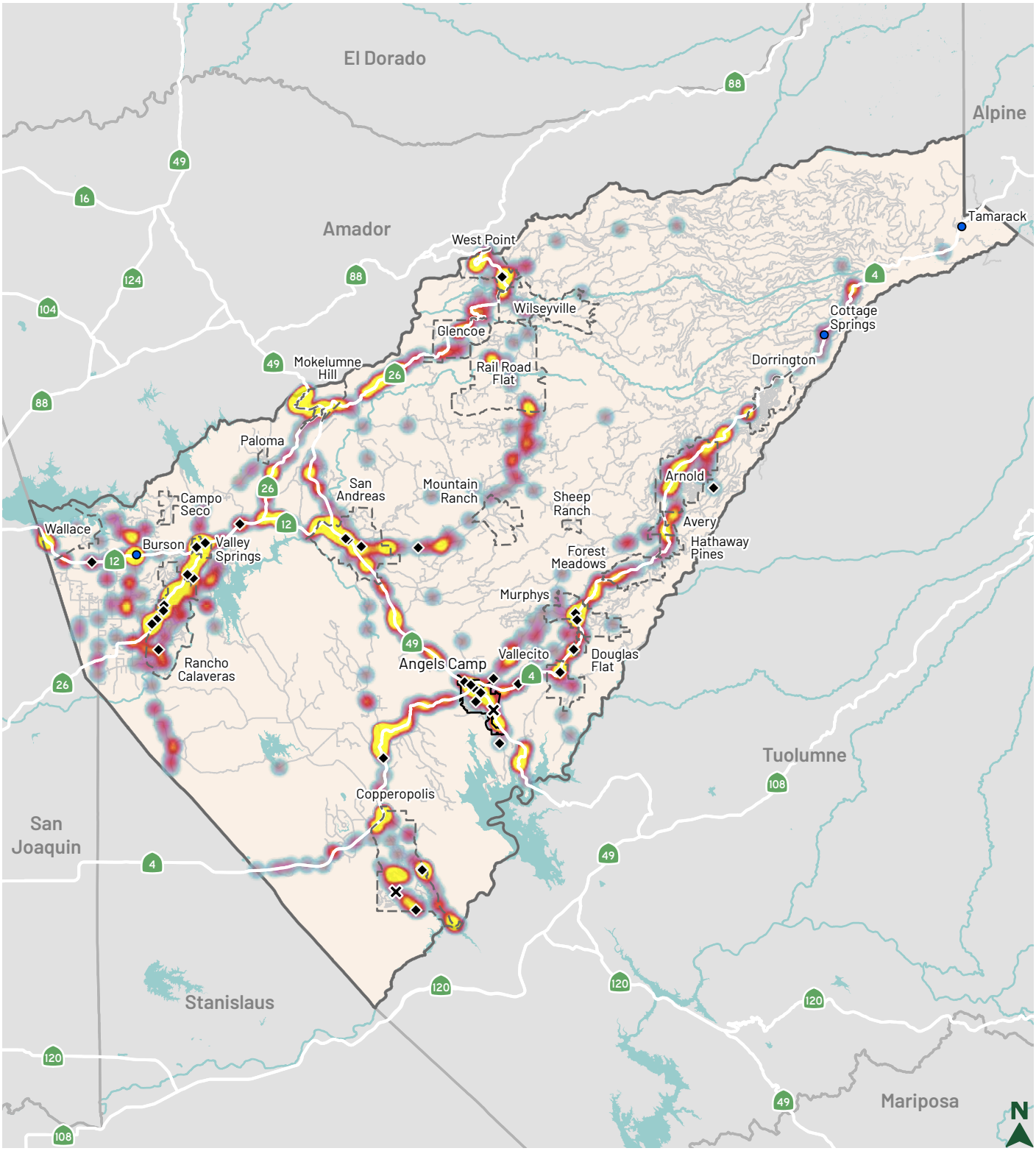
Fehr & Peers evaluated collision patterns in Calaveras County using UC Berkeley's Safe Transportation Research and Education Center (SafeTREC) Transportation Injury Mapping System (TIMS). TIMS data focuses on injury collisions and does not include property damage only collisions. Collision data is geolocated and is valuable for mapping and identifying collision patterns, particularly for fatal and severe injury collisions and collisions involving bicyclists and pedestrians. Collisions reported between 2018 and 2022 (the most recent five-year period available) were used for this analysis.

Collision History

Between 2018 and 2022, there were 1,089 reported collisions in the County, including 232 severe injury collisions and 57 fatal collisions. There were 13 collisions involving bicyclists (resulting in five severe injury collisions and no fatal collisions) and 25 collisions involving pedestrians (resulting in four severe injury and two fatal collisions). Approximately 65 percent of all collisions occurred on state highways or at an intersection with a state highway.

Figures 26 through 32 display a heat map of all reported collisions in the County during the study time period, as well as the location of fatal and non-fatal bicycle and pedestrian involved collisions. For the purposes of this plan, all collision data is displayed in addition to bicycle and pedestrian involved collision data because all collision data can help identify higher risk roadways and intersections that pedestrians and bicyclists may intentionally avoid (i.e. the absence of bicycle and/or pedestrian involved collisions does not indicate an intersection or roadway is safe and in many cases in rural communities, bicycle and pedestrian collision numbers may be low simply because residents are too afraid to walk or bike). The Bike Tourism Plan previously discussed included a level of traffic stress (LTS) analysis (which is a ranking system approximating the level of stress felt when riding a bike on a given stretch of roadway, with 1 being the lowest level of stress and 4 being the highest) on major roadways in Calaveras County and similar to the results of the 2021 Caltrans District 10 Active Transportation Plan, concluded that all major highways were high stress and have an LTS of 4. When these conditions exist, many individuals interested in biking are unwilling to do so because of the high stress environment.

The majority of hot spot locations and bicycle and pedestrian collisions occur on state highways or at intersections with state highways. It is noted that average daily traffic (ADT) volumes for all roadways are not available and collision numbers, rather than collision rates are presented. Therefore, more collisions may be occurring on state highways simply due to higher volumes. Nonetheless, this information is useful for identifying locations where bicycle and pedestrian improvements should be more carefully evaluated during the project identification phase of the ATRTP.



Bicycle and Pedestrian Collisions

- ✕ Fatal
- ◆ Non-Fatal

Collision Density

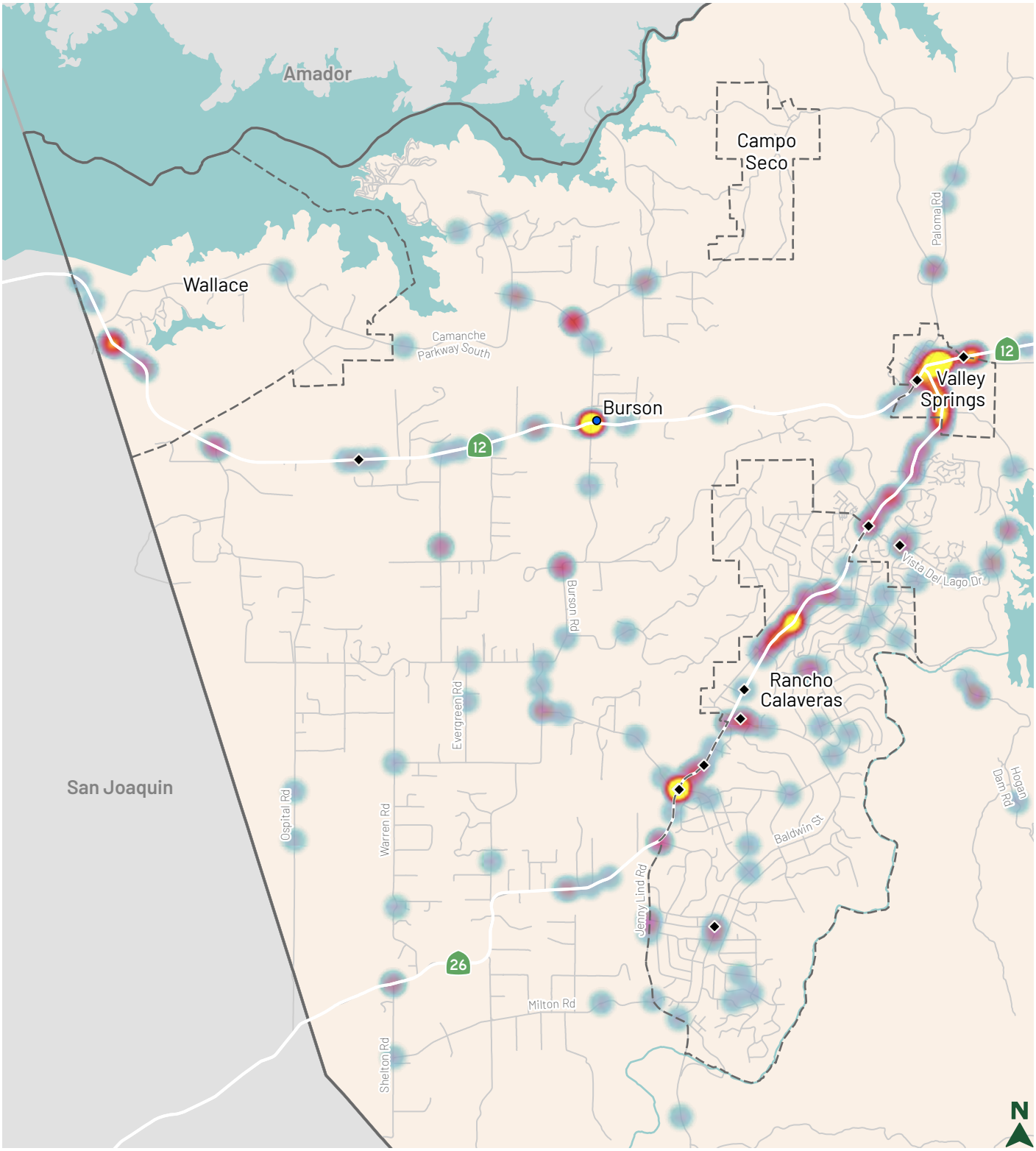
- Sparse
- Dense

- Community
- City of Angels Camp
- Census Designated Place
- Calaveras County Boundary
- Body of Water

Census Designated Places are derived from the US Census Bureau TIGER/Line data. Community locations derived from Calaveras County GIS Open Data Portal.

Figure 26

Collisions 2018 - 2022



Bicycle and Pedestrian Collisions

- Fatal
- Non-Fatal

Collision Density

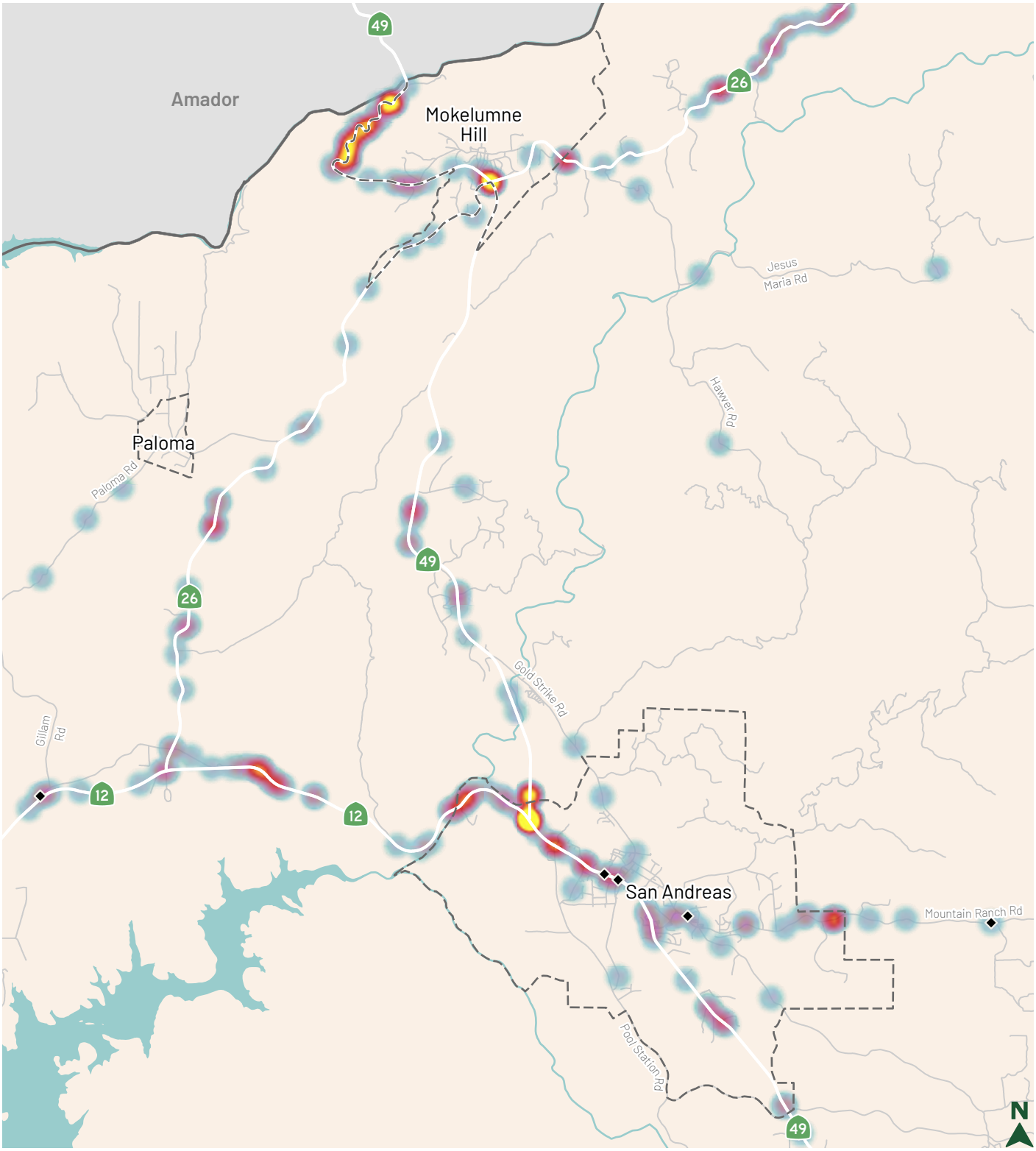
- Sparse
- Dense

- Community
- Census Designated Place
- Calaveras County Boundary
- Body of Water

Census Designated Places are derived from the US Census Bureau TIGER/Line data. Community locations derived from Calaveras County GIS Open Data Portal.

Figure 27

Collisions 2018-2022
1 - Western Subregion



Bicycle and Pedestrian Collisions

- ✕ Fatal
- ◆ Non-Fatal

Collision Density

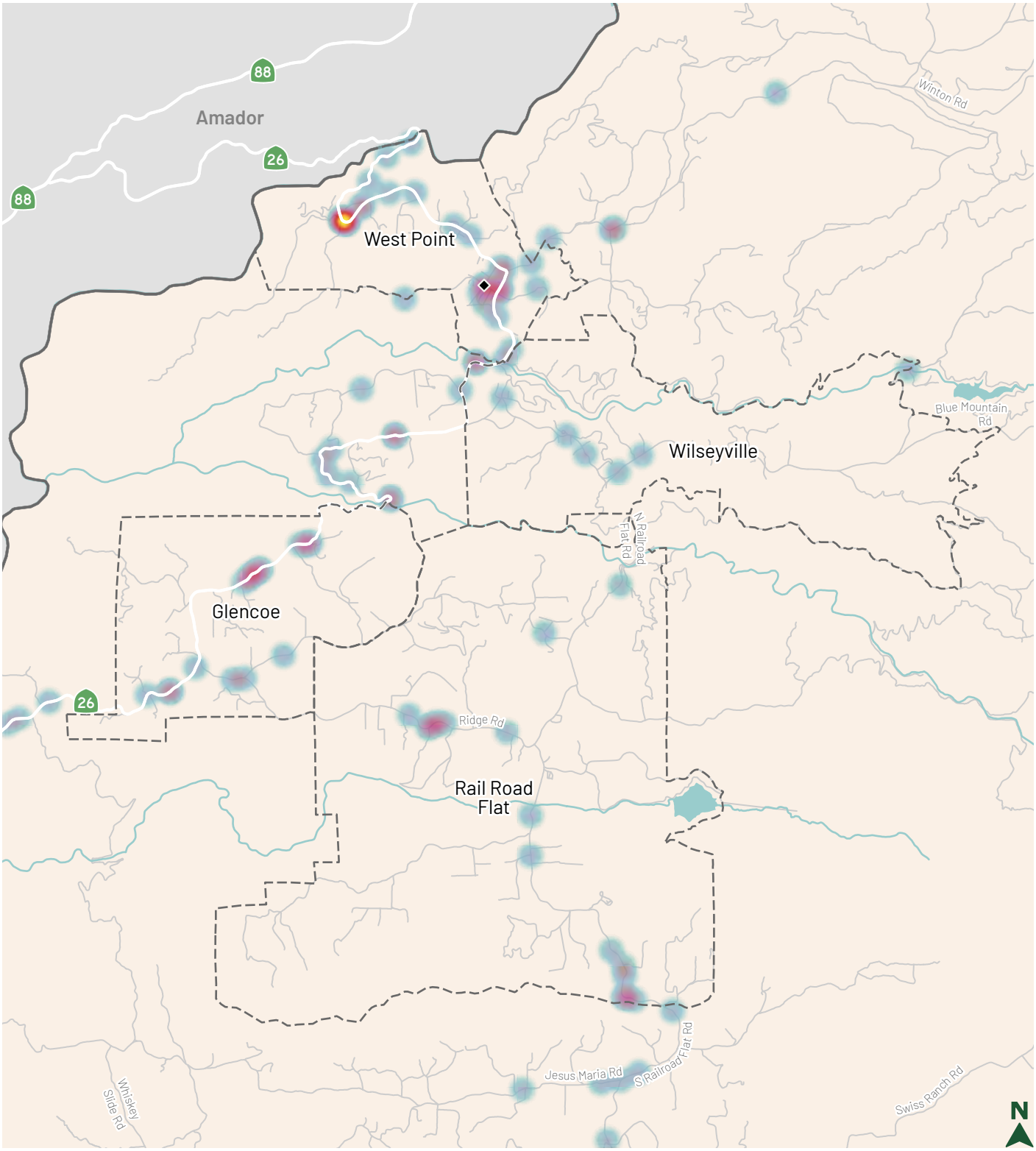
- Sparse
- Dense

- Census Designated Place
- Calaveras County Boundary
- Body of Water

Census Designated Places are derived from the US Census Bureau TIGER/Line data. Community locations derived from Calaveras County GIS Open Data Portal.

Figure 28

Collisions 2018-2022
2 -North Central Subregion



Bicycle and Pedestrian Collisions

- ✕ Fatal
- ◆ Non-Fatal

Collision Density

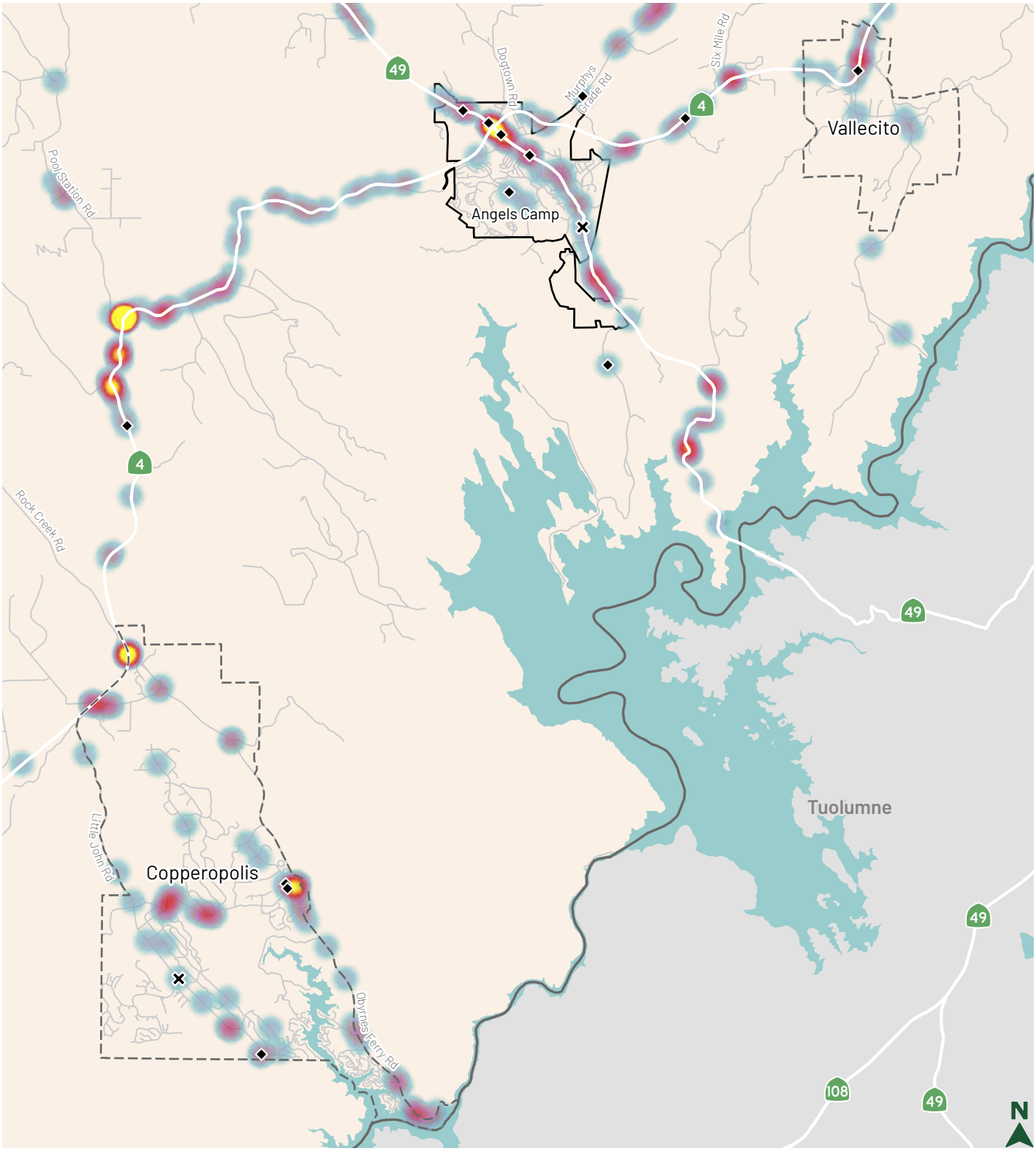
- Sparse
- Dense

- Census Designated Place
- Calaveras County Boundary
- Body of Water

Census Designated Places are derived from the US Census Bureau TIGER/Line data. Community locations derived from Calaveras County GIS Open Data Portal.

Figure 29

Collisions 2018-2022
3 - Northeast Subregion



Bicycle and Pedestrian Collisions

- Fatal
- Non-Fatal

Collision Density

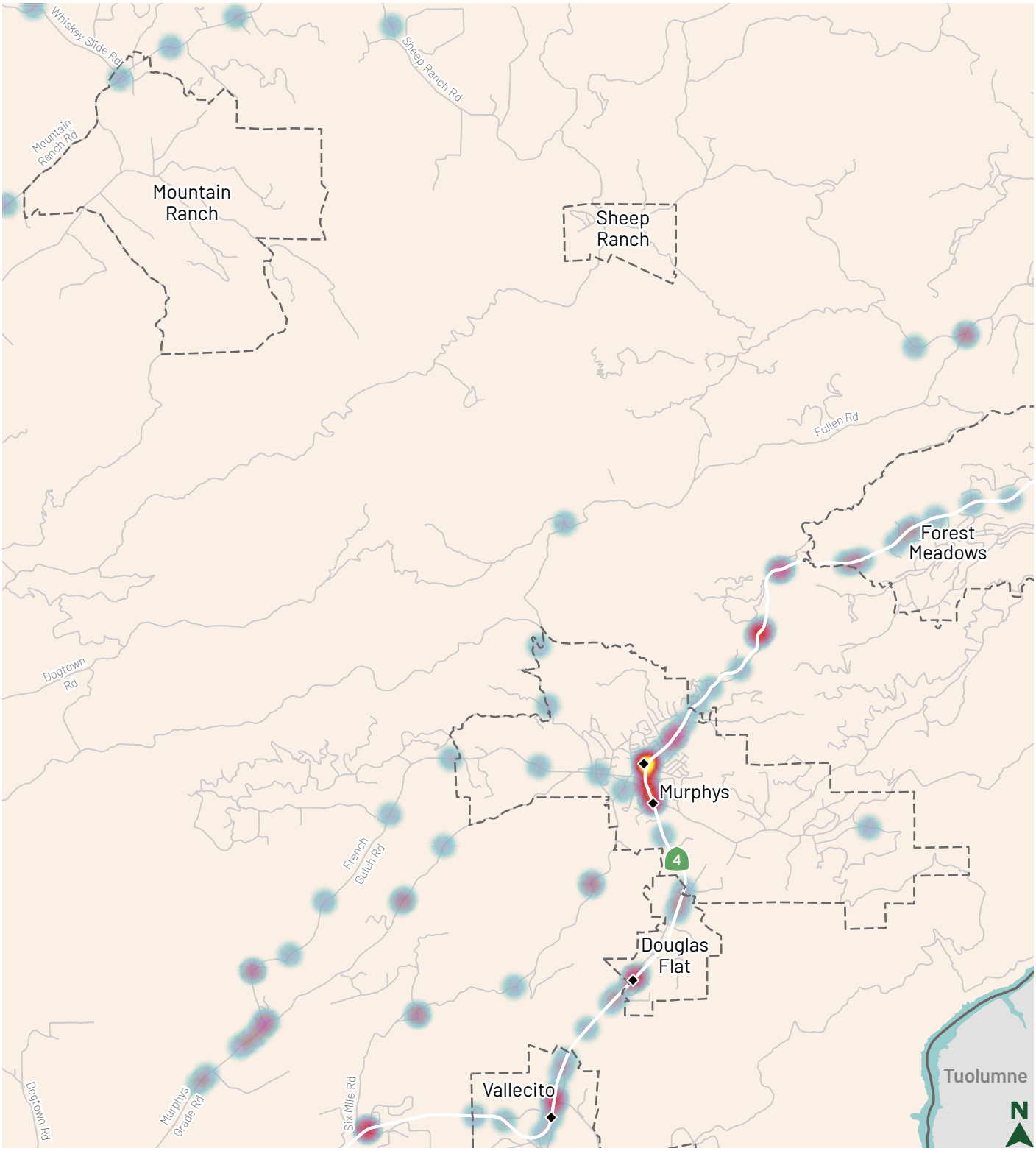
- Sparse
- Dense

- City of Angels Camp
- Census Designated Place
- Calaveras County Boundary
- Body of Water

Census Designated Places are derived from the US Census Bureau TIGER/Line data. Community locations derived from Calaveras County GIS Open Data Portal.

Figure 30

Collisions 2018-2022
4 - Southwest Subregion



Bicycle and Pedestrian Collisions

- Fatal
- Non-Fatal

Collision Density

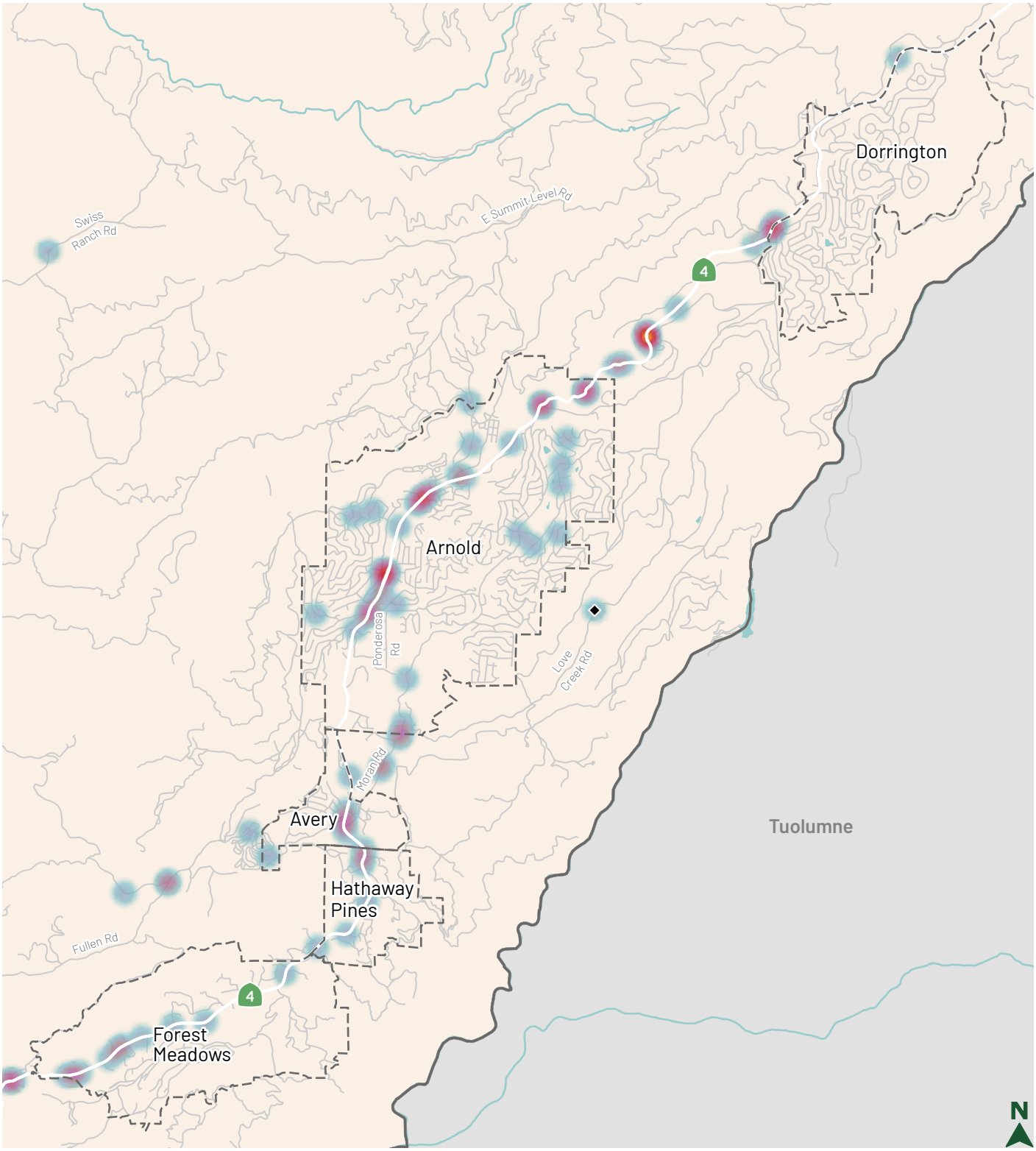
- Sparse
- Dense

- Census Designated Place
- Calaveras County Boundary
- Body of Water

Census Designated Places are derived from the US Census Bureau TIGER/Line data. Community locations derived from Calaveras County GIS Open Data Portal.

Figure 31

Collisions 2018-2022
5 - Central Subregion



Bicycle and Pedestrian Collisions

- ✕ Fatal
- ◆ Non-Fatal

Collision Density

- Sparse
- Dense

- Census Designated Place
- Calaveras County Boundary
- Body of Water

Census Designated Places are derived from the US Census Bureau TIGER/Line data. Community locations derived from Calaveras County GIS Open Data Portal.

Figure 32

Collisions 2018-2022
6 - Eastern Subregion

Table 9 displays the primary collision factors (PCF) for all collisions, separated by all collisions and killed and severe injury (KSI) collisions. **Tables 10 through 15** display the PCF, time of day, lighting, age of victims, and location information for bicycle and pedestrian involved collisions, followed by a short summary of the data below each table.

Table 9: PCF Violation Category: All Collisions – 2018-2022

Category	Total Collisions	%	KSI Collisions	%
Improper Turning	383	35	97	34
Unsafe Speed	202	19	42	15
Driving Under the Influence	199	18	80	28
Vehicle Right of Way Violation	148	14	30	10
Wrong Side of Road	76	7	27	9
Other Than Driver	33	3	6	2
Other[1]	48	4	7	2
Total	1,089	100	289	100

[1]Includes collisions attributed to impeding traffic, following too closely, improper passing, pedestrian right of way violation/pedestrian violation, traffic signals and signs, hazardous parking, other hazardous violation, unsafe starting or backing, other improper driving, not stated and unknown.
Represents the two highest categories for collisions.
Source: TIMS, Fehr & Peers, 2024.

As displayed, the most common PCFs for all collisions include improper turning, unsafe speed, driving under the influence and vehicle right of way violation. The percent of KSI collisions by PCF relative to total collisions is generally proportional; however, KSI collisions attributed to driving under the influence are disproportionately high compared to total collisions.

Table 10: PCF Violation Category: Bicycle and Pedestrian Involved Collisions – 2018-2022

Category	Bicycle Involved Collisions	%	Pedestrian Involved Collisions	%
Wrong Side of Road	4	31	-	-
Improper Turning	3	23	3	12
Unsafe Speed	2	15	4	16
Other Improper Driving	2	15	0	0
Vehicle Right of Way Violation	1	8	0	0
Pedestrian Right of Way Violation	-	-	4	16

Table 10: PCF Violation Category: Bicycle and Pedestrian Involved Collisions – 2018-2022

Category	Bicycle Involved Collisions	%	Pedestrian Involved Collisions	%
Pedestrian Violation	-	-	8	32
Unsafe Starting or Backing	-	-	2	8
Other than Driver	-	-	1	4
Traffic Signals and Signs	-	-	1	4
Unknown or Not Stated	1	8	2	8
Total	13	100	25	100

Represents the two highest categories for collisions.
Source: TIMS, Fehr & Peers, 2024.

The most common PCFs for bicycle involved collisions include wrong side of road and improper turning, The most common PCFs for pedestrian involved collisions include pedestrian violation, pedestrian right of way violation, and unsafe speed. Notably, pedestrian violations account for almost 50 percent (12 collisions) of all pedestrian involved collisions. Of these 12 collisions, nine involved pedestrians crossing (two in a crosswalk at an intersection, two in a midblock crossing, and five crossing outside of a crosswalk) and three involved pedestrians walking in the road (including the shoulder). However, the classification of pedestrian violation is not truly representative of the cause of the collision as it may be viewed as the pedestrian being at fault. Upon further review of these specific collisions, the PCF violation detail indicates that four of these 12 collisions were due to the driver not yielding at a crosswalk, four indicate the pedestrian crossed outside of a crosswalk or legal crossing but there is no crossing (marked or unmarked) near where the collision occurred, and one has no additional details regarding the cause of the collision so it is unclear what the pedestrian violation was.

While this indicates there may be opportunity for increasing pedestrian visibility at crosswalks (both midblock and at intersections) and/or installing crosswalks or sidewalks in locations they do not currently exist, the location of these collisions is inconsistent and no single intersection stands out as having a high frequency of collisions based on this data set. However, as noted, in some cases bicyclists and pedestrians intentionally avoid certain roadways and/or intersections due to safety concerns. Potential locations this may be occurring at will be evaluated during the next phase of the ATRTP.

Table 11: Time of Day and Lighting – 2018-2022

Time	Bike Collisions	%	Pedestrian Collisions	%
Overnight (7 PM-6 AM)	1	8	11	44
Morning Peak (6 AM-10 AM)	4	31	2	8

Table 11: Time of Day and Lighting – 2018-2022

Time	Bike Collisions	%	Pedestrian Collisions	%
Midday (10 AM-3 PM)	7	54	4	16
Evening Peak (3 PM-7 PM)	1	8	8	32

Source: TIMS, Fehr & Peers, 2024.

Table 12: Lighting – 2018-2022

Age	Bike Collisions	%	Pedestrian Collisions	%
Dark, No Streetlights	1	8	10	40
Dark, Streetlights	-	-	3	12
Daylight	12	92	12	48

Source: TIMS, Fehr & Peers, 2024.

Tables 11 and 12 indicate lighting is not likely a key contributor to bicycle involved collisions; however, it could be a key contributor to pedestrian involved collisions. The majority of pedestrian involved collisions occurred when it was dark and approximately 40 percent occurred in locations with no streetlights. These collisions occurred both as pedestrians were crossing the street and walking on the road.

Table 13: Age – 2018-2022

Age	Bike Collisions	%	Pedestrian Collisions	%
Under 15	1	8	5	19
15-64	9	69	15	58
65+	3	23	6	23

Source: TIMS, Fehr & Peers, 2024.

Table 13 indicates approximately 40 percent of victims of bicycle/pedestrian involved collisions are under 15 or 65 and over. These ages are often considered more vulnerable populations and can be disadvantaged from a transportation perspective if they are unable to drive and/or do not have access to a vehicle.

Table 14: Location – 2018-2022

Location	Bike Collisions	%	Pedestrian Collisions	%
Roadway	11	85	15	60
Intersection	2	15	10	40

Source: TIMS, Fehr & Peers, 2024.

Table 15: Location of Pedestrian Involved Collisions – 2018-2022

Location	Pedestrian Collisions
Crossing in Crosswalk at Intersection	3
Crossing in Crosswalk Not at Intersection	2
Crossing Not in Crosswalk	6
In Road, Including Shoulder	13
Not in Road	1

Source: TIMS, Fehr & Peers, 2024.

Tables 14 and 15 indicate the majority of bicycle and pedestrian involved collisions occurred in the roadway; however many pedestrian involved collisions did occur at intersections. Pedestrians were walking on the road/shoulder in over half of the collisions (note, sidewalks are not present in almost all locations these collisions occurred) and crossing outside of a crosswalk (often because no crosswalk was present) in almost 25 percent of the collisions.

Conclusion

As previously noted, between 2018 and 2022, there were 1,089 reported collisions in the County, including 232 severe injury collisions and 57 fatal collisions. There were 13 collisions involving bicyclists (resulting in five severe injury collisions and no fatal collisions) and 25 collisions involving pedestrians (resulting in four severe injury and two fatal collisions). Approximately 65 percent of all collisions and the majority of hot spot locations and bicycle and pedestrian collisions occur on state highways or at intersections with state highways.

The most common PCFs for all collisions include improper turning, unsafe speed, driving under the influence and vehicle right of way violation. The most common PCFs for bicycle involved collisions include wrong side of road and improper turning, The most common PCFs for pedestrian involved collisions include pedestrian violation, pedestrian right of way violation, and unsafe speed. However, as discussed in greater detail above, the classification of pedestrian violation is not truly representative of the cause of the collision in many cases.

During the next phase of this analysis, collision data will be reviewed in conjunction with results of the online survey responses to identify if there are additional locations where near miss collisions occur and/or if there are specific locations community members intentionally avoid walking and/or biking due to safety concerns.

Appendix I - Project Fact Sheets

State Route 4 in Murphys

Project Description

The Murphys SR 4 Main Street Complete Streets project aims to create a robust, fully connected bicycle and pedestrian network on SR 4 that is comfortable for users of all ages and abilities. In Murphys, SR 4 serves as a Main Street and provides a critical connection between residential neighborhoods and grocery, commercial, retail, recreational, and service type uses, as well as key community destinations serving vulnerable populations such as an elementary school and a senior center.

Key components of the project include design and construction of two roundabouts, intended to slow speeds and reduce fatal and severe injury collisions, and construction of bicycle and pedestrian facilities which vary by segment but include Class I shared-use paths, Class IV separated bikeways, sidewalk gap fill, and crossings.

Key Facts

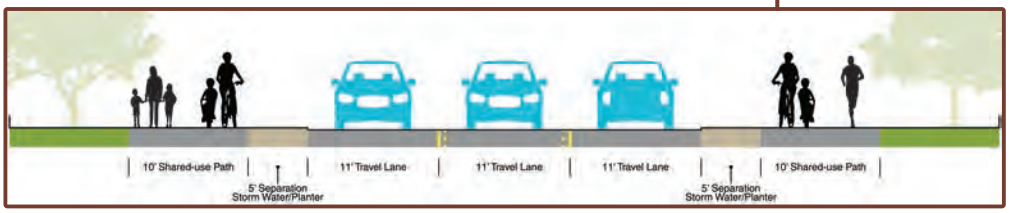
SR 4 provides primary access between residential neighborhoods and the communities only elementary school, senior center, and grocery store.

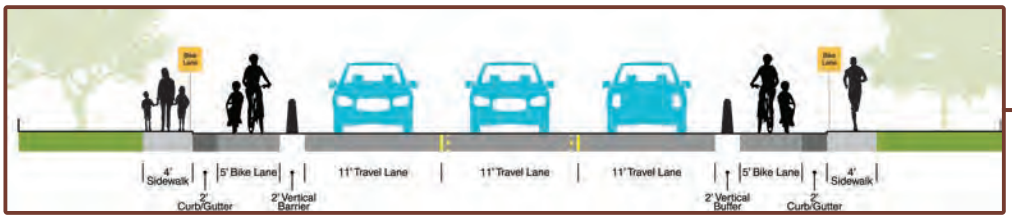
- Downtown Murphys is a high traffic, year-round tourist destination with limited parking. Tourists often park on side streets and walk on SR 4 to access Main Street.
- Community has consistently vocalized a desire for bicycle, pedestrian, and safe routes to school improvements for almost 25 years, as documented in the following planning efforts:
  - Calaveras County Active Transportation and Recreational Trails Plan (2026)
  - Murphys SR 4 Complete Streets Plan (2019)
  - Regional Bicycle, Pedestrian, and Safe Routes to School Plan (2015)
  - Calaveras County Bicycle Master Plan (2007)
  - Calaveras County Pedestrian Master Plan (2007)
  - Murphys Circulation, Pedestrian, Bicycling, and Parking Study Final Report (2002)

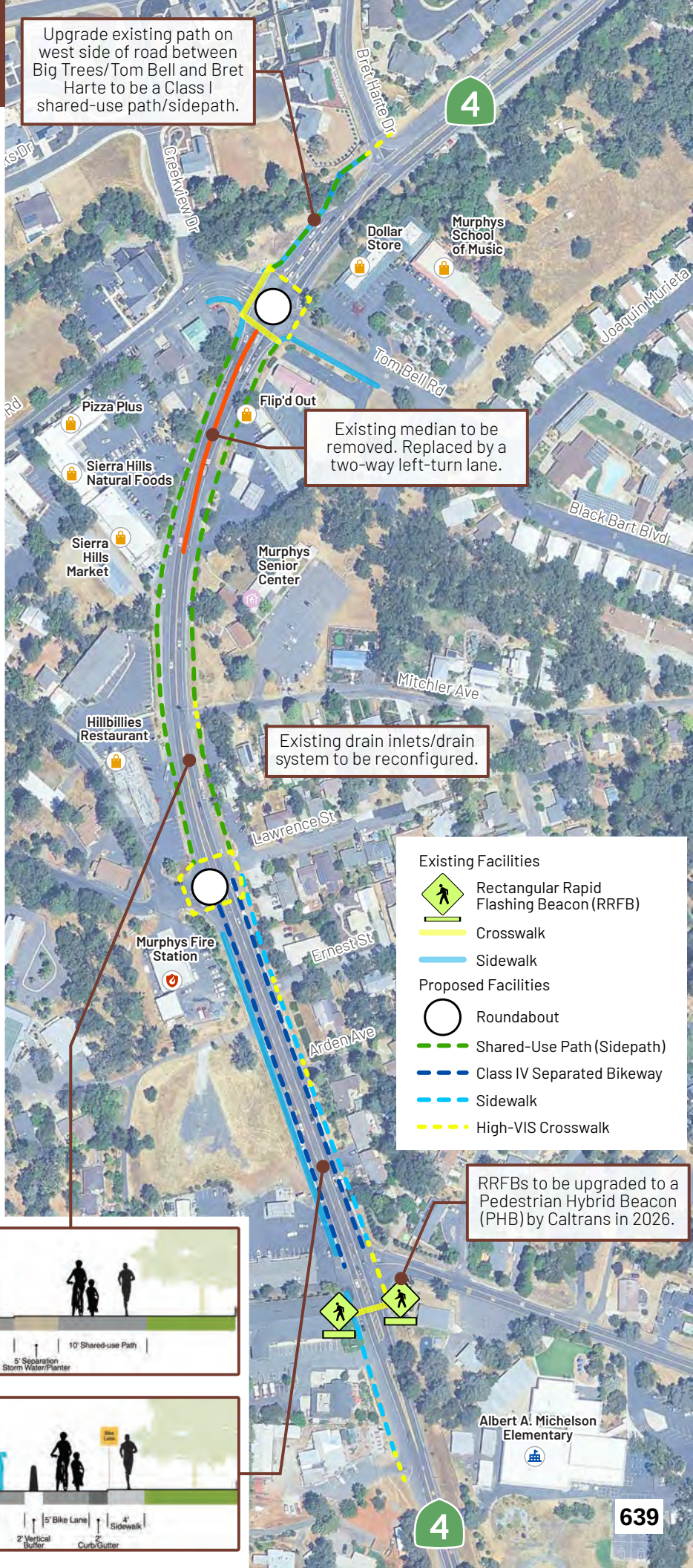
Demographic Context of Murphys CDP (2024 ACS 5-year Estimates):

- Population: 1,951
- Median Household Income: $73,571 which is less than 80% of the statewide median household income of $98,613 (disadvantaged community indicator)
- Median Age: 64.6 compared to the state median age of 38.4, indicating a higher percentage of senior aged residents

Updated Cost Estimates to be Provided







State Route 26 in Valley Springs

Project Description

The SR 26 Valley Springs Main Street Complete Streets project aims to provide a bicycle and pedestrian pathway between residential neighborhoods and key community destinations including the Valley Oaks Shopping Center, Nove Plaza and downtown Valley Springs, where the elementary school, library, two parks/recreational areas, and various retail/commercial businesses are located. The project includes design and construction of an approximately 1.5 mile shared-use path along SR 26 from Vista Del Lago Drive to Hogan Dam Road (north) where it would transition to an existing sidewalk. Design and construction of an approximately 1,100 foot sidewalk north of the existing sidewalk terminus is also included which would close the gap in the existing network and create a cohesive, connected, and accessible facility for users of all ages and abilities along the entire length of SR 26 between downtown Valley Springs and Vista Del Lago Drive.

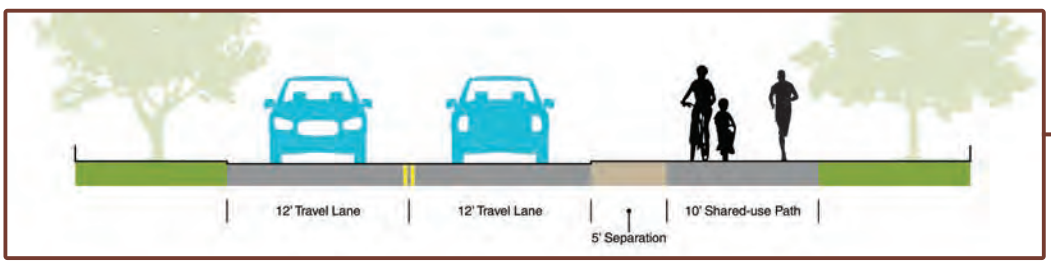
Key Facts

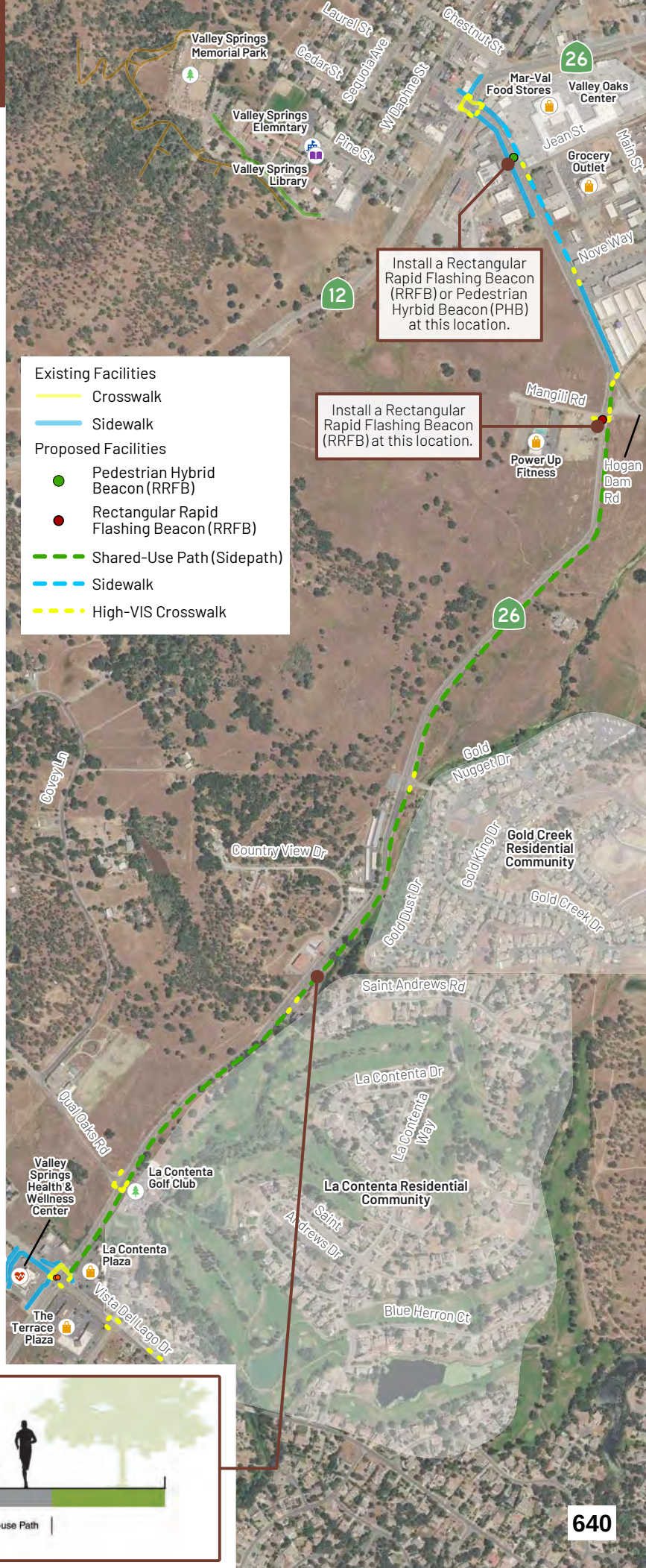
- SR 26 provides the primary connection between residential communities in Valley Springs and key destinations such as grocery, commercial/retail, medical, service, recreational, and educational land uses.
- Residents currently walk in the ditch adjacent to SR 26 to avoid vehicular traffic.
- Community support for walking/biking facilities is previously documented in the following planning efforts:
  - Calaveras County Active Transportation and Recreational Trails Plan (2026)
  - Valley Springs Town Center Connectivity Plan (2020)
  - Regional Bicycle, Pedestrian, and Safe Routes to School Plan (2015)
  - Calaveras County Bicycle Master Plan (2007)
  - Calaveras County Pedestrian Master Plan (2007)

Collision Data: Between 1/1/2020 and 12/31/2024, 41 reported injury related collisions have occurred within the project segment, including three pedestrian involved collisions, one of which was fatal. High volumes, high speeds, lack of shoulders and lack of pedestrian facilities contribute to collisions on the corridor. Most common collision types include:

- Broadside (29%)
- Overturned (17%)
- Hit Object (15%)
- Rear-End (12%)
- Head-On (12%)
- Vehicle/Pedestrian (7%)

Updated Cost Estimates to be Provided





Angels Creek Trail Phases I & II

Project Description

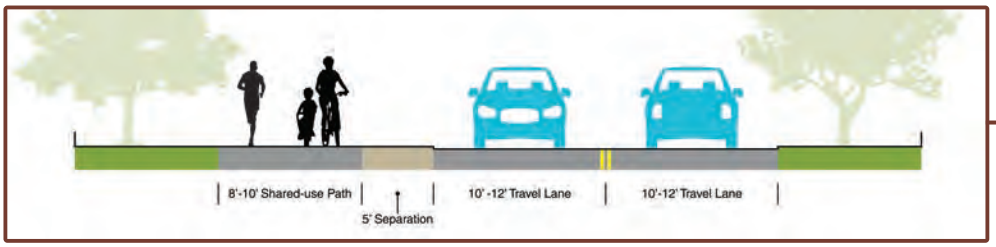
The Angels Creek Trail Phases I & II project is a multi-purpose trail project that aims to reduce VMT by providing walking and biking access from residential neighborhoods to historic downtown Angels Camp, improve public health through the creation of a recreational trail along Angels Creek within the City limits, and preserve and protect vegetation and natural habitats along the creek corridor by providing a designated space for walking and biking. The project includes design and construction of a Class I shared-use path adjacent to Angels Creek, starting at Kurt Drive and ending at Main Street (SR 49), a Class III bike route along Finnegan Lane from Main Street (SR 49) to Angel Oaks/Greenhorn Creek Road, and a Class I shared-use path along the Angel Oaks/Greenhorn Creek Road alignment to connect the Greenhorn Creek subdivision to Finnegan Lane.

Key Facts

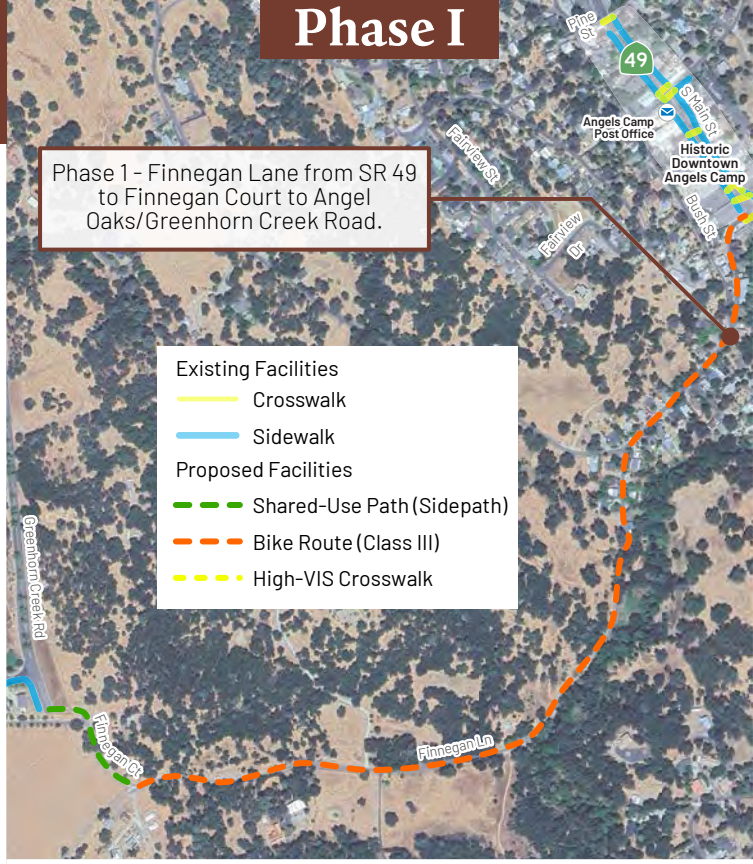
Project has received environmental clearance (SCH #: 2023050036)
Community has consistently vocalized support for walking/biking improvements within the project area through the following planning projects:
Calaveras County Active Transportation and Recreational Trails Plan (2026)
Regional Bicycle, Pedestrian, and Safe Routes to School Plan (2015)
Angels Creek Trail Master Plan and Trail (2012)
Angels Camp 2020 General Plan (2009)
Calaveras County Bicycle Master Plan (2007)
Calaveras County Pedestrian Master Plan (2007)

Demographic Context of City of Angels (2024 ACS 5-year Estimates)
Population: 3,716
Median Age: 55.0 compared to the state median age of 38.4, indicating a higher percentage of senior aged residents
Median Household Income: $62,188 which is less than 80% of the statewide median household income of $98,613 (disadvantaged community indicator)
Commuting Characteristics:
Approximately 4% of workers have no vehicle available
Approximately 14% of workers walk to work

Updated Cost Estimates to be Provided



Phase I



Phase II



CALAVERAS COUNCIL OF GOVERNMENTS AGENDA SUBMITTAL

Presented by: ***Melissa Raggio, Executive Director***	**Board Meeting Date** March 4, 2026	**Agenda Number** **9**
Minute Order Approving the County Public Works Department Request to Reprogram Regional Surface Transportation Program (RSTP) Funds Totaling $268,042.		
Published Notice Required? No **Public Hearing Required?** No		**Estimated Time:** 0-5
Type of Document: Minute Order **PowerPoint Presentation Included?** No		

Recommendation:
Staff recommends the Council approve a Minute Order reprogramming Regional Surface Transportation Program funds totaling $268,042.

Background:
At the December 7, 2022 Council meeting as part of the CCOG 2023/24-2026/27 Call for Projects the CCOG approved Regional Surface Transportation (RSTP) funding allocations for City and County projects. County Public Works has completed the Valley Springs School Safety project and is requesting to reprogram Regional Surface Transportation Program (RSTP) funding to the County's paving program. This surplus of funding on the project is due to the County being able to utilizes the City's CMAQ allocation of $1,393,393. This CMAQ funding was previously programmed to the City's Angels Creek Bike and Pedestrian project.

Discussion:
The County Public Works Department has requested to reprogram $268,042 in RSTP funding from the Valley Springs School Safety Improvement project to the County Road Resurfacing and Paving Project. Below is the Current RSTP Programming and Proposed RSTP Programming.

Current RSTP Programming:

RSTP	Previous FY	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Total
County Road Safety Sign Audit Project	$0	$0	$0	$48,642	$0	$0	**$48,642**
Angels Creek Bike & Ped SR 49	$0	$0	$0	$0	$412,393	$373,704	**$786,097**
Valley Springs School Safety Improvement Project	$11,435	$223,000	$33,607	$0	$0	$0	**$268,042**
Wagon Trail - SR 4 Realignment	$0	$0	$500,000	$2,000,000	$0	$0	**$2,500,000**
Total Programmed or Requested	**$11,435**	**$223,000**	**$533,607**	**$2,048,642**	**$412,393**	**$373,704**	**$3,602,781**

Proposed RSTP Programming:

RSTP	Previous FY	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Total
Road Safety Sign Audit Project	$0	$0	$0	$48,642	$0	$0	**$48,642**
Angels Creek Bike & Ped SR 49	$0	$0	$0	$0	$412,393	$373,704	**$786,097**
County Road Resurfacing and Paving Program	$0	$0	$0	$268,042	$0	$0	**$268,042**
Wagon Trail - SR 4 Realignment	$0	$0	$500,000	$2,000,000	$0	$0	**$2,500,000**
Total Programmed or Requested	**$0**	**$0**	**$500,000**	**$2,316,684**	**$412,393**	**$373,704**	**$3,602,781**

Fiscal Impact:
There is no Fiscal Impact to the RSTP Fund.

ATTACHMENT(S):
CCOG M.O. County Request Reprogram RSTP.pdf
Request to Reprogram RSTP Funds Totaling $268,042.pdf

CALAVERAS COUNTY
STATE OF CALIFORNIA

MINUTE ORDER
March 4, 2026

A Motion was made to approve the reprogramming of $268,042 in RSTP funds from the County Valley Springs School Safety project to the Road Resurfacing and Paving Project.

RSTP	Previous FY	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	**Total**
Road Safety Sign Audit Project	$0	$0	$0	$48,642	$0	$0	**$48,642**
Angels Creek Bike & Ped SR 49	$0	$0	$0	$0	$412,393	$373,704	**$786,097**
~~Valley Springs School Safety Improvement Project~~	~~$0~~	~~$223,000~~	~~$33,607~~	~~$0~~	~~$0~~	~~$0~~	~~**$256,607**~~
Road Resurfacing & Paving Program	$0	$0	$0	$268,042	$0		**$268,042**
Wagon Trail - SR 4 Realignment	$0	$0	$500,000	$2,000,000	$0	$0	**$2,500,000**
Total Programmed or Requested	**$0**	**$0**	**$500,000**	**$2,316,684**	**$412,393**	**$373,704**	**$3,602,781**

RESULT: **ADOPTED [UNANIMOUS]**
MOVER:
SECONDER:
AYES:
ABSENT:

ATTEST

_____
Anne Dell'Orto, Clerk to the Council
Calaveras Council of Governments

_____
Tim Muetterties, Chair
Calaveras Council of Governments

CALAVERAS COUNTY
DEPARTMENT OF PUBLIC WORKS

Micah Martin, Director

February 17, 2026

Melissa Raggio, Executive Director
Calaveras Council of Governments
444 E. St Charles Street, Suite A
San Andreas, CA 95249

SUBJECT: Request to Reallocate Funding from Remaining RSTP Funds from the Valley Springs School Safety Improvements Project to the 2025/26 Road Resurfacing and Paving Program

Dear Ms. Raggio,

I am writing to formally request a reallocation of existing project funds managed under the Calaveras Council of Governments (CCOG). Specifically, we request that the remaining balance of $268,042.94 currently allocated to the Valley Springs School Safety Improvement Project be redirected to support the 2025/26 Road Resurfacing and Paving Program.

We believe this reallocation will help us more effectively meet local and state safety objectives, while still addressing the intent behind the original funding.

We appreciate the continued support and collaboration of the CCOG in advancing transportation safety in our region.

Thank you for your consideration. Should you have any questions or require additional information, please feel free to contact me directly at 209/754-6401 or via email at mmartin@calaverascounty.gov.

Sincerely,

Micah Martin
Director

MM/tw

891 Mountain Ranch Road ▪ San Andreas, CA 95249
Phone: (209) 754-6401 ▪ email: pubworks@co.calaveras.ca.us ▪ Website: publicworks.calaverasgov.us

CALAVERAS COUNCIL OF GOVERNMENTS AGENDA SUBMITTAL

Presented by: ***Melissa Raggio, Executive Director***	**Board Meeting Date** March 4, 2026	**Agenda Number** **10**
Minute Order Approving the FY 2026/27 Draft Operations Budget		
Published Notice Required? No **Public Hearing Required?** No		**Estimated Time:** 0-5
Type of Document: Minute Order **PowerPoint Presentation Included?** No		

Recommendation:
Staff recommends the Council approve the FY 2026/27 Draft Operations Budget. The Executive Management Group (EMG) has reviewed and supports the recommendation to the Council.

Discussion:
Staff recommends the Calaveras Council of Governments approve the Draft Operations Budget for Fiscal Year 2026/27 totaling $706,594. The Draft Operations Budget reflects a decrease of $606 compared to FY 2025/26 Amendment No. 2 Operations Budget totaling $707,200. (shown in the attachment).

Salary & Benefits
The increase to salary and benefits section, line item 5001 Salary/Wages totals $4,973. This increase is attributed to annual merit/step increases for three (3) full-time employees and one (1) part-time employee. There was also an increase in line item 5049 CalPERS/Employer of $2,534 due to an increase in CalPERS unfunded liability ($17,627), partially offset by a slight decrease in the annual rates: Classic 12.85% and PEPRA 8.00%. Line item 5055 Health Insurance/Cash in Lieu decreased $5,724 due to health benefits costs for full time employees.

Annual Expenses
There was a $3,020 decrease to line item 5381 Publications, Legal Notices and Fees due to FY 2025/26 Regional Transportation Plan (RTP) CEQA Notice of Determination filing with Fish & Wildlife, and the County Clerk Fee. Attached is a detail budget narrative by line item.

Fiscal Impact:
Fiscal Year 2026/27 Draft Operations Budget totals $706,594. The budgeted revenue and revenue sources are

outlined in the Draft Overall Work Program. This is an estimate and is contingent on year end actuals that may be carried over from 2025/26 fiscal year. Below is a breakdown of CCOG estimated revenue to fund the Operations Budget.

Rural Planning Assistance (RPA)	$194,473
Program, Planning & Monitoring (PPM)	$26,115
Local Transportation Funds (LTF)	$385,002
Regional Surface Transportation Program (RSTP)	$30,159
Reimbursement from CTA	$70,845
Total	**$706,594**

ATTACHMENT(S):
CCOG M.O. Draft Operations Budget.pdf
CCOG FY 2026-27 Draft Operating Budget.pdf
CCOG FY 2026-27 Draft Operating Budget Narrative.pdf

CALAVERAS COUNTY
STATE OF CALIFORNIA

MINUTE ORDER
March 4, 2026

A Motion was made to approve the FY 2026/27 Draft Operations Budgets as presented.

RESULT:
MOVER:
SECONDER:
AYES:

ATTEST

Anne Dell'Orto, Clerk to the Council
Calaveras Council of Governments

Tim Muetterties, Chair
Calaveras Council of Governments

Calaveras Council of Governments
FY 2026/27
Operations Budget Draft

Line Item	Description	Adopted Amend. No. 1 2025/26	Adopted Amend. No. 2 2025/26	Proposed Draft 2026/27	Changes	Notes
5001	Salary/Wages	$ 381,342.00	$ 381,342.00	$ 386,315.00	4,973	3 full-time, 1 part-time employee with benefits
5002	Extra Hire	$ -	$ -	$ -	-	One (1) Extra Hire
5049	CalPERS/Employer	$ 69,877.00	$ 69,877.00	$ 72,411.00	2,534	Classic 12.85% PEPRA 8.00%, UFL ($17,627)
5051	Social Security- Extra Hire only	$ -	$ -	$ -	-	Extra Hire
5053	Medicare	$ 5,500.00	$ 5,500.00	$ 5,700.00	200	
5054	Long Term Disability	$ 1,000.00	$ 1,000.00	$ 1,000.00	-	Actual cost for benefited employees
5055	Health Insurance/Cash in Lieu	$ 60,660.00	$ 60,660.00	$ 54,936.00	(5,724)	Actual cost for benefited employees
5056	Life Insurance	$ 250.00	$ 250.00	$ 250.00	-	Actual cost for benefited employees
5057	Vision	$ 1,000.00	$ 1,000.00	$ 1,000.00	-	Actual cost for benefited employees
5058	Dental	$ 6,000.00	$ 6,000.00	$ 5,000.00	(1,000)	Actual cost for benefited employees
5061	Deferred Compensation	$ 2,400.00	$ 2,400.00	$ 2,400.00	-	Actual cost for benefited employees
	Subtotal	$ 528,029.00	$ 528,029.00	$ 529,012.00	$ 983.00	
5121	Communications	$ 5,040.00	$ 5,040.00	$ 5,040.00	-	Phone Bill and Internet
5153	Work Comp Insurance	$ 5,700.00	$ 5,700.00	$ 5,700.00	-	Allied - SDRMA (Workers Comp)
5159	Unemployment Insurance	$ 2,000.00	$ 2,000.00	$ 2,000.00	-	4 employees
5160	Liability Insurance	$ 26,135.00	$ 26,135.00	$ 26,135.00	-	Office Building, Staff
5183	Maintenance of Equipment - Copy Mach	$ 1,975.00	$ 1,975.00	$ 1,975.00	-	Copy Machine Lease
5221	Memberships	$ 7,725.00	$ 7,790.00	$ 7,875.00	85	CalaCog, RCTF, CSDA, CalAct, VS News
5241	Office Expense - Supplies	$ 5,200.00	$ 5,200.00	$ 5,200.00	-	
5243	Office Expense - Postage Expense	$ 1,000.00	$ 1,000.00	$ 1,000.00	-	
5245	Copy Expense	$ 4,000.00	$ 4,000.00	$ 4,000.00	-	Paper and Ink Cartridges
5257	Office Expense - Small Equipment	$ 5,000.00	$ 5,000.00	$ 5,000.00	-	
5271	PS&S- General Admin. Services	$ 31,922.00	$ 31,922.00	$ 32,708.00	786	Admin. Services See Budget Narrative
5300	Calaveras County Television	$ 1,500.00	$ 1,500.00	$ 1,500.00	-	$150 x 10 Meetings
5381	Publications, Legal Notices and Fees	$ 3,000.00	$ 6,020.00	$ 3,000.00	(3,020)	Public Outreach/Public Notices
5391	Rents & Leases - Equipment	$ 4,660.00	$ 4,660.00	$ 5,220.00	560	Copy Machine Lease & Signal Services Alarm
5392	Rents & Leases	$ 27,259.00	$ 27,259.00	$ 27,259.00	-	Office Space $2,271.56 per month
5411	Council Stipends	$ 3,900.00	$ 3,900.00	$ 3,900.00	-	$350 x 10 Meetings - $100 x 4=$400 (EMG)
5422	Training	$ 4,000.00	$ 4,000.00	$ 4,000.00	-	Conferences/Professional Development
5477	Personal Mileage Reimbursement	$ 2,000.00	$ 2,000.00	$ 2,000.00	-	
5478	Travel - Training/Seminars	$ 3,000.00	$ 3,000.00	$ 3,000.00	-	CTC, Seminars, Conferences
5501	Utilities	$ 6,360.00	$ 6,360.00	$ 6,360.00	-	CPPA and PG&E
5704	Software	$ 4,710.00	$ 4,710.00	$ 4,710.00	-	Insperity & CCOG CIP software maint.
5990	Contingencies	$ 20,000.00	$ 20,000.00	$ 20,000.00	-	
	Total Expenses	$ 176,086.00	$ 179,171.00	$ 177,582.00	(1,589)	
	Total Expenditures	$ 704,115.00	$ 707,200.00	$ 706,594.00	$ (606.00)	
	Revenue Sources					
4412	Rural Planning Assistance (RPA)	$ 186,909.00	$ 186,909.00	$ 194,473.00	7,564	RPA Funds Used for Eligible Projects
4468	Local Transportation Funds (LTF)	$ 337,543.00	$ 340,628.00	$ 385,002.00	44,374	TDA Administration &Project Management
4479	Planning, Programming &Monitoring(PPM)	$ 26,115.00	$ 26,115.00	$ 26,115.00	-	
4521	Regional Surface Transportation (RSTP)	$ 88,548.00	$ 88,548.00	$ 30,159.00	(58,389)	Adjusted based on expenditures
4679	Reimbursement from Cal Transit	$ 65,000.00	$ 65,000.00	$ 70,845.00	5,845	
	Total Revenue	$ 704,115.00	$ 707,200.00	$ 706,594.00	$ (606.00)	

5001-5061 Salaries and Benefits **Budget Total $529,012**

2026/27 Fiscal Year Includes:
Budgeted fully staffed with four (4) employees
Annual merit increases and Executive Director contract
Employee Health Benefits (budgeted benefits at estimated cost)
PERS Employer Rate for Classic employees changed from 12.87% to 12.85%
PERS Employer Rate for PEPRA employees changed from 8.03% to 8.00%
PERS includes Unfunded Accrued Liability
Deferred Compensation Employee Contribution Match ($50 per employee per month)
Standard Payroll Deductions: Medicare, LTD, Federal & State Tax, SDI

5121 Communication **Budget Total $5,040**

Includes the cost of telephone and internet expenses.

5153 Work Comp Insurance **Budget Total $5,700**

Figure based on actual insurance rate through Special Districts Risk Management authority (SDRMA).

5159 Unemployment Insurance **Budget Total $2,000**

Standard State payroll deduction.

5160 Insurance and Liability **Budget Total $26,135**

Includes both property and liability insurance policies through Special Districts Risk Management authority (SDRMA).

5183 Maintenance of Equipment **Budget Total $1,975**

Includes expenditures for the Lanier Copy Machine contract. Maintenance of fire extinguisher also included at $75 per year.

5221 Memberships **Budget Total $7,875**

Includes subscriptions to local Newspapers, journal subscriptions, as well as professional membership dues. Membership list includes:

Rural Counties Task Force	$ 1,500
California Special Districts Association	$ 1,900
CALCOG RTPA Group	$ 3,540
CalAct	$ 900
The Valley Springs News	$ 35

5241 Office Expenses **Budget Total $5,200**

Includes all general office supplies, with the exception of equipment.

5243 Postage Expense	**Budget Total**	**$1,000**

General mailing monthly agenda packet and invoicing/project submittals to Caltrans.

5245 Copy Expense	**Budget Total**	**$4,000**

Includes costs associated with copy/printing equipment and outside printing companies for jobs that exceed the capabilities of the office copy machine.

5257 Office Expense – Small Equipment	**Budget Total**	**$5,000**

Miscellaneous office expense for small equipment

5271 Professional and Specialized Services	**Budget Total**	**$32,708**

Payroll Services	$ 5,000
Technology Services	$10,000
Accela Meeting Software	$10,188
PERS Fees for GASB 84 Reports	$ 700
Janitorial Services	$ 2,520
Interpreting Services	$ 4,300
	$ 32,708

5300 CCTV	**Budget Total**	**$1,500**

Includes an expense of $150.00 per Council meeting.

5381 Publication/ Legal Notices/Fees	**Budget Total**	**$3,000**

Includes costs associated with the posting of public notices, newspaper advertising, and job posting.

5391 Rents and Leases- Equipment	**Budget Total**	**$5,220**

Includes costs associated with Signal Service alarm system for $660 and the CA Redding Lease Contract for the Ricoh IM C4510 Copy Machine

5392 Rents and Leases	**Budget Total**	**$27,259**

Includes office space rent July & August – $2,271.56 per month
Annual adjustments based on CPI will be made in September 2026, per lease agreement

5411 Council Stipends	**Budget Total**	**$3,900**

Includes a $50.00 stipend per Council Member, per CCOG meeting attended and $50.00 for the Chair and Vice Chair attendance to Executive Management Meetings Quarterly.

5422 Conference and Training fees	**Budget Total**	**$4,000**

Various Annual Professional Conferences

5477 Personal Mileage Reimbursement	**Budget Total**	**$2,000**

Reimbursable in accordance with County policy.

5478 Travel, Meals, Lodging, Parking	**Budget Total**	**$3,000**

Rates are in accordance with County reimbursement policies.

5501 Utilities	**Budget Total**	**$6,360**
Calaveras County Power Authority (CPPA)	$330.00 x 12 = $3,960	
PG&E	$200.00 x 12 = $2,400	

5704 Software	**Budget Total**	**$4,710**
Insperity Software Subscription	$92.70 x 12 = $1,113	
Annual CIP Software Maintenance Fee	$2,500	

5990 Contingency	**Budget Total**	**$20,000**

TOTAL $706,594

CALAVERAS COUNCIL OF GOVERNMENTS AGENDA SUBMITTAL

Presented by: ***Melissa Raggio, Executive Director***	**Board Meeting Date** March 4, 2026	**Agenda Number** **11**
Resolution No. FY 26-17 Approving the FY 2026/27 Draft Overall Work Program (OWP) and Planning, Programming and Monitoring Expenditure Plan		
Published Notice Required? No **Public Hearing Required?** No		**Estimated Time:** 0-5
Type of Document: Resolution **PowerPoint Presentation Included?** No		

Recommendation:
Staff recommends the Council approve the FY 2026/27 Draft Overall Work Program (OWP) and Planning, Programming and Monitoring Expenditure Plan.

Background:
The Overall Work Program (OWP) is the primary management tool identifying the tasks and products that the CCOG will undertake during FY 2026/27. The OWP also identifies the funding sources and staff resources necessary to complete the Council's Work Program. The City and County identify projects and project priorities in the Capital Improvement Program (CIP) with funding made available and awarded with the Call for Projects.

Discussion:
The Overall Work Program (OWP) is broken down into work elements that are unique to specific subject areas. Each work element identifies:

- Work previously completed under that work element,
- The purpose of that work element in the subject matter,
- Tasks to be undertaken,
- A listing of products and schedule for delivery of those products,
- The funding sources for each work element, and
- The level of effort (staff allocation) required to undertake and deliver those task and products.

The Draft Overall Work Program (OWP) and Overall Work Program Agreement are due to Caltrans Local Assistance by March 1, 2026. Caltrans will review and provide CCOG with comments to be considered in the Final Overall Work Program due June 1, 2026. Once the Council approves the FY 2026/27 Final Overall Work Program (OWP), staff will execute agreements and contracts. The Overall Work Program Amendment No. 1

will reflect actual carry over balances after the official closing by the County Auditor Controller and Certification of Expenditures by Caltrans anticipated in October of 2026. Below is a breakdown of Revenues.

Revenue

Project Planning Programming and Monitoring (PPM)

This program sets aside 5% of the CCOG's Regional Improvement Program (RIP) funds for project Planning Programming and Monitoring (PPM). The amount identified, $45,000 is also reflected in the PPM Expenditure Plan. The CCOG submitted the programming in the 2024 Regional Transportation Improvement Program (RTIP) adopted and approved by the California Transportation Commission (CTC) in March of 2024.

Rural Planning Assistance (RPA)

This year's RPA funds are $315,500. Seventy-five percent (75%) of these funds must be spent by the end of the fiscal year in which they are allocated. RPA funding is not available until the State Budget is passed. The funding is reimbursed quarterly with the submission of the Quarterly Overall Work Program (OWP) Report. RPA cannot be used for indirect expenses and is restricted to planning activities.

Regional Surface Transportation Program (RSTP)

Federal RSTP funds are exchanged by rural RTPA's for state funding through the State Highway Account. There are two portions of RSTP funds. The first, or County's share, is allocated directly to the County Public Works Department. The second, or discretionary share, is allocated to the CCOG's Operations Budget, Reserve Account, and local projects in the CCOG CIP.

Local Transportation Funds (LTF)

CCOG anticipates $709,820 in LTF to fund transportation planning and administration functions for FY 2026/27. CCOG operating budget is anticipated to account for $347,474. Contracts will account for $324,818, of which $101,430 is budgeted annually for the TDA Annual Financial Audit, Bookkeeping Services, County Auditor Controller and County Treasurer contracts, Legal Services and Website maintenance and hosting.

Grants and Other Revenues

CCOG was awarded a Sustainable Communities Planning grant for the Calaveras County Travel Demand Model Update in FY 2025/26 totaling $241,741.

Other revenue includes reimbursement from the Calaveras Transit Agency for staffing services from the CCOG. The CTA and CCOG entered into a staffing services agreement in FY 2018/19. CCOG tracks time based on work element and task and bills CTA for the hours worked under Calaveras Transit Management and Operations.

The Draft was reviewed and is recommended by the Executive Management Group (EMG).

Fiscal Impact:

Approval of the OWP is required for Rural Planning Assistance (RPA) funds.

ATTACHMENT(S):

CCOG Resolution FY 26-17 OWP FY25-26.pdf
CCOG FY 2026-27 OWP Draft Narrative.pdf

CALAVERAS COUNCIL OF GOVERNMENTS
COUNTY OF CALAVERAS
State of California
March 4, 2026

RESOLUTION NO. FY 26-17

A RESOLUTION APPROVING THE FY 2026/27 DRAFT OVERALL WORK PROGRAM (OWP) AND PLANNING, PROGRAMMING AND MONITORING EXPENDITURE PLAN

WHEREAS, pursuant to California Government Code, Title I, Division 7, Chapter 5, Section 6500 et. seq. the Calaveras Council of Governments (CCOG) was created as a local planning agency to provide regional transportation planning for the area of Calaveras County, and

WHEREAS, California Government Code Section 29532.1 (g) identifies CCOG as the designated regional transportation planning agency for Calaveras County, and is responsible for the planning, allocating, and/or programming of funds; and

WHEREAS, the FY 2026/27 Draft Overall Work Program (OWP) is the primary management tool for the CCOG, identifies the activities and a schedule of work for regional transportation planning in Calaveras County, and is a requirement of the Master Fund Agreement between the Calaveras Council of Governments and Caltrans; and

WHEREAS, the Calaveras County apportionment of State Transportation Improvement Planning (STIP) funds for Planning, Programming, and Monitoring (PPM) in fiscal year 2026/27 is $45,000; and

WHEREAS, the STIP Planning, Programming, and Monitoring Program Fund Transfer Agreement was provided by the California Department of Transportation

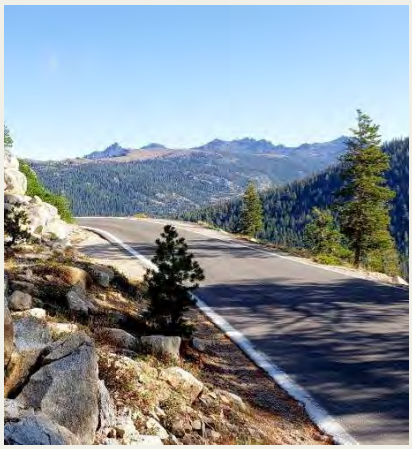
NOW, THEREFORE, BE IT RESOLVED by that the Calaveras Council of Governments hereby adopts the Transportation Planning Draft Overall Work Program (OWP) and Overall Work Program Agreement for the Fiscal Year 2026/27, attached hereto; and the Planning, Programing, and Monitoring Expenditure Plan for Calaveras County's STIP set aside funds and authorizes its Executive Director to execute the Fund Transfer Agreement.

The foregoing Resolution was duly passed and adopted by the Calaveras Council of Governments at a regular meeting thereof, held on 4th day of March 2026, by the following vote:

RESULT:
MOVER:
SECONDER:
AYES:

ATTEST

Anne Dell'Orto, Clerk to the Council Calaveras Council of Governments	Tim Muetterties, Chair Calaveras Council of Governments








Calaveras Council of Governments

OVERALL WORK PROGRAM

FY 2026/27

Draft: March 4, 2026 Resolution FY26-

444 East Saint Charles St., PO Box 280, San Andreas, CA 95249 (209) 754-2094

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CCOG Committees & Members

Mission Statement

The Calaveras Council of Governments is the planning agency which coordinates with its partners and communities to optimize the existing and future transportation systems.

Council of Governments (CCOG)

Tim Muetterties, Chair
Citizen Member

Gary Tofanelli, Vice Chair
Calaveras County

Amanda Folendorf
Calaveras County

Michael Chimente
City of Angels

Scott Behiel
City of Angels

Pat Bettinger
Citizen Member

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Citizen Member

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Administrative Assistant

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Micah Martin
County Public Works Director

Bret Sampson
County Planning Director

Steve Williams (Interim)
City of Angels – City Administrator

Shiferaw Jemberie
Caltrans, District 10

Aaron Brusatori - Lumos & Associates
City of Angels – Engineer

Executive Management Group (EMG)

Tim Muetterties, Chair
Citizen Member

Gary Tofanelli, Vice Chair
Calaveras County

Steve Williams (Interim)
City of Angels – City Administrator

Teresa Hitchcock
County Executive Officer

Introduction

The Calaveras Council of Governments (CCOG), a Joint Powers Agency established by the City of Angels Camp and County of Calaveras, is responsible for the coordination of regional transportation planning in Calaveras County. The regional transportation system is a vital element of our community, helping to support economic health and quality of life, while providing for the mobility of goods and people. The regional planning process is continuous in order to respond to the changing needs of the County and City and serves to develop strategies for operating, managing, maintaining, and financing the region's transportation system.

The Core Functions of the CCOG include the following:

- Administer and allocate funds under the Transportation Development Act (TDA).
- Receipt and approval of claims for Transportation Development Act (TDA) funds.
- Coordinate Unmet Transit Needs.
- Coordinate, support, review, and rank Federal Transit Administration (FTA) grant programs.
- Update the Coordinated Public Transit Human Services Transportation Plan.
- Coordinate the Social Services Transportation Advisory Committee (SSTAC).
- Ensure timely fiscal and performance audits.
- Prepare the Annual Overall Work Program (OWP).
- Administer the Regional Transportation Planning process.
- Update and adopt the Regional Transportation Plan (RTP).
- Adopt and Monitor the Regional Transportation Improvement Program (RTIP).
- Oversee the delivery of the State Transportation Improvement Program projects (STIP).
- Coordinate, consult, and collaborate with Federally Recognized Tribes and Tribal Communities.
- Conduct outreach efforts to the traditionally under-represented and under-served populations such as the elderly, persons with disabilities, minority, or persons of limited means.

The Overall Work Program (OWP) serves as the primary management tool for the Calaveras Council of Governments. This one-year scope of work establishes regional transportation planning objectives for the fiscal year, assigns institutional responsibility for tasks, and includes the methods, schedules, and the funding levels needed to achieve the listed activities. The FY 2026-27 OWP is a product of the collaborative efforts of the County and City and will serve as the CCOG's directive for use of funds. The FY 2026-27 OWP is consistent with the 2017 Regional Transportation Planning Handbook as prepared by California Transportation Commission.

The OWP has a number of important characteristics:

- The Work Program Supports the Region's Transportation Goals. The CCOG's primary objective is to develop a programming and funding strategy that will lead to the successful implementation of the Regional Transportation Plan.
- The Work Program reflects a commitment to public information and outreach.
- The Work Program reflects the Core Functions of the CCOG.
- The Work Program has been developed in compliance with all state and federal planning requirements.
- The Work Program has been developed with the support and collaboration of the CCOG Member Agencies.

The development of the CCOG OWP is a collaborative process of the Member Agencies. The FY 2026-27 OWP reflects the realignment of project management roles among the CCOG, Calaveras County, and City of Angels Camp. Project-specific Work Elements are grouped according to focus area and importantly grouped to delineate CCOG Core Functions. The CCOG has created a Web-Based Capital Improvement Plan (CIP) to streamline and improve project communication and coordination. All approved City and County Projects are identified in detail in the CIP.

To remind our readers, CCOG developed a Web-Based transportation program management system that allows multiple users to access single source project information. This dynamic database includes programming information, invoice tracking, report development and a document library. In addition to serving as a project management dashboard, the information is also served through the web to Board Members, City Councils, Caltrans and members of the public. The CIP importantly offers the Council the ability to view project schedules and make funding decisions based on capacity for project delivery. The CIP includes fourteen projects, including CCOG planning projects, totaling approximately $18 million. With the development and implementation of the Web-Based CIP the CCOG has the capacity to coordinate the planning, funding, and implementation of all programs administered by the agency. The CIP is currently available to the public online at www.ccogcip.com.

In short, CCOG Successes for 2025/26 Include the Following:

- Program Support and Grant Funding for the Advancement of the Wagon Trail SR 4 Realignment Project, PS&E, ROW, CON
- Initiation and Completion of Annual Financial Audits for TDA Fund recipients (CCOG, Transit, Streets and Roads)
- Completion of the Annual Unmet Transit Needs Process and Report
- Monitoring of programmed RTIP funds
- Facilitation, and/or Attendance at Regular Meetings: TAC, CCOG, SSTAC, EMG, RTPA, RCTF, CTC, CalCOG
- Quarterly SSTAC Meetings and Adoption of Annual Work Plan
- Administration of the Transportation Development Act (TDA)
- Development of federal and state grant applications and technical assistance to local jurisdictions
- Development of Oversight of CCOG Operation Budgets and the Overall Work Program
- Assist City and County in Project Delivery of CCOG Funded Projects – TCEP, CMAQ, CARB and RSTP
- Reprogramming and allocation of funds for completion of City and County infrastructure improvement projects
- Continued Development and Refinement of the Web-Based Capital Improvement Program (CIP), a tool for Project Tracking and Fund Monitoring
- Completion of the Calaveras County Short Range Transit Plan
- Completion of the Calaveras County Active Transportation and Recreational Trails Plan
- Initiation of the Greenhouse Gas Emissions and Greenhouse Gas Reduction Plan Phase 2
- Initiation of the Calaveras County Travel Demand Model Update
- Development and Update of CCOG Logo and Website

COUNCIL AND COMMITTEE FORMATION

Through the creation of a Joint Powers Agreement (JPA) in 1998 the Calaveras Council of Governments (CCOG) has served as the designated Regional Transportation Planning Agency (RTPA) for Calaveras County. As the RTPA, the Council coordinates regional planning efforts for both Calaveras County and the City of Angels. The CCOG is comprised of seven members, two from the Calaveras County Board of Supervisors, two from the Angels Camp City Council and three Citizen “at large” members. The Citizen members serve 2-year terms and are appointed by the elected members, who are appointed by their respective bodies on a yearly basis.

There are three (3) standing Committees that serve in an advisory capacity to the Council. Critical to the success of the CCOG is the Technical Advisory Committee (TAC), Social Services Advisory Committee (SSTAC), and the Executive Management Group (EMG), all of which serve as clearinghouses for technical and administrative items that go before the full Council.

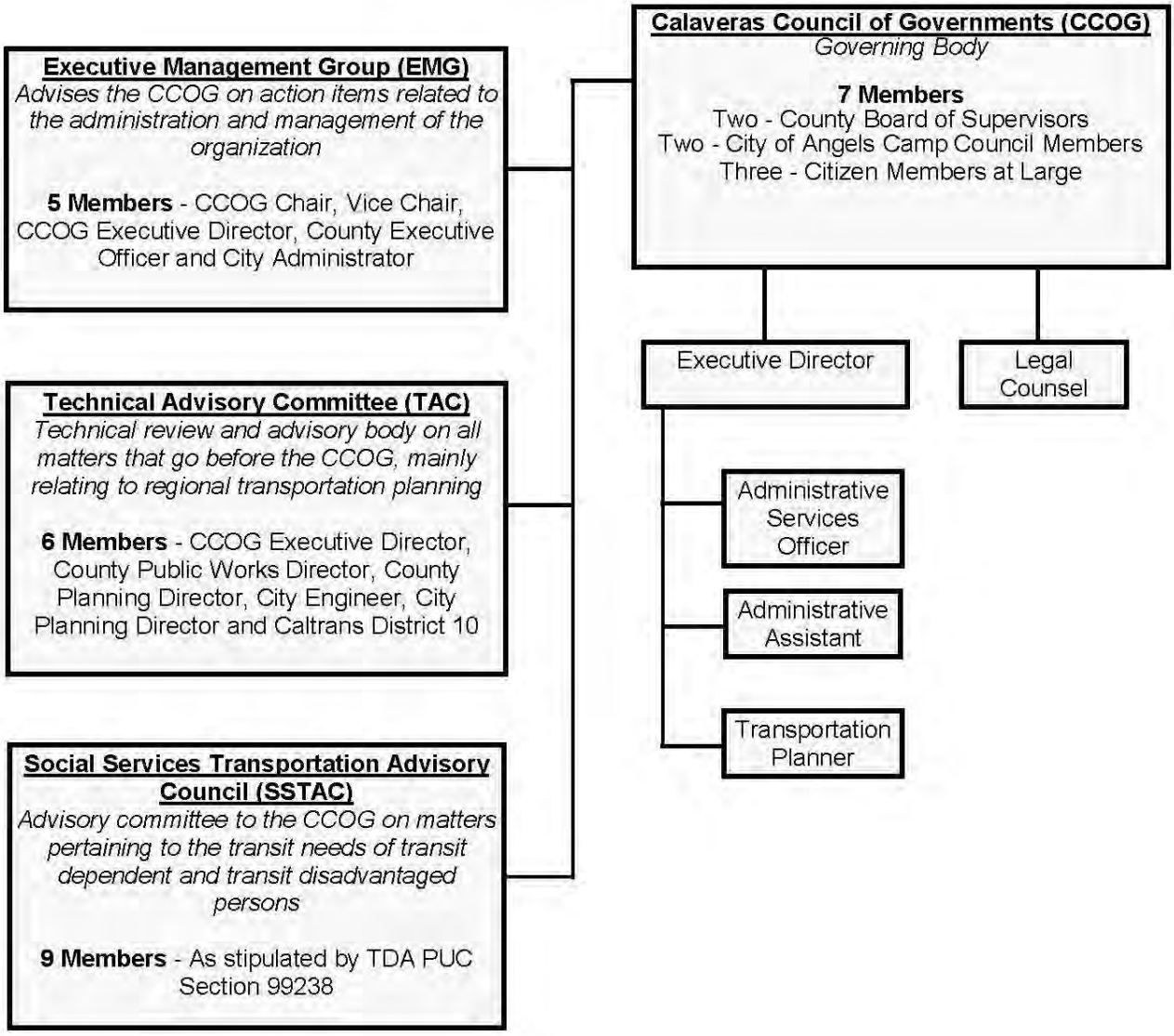
The TAC is advisory to the CCOG on all matters relating to regional transportation planning including but not limited to: the development of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and the Annual Overall Work Program (OWP). Membership of the TAC consists of the CCOG Executive Director, County Public Works Director, County Planning Director, City Engineer, City Planning Director and Caltrans District 10 Director or designee. Meetings are held monthly on the third Wednesday of the month.

The SSTAC is intended to be advisory to the CCOG on matters pertaining to the transit needs of transit dependent and transit disadvantaged persons. The input and recommendations of the SSTAC shall be considered in, and made an integral part of, the CCOG's annual "Unmet Transit Needs" hearing and findings process. The SSTAC is comprised of a myriad of representatives of potentially transit dependent segments of the community (e.g., senior citizens, persons with disabilities, persons of limited means, etc.) and transit operators. SSTAC members are appointed by the CCOG. CCOG staff and the Caltrans District 10 Transit Representative are ex-officio members of the SSTAC. The composition of the SSTAC, the terms of SSTAC appointments and precise responsibilities of the SSTAC are found in and controlled by Section 99238 of the Public Utilities Code (PUC). Meetings are held at least quarterly.

The Executive Management Group, comprised of the CCOG Chair, Vice Chair, CCOG Executive Director, County Chief Executive Officer and City Administrator, will meet at least quarterly, or as necessary. All action items related to budget, policy, personnel, and other matters related to the administration and management of the organization will be reviewed by the EMG prior to presentation to the CCOG Board for approval.

CALAVERAS COUNCIL OF GOVERNMENTS

ORGANIZATIONAL CHART



Calaveras County is located within the Foothills of the Sierra Nevada Mountain Range approximately 133 miles east of San Francisco and 85 miles southeast of Sacramento. The County was incorporated in 1850 and is bordered by Alpine County to the east, Tuolumne County to the south, Amador County to the north, and Stanislaus and San Joaquin Counties to the west. Calaveras County is rural with a population density of approximately 44 persons per square mile (0.6 persons per acre). The topography varies from land elevation near sea level in the west to approximately 8,000 feet in the eastern mountains. The only incorporated city in the County is the City of Angels, commonly known as Angels Camp. The County's Census Designated Places (CDPs) include: Arnold, Avery, Copperopolis, Dorrington, Mokelumne Hill, Murphys, Rancho Calaveras, San Andreas, Vallecito, Valley Springs, and West Point.



Calaveras is served by four (4) state highways. State Route 4 (SR 4) provides an east-west route from San Joaquin County to the high Sierra and Bear Valley Ski Resort. State Route 49 (SR 49) is the major north-south route linking the communities of Mokelumne Hill, San Andreas, and Angels Camp to Amador and Tuolumne Counties. State Route 26 (SR 26) traverses the northwest corner of Calaveras County between the San Joaquin County line near Rancho Calaveras and the Amador County line near West Point. Finally, State Route 12 (SR 12) travels through the western portion of the County and serves as a connector to San Joaquin County, Wallace, Burson and Valley Springs.

A key factor regarding future growth trends for housing, employment, transit and transportation infrastructure is population. The population in Calaveras County since the 2020 Census has fluctuated insignificantly with slight losses and gains in population each year. In January 2024, the California Department of Finance (DOF) reported the population of Calaveras County at approximately 46,574, reflecting a modest increase from the 45,348 reported in the 2020 Census. While the county experienced a slight decline between 2010 and 2020, recent data indicates a small recovery in population. The DOF projects that Calaveras County's population will grow by about 0.02% annually over the next decade, reaching around 46,619 by 2030. However, extending the projections through 2040, the county's population is estimated to reach 48,500, suggesting slow but steady growth.

The California State Employment Development Department (EDD) reported that the number of employed persons in Calaveras County in December 2023 was approximately 21,800. The county's unemployment rate has decreased significantly from the peak of the economic downturn and currently stands at 4.5%. The largest employers in the county include sectors such as Hospitals and Health Care, Schools, County Government and Social/Human Resources, Utility Companies, Retail, and Wine Manufacturing. According to the U.S. Census Bureau's 2022 data, only 21.4% of employed residents of Calaveras work within the county; conversely, 53.1% of those employed in Calaveras live in the county. The proximity of Calaveras to San Joaquin County continues to be a key factor in driving growth in the western part of the county. It also serves as an attractive employment destination for Calaveras residents, with roughly 19% of the workforce commuting to San Joaquin and Stanislaus counties, making this the second-largest commuting region for Calaveras residents.

The regional movement of people within the County can be classified into three broad travel categories: commuters, recreational, and tourist. The County commute consists mostly of automobile traffic from smaller communities and rural areas onto the SR 49, SR 26, SR 4, and SR 12 corridors. Most of the interregional and intraregional traffic continues to be concentrated in the SR 49 and SR 4 corridors.

Calaveras County has experienced relatively low population growth due to the County's rural nature and lack of expanding employment opportunities. The small residential population in the County does not reflect the thousands of visitors and tourists that travel to and through the County each year, and ultimately the impact on the transportation system. In Calaveras County

tourism contributes significantly to the regional economy. In 2009 total taxable sales hit a low of $260 million, since then taxable sales have steadily increased on average five percent per year to $330 million in 2014. Emphasis on system preservation and rehabilitation of roadways, bridge replacement, and road upgrades is important to economic development and economic well-being of the area.

GOODS MOVEMENT

The movement of goods and people is highly dependent upon state highways because of their superior design and capacity. A combination of state highways and County roads serve as the primary network for goods movement in Calaveras County. Each of the state facilities exhibits significant truck volume at various locations. The highest volume of trucks occurs on SR 26 and SR 49 the only State Transportation Assistance Act (STAA) routes. The highest percent of total average annual daily traffic (AADT) for the routes in Calaveras County are recorded on SR 4 and SR 49. Like most rural areas, truck travel is the primary source of roadway degradation for local facilities. Adequate maintenance and efficient operation of this roadway network is critical to the continued economic vitality of the County as well as safety of the public.

CCOG continues to support investments and improvements on state highways and county roads, including continued support for the SR-4 Wagon Trail Realignment project. CCOG contracted with Fehr & Peers completing a Freight Study, developing truck and freight movement data to support grant funding applications including the Trade Corridor Enhancement Program (TCEP).

As reflected in the interviews with truck traffic generators, conditions for goods movement are generally perceived as good, but some see new developments negatively impacting the regional transportations system. Potential conflicts between truck, recreational vehicle traffic and 40-foot tour buses on the County's narrow two-lane highways are seen as an issue. Some roads are considered to be simply too narrow to accommodate both goods movement and recreational traffic safely. Due to permitting constraints, larger trucks typically must take less direct routes to delivery locations, thereby decreasing efficiency. Additionally, a lack of shoulders and passing opportunities on the highway system is a safety concern in Calaveras County. All these factors can negatively impact goods movement through the County.

As the region grows, larger trucks require travel through Calaveras County, particularly on SR 4 and SR 49. Improving state highways and intersections to State Transportation Assistance Act (STAA) levels, constructing turnouts and passing lanes and upgrading County roads such as Parrots Ferry Road, O'Byrnes Ferry Road, Mountain Ranch Road and Sheep Ranch Road will benefit traffic flow, roadway safety and the local economy by offering parallel capacity to the State Routes.

Calaveras Council of Governments
2026-2027 Overall Work Program (OWP)
Information Element

State Route	Product	Activity Description	Performed By	Status of Product	Expected Date of Completion
All	D10 Bicyclist Pedestrian Advisory Committee (BPAC)	Community and public engagement on active transportation needs on and close to the State Highway System	Caltrans District 10 System Planning and Goods Movement	Ongoing	Ongoing
All	D10 Mobile Home Park Access Feasibility Study	Documentation of existing conditions, prioritized active transportation needs, and possible solutions to address walking and bicycling gaps and barriers at or near parks' egress/ingress on the SHS	Caltrans District 10 Active Transportation and Office of Complete Streets	Ongoing	Summer, 2026

Public transportation has always played an important role in Calaveras County. The Calaveras Transit Agency (CTA) Joint Powers Agreement (JPA) was executed by the County of Calaveras and City of Angels on March 6, 2018, to manage and operate the Calaveras Transit program. The CTA assumed full responsibility for management of the public transit system from County management on July 1, 2018. The new agency executed an extensive transition plan leading to full operating responsibility on July 1, 2018. A rebranding effort was executed in 2019 to rebrand the system from Calaveras Transit to Calaveras Connect.

The mission statement of the Calaveras Transit Agency is to *provide safe and cost-effective public transportation services throughout Calaveras County to serve the mobility needs of residents and visitors who need public transportation*.

Prior to April of 2020, when COVID-19 impacted services, Calaveras Connect offered five (5) deviated fixed routes, Monday through Friday, generally between 5:00 a.m. and 9:00 p.m. Seasonal Saturday service was provided through the Saturday Hopper, a deviated fixed route that operated every hour from 10:00 a.m. to 7:30 p.m. between Angels Camp and Arnold, with a few trips to San Andreas. Coordinated transfers were made available with Amador Regional Transit in Jackson, which provides a link for residents to Sacramento, and with Tuolumne County Transit at Columbia College.

Discounted fares were offered to persons with disabilities, older adults, veterans, students, and youth. The CTA initiated a student fare program in FY 2019/20 for Columbia College students, offering free rides on all Calaveras Connect routes Monday through Friday. The CTA also implemented Token Transit, which is a smartphone app that allows riders to purchase and maintain passes on the app.

In April of 2020 when California issued the first statewide “stay at home” order, Calaveras Connect suspended services and fares collection. On demand only services for the entire Calaveras Connect service area was initiated in May of 2020. Throughout 2020/21 Calaveras Connect services continued to evolve with additional expansions to the Dial-a-Ride services.

Starting January 2022, new services as approved by CTA went into effect, maintaining the Red Line as the only deviated fixed route and the expanded Dial-a-Ride services available Monday through Friday throughout the entire County. Seasonal Saturday service is provided through the Saturday Hopper, a deviated fixed route that operates every hour from March through November, between Angels Camp and Murphys, with Arnold as an on-demand service and a few trips to San Andreas.

Description of Current Services:

For fixed routes, buses deviate up to three-quarters of a mile from the published alignment with advance notice.

Red Line – The Red Line travels between Vista del Lago and Arnold, stopping in Valley Springs, San Andreas, Angels Camp, Douglas Flat, Murphys, and Avery. Ten daily roundtrips are made from 6:10 AM and 8:13 PM Monday through Friday. Trips are provided on demand from Angels Camp to Columbia College Monday through Friday.

Saturday Hopper – The Saturday Hopper runs a fixed route seasonally from March through November. The Hopper service runs hourly from Angels Camp to Murphy’s and the Murphys to Arnold section is an on-demand service.

Direct-Connect Dial-a-Ride – Curb-to-curb Dial-a-Ride service covers the entire County Monday through Friday. Service is by reservation only. Out of County connections can be made using Direct-Connect only on specific days to each area:

- West Point/Wilseyville/Jackson – Wednesday only
- Angels Camp to Sonora – Friday only
- San Andreas to Jackson and Sutter Creek – Monday – Friday

CALAVERAS CONNECT SYSTEM MAP



In addition to public transit services offered by the County, there are ten (10) known social and human service agencies which provide specialized transportation in Calaveras County. Private transportation providers within the County include several taxicab services. The nearest Amtrak and Greyhound stations are located in Lodi and Stockton.

Active transportation is a growing area of interest and focus at both the local, state, and federal levels. California passed legislation creating the Active Transportation Program (ATP) through Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013). Through the passage of the ATP, the state seeks to increase bicycling and walking trips, improve safety and mobility for non-motorized users; in turn, reducing greenhouse gases and enhancing public health.

In addition to the abovementioned goals, communities that have invested in bicycle and pedestrian infrastructure have seen tangible economic impacts. Transportation systems that encourage walking or bicycling are known to improve and increase business activity, home values, tourism, retail sales, and lower infrastructure as well as healthcare costs.

There are 21.8 miles of bikeways in Calaveras County and Angels Camp, consisting of 2.6 miles of Class I Multi-Use Paths, 0.7 miles of Class II Bike Lanes, and 14.9 miles of Class III Bike Routes. Due to a lack of infrastructure, most of the bicycle travel in Calaveras County is for recreation or fitness, either on off-road trails or less traveled rural roads. Many recreational trail networks exist off the local road or state highway system such as the Arnold Rim Trail, New Melones trails, Big Trees State Park trails, and Lake Camanche Reservoir. Through planning, coordination and outreach, and funding activities (e.g., programming, grant assistance, etc.) the CCOG promotes and seeks to increase non-motorized travel in Calaveras County.

In 2015 the CCOG adopted the Countywide Bicycle and Pedestrian Master Plan and added a Safe Routes to Schools component. The Plan serves as a coordinated and resource document for the region, with a focus on developing a primary network of bikeways, programs, and specific policies and enhancements. The update included significant public input and data collection, both on existing conditions and future needs and desires of the community. The CCOG applied for a Calaveras County Active Transportation and Recreational Trail Plan through the Caltrans FY 2023/24 Sustainable Transportation Planning grant call. CCOG was successful in this round and was awarded $264,000, and in March 2024, the CCOG Board approved a contract with Fehr & Peers. The grant-funded project was successfully completed in 2026.

In conjunction with the Calaveras County Active Transportation and Recreational Trail Plan, the CCOG updated the active transportation website, called Walk and Bike Calaveras (www.walkandbikecalaveras.org), previously created for the 2015 Bicycle, Pedestrian and Safe Routes to School Master Plan. Walk and Bike Calaveras is a resource to help residents and visitors take advantage of the many transportation options and resources that exist in Calaveras County, while also providing information and education on bicycling, walking, and riding transit.

Beginning in 2014 and each cycle thereafter, the CCOG has facilitated and coordinated a project prioritization process for California's Active Transportation Program (ATP). The CCOG brought together agencies and stakeholders to develop criteria and a prioritized project list for the region. The goal was to develop competitive grant applications for projects to be funded under this program in Calaveras County. Stakeholders included representatives from Public Health, CHP, schools, Recreation and Parks, Caltrans, the County, and the City of Angels. Development of ATP project applications is a priority of CCOG.

In 2014, CCOG established a volunteer position to support the development of the Active Transportation Program. The volunteer started in 2015 by drafting a work plan focused on the areas of increasing physical activity and injury prevention through the promotion of transportation safety, community walks and runs and a community education campaign for pedestrians, riders and drivers. The second focus area is the promotion of healthy community design and development through awareness of local community priorities. Also, this will include the promotion of access to safe and convenient facilities increasing areas to walk and bike. The promotion of safe walking routes and walking groups identified by and featuring local residents will be posted on the www.walkandbikecalaveras.org. Local media coverage of the Plan activities will further promote community awareness and support.

In 2016 and 2017 CCOG coordinated with the Calaveras Unified School District and Mark Twain School District to develop a bicycle and pedestrian safety education campaign and planning for activities such as a walk to school day. Various other agencies were involved including San Andreas Recreation and Park District, Calaveras Public Health Services, California Highway Patrol, Mark Twain Medical Center, San Andreas Elementary School, Mark Twain Elementary School and the City of Angels.

CCOG has worked with our local jurisdictions and Caltrans on various multimodal plans including complete streets, corridor studies, and bike/ped facility feasibility studies. Caltrans supports coordination efforts to enhance bicycle and pedestrian

facilities on the SHS. Specifically, to ensure separation and protection for bicyclists and pedestrians from motor vehicle traffic on state highways in built environments, Caltrans endorses the installation of connected sidewalks, as well as buffered Class II, Class IV, and Class I bicycle lanes on the SHS where feasible. Caltrans has supported this work through funding from the statewide Sustainable Communities and Partnership Planning Grant program. These studies have been utilized to apply for competitive funding, coordinate with Caltrans SHOPP project development, and prioritization of regional projects. Several have resulted in funding and delivery of multimodal transportation improvements.

CCOG will continue to enhance existing relationships with local community partners to meet the goals of the Active Transportation Plan.

AVIATION FACILITIES

The Calaveras County Airport, Maury Rasmussen Field, is a public general aviation airport located four (4) miles southeast of the central business district of San Andreas. The airport, owned by the County of Calaveras, is a 93-acre facility with a single 3,602-foot runway. The airport has 43 hangar spaces, 64 tie downs, and is home to 77 based aircraft. The current aircraft activity level is estimated to be 30,000 annual operations. The majority of activity, 85%, is small, single engine aircraft. Maury Rasmussen Field is in the Federal Aviation Administrations (FAA) Nation Plan of Integrated Airports Systems (NPAIS). This designation makes the airport eligible to apply for federal grants to maintain and upgrade facilities.

The Calaveras County Airport Land Use Commission (ALUC) adopted the County of Calaveras Airport Land Use Compatibility Plan on June 2, 2010. The basic function of the plan is to promote compatibility between Calaveras County Airport and the land uses surrounding it to the extent that these areas have not already been devoted to incompatible uses. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around the airport. Neither the plan nor the ALUC have authority over existing land uses or over operation of the airport. The General Plan and any applicable specific plans must be consistent with the ALUC plan. Current County efforts are focused on implementation of the ALUC.

AIR QUALITY CONFORMITY

In general, Calaveras County has good air quality. However, Calaveras County exceeded the state hourly ozone standard (0.09 ppm or 180 µg/m3). Calaveras County is also in non-attainment (in San Andreas) for the new federal 8-hour ozone standard (0.08ppm or 157µg/m3) and the state 8-hour ozone standard (0.07ppm or 137µg/m3).

AGENCY COORDINATION

Inclusive of our Partner Agencies, the CCOG coordinates regional transportation planning activities with other public agencies, including Caltrans, the California Transportation Commission, neighboring Regional Transportation Planning Agencies, Tribal Governments, Bureau of Land Management, California State Parks, US Forest Service, and other interested groups. The Technical Advisory Committee (TAC) and Executive Management Group (EMG) contribute greatly to CCOG success in interagency collaboration. The support of key personnel on each committee is pivotal to CCOG's ability to coordinate transportation planning activities countywide.

The CCOG works closely with several non-profit agencies and community groups. The Ebbetts Pass National Scenic Byway Association (EPNSBA) is a non-profit community organization dedicated to enhancing the unique resources along the byway. The CCOG supports the efforts of the EPNSBA, one of the seven federal recognized scenic byways in the State.

The CCOG plays a role in supporting its partners through the application of various grant funded programs. The Core Function of the CCOG in the management of grant programs includes:

- Pursuit of state and federal transportation grants
- Local jurisdiction funding support and coordination
- Oversight of public transit funding

Successful grant application will be dependent upon planning and programming strategies, pairing projects with the right grant criteria, leveraging funds, and positive working relationships with other agencies.

Coordination and Consultation with Native American-Tribal Government(s)

Calaveras County has two federally recognized Tribal Government within its boundaries, the California Valley Miwok Tribe and the California Valley Miwok Tribe AKA Sheep Rancheria of Me-Wuk Indians of California. As mandated by federal and state guidelines, regulations and/or statutes, the CCOG needs to ensure the needs of Native American Tribes are identified, considered and addressed during the earliest stages of transportation planning and project delivery. These formal Tribal government-to-government relations should be documented (i.e., Tribal Council meeting agendas, attendance lists, presentation materials, etc.). Consultation with federally recognized Tribes are distinct relationships and separate from Native American tribes or individuals who are included in the Public Participation Process.

California Valley Miwok Tribe's Contact Information

Tribal Government	Contact Person	Mailing Address	Telephone and/or Email
California Valley Miwok Tribe (CVMT)	Silvia Burley, Chairperson	14807 Avenida Central La Grange, California 95329	(209) 931-4567 office@cvmt.net
California Valley Miwok Tribe AKA Sheep Rancheria of Me-Wuk Indians of California	Chadd Everone, Administrator	2000 Allston Way #401 Berkeley, California 94701	administration@californiavalleymiwok.com

Caltrans Contact Information

Contact Person	Mailing Address	Telephone and/or Email
Yolanda Tello-Jackson, District Native American Liaison (DNAL)	Caltrans District-10 Office of Rural Planning Division of Planning, Local Assistance, and Environmental 1976 E Dr. Martin Luther King Jr Blvd. Stockton, CA 95205	yolanda.tello-jackson@dot.ca.gov

COMMUNITY PARTICIPATION

The Calaveras Council of Governments is subject to and complies with the Brown Act (also known as the Open Meeting Act). Therefore, all regular meetings are open to the public and the agendas are posted in accordance with the Brown Act. The agendas are also posted on the CCOG's website at www.calacog.org. Our office, located at 444 E. St. Charles Street in San Andreas, is open from 8 am - 5 pm Mon. through Fri. and the public is always welcome.

The CCOG adopted a Title VI Program in June of 2024. The Program includes Title VI Policies and Procedures, Public Participation Plan, and Limited English Proficiency Plan. As a staple of agency business, the CCOG encourages public participation through various outreach efforts. Standing sources and avenues for feedback and participation include: Social Services Transportation Advisory Council (SSTAC), community meetings, surveys, steering committees, local websites, major document reviews, and Council meetings. The CCOG solicits public review and input when updating its long range planning document, the Regional Transportation Plan. Public input is also welcomed at monthly CCOG meetings regarding any planning item under the jurisdiction of the Council. On an annual basis, the CCOG holds a public hearing for Unmet Transit Needs prior to making significant changes in public transit service in the County. The CCOG also holds a public hearing prior to the acceptance or adoption of any other planning documents or major policy decisions.
Public Participation Process with the Native American Population

The Calaveras County region is also the ancestral home to a number of 1) non-federally recognized California Native American tribes, communities, organizations, groups, or individuals living within its jurisdiction and 2) federally recognized Tribes from neighboring counties. Tribal involvement and coordination early in the process will ensure important insight, knowledge, and/or information on a variety of transportation, economic, social and environmental issues and needs that can be learned firsthand from involving the Native American population.

Yolanda Tello-Jackson, the District 10 Native American Liaison can be emailed at yolanda.tello-jackson@dot.ca.gov, for updated contact information. An expanded list of Native American Tribes, organizations, and individuals within CCOG boundaries can also be requested from the Native American Heritage Commission, 1550 Harbor Blvd. Suite 100, West Sacramento, CA 95691, nahc@nahc.ca.gov or call (916) 373-3710.

SSTAC

The Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act (TDA), to ensure that unmet transit needs are identified within the County. Members and alternates of SSTAC are appointed by the CCOG from a list of applicants. These members shall be appointed according to Section 99238 of the TDA Statutes and California Code of Regulations. The statute indicates a minimum of nine (9) members. Calaveras County's SSTAC will include the following categories of membership:

- One representative of potential transit users who are 60 years of age or older.
- One representative of potential transit users who are persons with a disability.
- Two representatives of local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
- Two representatives of a local social service provider for persons with disabilities, including one representative of a social service transportation provider, if one exists.
- One representative of a local social service provider for persons of limited means.
- Two representatives from the local consolidated transportation service agency, if one exists, including one representative from an operator, if one exists.

In addition, a representative from Caltrans District 10 shall be an ex-officio member of this Advisory Committee. The CCOG Board may appoint additional members from the transportation and the social service community in accordance with TDA legislation. Any qualified person who lives or works in Calaveras County may apply for membership on the SSTAC.

Community Meetings

Additional outlets for public participation present themselves on a regular basis. The CCOG is regularly asked to speak with various community groups regarding a variety of topics related to our mission. These invitations offer a special opportunity to receive input from specific communities, including traditionally under-represented and under-served populations such as the elderly, persons with disabilities, low-income, and minority communities/groups, and community leaders, while at the same time clarifying our role in the region, explaining transportation planning and funding, and delving into our Overall Work Program.

Surveys/Questionnaires

The CCOG has found surveys and questionnaires to be an effective avenue for quantifying feedback from community members, including traditionally under-represented and under-served populations such as the elderly, persons with disabilities, low-income, and minority communities/groups and community leaders. A number of projects make use of this fast, efficient and cost-effective manner of public outreach for input.

Websites

The CCOG actively leverages local media outlets to share important updates, including key dates, public surveys, and other relevant information. Websites such as ThePineTree.net, MyValleySprings.com, CalaverasEnterprise.com, WalkandBikeCalaveras.org, and Calacog.org serve as vital communication channels for the Council of Governments. In addition, CCOG has expanded its outreach by joining social media platforms like Facebook and Nextdoor.

STATE PLANNING AND PROGRAMMING

The CCOG is the State mandated Regional Transportation Planning Agency. As such, the CCOG prepares the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Plan (RTIP). The CCOG is also responsible for administering the Transportation Development Act (TDA) funds for Calaveras County jurisdictions. All projects must be in the RTP and may be in the RTIP in order to receive consideration for funding allocated by the CCOG. The RTIP is the program by which projects are nominated to the State Transportation Improvement Program (STIP).

OTHER FEDERAL AUDIT REQUIREMENTS

The Calaveras Council of Governments will obtain grant agreements from the grantor or pass through entity that lists the Catalog of Federal Domestic Assistance (CFDA) number at the time the Council receives a federal award and retain the agreements in the grant file, so they are available in years that a single audit is required

FEDERAL PLANNING FACTORS

Federal Planning Factors are issued by Congress to emphasize specific issues and must be identified in local planning documents. The ten Federal Planning Factors are incorporated in the OWP and are as follows:

Planning Factors	1. Administration and Transportation Development Act (TDA) Administration	3. Regional Planning and Coordination	4. Overall Work Program- Dev	5. Planning, Programming and Monitoring of State and Federal Programs	6. Project Delivery and Support	7. Grant Development	10. Calaveras Transit Management and Operations	11. Transit Planning	14. Regional GHG Reduction Plan – Phase II	15. Safe Streets and Roads for All Grant	17. Travel Demand Model Update
1. Support the economic vitality of the metropolitan area, by enabling global competitiveness, productivity & efficiency.	X	X	X	X		X	X	X	X	X	X
2. Increase the safety of the transportation system for motorized & non-motorized users.	X	X	X	X	X	X	X	X	X	X	X
3. Increase the security of the transportation system for non-motor & motorized users.	X	X	X	X	X	X	X	X	X	X	X
4. Increase the accessibility & mobility of people and freight.	X	X	X	X	X	X	X	X	X	X	X
5. Protect & enhance the environment, promote energy conservation, improve quality of life, & promote consistency between transportation improvements, & State & local planned growth, housing and economic development patterns.	X	X	X	X	X		X	X	X	X	X
6. Enhance the integration & connectivity of the transportation system across & between modes, people & freight.	X	X	X	X	X	X	X	X	X	X	X
7. Promote efficient system management and operation.	X	X	X	X	X	X	X	X	X	X	X
8. Emphasize the preservation of the existing transportation system.	X	X	X	X	X	X	X	X	X	X	X
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation	X	X	X	X	X	X	X	X	X	X	X
10. Enhance travel and tourism	X	X	X	X	X	X	X	X	X	X	X

PLANNING EMPHASIS AREAS

The Federal Highway Administration (FHWA) issued updated Federal Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. CCOG is committed to planning and project delivery which is in alignment with the California requirements set forth in the various transportation funding programs. One of the ways CCOG achieves this is by aligning work elements with the most current California Planning Emphasis Areas. The matrix below represents the alignment between the Fiscal Year 2026/27 and the current California Planning Emphasis Areas.

Planning Emphasis Areas Work Element	1. Administration and Transportation Development Act (TDA) Administration	3. Regional Planning and Coordination	4. Overall Work Program- Dev	5. Planning, Programming and Monitoring of State and Federal Programs	6. Project Delivery and Support	7. Grant Development	10. Calaveras Transit Management and Operations	11. Transit Planning	14. Regional GHG Reduction Plan – Phase II	15. Safe Streets and Roads for All Grant	17. Travel Demand Model Update
1. Tackling the Climate Crisis-Transition to a Clean Energy, Resilient Future						X	X	X	X		X
2. Equity and Justice40 in Transportation Planning		X					X	X			X
3. Complete Streets						X					X
4. Public Involvement	X	X	X	X	X	X	X	X	X	X	X
5. Strategic Highway Network (STRAHNET) / U.S Department of Defense (DOD) Coordination											
6. Federal Land Management Agency (FLMA) Coordination		X									
7. Planning and Environment Linkages (PEL)											X
8. Data in Transportation Planning		X		X	X						X

Additionally, the Bipartisan Infrastructure Law passed in 2021, which is the largest long-term investment in our infrastructure and economy in our Nation's history, it provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

Funding Allocation Summary

Calaveras Council of Governments
Overall Work Program 2026-27 Draft

Approved: Reso:			RIP 5% FUND (PPM)		Rural Planning Assistance (RPA)			Local Transportation Funds (LTF)		Regional Surface Transportation (RSTP)		GRANTS & Other			TOTALS
Estimated Carry Over Funds & Project Carry Over Balances			$0		$40,000			$0		$0		$0			$40,000
SB 1 Grants			$0		$0			$0		$0		$213,986			$213,986
2026-2027			$45,000		$315,500			$709,820		$221,218		$70,845			$1,362,383
BUDGET TOTALS			$45,000		$355,500			$709,820		$221,218		$284,831			**$1,616,369**
CCOG Core Functions and Operations Budget															
Administration and TDA Administration															
Work Item #			**Contract**	**CCOG**	***Estimated C/O RPA***	**Contract**	**CCOG**	**Contract**	**CCOG**	**Contract**	**CCOG**	**Contract**	**CCOG**	**Match**	**TOTALS**
26-27	**1**	Administration and Transportation Development Act (TDA) Admin						101,430	347,474						448,904
Regional Planning and Project Programming, Monitoring and Support															
26-27	**3**	Regional Planning and Coordination				53,272	92,929	35,000		16,059	9,157				206,417
26-27	**4**	Overall Work Program - Development					65,849								65,849
26-27	**5**	Planning, Programming and Monitoring of State and Federal Prog	18,885	26,115			35,695								80,695
26-27	**6**	Project Delivery and Support								60,000	10,097				70,097
26-27	**7**	Grant Development						40,168		70,000	10,905				121,073
Multimodal Transportation Planning and Public Outreach															
26-27	**10**	Calaveras Transit Management and Operations											70,845		70,845
26-27	**11**	Transit Planning						51,600	5,170						56,770
City and County Projects															
26-27	**14**	Regional GHG Reduction Plan - Phase II			40,000	40,000				45,000					125,000
26-27	**15**	Safe Streets and Roads for All Grant						96,620	3,884						100,504
SB 1 Grants															
26-27	**17***	Travel Demand Model Update				27,755			28,474			213,986			270,215
			$ 18,885	$ 26,115	$ 40,000	$ 121,027	$194,473	$324,818	$385,002	$ 191,059	$ 30,159	$213,986	$ 70,845	$ -	$ 1,616,369
BUDGET TOTALS			**$45,000**		**$355,500**			**$709,820**		**$221,218**		**$284,831**			**$1,616,369**
*Work element numbers must remain the same as prior year for grants															

Administration and Transportation Development Act Administration

Work Element 26/27 – 01 ADMINISTRATION AND TRANSPORTATION DEVELOPMENT ACT (TDA) ADMINISTRATION

PURPOSE

This work element includes activities for providing administration and financial support for the operation of the Calaveras Council of Governments and its advisory committees. A core responsibility of the Calaveras Council of Governments (CCOG) is to administer Transportation Development Act (TDA) funds, which include Local Transportation Funds (LTF) and State Transit Assistance (STA) funds. Both LTF and STA are used to operate public transit, construct bicycle and pedestrian facilities, and maintain street and roads infrastructure. Under TDA statute, the CCOG is responsible for preparing preliminary and final estimates of LTF and STA apportionments, conducting fiscal audits and performance audits and transit coordination. The CCOG has appointed members to a Social Services Advisory Council in accordance with the TDA Statute 99238. In addition, CCOG provides assistance to the Calaveras Transit Agency in the development of grant/funding applications and is responsible for the associated programming and reporting documents.

PREVIOUS WORK

This is an ongoing Work Element in the Overall Work Program (OWP) created to distinguish between indirect and direct costs.

TASKS/METHODOLOGY

1. Coordinate and prepare Council meetings, Technical Advisory Committee Meetings, and Executive Management Group meetings (agendas, minutes, notices, staff reports, backup documentation, etc.) – Monthly/Quarterly
2. Administer and develop CCOG operations budget, including reporting of financials and funds – As needed
3. Personnel administration – As needed
4. Maintain and update CCOG website – As needed
5. Office lease – Monthly
6. Purchase and maintain office equipment – As needed
7. Reports to Caltrans regarding funds – As needed
8. General public information and outreach activities including press releases and newsletters – As needed
9. Provide management and oversight of Public Transit Funds, including reviewing and processing claims – As needed
10. Contract for and oversee fiscal compliance audits and implementation of audit findings – Annually
11. Assist claimants with preparation of claims or agenda documentation – As needed
12. Develop and update the CCOG operating policies and procedures and personnel policies – As needed
13. Attend governmental and professional conferences and/or training – As needed
14. Track claims and expenditures as allocated by the CCOG – Monthly/As needed
15. Update transportation/transit claim guidelines and forms – As needed
16. Purchase and maintain Granicus Government Meeting Software – Yearly
17. Maintain adequate filing system and records retention – As needed
18. Legal services – As needed

PROPOSED PRODUCTS

1. Meeting agendas and minutes – As needed
2. Fiscal and Compliance Audits, December 2026 – March 2027
3. State Controller's annual report, January 2027

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
Calaveras Council of Gov.	$347,474	2026/27	LTF
MOU with County Auditor & Treasurer	$25,000	2026/27	LTF
Legal Services	$18,450	2026/27	LTF
Outside Bookkeeper - Robert Merritt	$15,000	2026/27	LTF
CCOG, Transit, Non-Transit Audits	$38,930	2026/27	LTF
Website Maintenance and Hosting	$4,050	2026/27	LTF
TOTAL	**$448,904**		

Regional Planning and Project Programming, Monitoring, and Support

Work Element 26/27 – 03 REGIONAL PLANNING AND COORDINATION

PURPOSE

The purpose of this Work Element is to fulfill the regional transportation planning duties of the Calaveras Council of Governments (CCOG) whose sole function is to act as the lead planning and funding agency for transportation projects and programs in Calaveras County. The CCOG is an organization by which Member Agencies address regional needs and concerns through coordination, collaboration, and partnership. This Work Element includes coordination with outside agencies, local jurisdictions, general public and the private sector to address current and long-range issues that impact transportation planning, and to make technical and policy recommendations to the Calaveras Council of Governments (CCOG).

PREVIOUS WORK

This is an ongoing Work Element in the OWP, providing for direct costs associated with CCOG Staff time. Specific previous work associated with regional planning and coordination includes:

- Title VI Plan – June 2025
- Technical Advisory Committee (TAC meeting agendas and minutes) – July 2025 – June 2026
- Public Outreach Plan
- Annual DBE Reporting
- Support and participation in City and County regional transportation planning projects and sustainable communities transportation planning grants

TASKS/METHODOLOGY

July 2026 - June 2027

This is an annual ongoing work element, wherein many of the following tasks will be conducted throughout the fiscal year. The timeframe details of the specific projects can be found in each associated work element.

RPA Eligible Tasks

1. Provide support for ongoing planning duties which includes participation at California Transportation Commission Meetings, CalCOG, Rural Counties Task Force, and other meeting necessary to fulfill the mandated Planning Functions of the Organization (CCOG& Consultant) – As needed
2. Coordinate the Technical Advisory Committee (TAC) and agenda materials (CCOG) - Monthly
3. Preparing for and attending board meetings – For items related specifically to regional transportation planning functions (CCOG & Consultant) - Monthly
4. Prioritize and coordinate CCOG Planning Functions through work with local agencies, including Tribal Government, Caltrans, and community partners (CCOG & Consultant) – As needed
5. Participate in the development, review and/or comment on transportation planning documents or studies of the local agencies to ensure consistency with the Regional Transportation Plan (RTP) and/or other regionally accepted documents (CCOG & Consultant) – As needed
6. Review relevant planning documents for consistency with the Regional Transportation Plan and monitor implementation (CCOG & Consultant) – As needed
7. Plan, prepare and update regional planning documents and coordinated plans as needed (CCOG & Consultant) – As needed
8. Review and respond as necessary to legislative requirements and changes in transportation planning processes (CCOG & Consultant) – As needed
9. Hold technical workshops/meetings for local agencies on topics related to transportation planning and/or council functions (CCOG & Consultant) – As needed
10. Present planning projects and/or updates on regional transportation projects/issues before the City Council and County Board of Supervisor meetings (CCOG & Consultant) – As needed
11. Coordinate with Caltrans on planning and project development efforts, including participating in quarterly executive steering committee meetings (CCOG) – Quarterly/As needed
12. Attend Airport Land Use Commission meetings and relevant to current planning projects or the RTP (CCOG) – As needed
13. Update Title VI Policies and Procedures, required for Federal grants (CCOG) – As needed
14. Assist local agencies and/or regional partners with regional planning projects and/or planning processes, including Caltrans transportation planning grants. (CCOG & Consultant) – As needed
15. Ensure compliance with State and Federal requirements such as Disadvantage Business Enterprises (DBE) and Title IV (CCOG) – As needed
16. Support for daily planning functions of CCOG (CCOG & Consultant) – As needed

PROPOSED PRODUCTS

1. CCOG meeting agendas and minutes – As needed
2. Technical Advisory Committee (TAC) meeting agendas and minutes – Monthly, third Wednesday of each month
3. DBE – As required, Uniform Report of DBE Commitments/Awards or Payments are due to Caltrans April 1st and October 1st
4. Updated Title VI Plan – As needed

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
On Call - Consultant Contract	$53,272	2026/27	RPA
Calaveras Council of Gov.	$92,929	2026/27	RPA
On Call - Consultant Contract	$35,000	2026/27	LTF
Calaveras Council of Gov.	$9,157	2026/27	RSTP
On Call - Consultant Contract	$16,059	2026/27	RSTP
TOTAL	**$206,417**		

Work Element 26/27 – 04 OVERALL WORK PROGRAM – DEVELOPMENT

PURPOSE

The Overall Work Program (OWP) is a necessary programming document to carry out CCOG core planning functions and documents. The OWP provides a public process for the identification and prioritization of CCOG planning funds. The OWP does not include capital projects and is utilized as a planning focused programming tool including at a minimum, descriptions of the planning activities and resulting products, the cost of the work with identified funding sources, and the responsible agency. This Work Element provides for Staff activities related to the development, public and technical participation, and monitoring of the CCOG OWP and planning projects.

PREVIOUS WORK

Completion and implementation of the 2025/26 Overall Work Program (OWP).

TASKS/METHODOLOGY

Development and monitoring of the OWP occurs throughout the fiscal year. CCOG develops OWP amendments as needed to identify carryover, changes in work tasks or needs, and funding.

RPA Eligible Tasks

1. Prepare Quarterly Caltrans reports on the status of regional planning projects – Quarter 1-3: Due to Caltrans the month following the end of each quarter: October 31st, January 31st and April 30th; Quarter 4 due August 31st
2. Research and prepare current and future year OWP consistent with regional goals and priorities – As required, Caltrans requires that any current year OWP amendments are due by May 1st and the future year draft is due March 1st and the final is due June 1st
3. Manage and monitor the OWP, prepare process of amendments and coordinate support with local agencies, OWP is monitored throughout the year and amendments are made as required – As needed
4. Prioritize and coordinate CCOG planning functions through public processes – As needed
5. Participate with Regional, Local, and State Agencies in planning efforts that may affect OWP priorities – As required
6. Work collaboratively through the Technical Advisory Committee to strengthen relationships necessary to conduct regional planning and the identification of community planning priorities – As needed, in general TAC meetings are held monthly on the third Wednesday of each month
7. Preparation and submittal of the Year End Package and Certification of Expenditures – August through October 2026

PROPOSED PRODUCTS

1. OWP Draft, Final, and needed Amendments – OWP draft is due March 1st, final is due June 1st, amendments made as needed by May 1st
2. Quarterly reports and invoices – Quarter 1 – 3: Due to Caltrans the month following the end of each quarter: October 31st, January 31st and April 30th. Quarter 4: Due to Caltrans 60 days after the end of the quarter: August 31st
3. Year End Package - Due August 31st

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
Calaveras Council of Gov.	$65,849	2026/27	RPA
TOTAL	**$65,849**		

Work Element 26/27 – 05 PLANNING, PROGRAMMING AND MONITORING OF STATE AND FEDERAL PROGRAMS

PURPOSE

State and Federal Programming is a long-standing and ongoing function of CCOG and necessary to ensure the implementation of the Regional Transportation Plan (RTP). As the statutorily designated Regional Transportation Planning Agency (RTPA) for Calaveras County, CCOG is responsible for promoting an open and transparent process in the selecting and prioritizing projects to use available state and federal transportation grant funds including those from the State Transportation Improvement Program (STIP) and the Infrastructure Investment and Jobs Act (IIJA). The most critical responsibility for CCOG is to program the Regional Transportation Improvement Program (RTIP) funds allocated to Calaveras County. CCOG also advocates for the allocation of Statewide ITIP/SHOPP funds for shared projects on state highways within Calaveras County. Once these selections are made, CCOG will ensure that project requests in the RTIP and ITIP are included in the STIP.

PREVIOUS WORK

1. RTIP (2024)

TASKS/METHODOLOGY (CCOG & Consultant)

This is an annual ongoing work element, wherein many of the following tasks will be conducted throughout the fiscal year.

1. Planning, programming, and monitoring of activities associated with the RTIP, STIP, ITIP, and FSTIP to ensure consistency with the Regional Transportation Plan (RTP), transparency and community participation (CCOG & Consultant) – As needed
2. Participate and provide support at Caltrans, California Transportation Commission, RTPA Group, and other meetings and workshops regarding development of STIP, programming and funding issues, and legislative matters (CCOG & Consultant) – As needed
3. Provide the City of Angels Camp, County of Calaveras, and Council of Governments with data regarding STIP programming and implementation policies (CCOG & Consultant) – As needed
4. Coordinate, consult, and collaborate with Tribal Governments (CCOG & Consultant) – As needed
5. Prepare RTIP for submittal to Caltrans and California Transportation Commission (CTC) in December (CCOG & Consultant) – As needed
6. Monitor CCOG's RTIP in accordance with State statutory requirements and to ensure consistency with the RTP and community goals and priorities (CCOG & Consultant) – As needed
7. Prepare STIP and FTIP amendments (CCOG & Consultant) – As needed
8. Monitor and track status of apportionments, obligational authority, and lapsing funds for programs such as CMAQ, RSTP, STIP, etc. (CCOG & Consultant) – As needed
9. Monitor progress of State and Federal Transportation Bill activities (CCOG & Consultant) – As needed
10. Develop funding strategies and coordinate with Caltrans, CTC and other agencies (CCOG & Consultant) – As needed
11. Maintain updates to programmed project cost estimates (CCOG & Consultant) – As needed
12. Conduct workshops or presentations regarding funding programs and impacts (CCOG & Consultant) – As needed
13. Work with State and Federal agencies to leverage RTIP funded projects (CCOG & Consultant) – As needed

PROPOSED PRODUCTS (CCOG & Consultant)

1. Calaveras RTIP and CTC adopted STIP – Biennially
2. STIP and FTIP Amendments -– As needed
3. Programming documents -– As needed

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
Consultant Contact	$18,885	2026/27	PPM
Calaveras Council of Gov.	$26,115	2026/27	PPM
Calaveras Council of Gov.	$35,695	2026/27	RPA
TOTAL	**$80,695**		

Work Element 26/27 – 06 PROJECT DELIVERY AND SUPPORT

PURPOSE

This is an ongoing Work Element and is necessary to ensure that projects using federal, state, and local grant funds use those funds in a timely and cost-effective manner. Additional responsibilities include coordination with local and Tribal jurisdictions to develop projects that meet specific federal program guidelines.

PREVIOUS WORK

This is an ongoing Work Element in the OWP, providing for direct costs associated with CCOG Staff time and consultant contracts.

TASKS/METHODOLOGY

1. Develop and coordinate the projects and funds in the Capital Improvement Program (CIP) (CCOG & Consultant) – As needed
2. Develop necessary amendments to the CIP (CCOG) – As needed
3. Plan for, monitor and report on status of projects in the CIP (CCOG) – As needed
4. Promote the timely use of Federal, State, and Local Funds (CCOG & Consultant) – As needed
5. Take necessary steps to prevent loss of funds to the region. Develop correspondence, allocation requests, time extension request, and reports (CCOG & Consultant) – As needed
6. Submit quarterly reports to the Council (CCOG) – Quarterly
7. Monitor STIP, FSTIP, RSTP, and CMAQ project implementation including project support (CCOG & Consultant) – As needed
8. Attend Caltrans Local Assistance webinars and update meetings (CCOG) – As needed
9. Attend Project Development Team and coordination meetings with implementing jurisdictions/Caltrans to discuss the status of projects and to resolve project delivery issues (CCOG & Consultant) – As needed
10. Coordinate with Caltrans on SHOPP and other Caltrans projects in Calaveras, attend SHOPP project management team meetings (CCOG & Consultant) – As needed
11. Develop and maintain STIP, FSTIP, RSTP, and CMAQ project status database, with components to increase and strengthen public participation including access to planning and project activities (CCOG & Consultant) – As needed
12. Attend other coordination meetings with Caltrans to discuss changes in the scope, budget, and/or schedule of STIP, FSTIP, RSTP, and CMAQ projects (CCOG and Consultant) – As needed
13. Process allocation requests from Local Project Sponsors for STIP and CIP Projects (CCOG) – As needed
14. Review local agency submissions for reimbursement (CCOG) – As needed
15. Monitor project implementation schedules (CCOG & Consultant) – As needed
16. Release call for projects to program State and Federal funds to local projects (CCOG) – Triennially/As needed

PROPOSED PRODUCTS

1. Project database – As needed
2. Quarterly CIP reports – Quarterly
3. Meetings and agendas – As needed

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
On-Call - Consultant Contract	$60,000	2026/27	RSTP
Calaveras Council of Gov.	$10,097	2026/27	RSTP
TOTAL	**$70,097**		

Work Element 26/27 – 07 GRANT DEVELOPMENT

PURPOSE

This is an ongoing Work Element to provide for notification, research and technical assistance to local agencies in identifying and applying for transportation grant opportunities, for projects consistent with the Regional Transportation Plan and other Regional accepted plans.

PREVIOUS WORK

This is an ongoing Work Element in the OWP, providing for direct costs associated with CCOG Staff time or consultant costs.

TASKS/METHODOLOGY

1. Research and disseminate information on transportation grants available to the Region (CCOG & Consultant) – As needed
2. Solicit applications and provide technical assistance to applicants on projects of regional significance (CCOG & Consultant) – As needed
3. Attend Federal, State or Local training workshops on grant programs (CCOG & Consultant) – As needed
4. Prepare staff reports for the CCOG on applications to seek funds (CCOG & Consultant) – As needed
5. Utilize consultants to gather information and prepare grants (CCOG & Consultant) – As needed
6. Collect and analyze data necessary for grant applications (CCOG & Consultant) – As needed
7. Technical studies as necessary (CCOG & Consultant) – As needed
8. Analyze current and forecast trends in production, consumption, and through traffic, as well as population trends (CCOG & Consultant) – As needed
9. Analyze current and forecast trends that could impact goods movement in the region including demographic and economic analysis of goods production, consumption, and through traffic (CCOG & Consultant) – As needed
10. Coordinate and consult with all Tribal Governments on grant process and development (CCOG & Consultant) – As needed
11. Coordinate with community and stakeholders (CCOG & Consultant) – As needed
12. Participate in review of FTA 5310 and 5311 grant funding and other transit grant funding opportunities (CCOG & Consultant) – As needed
13. Facilitate and develop grant application and funding support to Local Agencies (CCOG & Consultant) – As needed

PROPOSED PRODUCT

1. Technical memos – As needed
2. Grant applications – As needed

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
Consultant Contract	$70,000	2026/27	RSTP
Calaveras Council of Gov.	$10,905	2026/27	RSTP
Consultant Contract	$40,168	2026/27	LTF
TOTAL	**$121,073**		

Multimodal Transportation Planning and Public Outreach

Work Element 26/27 – 10 CALAVERAS TRANSIT MANAGEMENT AND OPERATIONS

PURPOSE

This Work Element covers tasks directly associated with managing and overseeing operations of the Calaveras Transit Agency (CTA). The Calaveras Transit Agency was formed in 2018 through a Joint Powers Agreement (JPA) between the City of Angels and County of Calaveras. Calaveras Transit currently operates one deviated fixed route and County-wide Dial-a-ride services six days a week. Day-to-day operations is managed through a third-party contract with Paratransit Services. Paratransit Services is responsible for day-to-day operations including maintenance of the buses, staffing drivers and training, reporting, and dispatching.

Management of the transit system includes service planning, reporting, marketing and public outreach, financial oversight, grant/funding applications and administration, management of the operations contract, capital planning and delivery, and audits.

PREVIOUS WORK

1. Formation of Calaveras Transit Agency Joint Powers Agreement (JPA) and Transition Plan – Completed
2. Third party contract procurement and contract award
3. Management of transit system
4. Performance monitoring and reporting
5. Execution of rebranding and marketing campaign
6. Implementation of service improvements and changes
7. Implementation of capital projects
8. Purchase of 3.4 acres for a new transit facility (October 2023)
9. Contract Award for Architectural and Engineering Services for the new transit facility (September 2024)

TASKS/METHODOLOGY

1. Develop Calaveras Transit Agency Board meeting agendas and materials, schedule and manage meetings - Monthly
2. Manage operations contract – As needed
3. Develop performance reports for Boards and monitor performance on a regular basis – Monthly
4. Create and manage Transit Budget – Monthly/Annually
5. Apply for and manage State and Federal transit funding – As needed
6. Conduct public outreach and attend events to disseminate information regarding public transit services and solicit feedback– As needed
7. Develop and conduct surveys of riders or the public regarding transit service needs and as an avenue for data collection– As needed
8. Enhance coordination and develop partnerships with non-profit and private transportation providers– As needed
9. Develop marketing materials and public information documents such as brochures, timetables, maps, etc. – As needed
10. Manage Calaveras Transit website and social media platforms – As needed
11. Evaluate service plan and make service changes – As needed
12. Attend training sessions and conferences as needed for funding/grants or transit industry information – As needed
13. Plan for and manage capital project delivery – As needed
14. Provide information to auditors for annual fiscal audits – Annually
15. Planning and oversight of Design contract of new Transit Facility – As needed

PROPOSED PRODUCTS

1. Continued operation of Calaveras Transit Agency – Annually/Ongoing
2. Operations Contract – Annually/Ongoing
3. Meetings and Agendas – As needed

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
Calaveras Council of Gov.	$70,845	2026/27	Calaveras Transit Agency (CTA)*
TOTAL	**$70,845**		

*Calaveras Transit Agency is funded by various State and Federal sources, including Federal Transit Administration, Transportation Development Act, State of Good Repair, Low Carbon Transit Operations Program, fare revenues, advertising revenues, and other local revenues.

Work Element 26/27 – 11 TRANSIT PLANNING

PURPOSE

This Work Element will focus on the activities involved with local transit planning. Much of the Work Element derives from the implementation of the Transportation Development Act (TDA), including conducting the annual unmet transit needs process, coordination of the Social Services Transportation Advisory Committee (SSTAC), conducting transit plans or studies.

PREVIOUS WORK

This is an ongoing Work Element in the OWP, providing for direct costs associated with CCOG Staff time.

1. FY 2025/2026 Annual Unmet Transit needs process and report
2. Facilitated the review of FTA 5310 applications
3. Updated Transit Website (2024)
4. Coordinated Public Transit-Human Services Transportation Plan Update (2024)
5. Short Range Transit Plan (2026)

TASKS/METHODOLOGY

This is an annual ongoing work element, wherein many of the following tasks will be conducted throughout the fiscal year.

1. Prepare, attend and follow-up to Calaveras Council of Governments (CCOG), and Social Services Transportation Advisory Committee (SSTAC) meetings as it relates to planning efforts (CCOG) – Quarterly
2. Review Federal Legislation and FTA guidance to determine how to utilize programs and consider necessary involvement, including completion and updates to the coordinated human service transportation plan (CCOG & Consultant) – As needed
3. Review and comment on technical correspondence, report on other transit issues with the Technical Advisory Committee (TAC) (CCOG) – As needed
4. Maintain ongoing consultation process with tribal governments regarding tribal transit needs to enable their participation in transportation planning and programming activities (CCOG & Consultant) – As needed
5. Participate in development of Transit Plans or Studies as supported by regional plans and prioritized by the CCOG (CCOG & Consultant) – As needed
6. Conduct annual Unmet Transit Needs analysis and outreach; develop Report of Findings (CCOG)– Annually
7. Review and evaluate transit service plans for consistency with SRTP recommendations and performance measures (CCOG & Consultant) – As needed
8. Encourage coordination amongst transportation service providers and utilize the Coordinated Humans Services Transportation Plan for guidance (CCOG) – As needed
9. Coordinate with the transit operator and community to maintain the Transit Website and implement technologies to improve public access to transit information and services (CCOG & Consultant) – As needed
10. Participate in outreach events to disseminate information and gather feedback on transit needs (CCOG & Consultant) – As needed
11. Coordinate and attend meetings with partner agencies, non-profit organizations, and other stakeholders on transit needs and planning issues (CCOG & Consultant) – As needed
12. Attend training sessions, conferences and public outreach for transit planning purposes (CCOG) – As needed

PROPOSED PRODUCTS

1. Meetings and Agendas – As needed
2. Unmet Transit Needs Finding Report - Annually

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
Consultant Contracts	$51,600	2026/27	LTF
Calaveras Council of Gov.	$5,170	2026/27	LTF
TOTAL	**$56,770**		

City of Angels & County of Calaveras Projects

Work Element 26/27 – 14 REGIONAL GHG REDUCTION PLAN – PHASE II

PURPOSE

Complete the City of Angels Greenhouse Gas Reduction Plan (COA-GGRP) with preparation of the supporting environmental documentation.

The COA GGRP addresses major sources of GHG emissions in the City of Angels. A separate plan is pending for unincorporated Calaveras County. The plan represents the City's approach to addressing GHG emission reductions with the community. The Draft Plan was completed in November 2023, with funding and oversight from the Calaveras Council of Governments.

SB 375, (Chapter 728, Statutes of 2008) links land use planning, transportation planning, affordable housing and CEQA to greenhouse gas reduction. Additionally, future Regional Transportation Plan funding decisions will be tied to greenhouse gas reduction strategies, creating strong incentives for local governments to participate in these efforts in order to ensure funding for much needed transportation system improvements. Having an adopted Qualified Greenhouse Gas Reduction Plan can also facilitate approval of future development projects undergoing environmental review.

PREVIOUS WORK

Previous work includes a Greenhouse Gas Inventory to establish baseline levels of GHGs generated from all major emission sources in the City of Angels. A contract Amendment was executed in February 2023 to continue work on Phase II, GHG Reduction Measures and CEQA Documentation. The work resulted in a Draft City of Angels Greenhouse Gas Reduction Plan, including GHG Reduction Measures, released in November 2023 for public review. To finalize and adopt the plan, an environmental review must be conducted. The City is ready to proceed with preparing the environmental review in compliance with the California Environmental Quality Act (CEQA) as necessary to adopt the plan as a "qualified" Plan. Rincon Consultants, a member of the consulting team drafting the original plan, can provide that CEQA Documentation, an anticipated negative declaration, is necessary to complete the process to allow the City to consider adopting the Greenhouse Gas Reduction Plan.

TASKS/METHODOLOGY

1. Project Participation – Phase II of project: CEQA Documentation
2. Review and circulate draft CEQA document, prepare response to comments
3. Planning Commission and City Council presentations (with consultant)
4. Adopt Plan

PROPOSED PRODUCTS

1. Administrative Draft Negative Declaration
2. Draft Negative Declaration
3. Final Negative Declaration with Response to Comments for public hearing
4. Presentations and materials for public hearing at City Planning Commission and City Council
5. Final City of Angels Greenhouse Gas Reduction Plan incorporating any changes based on the environmental process

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
Consultant Contract	$40,000	2026/27	RPA
Consultant Contract	$45,000	2026/27	RSTP
Consultant Contract	$40,000	2026/27	*RPA Carry Over
TOTAL	**$125,000**		

*Estimated RPA Carryover from FY 2025/26

Work Element 26/27 – 15 CALAVERAS COUNTY SAFE STREETS AND ROADS FOR ALL GRANT

PURPOSE

This work element is in support of the County for The Safe Streets and Roads for All grant program (SS4A) for Calaveras County. Completing this plan will provide the County with a Safety Action Plan needed to secure additional grant funding. The County of Calaveras will be the lead agency on the project. The Safe Streets and Roads for All program is a federal grant program focusing on improving roadway safety for all users by reducing and eliminating serious-injury and fatal crashes through development, refinement, and implementation of a comprehensive safety action plan. The SS4A program provides funding for two types of grants: (1) Planning and Demonstration Grants for comprehensive safety action plans, including safety planning and/or safety demonstration activities; and (2) Implementation Grants.

The project objectives are as followed:

1. Goal setting that includes a timeline for eliminating roadway fatalities and serious injuries
2. Planning structure through a task force charged with oversight of the Action Plan development, implementation and monitoring
3. Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injury
4. Identifies and prioritizes locations across the network for implementation
5. Development of a comprehensive safety action plan that identifies the most significant roadway safety concerns in a community

PREVIOUS WORK

1. Calaveras County Systemic Safety Analysis Report (2018)
2. Received Highway Safety Improvement Program Grants for High Friction Surface Treatment, Thermoplastic Striping, and Road Sign Safety Audit Project.

TASKS/METHODOLOGY

1. Fiscal Management and Oversight – As needed
2. Project Kick-off Meeting with County of Calaveras, Stakeholders, CCOG
3. Evaluate and process reimbursement of invoices for match funding – As needed

PROPOSED PRODUCTS

1. Meeting Agendas and Notes – As needed (CCOG & Consultant)
2. Draft Plan
3. Final Plan

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
Consultant Contract	$96,620	2026/27	LTF
Calaveras Council of Gov.	$3,884	2026/27	LTF
TOTAL	**$100,504**		

Senate Bill (SB) 1 Sustainable Communities Grants

Work Element 26/27 – 17 TRAVEL DEMAND MODEL UPDATE

PURPOSE

The purpose of this work element is to update the Calaveras County Travel Demand Model. The Travel Demand Model (TDM) Update will modernize transportation planning tools to analyze traffic patterns, Vehicle Miles Traveled (VMT), and multimodal impacts in Calaveras County. The Project will update the TDM with detailed land use data, new trip generation rates, seasonal and weekend scenarios, and recalibration for improved accuracy. Recommended by the 2022 CCOG SB 743 Implementation Plan, it supports regional and state planning efforts, including CCOG's Regional Transportation Plan (RTP) and the Climate Action Plan for Transportation Infrastructure (CAPTI).

The updated TDM will also be used to develop Calaveras County's Road Impact Mitigation (RIM) fee program and nexus fee study to fund critical transportation improvements. The updated TDM will guide sustainable growth, support GHG reduction goals, and promote equitable multimodal connectivity.

PREVIOUS WORK

1. Calaveras County General Plan (2019)
2. Regional Transportation Plan (2021)
3. Calaveras County Greenhouse Gas Reduction Plan (2023)
4. SB 743 Implementation Plan (2022)
5. Coordinated Public Transit Human Services Transportation Plan (2024)
6. Contract Award and Kick-off meeting – Fehr & Peers (December 2025)

TASKS/METHODOLOGY

1. Collect and provide consultant with existing data, establish advisory committee (PAC) that consists of various community stakeholders, clarify schedule, and review further data collection efforts and project objectives (CCOG)
2. Analysis of Existing Conditions, GIS Mapping of existing corridors, land use patterns, and key destinations (Consultant)
3. Conduct further data collection and public outreach as may be necessary (CCOG & Consultant)
4. Model Updates, Enhancements, Calibration and Validation (Consultant)
5. Land Use Data and TAZ Boundary Update (Consultant)
6. Review analysis and recommendations with PAC and CCOG (Consultant)
7. Draft and Final TDM Update (CCOG & Consultant)

PROPOSED PRODUCTS

1. Meeting agendas and notes - As needed (CCOG & Consultant)
2. Quarterly reports and invoicing – Quarterly (CCOG)
3. Draft Model - September 2026 (Consultant)
4. Final Model - November 2026 (Consultant)

FUNDING SOURCES AND AGENCY PARTICIPATION:

Responsible Agency	Budget	Fiscal Year	Funding Source
Consultant Contact	$27,755	2026/27	RPA
Calaveras Council of Gov.	$28,474	2026/27	LTF
Consultant Contract	$213,986	2026/27	SHA
TOTAL	**$270,215**		

Calaveras COG Work Program Schedule for FY 2026-27

#	WORK ELEMENT	START DATE	END DATE
01	ADMINISTRATION AND TRANSPORTATION DEVELOPMENT ACT (TDA) ADMINISTRATION	Ongoing	Annual
03	REGIONAL PLANNING AND COORDINATION	Ongoing	Annual
04	OVERALL WORK PROGRAM – DEVELOPMENT	Ongoing	Annual
05	PLANNING, PROGRAMMING AND MONITORING OF STATE & FEDERAL PROGRAMS	Ongoing	Annual
06	PROJECT DELIVERY AND SUPPORT	Ongoing	Annual
07	GRANT DEVELOPMENT	Ongoing	Annual
10	CALAVERAS TRANSIT MANAGEMENT AND OPERATIONS	Ongoing	Annual
11	TRANSIT PLANNING	Ongoing	Annual
14	REGIONAL GHG REDUCTION PLAN – PHASE II	2024/25	2026/27
15	CALAVERAS COUNTY SAFE STREETS AND ROADS FOR ALL GRANT	2024/25	2026/27
17	TRAVEL DEMAND MODEL UPDATE	2025/26	2026/27

26/27-05	Planning, Programming and Monitoring – RTIP Projects	$45,000
	Total	$45,000

Funding source: 5% of STIP, Regional Improvement Program Share (RIP)