

San Andreas

Rural Livable Mobility Plan



November 4, 2009

Calaveras Council of Governments
692 Marshall, Suite A
San Andreas, CA



Res. # FY10-11



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Calaveras Board of Supervisors

Gary Tofanelli 1st Supervisorial District (1.09 - 12.12)
Bill Claudino 1st Supervisorial District (1.05 - 12.08)

Calaveras County Public Works Department

Deborah Mullen Transportation Analyst

Calaveras County Community Development Agency – Planning Department

John Taylor Interim Community Development Director
Robert Sellman Planning Director

California Department of Transportation

Michael Robinson Contract Manager

Calaveras Council of Governments

Timothy McSorley Executive Director
Tyler Summersett Transportation Planner, Project Manager

Community Advisory Committee

Mark Campbell Calaveras Unified School District (CUSD)
The Kavanaghs Citizens for San Andreas (CSA)
Diana Maler San Andreas Merchants (SAM)
Zerrall McDaniel SAM – CSA – CUSD
Donna Schantz SAM
Tillman Sherman CSA

RBF Consulting

Frederik Venter Project Manager
Susan Harden Assistant Project Manager
Aaron Ackerman Community Planner
Sean Houck Project Engineer
Nathan Schmidt Transportation Planner



Table of Contents

SECTION I. INTRODUCTION

Why is it Important?	1-1
Benefits of the Plan	1-2
Users Guide	1-4
Relationship/Consistency with other Plans	1-5

SECTION II. UNDERSTANDING THE COMMUNITY

Location, History, and Project Study Area	2-1
Existing Mobility Conditions	2-2
Existing Livability Conditions	2-8
Future Mobility Condition	2-9

SECTION III. COMMUNITY-BASED PROCESS

Community-Based Process Summary	3-1
Community Themes & Priorities	3-2

SECTION IV. RURAL LIVABILITY AND MOBILITY

The Rural Livability and Mobility Vision	4-1
Guiding Principles	4-1

St. Charles Street Corridor Character Areas

a. North Gateway	4-3
b. Russell Road	4-6
c. Downtown	4-10
d. Historic Core	4-23
e. Trading Post	4-27
f. Government Center	4-32
g. South Gateway	4-38



Table of Contents

SECTION V. PROJECTS, IMPLEMENTATION & FUNDING

Project Map and Project Priorities List	5-1
Implementation Matrix	5-2
Implementation Program and Funding	5-4

APPENDICES

Appendix A: Background Data: Mapping, Opportunities & Constraints Analysis
Appendix B: Community Outreach Summary Report
Appendix C: Funding Application – Example Forms
Appendix D: Response to Comments

LIST OF TABLES

2-1: Existing Levels of Service
2-2: 2025 Level of Service Conditions
2-3: Roundabout and Signal Comparison
5-1: Implementation Matrix
5-2: Estimated Project Costs

LIST OF FIGURES

2-1: Existing Mobility Conditions
4-1: Character Area Map
4-2: North Gateway Character Area
4-3: Russell Road Character Area
4-4a: Downtown Character Area
4-4b: Historic Core Character Area
4-5: Trading Post Character Area
4-6a: Government Center Character Area
4-6b: Government Center Character Area - Pedestrian Link
4-7: South Gateway Character Area
5-1: Proposed Mobility Improvements



Section I. INTRODUCTION



The purpose of the San Andreas Rural Livable Mobility Plan (Plan) is to document the Community's vision in support of a balanced transportation system that creates a livable environment along the St. Charles Street (SR 49) Corridor. A livable rural environment is designed for people and addresses the needs of pedestrian/bicycle's access and safety, accommodates parking, and facilitates community-building activity by providing functional, comfortable public spaces. The Plan will outline projects and strategies which will help achieve this vision for San Andreas.

This planning document was created by the community, directed by the Community Advisory Committee (CAC), overseen by the CCOG, and developed in conjunction with local and regional planning efforts. The Plan further enhances the San Andreas Community Plan Report (prepared by Citizens for San Andreas, 12-08) by addressing mobility challenges found in a rural environment, focusing on safety and aesthetic improvements, while celebrating local heritage and history. A planning effort of this genre is long term in nature and provides an instrument for identifying and articulating what matters most to the community of San Andreas. It is a good way to establish a sense of direction, define shared values, and target preferred outcomes prior to traversing too far down a particular path. This Plan is highly visual in nature and is accompanied by elaborate rendering and maps. The intent of this document is to provide a foundation for which more detailed planning and analysis will be done in the future as opportunities arise. It should be noted that this document represents only the first step towards actual construction. Additional steps will include economic comparison of all viable solutions to the nine intersections depicted in this document prior to final design, construction funding and permits.

This document also complies with the guidelines set forth by the State of California Assembly Bill 375 (AB 375) and Senate Bill 1358 (SB 1358). AB 375 requires each regional transportation plan to reduce greenhouse gas emissions and include a sustainable community strategy. SB 1358 is also known as the Complete Streets Act and requires circulation elements to specify how the city will accommodate all users of the roadway and sidewalks. In order to address these requirements this document includes solutions for connecting people to places through a variety of transportation methods including trucks, personal vehicles, transit, bicycles, pedestrian, and handicapped accessible solutions. This plan also provides sustainable transportation that will reduce CO2/NOX emissions, speeds, energy consumption, and surface water runoff. The sustainable strategies outlined in this document will meet the requirements of AB 375 and SB 1358.

WHY IS IT IMPORTANT

The St. Charles Street Corridor (SR 49) is the main thoroughfare of San Andreas. The community is a major employment center, serving as host to County government services, Mark Twain Saint Joseph's Hospital, Calavaras High School, Department of Motor Vehicles, California Highway Patrol, Cal FIRE, and many privately-owned services.



St. Charles Street / SR 49: Russell Road Character Area



Benefits of the Rural Livable Mobility Plan

The corridor has a mixture of land uses, including restaurants, shops, housing, and services which cater to local residents, governments, services, business and travelers passing through. The community recognizes this corridor as a resource for the town, but also as an obstacle for pedestrian/bicycle activity and even local vehicular access due to its regular volumes of regional automobile travel and truck traffic.

The community realizes through the Rural Livable Mobility Plan they can create an inviting space for the pedestrian/cyclist and benefit economic activities along the corridor, but also improve the aesthetics of the natural environment, public health, circulation and safety, and overall ability to move comfortably throughout the community.

The San Andreas Rural Livable Mobility Plan brings to life many benefits in the community; some are calculable, others are not so easily measured but perhaps more important. One unmeasurable contribution centered by the spokes of the wagon wheel, is quality of life. Quality of life spokes weigh more or less for each person; however, living in an environment that provides for your basic needs in addition to amenities and activities is a critical component for balance. Providing an environment that supports physical health, decreases stress, and increases pleasures increases the well-being of individuals residing there. Living in a community one can connect with and be proud of is another aspect of well-being.

Regardless of how unique members of the San Andreas community are, there is widespread support for the physical environment, personal health, safety and mobility, and independence. These elements are at the heart of the San Andreas Mobility Plan.

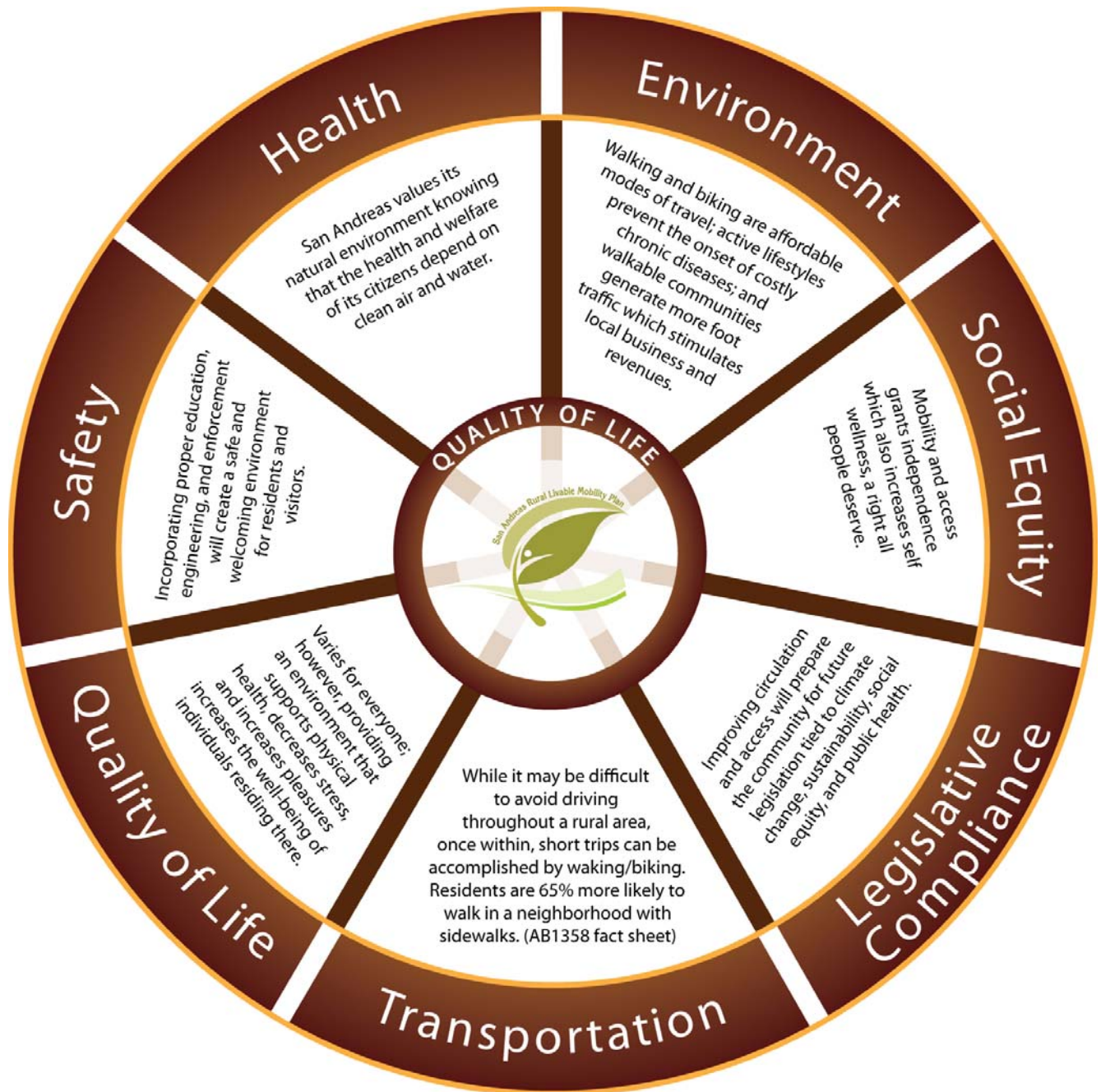


St. Charles Street / SR 49: Downtown Character Area



Main Street: Historic Core

Benefits of the Rural Livable Mobility Plan





Users Guide

USER'S GUIDE AND OVERVIEW OF PLAN STRUCTURE

This section is intended to provide straightforward guidance for optimizing the use of the Mobility Plan. The plan is organized into five chapters, as follows:

Chapter 1 – Introduction: Users of the Mobility Plan should review this chapter to gain an understanding of the context of the plan, including its purpose and importance, its structure, and its relationship to other existing planning documents.

Section 2 - Understanding the Community: This chapter will help users of the Mobility Plan to become more familiar with the existing conditions of San Andreas as related to this plan, including its physical location, mobility conditions, and community assets.

Section 3 - Community Based Process: Users of the Mobility Plan can review this chapter to gain an understanding of the community based process of developing the priorities of this plan and familiarize themselves with the community outreach process.

Section 4 - Rural Livability and Mobility – “The Plan”: Users of the Mobility Plan need to review this chapter, as it outlines and identifies the vision and guiding principles of the Plan and includes policy guidance for seven distinct character areas within the study area.

Section 5 - Project, Implementation & Funding: Users of the Mobility Plan should review this chapter to understand the applicable strategies for funding and implementation options for projects initiated from this plan, including the project priority and funding sources list.

Appendices - Contain additional detailed information on the data and analysis that went into this process and the community involvement.



Main Street: Historic Core



St. Charles Street / SR 49: Russell Road Character Area

Relationship/Consistency with other Plans



RELATIONSHIP/CONSISTENCY WITH OTHER LOCAL AND REGIONAL PLANNING EFFORTS

Calaveras County General Plan, 1996

The Calaveras County General Plan was adopted by the County Board of Supervisors in 1996. The purpose of this plan is to meet the state planning requirements and to assist decision makers in coordinating land use and infrastructure decisions. The General Plan provides countywide guidance for seven elements, including land use, circulation, housing, conservation, open space, noise, and safety. Both the Circulation and Open Space elements contain policies relevant to the RLMP. The land use element of this General Plan does not contain detailed policies, and therefore the RLMP will rely on the San Andreas Community Plan for more detailed land use policies. It is also necessary to note that the County is currently in process of updating the 1996 version of its General Plan. However, there is no current timeline available for when this update will be complete.

Calaveras County Regional Transportation Plan, 2007

Adopted in 2007, the Regional Transportation Plan (RTP) is intended to guide development of the Calaveras County's transportation system and provide policies and actions intended to address all modes of travel, including roadways, public transit, goods movement, bicycle and pedestrian needs, aviation and transportation system management. Proposed projects for each mode are prioritized, including roadway, public transit, bikeway, trail, and sidewalk improvements. The plan includes a number of goals pertaining to motorized and non-motorized transportation designed to promote safety on local roads and state highways and encourage a multi-modal transportation system including bicycling, walking and transit as integral elements.

Calaveras County Bicycle Master Plan and Pedestrian Master Plan

The Calaveras County Bicycle Master Plan (CCBMP) and Calaveras County Pedestrian Master Plan (CCPMP)

were developed under the purview of the Calaveras Council of Governments during 2006 and 2007. Both plans are prepared as countywide documents, but are also intended to guide efforts to improve pedestrian and bicycle conditions at the local level in the various communities of Calaveras County. It is critical that the San Andreas Rural Livable Mobility Plan recommendations are consistent with those of the CCBMP and CCPMP. In some cases, the RLMP may include goals and policies as provided in the CCBMP and CCPMP. However, it is the intent of the RLMP to integrate these policies as part of a more complete mobility plan for San Andreas.

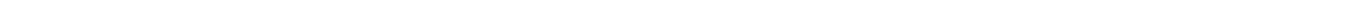
San Andreas Community Plan, 1988

The San Andreas Community Plan was adopted by the County Board of Supervisors in 1981. The Community Plan serves as a sub-unit of the Countywide General Plan and is intended to guide future land use within the community of San Andreas. The Community Plan provides recreation, public facilities, transportation, trails, and land use policies that are relevant to the RLMP.

San Andreas Community Plan Report, 2008 (draft)

As an extension of the Calaveras County General Plan Update, the San Andreas Community Plan Report 2008 (SACP) provides a community vision of the unincorporated area of San Andreas, and how the community intends to grow over the next 30 years. The San Andreas Merchants Association created a community group called Citizen for San Andreas, who developed the SACP in an effort to ensure that the County included the entire community of San Andreas in the General Plan Update. The SACP addresses land use, parks and open space, resource conservation, and safety, and provides goals and policies for each. The SACP, however, does not include goals and policies for circulation. This document will be included as an appendix to the SACP and relied upon to provide necessary policies pertaining to the community's vision for circulation.

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Section II.

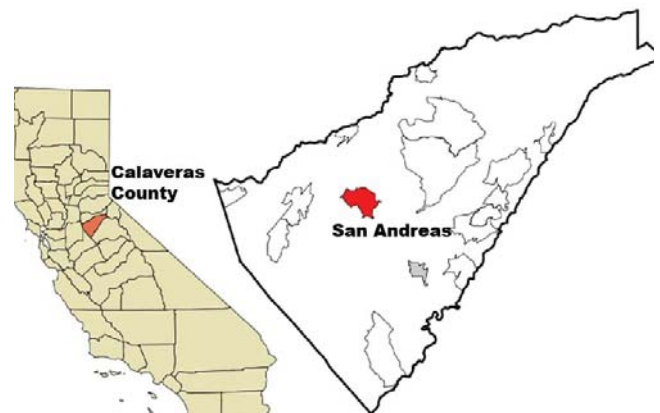
UNDERSTANDING THE COMMUNITY



As identified in the San Andreas Community Plan Report, “The vision for San Andreas is to be a small, thriving, vibrant foothill town surrounded by rolling oak-studded hills. The town heart includes its historic and well-preserved ‘main’ street with an inviting entrance”.

LOCATION

Located in the Sierra Foothills, close to the center of Calaveras County, San Andreas’ diverse geography provides for a beautiful natural environment for the community of roughly 3000 residents. The community is surrounded by rolling hills and transitions from businesses and homes at the center to rural residential, and out to farms, ranches, and rich open space at the town’s edge. Calaveras County ranges from elevations of about 300 feet above sea level in the western end of the County to almost 9,000 feet above sea level at the eastern edge.



HISTORY & HERITAGE

San Andreas takes pride in its rural and historic heritage; which dates back to the mid 1800s when it was first settled by Mexicans. It was further defined as European and Chinese immigrants moved in to take advantage of its natural resources; as soldiers were welcomed home from the Civil War, and as it tried and imprisoned stagecoach robber Black Bart. The heart of the San Andreas community is its town center, including an historic and well preserved main street.

starting at Saint Charles and extending east. This area includes the downtown and historic core of San Andreas, the government center including the County offices, and various areas of commercial, industrial, and residential uses.

UNDERSTANDING THE PROJECT AREA

The area of focus for this project is primarily along SR 49 and Mountain Ranch Road. Some side streets have also been identified in the study where appropriate. The project area for the San Andreas Rural Livable Mobility Plan covers nearly two miles along Saint Charles Street (State Route 49), extending from north of Pool Station Road to south of Airport Road, and approximately one mile along Mountain Ranch Road

Development along the study corridors is somewhat sporadic, consisting of various commercial, office, light industrial, public, and residential uses including restaurants, auto repair shops, banks, hotels, office buildings, church facilities, apartments, and drug stores. Building setbacks vary as does the highway shoulder widths, and there are limited sidewalks available to pedestrians.



Existing Mobility Conditions

ROADWAY NETWORK

The heart of the San Andreas community is its historic and well preserved Main Street and Saint Charles Street (SR 49) intersection. SR 49 generally travels in a north-south alignment through the town of San Andreas, entering from the north near its junction with SR 12 and exiting south of Mountain Ranch Road on the way to Angels Camp. Within Calaveras County, SR 49 links the communities of Mokelumne Hill, San Andreas, and Angels Camp. Within the study area, SR 49 consists of one travel lane in each direction, with a central Two-Way Left Turn Lane (TWLTL) provided from north of Russell Road to south of Mountain Ranch Road.



Calaveritas Road: Government Center Character Area

Mountain Ranch Road is a two lane arterial roadway. A TWLTL is provided on a section of the road adjacent to the Mark Twain St. Joseph's Hospital. Further east it connects to Sheep Ranch Road towards Murphys. Mountain Ranch Road provides access to the various government agencies as well as residential neighborhoods, further east. The posted speed limit is 25 miles per hour.

Pool Station Road is a two lane arterial and connects with SR 49 on the north side of town then continues on the west side to SR 4. Russell Road and Churchill Road connect to Pool Station Road from San Andreas and SR 49. The posted speed limit on Pool Station Road is 45 miles per hour between SR 49 and Russell Road.

Main Street is a one-way street from SR 49 to Court Street, then it continues as a two way roadway further east to Lewis Avenue. Past Lewis Road it becomes Gold Strike Road. The one way section between Court Street and SR 49 is fairly steep with on-street parking, and sidewalks. Various historic buildings are located in the block. The sidewalk however, is in need of repair and is not ADA compliant.

Pope Street is a local collector that runs parallel to SR 49 between Mountain Ranch Road and California Street. It has no sidewalk or bike lanes, yet is frequently used by scholars, pedestrians and bikers. It is also used as a cut-through route for government staff to locations throughout San Andreas, eliminating the need to get back on SR 49 in many intersections.

Russell Road connects SR 49 to Pool Station and is a local collector. It also provides a direct connection to the new Mountain Oaks charter school off Pool Station Road.

Speeds/Travel Volumes

North of Russell Road, the speed limit along SR 49 is 30 miles per hour. Actual travel speeds along SR 49 and at this location however, range between 38 miles per hour and 70 miles per hour. It should be noted that a cross walk is currently provided at the intersection of SR 49 and Russell Road.

Actual traffic speeds on SR 49 north of Mountain Ranch Road range from 34 miles per hour to 70 miles per hour. The speed limit here is also 30 miles per hour. Traffic speeds on Main Street east of Court Street range between 14 miles per hour and 34 miles per hour, while the speed limit here is 15 miles per hour. For more information, see Appendix A, Background Data.

Existing Mobility Conditions



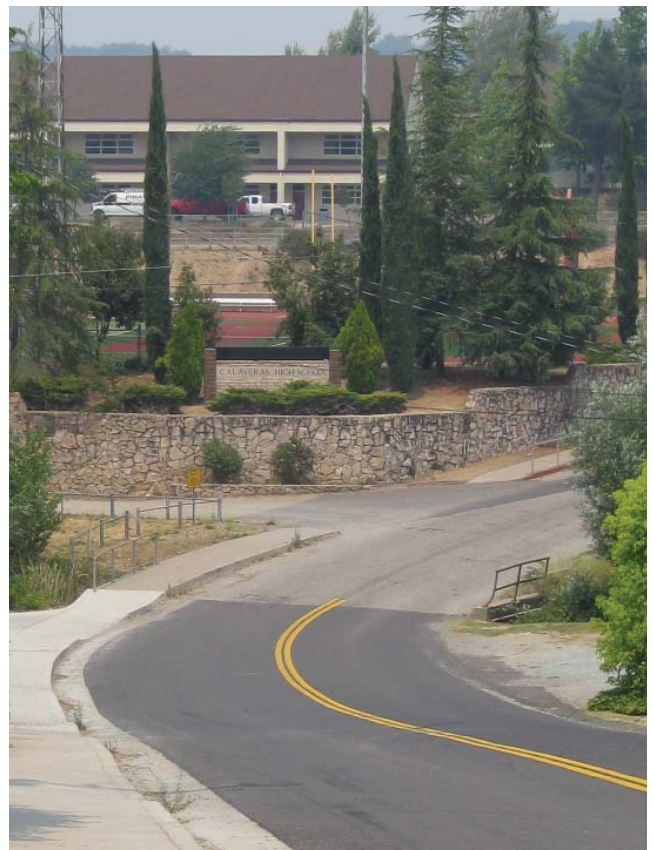
Over the past few years, SR 49 has had very little, to almost no traffic growth within San Andreas. Within San Andreas, the 2007 daily traffic volume (ADT) along SR 49 south of Mountain Ranch Road is approximately 8,100, while the 2007 ADT north of Mountain Ranch Road is between 11,700 and 12,900. Tube counts verify that the average daily volume counted just north of Mountain Ranch Road is 12,828, while counts indicate volumes of 12,137 just south of Pool Station Road.

The 2000 Highway Capacity Manual Criteria for evaluating the operating conditions on SR 49 through town indicates a daily LOS C threshold volume of 14,500 vehicles. Thus the arterials operate between LOS B and C, which is acceptable. LOS C indicates that average delays are acceptable on SR 49 and congestion does not occur along the roadway. This observation does however not include the intersection operations, which are discussed later on in this section. Because many travelers turn to/from the government center and hospital at Mountain Ranch Road (approximately 3,600 vehicles per day in 2007), there is a drop off in traffic along SR 49 south of Mountain Ranch Road, as a majority of travelers to the government center come from the north. Turning movement traffic has varying 15 minute peaks within the peak hour especially during the school peaks. Current daily traffic volumes along SR 49 are indicated in Appendix A.

SR 49 is the main automobile corridor through town, and it intersects with several roadways which make-up the backbone streets of San Andreas. Pool Station Road is a two-lane through roadway that intersects SR 49 at the north end of town. This roadway serves residential, industrial, and through traffic. Main Street is a through roadway running from SR 49 east and becomes Gold Strike Road. The portion of Main Street from SR 49 to Court Street is a single lane one-way (eastbound) street containing parallel parking spaces on both sides and providing access to commercial and public service uses as well as to through traffic. At Court Street, Main Street transitions to a two-way street and provides access to primarily residential and school uses.

Within the study area, Mountain Ranch Road is a two-lane through roadway running primarily in an east-west direction. A Two-Way Left Turn Lane is provided on the section adjacent to Mark Twain St. Joseph's Hospital. Mountain Ranch road connects SR 49 in San Andreas to Sheep Ranch and Rail Road Flat roads to the east providing access to the communities of Arnold, Murphys and Avery. Within San Andreas, Mountain Ranch Road provides access to public service uses (such as the hospital and government center) as well as residential neighborhoods.

Pope Streets connects the government center to California Avenue and Main Street and is a cut-through route for government employees, especially in the afternoon.



High School Street: Russell Road Character Area



Existing Mobility Conditions

Table 2-1 : Existing Levels of Service

N-S Street	&	E-W Street	Existing Intersection Control	Level of Service					
				AM Peak Hour		School PM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
				(sec)		(sec)		(sec)	
1	SR 49	&	Mountain Ranch	Two-Way Stop Westbound Approach	11.7 B 41.3 E			19.4 C 84.7 F	
2	SR 49	&	Main St	Two-Way Stop Eastbound Approach	2.4 A 20.6 C			1.5 A 21.3 C	
3	SR 49	&	High School Rd	Two-Way Stop Westbound Approach	48.6 E 374.0 F	3.5 A 28.8 D		2.3 A 22.9 C	
4	SR 49	&	Pool Station Rd	Two-Way Stop Eastbound Approach	2.2 A 30.1 D			1.5 A 24.6 C	
5	SR 49	&	Court St	Two-Way Stop Westbound Approach	6.2 A 31.4 D			7.6 A 66.0 F	
6	SR 49	&	Treat Ave	Two-Way Stop Westbound Approach	3.0 A 27.9 D			3.1 A 31.5 D	
7	Lewis Ave	&	Main Street	Two-Way Stop Northbound Approach	3.7 A 13.1 B			3.1 A 9.3 A	

Level of Service

The Level of Service, or LOS, is a way by which traffic engineers determine the traffic operational conditions at a roadway facility or intersection. Most travel delays occur at intersections. While motorists are, in general, interested in the speed or travel time of their journey, LOS analysis provides a quantitative measure for the industry to evaluate congestion at intersections and on roadway facilities.

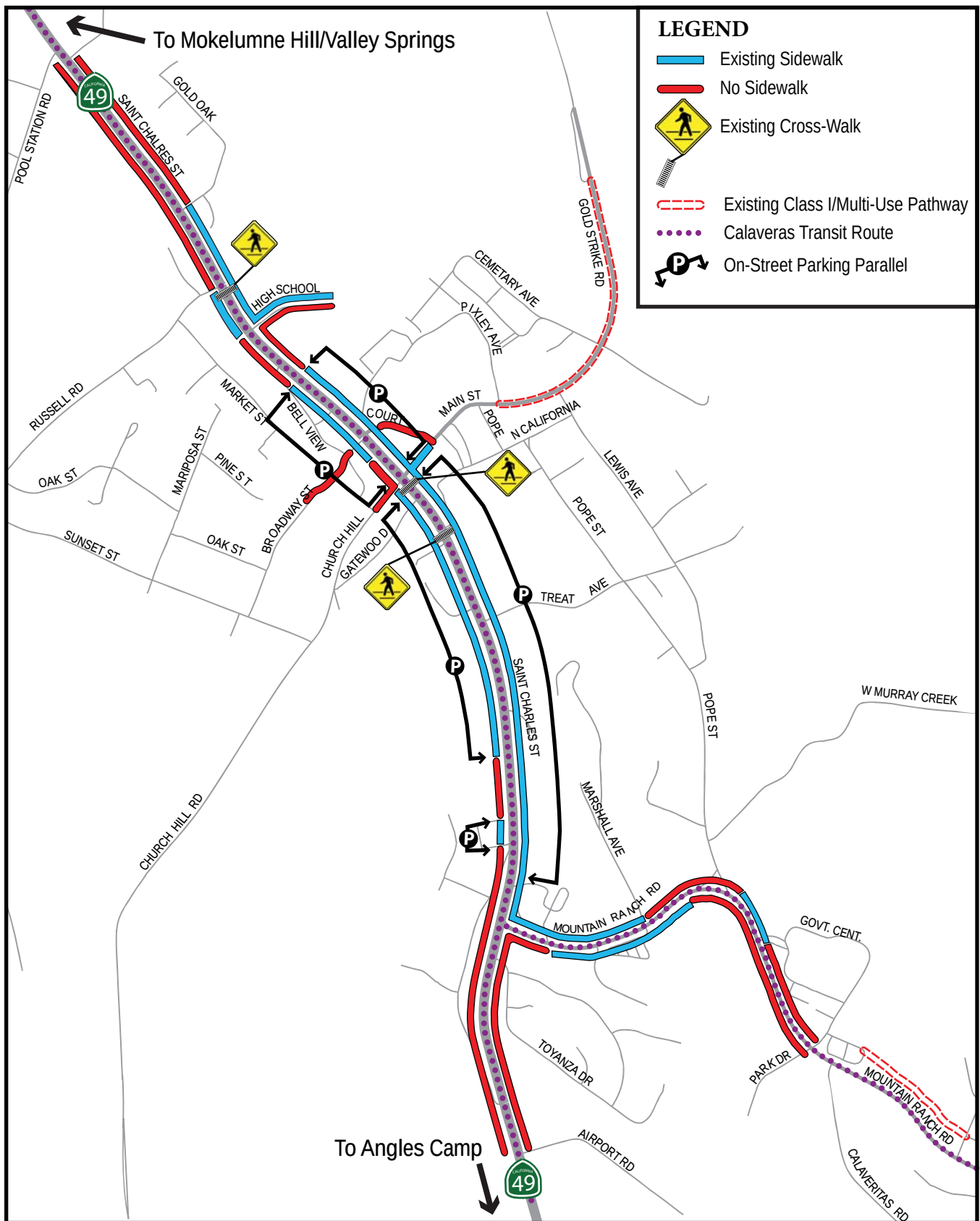
In general, intersections typically play the determining role in congestion through towns. In rural areas outside of towns, the roadway capacity or travel speed is the determining factor for measuring congestion. Also, within downtown areas, there is a need to slow traffic down to 35 miles per hour or less, whilst on rural roads speeds of about 55 miles per hour would be maintained, depending on the terrain.

Level of Service is ranked on a scale from A to F, with 'A' being the best and 'F' being the worst. LOS A can

be described as conditions where traffic flows freely with little or no impacts from other drivers. LOS F is the lowest measure for an intersections performance and results in congestion and long queues.

For existing traffic conditions all of the intersections in the study area operate at overall LOS C or better except for the SR 49 and High School Street intersection, which operates at an overall LOS E during the AM peak hour and the westbound approach at LOS F. Field observations confirmed these results; during the AM peak hour left turning vehicles from SR 49 onto High School Street back up in the turn lane and the High School Street approach backs up to the gate to the student parking lot.

The existing daily and peak hour turning volumes are included in Appendix A1.



0 500 1,000 2,000 Feet
APPROXIMATE

SAN ANDREAS RURAL LIVABLE MOBILITY PLAN



Existing Mobility Conditions



Existing Mobility Conditions

The intersections of Mountain Ranch Road and Court Street at SR 49 each operate at LOS E/F during the PM peak on their worst approach. The Court Street approach is severely congested during the school PM peak hour as the school buses back up onto Main Street. It is anticipated that improvements at the intersections would improve existing traffic operations.

The close spacing of the Wells Fargo Bank driveway and the El Dorado Bank driveway, both located immediately to the north of Treat Avenue at SR 49 indicate potential operational concerns within the influence area of the intersection. The existing conditions LOS are provided in Table 2-1 and graphically illustrated in Appendix A.

BICYCLE AND PEDESTRIAN FACILITIES

Existing bike facilities in San Andreas consists of an incomplete system of less than one mile of Class I multi-use pathways located along Gold Strike road north of Pixley Avenue, and 0.1 miles of Class III signed bicycle routes located along Main Street north of Court Street, as indicated in Figure 2.1: Existing Mobility Conditions. In general, roadways are narrow with little or no sidewalk and bike lanes forcing the existing roadways to be shared by all users.

St Charles Street (SR 49) is the focus of commercial and pedestrian activity in the community. Existing pedestrian facilities include nearly complete but discontinuous sidewalks on both sides of SR 49 with three existing crosswalks (two standard and one school), a multi-use pathway parallel to Gold Strike Road accessing San Andreas Elementary School and two existing crosswalks at the school. At the south end of the town discontinuous sidewalks can be found on both sides of Mountain Ranch Road and a new multi-use pathway connects the Calaveras County Government Building to the Hospital and Calaveras Council of Governments, DMV offices area. Crosswalks, however, are not located where actual demand has been identified through the community participation process and field observations, especially for school children.

Planning efforts for future bicycle and pedestrian facilities include installation of continuous sidewalks on both sides of SR 49 between Mountain Ranch Road and Pool Station Road, installation of crosswalks at key pedestrian crossing locations along SR 49, and extending the San Andreas Creek Pathway. The existing multi-use pathway near downtown San Andreas (parallel to Gold Strike Road) would be extended as a multi-use path along Pope Street and Lewis Avenue to provide access to both the Calaveras County Government buildings and San Andreas Elementary School. There is currently insufficient right-of-way for providing a path along the creek and this option should be studied in more detail. Other proposed bicycle improvements include Class II Bicycle Lanes and Class III Bicycle Routes on SR 49 from Pool Station Road to Mountain Ranch Road and a Class III Bicycle Route on SR 49 north from the proposed bicycle lanes. Figure 2.1: Existing Mobility Conditions indicates a lack of connectivity of pedestrian walkways and sidewalks in San Andreas within the study area.

Existing Mobility Conditions



TRANSIT SERVICE

Public Transportation in Calaveras County is operated by the Calaveras County Department of Public Works and funded through the Transportation Development Act. Existing public transit service in San Andreas is part of a deviated fixed-route service, which travels throughout the County and to regional destinations in adjacent counties. Communities served include: Angels Camp, Arnold, Avery, Mokelumne Hill, Murphys, Railroad Flat, Valley Springs, and West Point. In addition, Calaveras Transit provides a seasonal Ski Bus that runs on a fixed route between San Andreas and Bear Valley Resort.



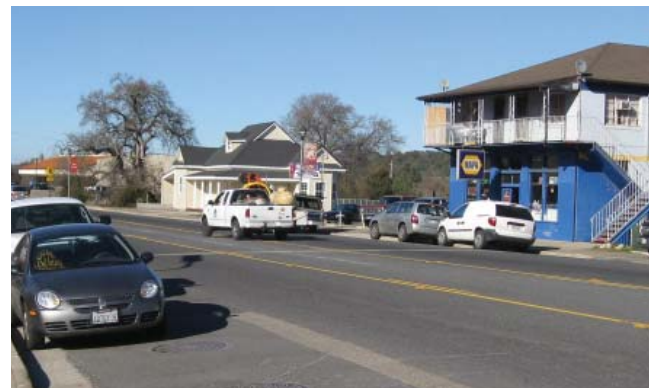
Calaveras Transit Bus Shelter

Calaveras Transit provides service along 6 routes. Bus Routes 1, 2, 3 and the Lodi Route provide access for transit use to and within San Andreas. These routes service the Government Center Transfer Stop, the Treat Avenue Stop, the Calaveras High School Stop, and the San Andreas Post Office Stop. These stops are currently sign posted only. Services are provided Monday through Friday between 5:50 AM and 7:40 PM with four scheduled buses in the morning and seven in the afternoon and early evening. The current bus stop locations are located at key destination points in town.

According to the 2006/07 Calaveras Transit Annual Report, the Calaveras County Public Works Department recognized the need for improvements at existing bus stops throughout the transit network to provide amenities for users. Thirty bus stops, including four stops in San Andreas, were identified and prioritized for improvements based on demand, connection points, and frequency of service. The improvements identified for the San Andreas stops included shelter, waste receptacles, benches, and surface improvements. A more detailed description of the improvements can be found in Appendix C of the 2006/07 Calaveras Transit Annual Report. The award of a Federal Transit Administration grant to the Public Works department has funded the first four shelter projects on the list, of which, one is in San Andreas. The improvements slated for the Government Center transit stop are anticipated to be completed by June 2009.

PARKING

On-Street parallel parking is provided in various locations along SR 49 between High School Road and Mountain Ranch Road, as shown in Figure 2.1: Existing Mobility Conditions. A public parking lot is located on Main Street just east of Court Street. Public parking is also available behind the Town Hall. These two parking lots pose opportunities for shared parking as businesses redevelop in downtown. Some developments on SR 49 provide on-site parking (Treats, El Dorado Savings, Wells Fargo, Kelly's Drugstore), but many businesses are dependent on the on-street parking.



St. Charles Street: Trading Post Character Area



Existing Livability Conditions



COMMUNITY ASSETS & ATTRACTIONS

San Andreas is a small rural community with the majority of its development centered along the Saint Charles Street Corridor. Existing buildings and streets are to a pedestrian scale and services are relatively close together. This presents an immense asset for future activities in the community as this Plan may focus on enhancing character through signage, vegetation, streetscape, and facade improvements and continuing with past development integrity.

Four of the County's top 14 major employment locations are in San Andreas, including the Calaveras County Government offices, Mark Twain Saint Joseph's Hospital, Cal FIRE and the Human Resources Council office. Local destinations include the Calaveras County Museum, the Master Gardeners Demonstration Garden, Turner Park, County Archives and Calaveras High School, as well as, businesses located in the commercial and retail areas along SR 49 including the Pickle Patch, Robin's Nest, Kelly's Drugstore, Anchor Prints, and others.

San Andreas is regionally located such that the community finds itself between two major recreational destinations, New Hogan and New Melones reservoirs and within close proximity to many other attractions, such as Big Trees State Park, Ebbetts Pass National Scenic Byway and Bear Valley Mountain Resort. Opportunities for hiking, mountain biking, rafting, camping, golf and many other outdoor activities are also accessible via short travel distances.



Main Street: Historic Core Character Area



Turner Park: Downtown Character Area



Future Mobility Conditions



INTRODUCTION

Traffic is expected to increase in San Andreas as a result of regional population growth and land use development within and around the town. The Calaveras Council of Governments developed a County-wide Travel Demand Model, which forecasts 2025 traffic conditions based on land use forecasts for 2025. The Draft San Andreas Road Impact Fee Analysis, LSC February 7, 2008 lists turning movements for 2025 at the study intersections. The Fee study includes both a scenario for providing a bypass to the west of the town and an alternative for no bypass. The no-bypass alternative volumes were utilized for analysis in this study and provides for the most conservative analysis through town.

The 2025 turning volumes were adjusted, to not reflect negative growth, to evaluate future traffic conditions for the existing geometry and recommendations made for future geometry, incorporating community input and the mobility plan goals. Both the morning (AM) and evening (PM) peak hours were evaluated. These are the busiest single hours in the morning and in the evening when traffic is at the most congested levels of the day. The High School will continue to generate high volumes during the afternoon school peak hour.



Mountain Ranch: Government Center Character Area

The following are planned projects with in the San Andreas area and would contribute to local traffic growth:

- Jail/Courthouse/Sheriff/Emergency Operations Center Hospital expansion
- Saddleback Hills – single family units
- Sierra Oaks Estate - single and multi family units, office
- Ventana – single family and multi family units
- George Reed – single family units
- Neilson – single family units

2025 TRAFFIC VOLUMES WITH EXISTING GEOMETRY

For 2025 conditions the following intersections would operate at LOS D or worse during either one or both peak hours. Calaveras County and Caltrans both identify LOS C as the minimum overall acceptable level of service and thus if the LOS is D, E or F, an improvement would be required.

- SR 49 & Mountain Ranch Road
- SR 49 & Main Street
- SR 49 & Pool Station Road

The evaluation also shows that the intersection of SR 49 and High School Street would have an overall acceptable level of service, but that the worst approach operation would fail. In other words, the High School Street approach traffic would experience extensive delays while waiting to turn onto SR 49.

The intersection of SR 49 and Treat Avenue is expected to operate at acceptable conditions for 2025 based on the LOS analysis. However, the close spacing of the Wells Fargo Bank driveway and the El Dorado Savings Bank driveway, both located immediately to the north, generates operational concerns within the influence area of the intersection. The results of this analysis are shown in further detail in figures provided in Appendix A.



Future Mobility Conditions

2025 TRAFFIC VOLUMES WITH IMPROVED INTERSECTIONS

Development of the downtown corridor includes the provision of on-street parking to facilitate access to the local businesses. A median would also be provided to slow traffic down, provide refuge for pedestrians crossing the road and create a downtown atmosphere and improved streetscape for San Andreas. Various options exist for improving operating conditions at the study and other intersections along SR 49. These include the provision of additional lanes, changing the intersection control to all-way-stop, installing signals, or constructing roundabouts. Installation of these control measure would have to meet the requirements of the California Manual on Uniform Traffic Control Devices, Caltrans and FHWA, 2003.

To retain the rural character of San Andreas, the installation of signals was deemed by the community as being too “urban”, and as such the installation of roundabouts was investigated as a feasible alternative. All-way stops were also studied, but found to be inadequate for 2025 conditions with unacceptable delays for traffic along SR 49. Where warranted by the peak hour volumes, the installation of signals was evaluated and are indicated in Appendix A.

The Level of Service would improve with the installation of traffic signals at each failing intersection (see Table 2-2, 2025 LOS Conditions). The intersection of SR 49 & Mountain Ranch improves from an LOS F to an LOS C. The intersection of SR 49 & Main Street improves from LOS F to an LOS B. The intersection of SR 49 & Pool Station improves from LOS F to LOS C.

Appendix A1 indicates 2025 daily and peak hour turning movement volumes.

Table 2-2: 2025 LOS Conditions

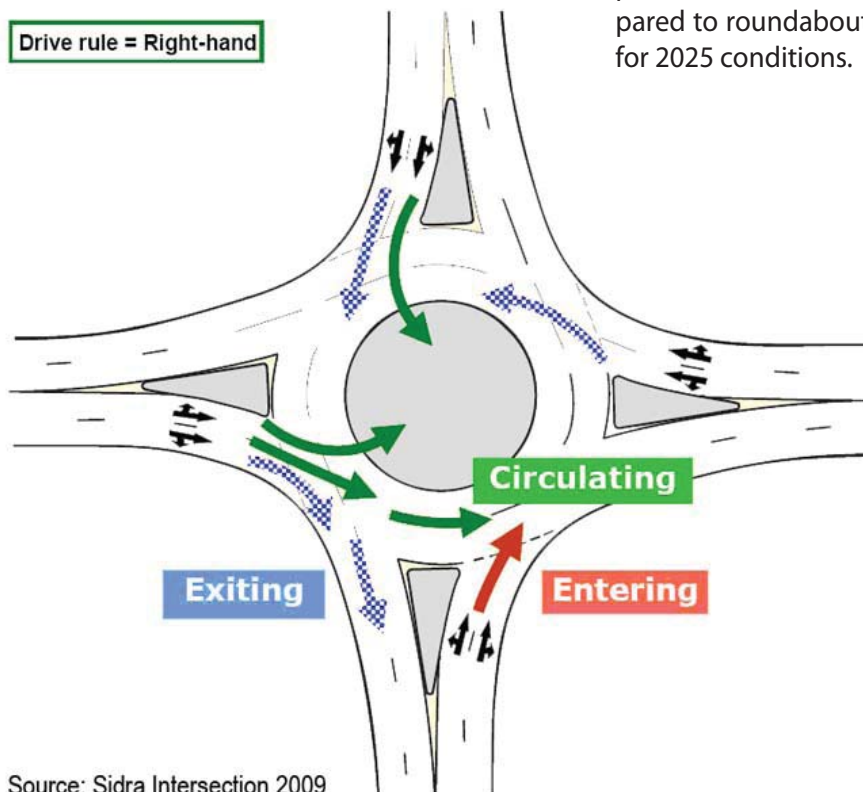
N-S Street	&	E-W Street	Existing Intersection Control	2025 Volumes			
				AM Peak Hour		PM Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS
1	SR 49	& Mountain Ranch	Existing Geometry <i>Westbound Approach</i>	95.6 354.7	F F	256.8 686.3	F F
			Improvement: Signalized Roundabout	24.7 12.3	C B	29.8 30.8	C C
2	SR 49	& Main St	Existing Geometry <i>Eastbound Approach</i>	4.6 45.1	A E	104.7 830.1	F F
			Improvement: Roundabout	8.5	A	11.7	B
3	SR 49	& High School Rd	Existing Geometry <i>Westbound Approach</i>	70.3 567.8	F F	8.2 104.3	A F
			Improvement: Signalized Roundabout	20.0 10.0	C A	11.9 7.9	B A
4	SR 49	& Pool Station Rd	Existing Geometry <i>Eastbound Approach</i>	344.1 1469.1	F F	424.2 1997.1	F F
			Improvement: Signalized Roundabout	21.9 12.5	C B	27.4 13.4	C B
5	SR 49	& Treat Ave	Existing Geometry <i>Westbound Approach</i>	2.2 21.7	A C	3.8 44.3	A E
			Improvement: Roundabout	7.6	A	8.1	A

2025 TRAFFIC VOLUMES WITH ROUNDAABOUTS

Roundabouts are fairly new to the US and especially California. They are used, very successfully, all over the world. A roundabout is an intersection where traffic enters a one-way stream around a central island (See Typical Roundabout Diagram below). Mini circles or traffic circles are smaller roundabouts where vehicles can traverse the center island. This becomes important for turns by larger vehicles and especially truck maneuvers. The traffic flows in a circular or round pattern around the center island, hence the word, roundabout. Roundabouts vary in shape and size and the layout is dependant on traffic volumes, geometric constraints and requirements, and right-of way.

A roundabout is in essence a traffic control measure similar to a stop or signal, but with the added benefit that it does not stop vehicles completely, when not required to do so, with the added benefit that stops and overall delays are decreased. Subsequently Greenhouse Gas emissions are also reduced, and so are noise impacts and overall driver frustration, especially compared to stop or signal control. Furthermore, maintenance of roundabouts is significantly lower when compared to signals over the life span of the facility and safety statistics for roundabouts also outweigh stop and signal control by far.

The roundabout analysis (LOS worksheets are provided in Appendix A) indicates improved conditions and an overall reduction in average delays, as all intersections would operate at a LOS C or better with the installation of roundabouts. Table 2-3: Roundabout and Signal Comparison indicates the increased delay per annum for the installation of signals when compared to roundabouts during the PM peak hour only for 2025 conditions.





Future Mobility Conditions

DOWNTOWN ROUNDABOUTS

Through the downtown core area, limiting SR 49 to two travel lanes (one in each direction) and removing the Two-Way Left Turn Lane will result in the creation of additional roadway for developing a downtown character streetscape and facilitate on-street parking. The Plan identifies the need to provide a mix of diagonal and perpendicular parking along SR 49 in the downtown core character area. The Plan also indicates the provision of a raised median, which will limit left turn movements and require that U-turns be made only at intersections. These improvements will help induce an improved streetscape, but as a result they limit circulation options. Incorporating roundabouts, however, will relieve these limitations by providing more efficient intersection operations, left turn and U-turn maneuvers.

St. Charles Street is a STAA Route. STAA trucks are no longer than California legal trucks. Appendix A2 indicates that the roundabouts along St. Charles street can accommodate STAA trucks.

Roundabouts will also improve pedestrian crossing safety by decreasing street crossing distances and providing pedestrian refuge islands between travel lanes. Therefore, it is recommended to provide mini roundabouts or traffic circles at the intersections in downtown. These controls would accommodate

truck and bus turning movements as indicated by the turning templates in Appendix A. The roundabouts inner circle would be slightly raised, but traversable, and the roundabout principles and control would remain at the intersection. SIDRA analysis software (using Federal Highway Administration {FHWA} and Highway Capacity Manual {HCM} methodologies) was used to evaluate the intersections within the study area with the actual mini roundabout detail and the LOS results and presents the information per FHWA and HCM requirements. Goods vehicles will not be able to make U-turns at the mini-roundabouts, but instead travel to the roundabouts at either Pool Station Road or Mountain Ranch Road or Angels Road to make a U-turn. Currently heavy vehicles and fire trucks travel throughout / cut through the neighborhoods, because of their inability to make U-turns along St. Charles Street.

Emergency vehicle response times will not differ for different intersection control types, e.g. all-way-stop, signal, roundabout. A mountable curb in front of the fire station on St. Charles Street at Main Street will allow full access to emergency vehicles. The provision of raised median and the roundabouts will decrease existing sight distance concerns since vertical delineations can be observed further away by drivers.

Table 2-3 Roundabout and Signal Comparison

Intersection	Weekday PM Peak Hour Annual Delay in 2025 for Signal (Hours)	Weekday PM Peak Hour Annual Delay in 2025 for Roundabout (Hours)	Delay Decrease with Roundabout (%)
SR 49 / Pool Station Road	3843	1879	51%
SR 49 / Main Street	1649	1295	21%

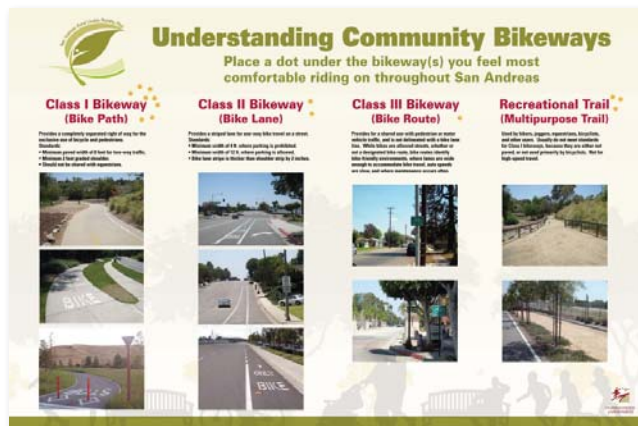
Section III. The Community-Based Process



The San Andreas Rural Livable Mobility Plan is a community-based plan that represents the community visions and values and will guide redevelopment and future new development along the Highway 49/St. Charles Street Corridor through the Town of San Andreas.

STEERING COMMITTEE

A San Andreas Rural Livable Mobility Citizen Advisory Committee (CAC) guided the development of the Mobility Plan. The CAC was made up of ten individuals who represented a cross-section of perspectives found within the greater community. The committee provided guidance, insight, local knowledge and recommendations throughout the process.



MOBILITY WEEK

To kick-off the Mobility Plan community-based process, a concentrated Mobility Week provided various opportunities for business and property owners, community members, students, employees, and local organizations to take part in developing a community-based vision for the Mobility Plan. From October 15th to October 18th the San Andreas Mobility Week provided opportunities to participate in activities ranging from walking tours to visioning workshops concurrent with a three-day open house held at Town Hall. Seven community activities were held over a four-day period throughout San Andreas to encourage participation from a wide range of interests. Dialogue from these activities focused on the area's key opportunities, constraints, and visions for the future along the St. Charles Street Corridor. Appendix B, Community Outreach Summary Report, provides a summary of the key community themes, ideas, and visions that emerged from the public over the course of Mobility Week. Over the course of the four-day Vision Week, approximately 100 community members were engaged and participated in at least one of the Mobility Week activities.





Key Community Themes & Priorities

ONLINE SURVEYS

A community survey was made available online for students and inviting them to identify their mobility patterns and preferences through a community-wide survey. The survey gives insight into community mobility choices and what improvements may increase bicycle or pedestrian activity in the future. Questions revealed where residents are starting their trip and where they travel most often in San Andreas. Complete survey results can be found in *Appendix B, Community Outreach Summary Report*.



Key Community Themes & Priorities

The following themes emerged multiple times throughout the community process include :

- Retain Small town character and sense of history
- Enhance pedestrian and bicycle safety
- Slow down traffic
- Create a place people want to stop and want to be
- Take advantage of San Andreas as a destination (governmental, education, hospital)
- Develop an inviting and comfortable walking environment
- San Andreas should be developed as the “hub” of the County
- Increase opportunities for walking, biking & transit
- Enhance the economic viability and retain experience
- Address youth priorities
- Create places to linger and relax
- Build in connections
- Improve the aesthetic quality & experience
- Incorporate elements of sustainability
- Increase recreational opportunities
- Take advantage of the enormous potential that exists in San Andreas
- Beautify San Andreas
- Create places to eat, shop and be entertained
- Improve access and safety for pedestrians

The following “projects” were identified as priorities to the community throughout the community-based process. The first five projects in bold were identified by the community as the highest priority, and the following as secondary priorities. The complete list can be viewed in Appendix B.

1. Roundabout/Gateway at St Charles/Pool Station
2. Roundabout at St Charles/High School Street
3. Roundabout at St Charles/Mountain Ranch
4. Roundabout/Gateway at Hwy 49/Angels Road
5. “Downtown Character Area” roadway and side-walk improvements.
6. Main Street improvements (convertible plaza space)
7. Entry monuments for Town gateways
8. Entry monument for “Historic Downtown”
9. Way-finding signs for Downtown improvements
10. New Crosswalk at High School Street
11. Improved crosswalk at Russell
12. Improved gateway signs for entry locations
13. Extension of County Multi-use Path (Lewis to Gold Strike)



Section IV. Rural Livability & Mobility



A vision statement describes where a community wants to go. The Mobility Plan corridor was broken into seven character areas. Each character area has a unique set of recommendations, priorities, and enhancement opportunities that convey a community vision for those passing through, residents who live in San Andreas, and those who work in San Andreas. Each character area along the St. Charles Street Corridor includes a description of key planning elements, visual images and recommended policy that will turn the vision into a reality. Throughout the community based process, priorities were identified by residents, businesses, and other stakeholders.

The Rural Livability and Mobility Vision (As reflected in the San Andreas Community Plan Report)...

San Andreas is a small, thriving, vibrant foothill community surrounded by rolling oak-studded hills that provides a pedestrian friendly environment. A comprehensive system of bicycle paths and lanes, sidewalks, and a local trolley system provides access for all and promotes alternatives to the automobile. Those who live in San Andreas aren't dependent on their car, those who visit leave their car at its origin point, and those who pass through are drawn to the community's rural character, unique history, and vibrant corridor and main street.

Travelers are greeted upon entry into San Andreas by large roundabouts and entry monuments. Motorists find it easy to pass through San Andreas; moving at a slow yet steady pace with minimal stops. As they move through the corridor they remain engaged by the ever-changing streetscape and character areas, experiencing planted medians, accent lighting, special paving materials, street trees, local banners celebrating upcoming activities or community heritage, street furniture planters and revitalized historic building facades.

Locals know the ins and outs of the community trails and back roads, therefore it's easy to access goods and services despite traffic along St. Charles Street Corridor. San Andreas is a pedestrian priority area, residents take joy in the ease and pleasant walking environment along the corridor, the pedestrian details and amenities, and the newfound safety in crossings and general movement along the corridor.

Guiding Principles:

1. Retain Small town character and sense of history
2. Enhance pedestrian and bicycle safety
3. Slow traffic throughout community
4. Create a place people want to stop and want to be
5. Take advantage of San Andreas as a destination
6. Develop an inviting and comfortable walking environment
7. San Andreas should be developed as the "hub" of the County
8. Increase opportunities for walking, biking & transit
9. Enhance the economic viability and retail experience
10. Create opportunities for youth
11. Create places to linger and relax; places to eat, shop and be entertained
12. Provide circulation connections for all
13. Improve the aesthetic quality & experience
14. Incorporate elements of sustainability
15. Increase recreational opportunities
16. Take advantage of community potential
17. Beautify San Andreas
18. Improve access and safety for pedestrians

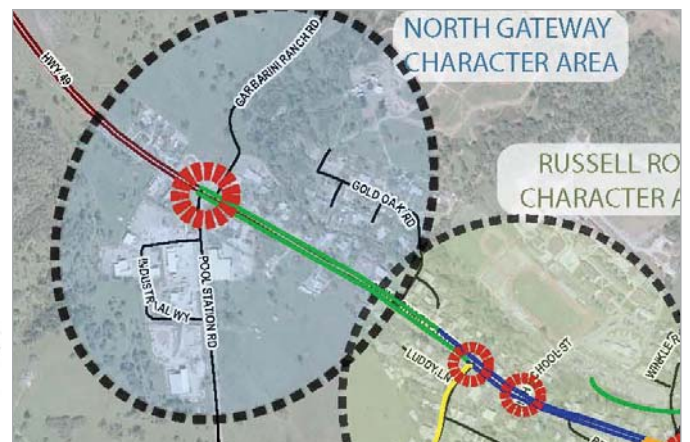
North Gateway Character Area



The North Gateway Character Area is defined by a grand roundabout at Pool Station Road and St. Charles Street accented by a large entry monument in the center of the roundabout. The roundabout will slow traffic as motorists and trucks enter the community of San Andreas. The north entry will advance the rural character of the community through a decomposed granite trail that begins at Pool Station Road and extends south, providing a separated multi-use path for bicyclists and pedestrians. Land uses in this area will remain similar to what exists presently. Commercial is single story, often in cottage-style buildings and set back from the corridor with parking provided at the front or to the side of the building.



Entry Monument in the center of proposed round-about will create a statement as visitors enter the Town.



The North Gateway Character Area is located at the northern entry of the Town of San Andreas and continues south to roughly Gold Oaks Road.



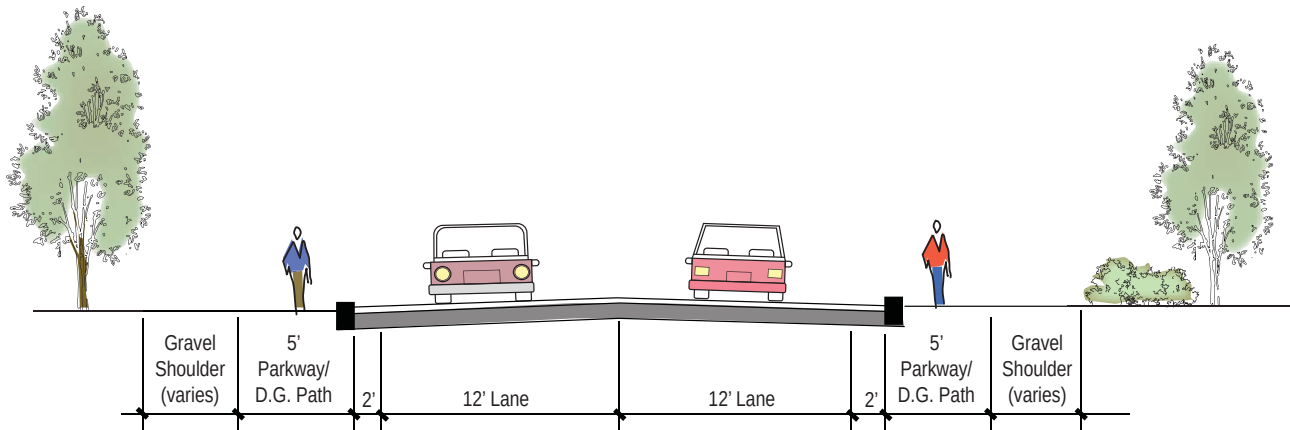
Decomposed granite path is recommended within the North Gateway Corridor to provide access for all modes of travel, and provide a recreational amenity for the community while remaining consistent with the rural heritage.



North Gateway Character Area

A1

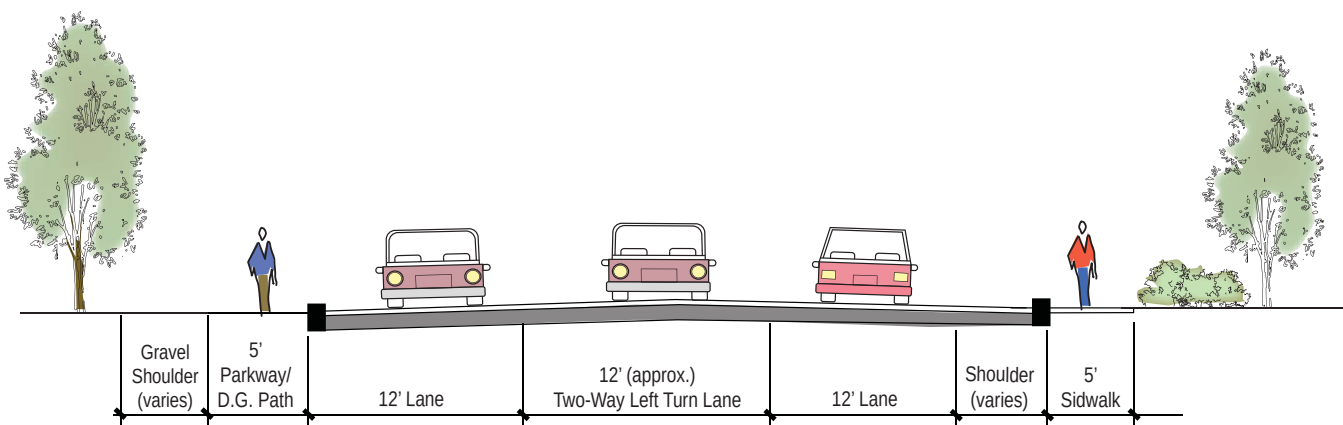
A1



The meandering decomposed granite path will vary in width from 5-6 feet based on available right-of-way which varies significantly along the corridor. The multi-use path will maintain the rural character of the community while providing a designated space for walkers, runners, and bikers to get to and from goods and services in the North Entry Character Area.

B1

B1



Cross Section B represents the transition into the Russell Character Area, where a standard sidewalk curb and bike lane is provided on the east side of the corridor. Improvements to the sidewalk and the addition of street trees will further enhance this space and the pedestrian environment that exists in this area.

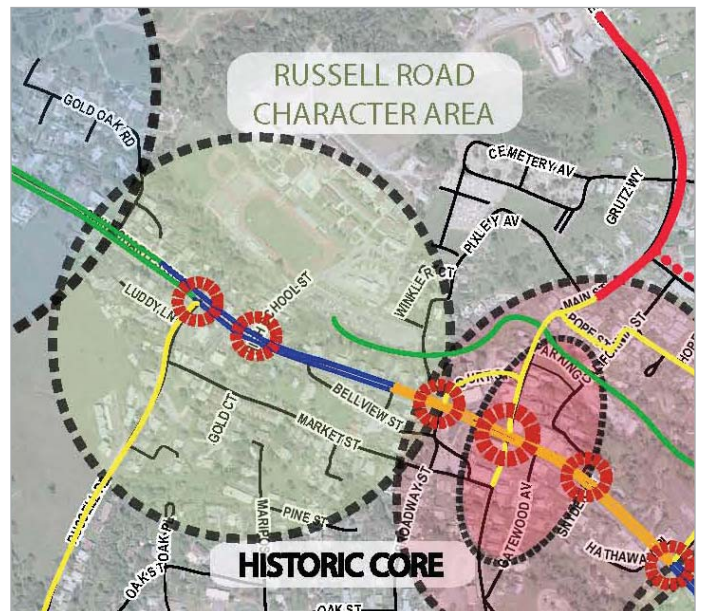
Russell Road Character Area



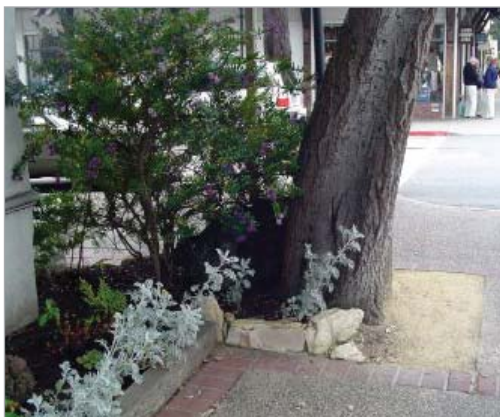
The Russell Character Area is a transitional space between the gateway and the heart of the community. Centered around local businesses and Calaveras High School, it is a major activity hub for both automobiles and pedestrians. Providing sidewalks and pathways to facilitate student movement is of greatest priority in this area. The area is accented by a roundabout located at High School Road and St. Charles Street to facilitate traffic build-up at this intersection before and after school.



Oak trees are highly valued by the community; in the Russell Road Character Area, preservation of these trees along the corridor may present challenges and require innovative techniques such as providing larger openings in the sidewalk, installing pervious pavement around the trunk area that will flex with the foot base, or even relocating some trees.



The Russell Character Area is roughly bound by Gold Oak Road to the north and Court Street to the South.

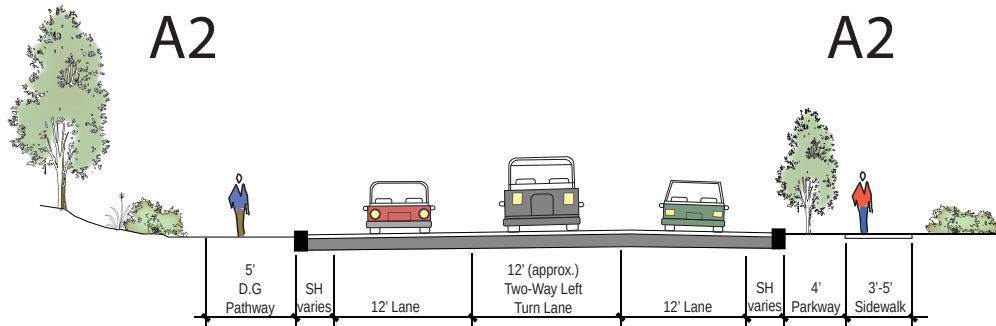


Allow creek trail to extend into Russell Road Character Area, if feasible, to allow residents to further take advantage of the beautiful natural amenities in San Andreas.

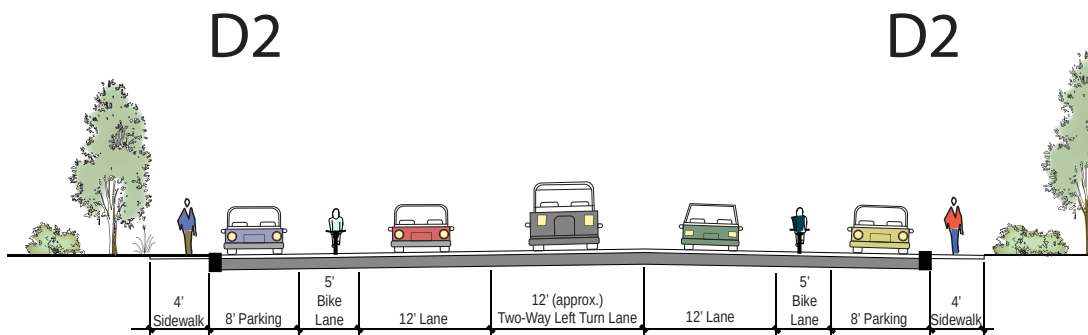
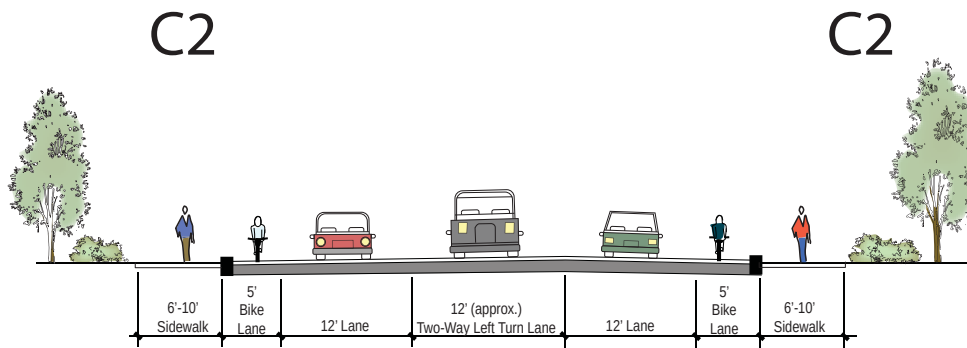
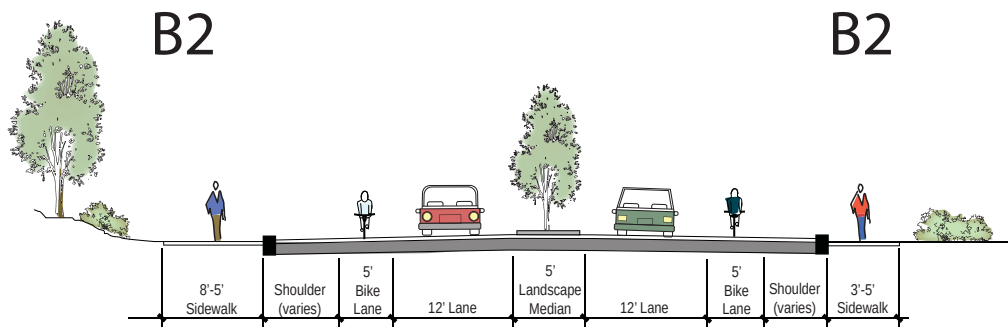


Russell Road Character Area

Cross Sections



Decomposed granite trail continues on the west side of St. Charles Street, whereas the east side of the corridor transition is into sidewalk with curb and vegetation with a bicycle lane.



Sidewalk with curb, vegetation and bicycle lane are present on both the east and west side of St. Charles Street.

Russell Road Character Area



Land Use



Allowing cottage commercial in this area ties it into the rural theme of the North Gateway Character area. It will continue to celebrate the existing rural character.



The student population will benefit from places to linger after school and before after school events. Uses such as internet cafes, low budget food and book stores will increase activity in the area. Above illustrates that even corporate names can be designed to maintain the integrity of the community.



Building setbacks will vary in this area. Infill and redevelopment should focus on remaining consistent with existing form and scale, locating parking in the back where feasible.



Sidewalk improvements, bicycle lane and vegetation will improve the streetscape in this area.

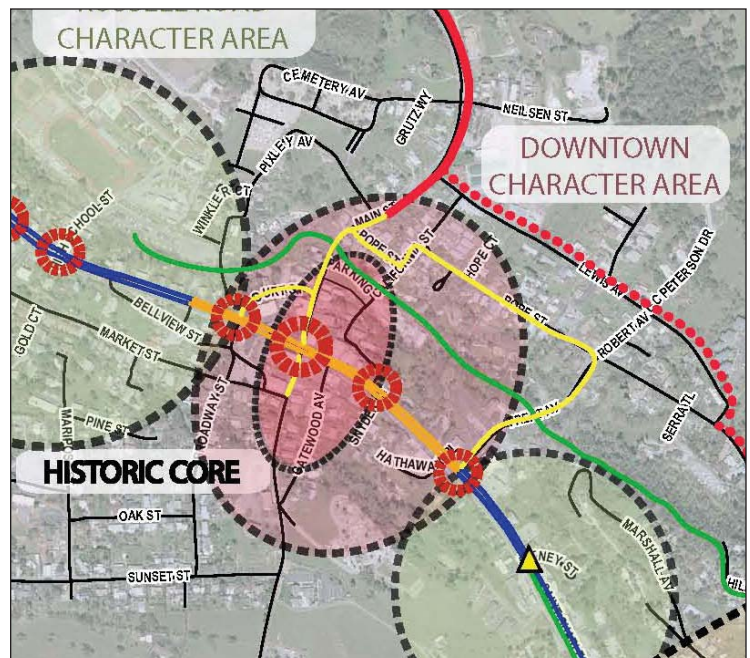
Downtown Character Area & Historic Core



The focus of the Mobility Plan is to create a dynamic environment focused on mobility for residents, guests, employees and children. Nowhere is this more profound than in the downtown character area where pedestrians are given the utmost priority, heritage is rich, and businesses give life to the greater community. Sidewalks, crosswalks, parking, traffic control, street furniture, lighting, vegetation and other amenities are an important component in maximizing pedestrian comfort, convenience, and safety. Additionally, the driver, will also be rewarded by a more attractive and organized environment. Development in this area focuses on efficient, mixed-uses of land and creative development options that incorporates human-scale design.

Establishing a clear and appropriate identity for a historic area does not need to be extravagant or cost prohibitive. By utilizing similar materials, signage, building style and scale, further investment can preserve and complement the original architecture and feel of downtown. Gateways are important in signaling definitive entry into the downtown and historic core of San Andreas. Other elements to be discussed throughout this chapter include:

- Circulation, traffic calming, and parking
- Street furniture, vegetation, and lighting
- Directional and educational signage
- Incorporating public art, culture and color
- Land use and the public realm



The Downtown Character Area begins around Court Street at the north and continues to Treat Avenue in the south.

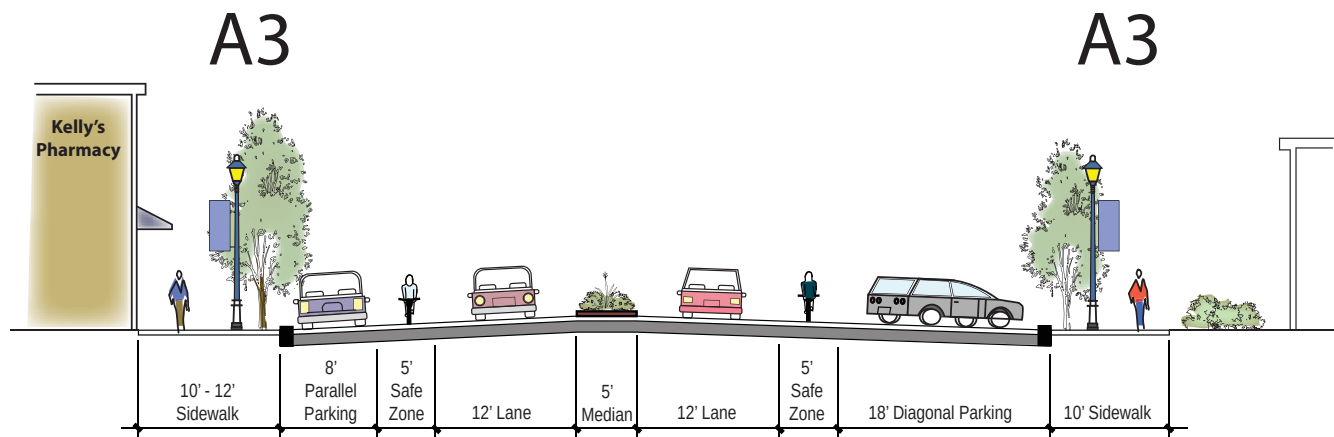
CIRCULATION AND TRAFFIC CALMING

It's important for vehicular traffic to flow at a slow and steady pace through downtown San Andreas. This type of movement is the most efficient way to move the greatest number of vehicles through an area in the least amount of time. This pace is also critical for the motorist who desires to patronize local businesses or visit community areas of interest. The St. Charles Street and Main/Church Hill Street intersection currently creates hazards for the pedestrian and the vehicle. By creating right in and right outs at Church Hill, Main Street, and Court Street, vehicular traffic is better controlled and the environment is more pleasant for all modes of travel.

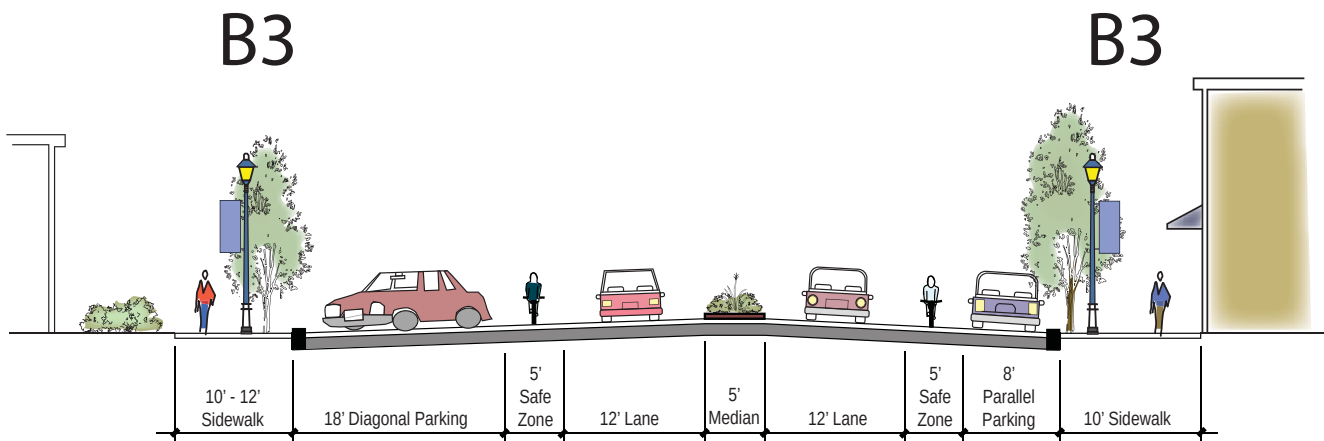


Downtown Character Area

CROSS SECTIONS



This cross section along St. Charles Street showed the median which is vegetated with native and drought tolerant plant materials that do not obstruct vision along the corridor. Both parallel and diagonal parking is recommended. The entire streetscape creates a profound entry and it sustains interest driving through the corridor.



PARKING

Parking is an important component for the San Andreas merchants and residents. Due to the rural character of San Andreas, visitors and residents most often drive into the community. Therefore the availability of parking to accommodate demand is necessary. Parking should also be framed as a place for the car to remain while visitors and residents are able to walk. Nowhere is this more desirable than in the downtown and historic core of the community.

To improve parking in small communities like downtown San Andreas several key values should be considered:

- Parking areas must be easy to find
- Parking areas must be easy to get into and out of
- Parking areas must appear safe
- Parking should be a shared responsibility of the Public and private sectors
- Parking must not occur at the expense of sense of place or historic resources

Parking in the downtown was not identified as a primary concern; capacity is a problem during major events and special activities. To address parking issues, recommendations to increase parking capacity include expanding on already existing parking resources in the downtown.

- Along St. Charles Street through parallel and diagonal parking spaces
- Existing small lots located adjacent to businesses and shops may remain but are not encouraged for future development
- Public lots located at Town Hall and along Main Street
- Parking along California street behind businesses



Currently parking along St. Charles Street is parallel only. Adding diagonal parking will increase the capacity and also work as traffic calming.



Downtown Character Area

LANDSCAPING

Landscaping, including street trees, add important visual elements to the streetscape environment. Medians, parkways and planters along St. Charles Street will include vegetation to improve pedestrian comfort, improve air quality, and enhance aesthetics. Landscape shall take into consideration the following issues that are of concern to the community.

- Plants should be natives that reflect the local flora, are water misers, and reduce long-term maintenance costs.
- No tree/shrub/ground cover is drought tolerant when first planted. Most will need regular water during the summer the first year by the 2nd to 5th year, you can taper off on how frequently you water. Water deeply to encourage deep rooting
- If necessary, installation of efficient drip irrigation systems
- Vegetation should also achieve safety and emergency access objectives.
- Consider fencing new planted material if threat from animals is present in more of the rural areas of the community.



Medians, parkways and planters along St. Charles Street should be planted with xeriscaping to limit water demand and reduce maintenance efforts.



Native to California, the Pride of Madeira (above) and the Fragaria Chiloensis (below) provide a beautiful ground cover for the corridor.



LANDSCAPING



The Selby Gazania (above) and the Phormium Amazing Red (right) are drought tolerant plants that give color to any area.



Choose trees that will stay below the surface and not uproot the sidewalk or utilities in the future. Trees such as the Honey Locust are native, low maintenance, resilient, and moderately fast growing.



Water fountains need to be ADA compliant but can also be designed to preserve the historic stone or metal materials.

STREET FURNITURE/AMENITIES



Provide bicycle parking throughout the community and the downtown. As long as it's secure and convenient, bike parking can be another opportunity to celebrate local heritage.





Downtown Character Area

STREET FURNITURE



Allowing a mix of iron and wood materials will preserve existing character while allowing the varying mix of styles in the downtown and historic core of San Andreas to continue naturally.

To be consistent with community goals and values, it is recommended that new furniture be purchased from environmentally friendly companies that use recycled plastic and metal materials or sustainably harvested timber.



It might be surprising what the community can find to reuse as public art or street furniture that is inherently worn and reflects the community's rural heritage while maintaining sustainability goals.

LIGHTING

Lighting is important for safety, but a balance of safety and preservation of the night sky, and rural character of this small town is essential. Present lighting along St. Charles Street serves an important safety function along the corridor; however enhancements can further contribute to add to the pedestrian environment and lighted space .



Add additional pedestrian-scale lighting intermittently between existing poles to supplement existing lighting. (above)



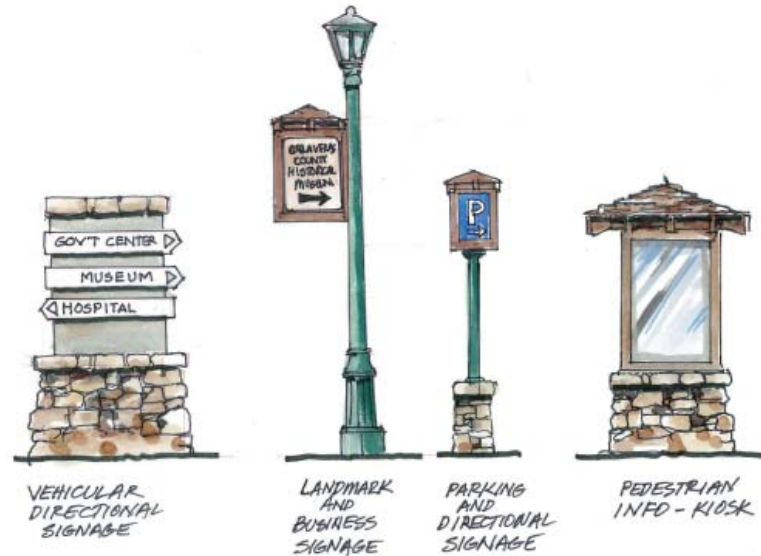
Add pedestrian-scale features to existing lighting poles - add flag on outside of pole (if conditions permit) during holidays, special events or other notification/celebration. Also possible to work with local artist to create different banner for each character area. Add hanging baskets with native plants/flowers.



Where necessary, add ground-level lighting to enhance vegetation or provide additional lighting in dark spaces. (left)

Downtown Character Area

SIGNAGE



The above family of signs are recommended specifically for the downtown character area and incorporate rustic natural materials to reflect the history of the area. The community expressed a desire to have unique directional and educational signage in the downtown area to advertise events and activities and provide tourists with information about the community. The signage below are other examples as to what is possible for the downtown character area and would adequately reflect the vision of the community.



Downtown Character Area

PUBLIC ART AND COLOR

Use public art to add visual interest and color in the downtown. Painted building walls, banners, sculptures, fountains, and other unique amenities are important to the community and portray character. It is an opportunity to engage local artists, children, and the business community. The example above shows that art can also be functional - be creative!



Minor details can make a big impact to character of an area.





Downtown Character Area

LAND USES & BUILDING FORM

Traditional town planning focuses on designing communities for people, not cars. In many ways, San Andreas has maintained this development integrity since construction of Main Street in the mid 1800s. However, as pressure to grow and competing interests coalesce, it is imperative that the community consciously and deliberately apply traditional planning elements to preserve and enhance the sense of community it embodies into the future. The community expressed a desire to maintain existing building form, integrate more color into the environment, and create places to linger throughout the downtown. Residents expressed a clear desire that new infill development and rehabilitation of existing buildings convey an image consistent with local history and rural character. The following guidelines provide direction for new development. Additional guidelines may further assist future development.



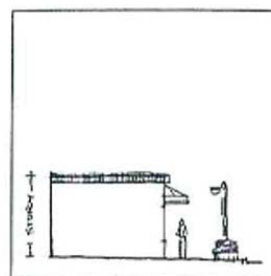
Allow mixed use in the downtown. Focus on locating retail, restaurants, commercial services, and tourist oriented businesses in this character area to foster community based economic growth goals.



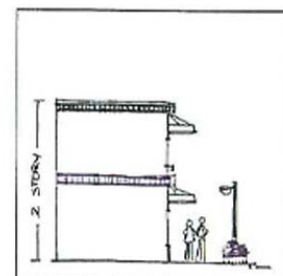
Replace ground floor office/service with retail & restaurants. Encourage dining outside.



Buildings throughout the downtown should be built to respect and relate to the scale of people. One-story and two-story building heights are preferred; three story buildings are not preferred in order to preserve the view of the rolling hillsides in the background.



One-Story
Building



Two-Story
Building

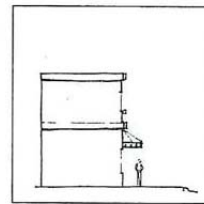
Downtown Character Area



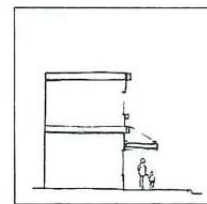
LAND USE & BUILDING FORM



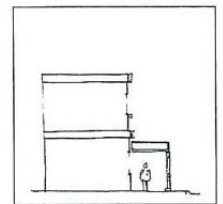
Establish land uses that provide for compact mixed use development. Compact means that buildings are spaced closely together, parking is shared and sidewalks bind to the building. Mixed-use development includes a mixture of community



Awning



Canopy

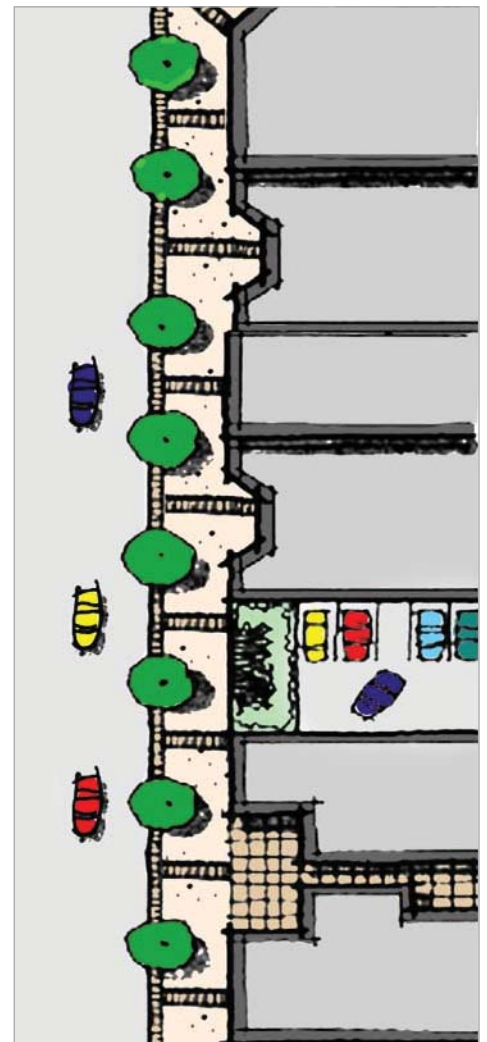


Colonnade

Building should be inviting to pedestrians and provide them with protection from the weather. Open storefronts, windows, awnings, porches, canopies, and colonnades should be incorporated generously and have a strong design relationship with building form.

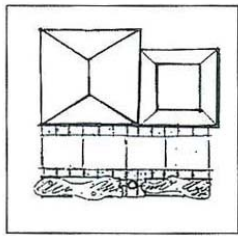


All the elements discussed above create a recipe for a space that provides sidewalk with bike lanes, landscaped bulbouts and planted medians with parallel parking, lighting and other amenities work with the building layout and form to create a space that attracts the pedestrian, slows the traffic down.

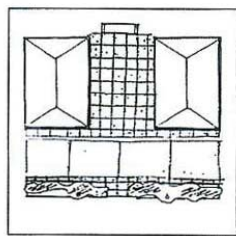




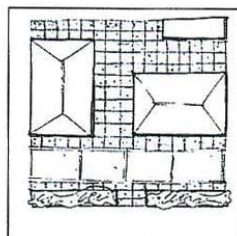
Downtown Character Area



Sidewalk
Environment



Plaza Adjacent
to Buildings



Midblock Passages
Between Buildings

PUBLIC SPACES

Incorporate public and private spaces to linger throughout the downtown area. Spaces may be provided on-street within the sidewalk environment, in pocket parks, plazas between buildings, or in passages mid-block.



Enhance back of buildings along California Street to create new space to linger and dine that are not fronting heavy traffic. Reconfiguration of parking and the addition of tables, chairs and landscaping will give new life to this area and increase pedestrian activities. This area ties directly into the Main Street businesses, activities, and parking.

Historic Core



The Historic Core is located within the Downtown Character Area and is highlighted in this subsection because it is the true heart of San Andreas. This segment of the town was the original place where life began in the mid 1800's, and where community heritage continues to be celebrated by residents and guests. As a vital part of the Downtown Character Area, the Historic Core will maximize pedestrian comfort and safety along with the provision of public spaces that invite people to gather and interact. This space could easily sustain a social vibe alive with people running errands, working, relaxing, studying, passing through or recreating.



Gateways can serve as an important element to signify entry into an important area within a community. For the Historic Core, within the Downtown Character Area, creating an entry will increase visibility onto the historic Main Street, which currently may go unseen by passer-bys. This concept for the gateway arch at Main and St. Charles Street was developed through inspiration from the community and with historic building constraints in consideration. The sign consists of a permanent Welcome to San Andreas sign, but it also provides space to place a temporary banner for special events and activities that are hosted in the historic area.



Temporary banners can be used to notify residents of one time events or activities such as festivals or celebrations, it can celebrate the onset of a new season such as Fall or Christmas or even welcome students back to the first week of school.



Historic Core

ENHANCEMENTS TO MAIN STREET

The Historic Main Street is a valuable resource for the community and possesses immense opportunity in the short and long-term to create an active public space that celebrates local heritage within the community.



Use architectural standards from the "gold rush" or "Mother Lode" within the Historic Core to preserve and promote existing historical heritage and character.



Remove or restrict parking on Main Street and create convertible public plaza. Host farmers markets or local arts/craft events.



Restore original cobble under pavement.



Add street furniture and pedestrian amenities along the sidewalks.



- ~ Establish a reasonable height restriction for new buildings, reflecting traditional design
- ~ Establish design guidelines that direct scale and architecture to reflect local values and historic integrity
- ~ Emphasize affordable design
- ~ Encourage new development that incorporates qualities of old



PUBLIC PARKING ENHANCEMENTS



Even parking lots can contribute to community identity and get people excited as they step out of their car. This graphic depicts recommended improvements (infrastructure maintenance, landscaping, furniture, lighting and signage) to the parking along Main Street. Providing directional and educational information about the area will assist visitors, who are new to the area, take advantage of all of the community resources and highlight the community history. Additionally, this larger kiosk provides plenty of space to post other notices, and information from different community groups and organizations. Similar improvements are recommended for Town Hall public Parking.



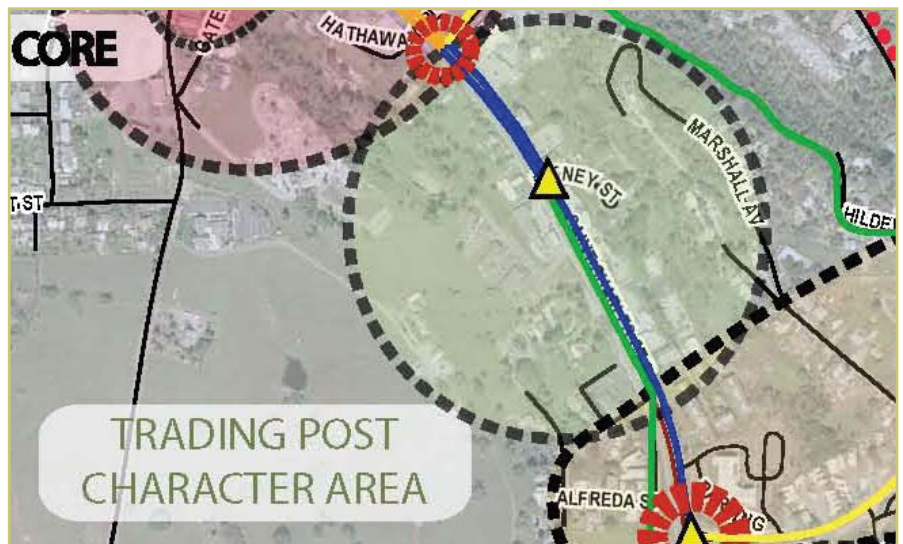
Location Map

Trading Post Character Area



The Trading Post Character Area is an important transition area along the St. Charles Street corridor. The vision for this area is to strengthen its identity and presence within the corridor. The current mix of housing, commercial, and underutilized lots create substantial land use opportunity in this character area. New growth in this part of the corridor has the ability to further tie SR 49 and the community together. Access management and parking should be clearly addressed up front in this area when development opportunities are evaluated.

The Trading Post Character area is generally bound by Treat Avenue to the north and Angels Road to the south.

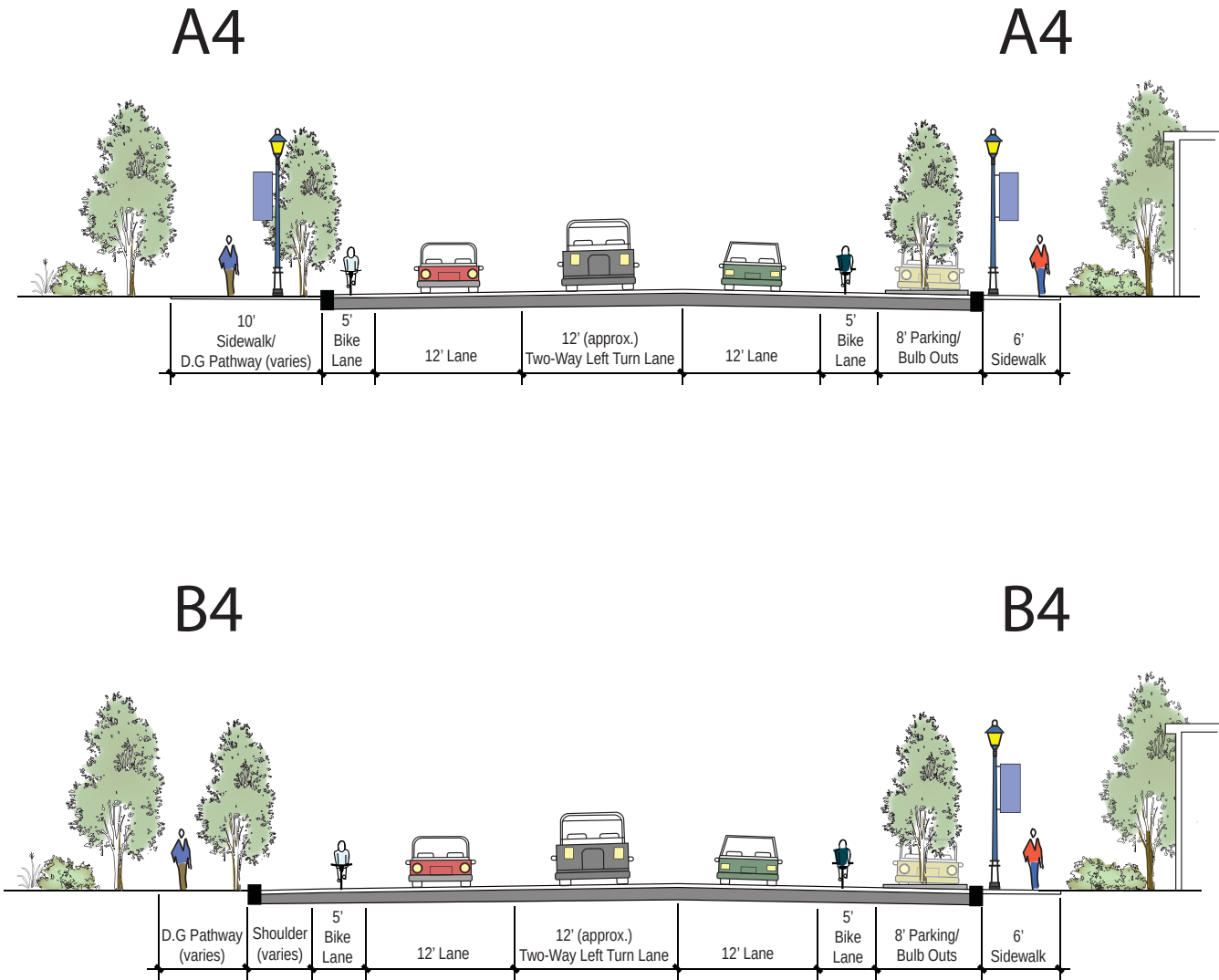


Recommended decomposed granite path that detours pedestrian from the southern segment of St. Charles Street where right-of-way does not permit space for sidewalks is illustrated above. Path begins at the south end of the Trading Post Character Area at Angels Road and provides connection to the South Gateway.



Trading Post Character Area

STREETSCAPE



Proposed streetscape will maintain existing sidewalk with curb. In more residential rural spaces in the character area, a vegetated median will create a buffer for pedestrians - making the street feel safe and comfortable to encourage more walking. Where more commercial activities may require additional parking spaces, parallel parking will be preserved. Additionally, a striped bike lane or color lane will be included throughout the corridor until the northern edge of the Government Center Character Area at Angles Road where it will detour the pedestrian/cyclist onto an alternative route.

Trading Post Character Area



TRAFFIC CALMING & PEDESTRIAN AMENITIES



The addition of a mid-block pedestrian crossing between Treat and near the Shell Gas Station will increase synergy between both sides of the roadway. St. Charles Street will not be a barrier but an avenue providing goods and services for residents and visitors. Marked crossings will work in conjunction with other recommended traffic calming elements (i.e. landscaped parkways, parallel parking, road narrowing, etc.) to enhance safety for pedestrians by slowing vehicles, increasing awareness of on-street activities and controlling movements across the main roadway.



Colored bike lanes, planted parkways, bulbouts, roundabouts, parallel parking, and speed checks will all work to slow traffic through this area of the corridor.



Trading Post Character Area

LAND USE

The Trading Post Character Area is currently a mix of commercial service, restaurants, single family homes, apartments, and vacant land. Infill of small-scale neighborhood commercial and residential is a potential along the corridor and would eliminate activity voids and bring new residents/business activity to the area. Encourage new development to maintain consistency with existing building form and scale. It is preferred that new development be constructed in a way that encourages pedestrians to walk from one business to another and interact with the space.



New buildings should maintain consistency with the existing size and form in this area. Buildings fronting the sidewalk with parking at the side or in the rear will maintain the integrity of the pedestrian environment and area's character.



Parking lot/facade improvements to Treats Market would make this frequented destination both a visual asset as well as resource in the community.



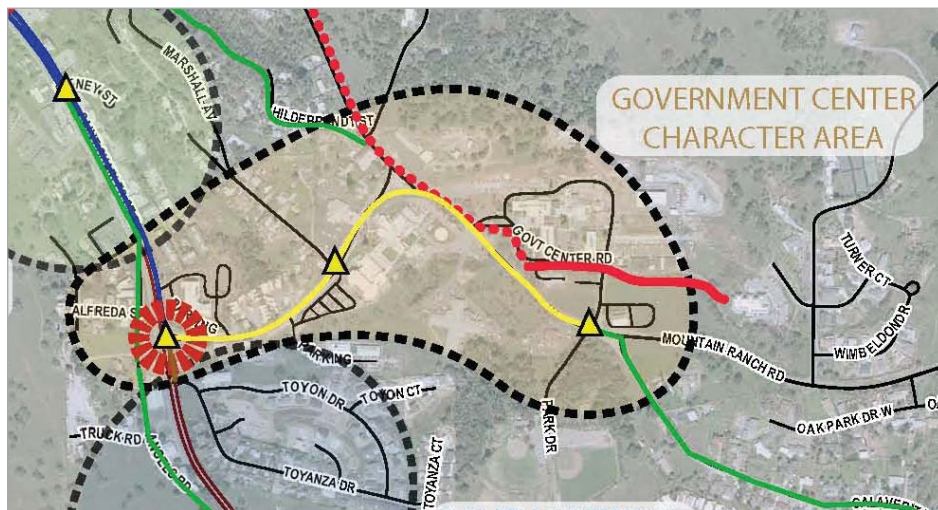
Continue to encourage spaces to linger and dine outside in the Trading Post Character Area, as it is in close proximity to the Employment hub. Commercial service, retail, and housing should be continued to be permitted.



Government Center Character Area



The Government Center Character Area is the employment and services heart of San Andreas. This area brings local and regional employees and visitors into the community daily, which presents a challenge of congestion but is also an asset for local businesses. Comfort, safety, and convenience are of utmost importance in this area in order to capitalize on the daytime population, provide access to services such as the Senior Center and Library, and connect residents living along Mountain Ranch road to the rest of town .



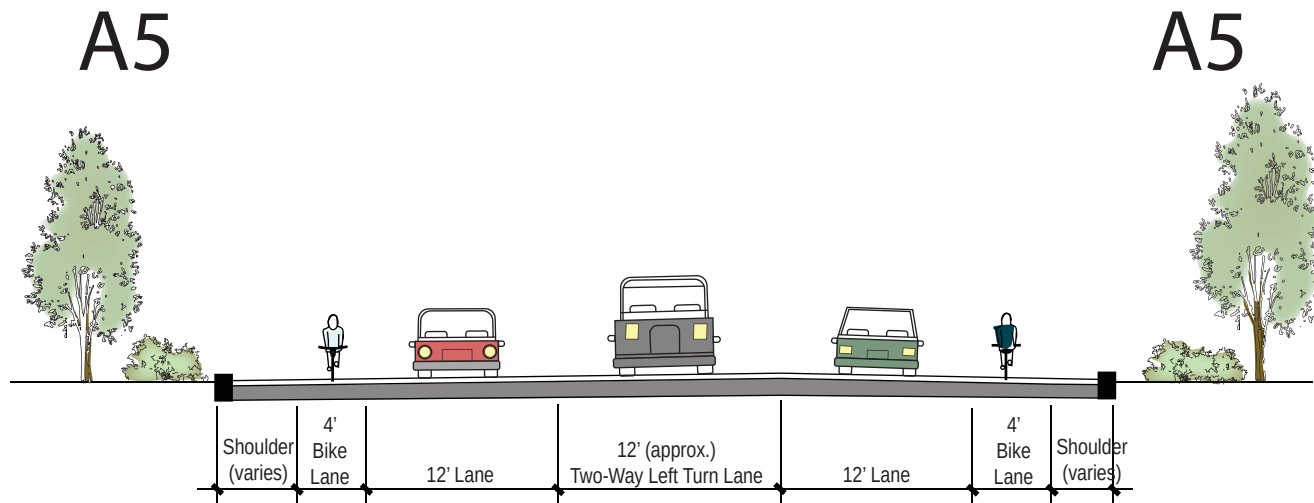
The Government Center Character Area is located in the southern portion of St. Charles Street, along Mountain Ranch Road onto Calaveritas Road.



The Calaveras Transit Center, located at the Government Center is an asset in this area. It provides regional connection to and from neighboring communities and should be treated as a transition between modes of all types of travel, giving equal weight to each. It also provides opportunities to get employees to downtown during the lunch hour.



Government Center Character Area



Right-of-way exists just south of Mountain Ranch Road to accommodate bicycle lanes for a short distance as one exits San Andreas or upon entry. Sidewalks in this area exist in some areas and may require enhancement; however, long-term it is recommended to have sidewalks on both sides of the corridor to facilitate pedestrian activity onto Mountain Ranch Road.



Marked crosswalks at Mountain Ranch Road and St. Charles Street, the hospital, and senior center will improve access to and from major employment centers that currently foster primarily auto-oriented travel. Adding solar panels to any streetscape lighting conserves energy in the long run and benefits the natural environment.



The “piano key” or “zebra” pattern crosswalk marking has a positive visual impact on motorists. The pavement marking material can be oriented to avoid vehicle tires to reduce wear over time and reduce maintenance costs while enhancing safety throughout the corridor.

Government Center Character Area



RECREATION & PUBLIC AMENITIES



The long-term plans for the County Class I/Multi-use path extending from the Government Center to Pope St./Lewis Avenue and the addition of Class III bike routes along Mountain Ranch Road and Pope Street will increase recreational opportunities in the community. The opportunity to incorporate activity nodes or benches along these areas is recommended to further enhance the experience and use.



Covered bus shelters or pedestrian spaces would serve employment centers and encourage dining outside, and also recreation amenities as places to linger.





Government Center Character Area

More “modern” lighting is encouraged in this area. Pedestrian scale lighting and bollard lighting is advised in parking areas, gathering places, and along the Class III/multi-use paths.



Using LED light bulbs may present a larger initial costs but will last significantly longer with less energy used during it's lifetime.



Standard bicycle signage can be coupled with directional signage for cyclists navigating between Calaveritas, Pope, and Mountain Ranch Roads.

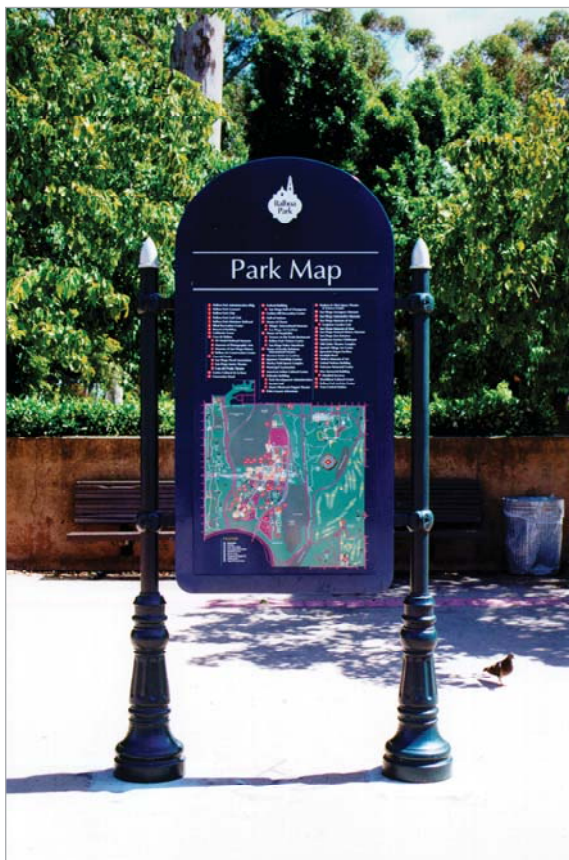


LIGHTING AND SIGNAGE



EXISTING SIGNAGE AT HOSPITAL

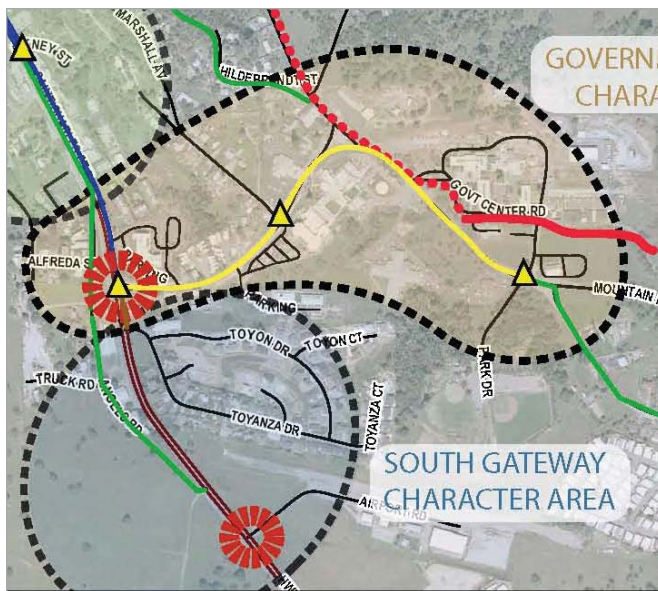
Existing signage is functional, but it can be redesigned to more appropriately relay the character of the area. In addition to county offices and services, there are multiple recreational and educational amenities in this area, wayfinding signage with locations and educational tidbits is completely appropriate.



South Gateway Character Area



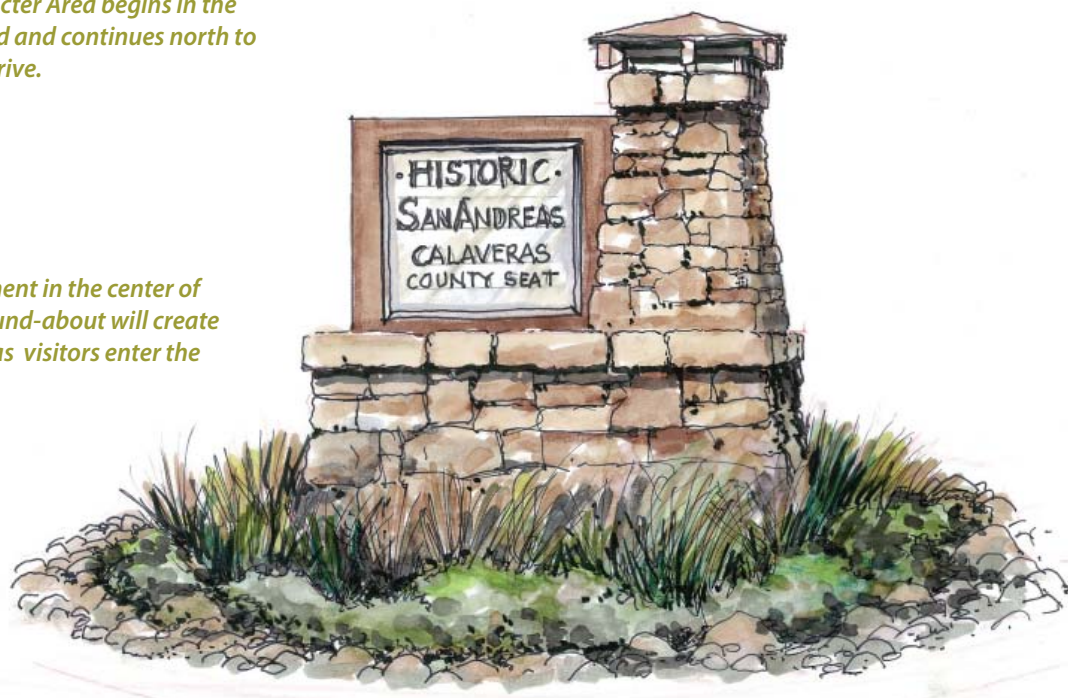
The South Gateway Character Area is defined by a grand vegetated roundabout at Angels Road and St. Charles Street. At the center it is accented by a large entry monument. Gateways serve as the first impression of a community. The images conveyed through unique design elements affect the way residents feel about the place they live and the way visitors perceive the level of pride of ownership within the community.



Using drought tolerant grasses and native species such as the Pride of Madeira (pictured above), not only helps the community achieve its sustainability goals, but also costs less and is more reflective of local heritage.

The South Gateway Character Area begins in the south around Airport Road and continues north to approximately Toyonza Drive.

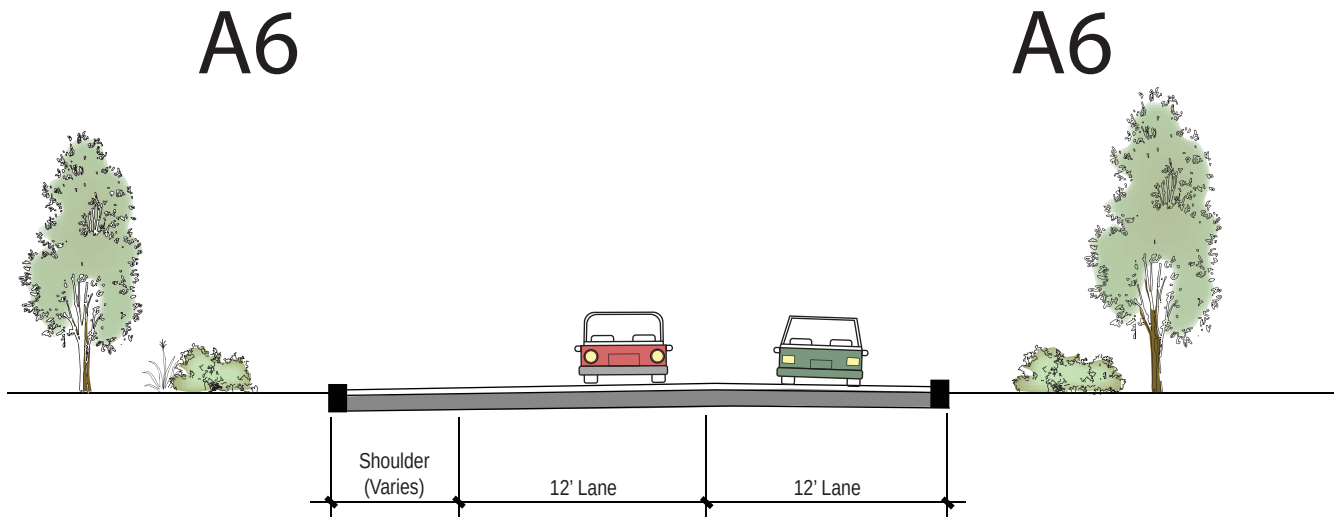
Entry Monument in the center of proposed round-about will create a statement as visitors enter the Town.





South Gateway Character Area

CROSS-SECTION



In this area there is not a lot of available right-of-way available for additional pedestrian/bicycle facilities. However, a decomposed granite path to accommodate pedestrians and cyclists is recommended along Angels road to maintain complete connectivity through this area.

ROUNDBABOUT

The proposed roundabout at the intersection of SR 49 / Angels Road is based on a new intersection proposed at this location for the Saddleback development, and is preliminary only. The provision of this roundabout at the start of the climbing lane to the south and may impact the climbing lane operations. The provision of this roundabout is a long term project, and the provision of any intersection control measure at this location may impact the operations of the climbing lane. It is not within the scope and purpose of this document to address the climbing lane operation and on a planning level, the lanes are retained in the southbound direction in their current location, and the operation of the climbing lane should be studied further if the Saddleback development project becomes an "approved project".

Section V. Implementation Program & Funding



The companion documents to the preceding section of the San Andreas Rural Livable Mobility Plan will help achieve the Plan's goals; however, there are many more steps that need to be done to fully implement the Plan discussed in Section 4. This chapter provides additional strategies for effectively implementing the vision of the community.

PROJECT MAP AND PROJECT PRIORITIES LIST

Implementation Matrix

The following information provides a step-by-step matrix of specific steps and actions that should be compiled or initiated in the short-term and long-term to enhance community character, community mobility and livability while also boosting community development in San Andreas. The matrix represents a culmination of the San Andreas planning process and the strategies discussed throughout the Plan. It includes the following information:

- Priority projects are listed with more detail
- Mobility and Livability Projects
- General time frames for implementation (by year)
- Leaders and teams to carry out the implementation steps
(we know community groups are very interested in being active.)
- Cross-references for each action to potential funding resources



Implementation Program & Funding

5-1: Implementation Matrix

Funding Source	San Andreas Project Number	Type of Funds Funds	Contact / Website
Regional Surface Transportation Program (RSTP)	1,2,3,7,8,11,12,13,14,15,16	Fed/State	(RSTP) http://www.dot.ca.gov/hq/LocalPrograms/
Transportation Enhancement	1,2,3,7,8,11,12,13,14,15,16	Federal	http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm
Congestion Mitigation and Air Quality (CMAQ) Program	1,2,3,7,8,11,12,13,14,15,16	Federal	http://www.fhwa.dot.gov/environment/cmaqps/
Transportation Community and System Preservation Program (TCSP)	1,2,3,7,8,11,12,13,14,15,16	Federal	http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm
Federal Earmark Regulation Funds	1,2,3,7,8,11,12,13,14,15,16	Federal	Congressional representatives are contact for this project type.
Rural Community Development Initiative by the Rural Housing Service (RHS)	1,2,3,7,8,11,12,13,14,15,16	Federal	http://www.rurdev.usda.gov/rhs/rcdi/index.htm
Community Development Block Grants	7	Federal	http://www.hud.gov/offices/cpd/communitydevelopment/programs/
Recreation Trails Program	15	Federal	http://www.fhwa.dot.gov/environment/recreails/
Federal Transit Administration Programs (FTA)	No Projects Identified		http://www.dot.ca.gov/hq/MassTrans/5311.html
Safe Routes to School Program (Federal, though CT regularly exchanges all funds for SOF) Schools and Roads Grants to States	2a, 2b, 14	Fed/State	http://www.dot.ca.gov/hq/LocalPrograms/
Interregional Transportation Improvement Program (ITIP) (funds from federal & state gas taxes)	3a, 3b	State/Fed	http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm
State Highway Operation and Protection Program (SHOPP) and Minor Program	2,3,9,10,11,12	State/Fed	http://www.dot.ca.gov/hq/transprog/shop.htm
State Transportation Improvement Program (STIP): Regional Share	2,3,9,10,11,12	State/Fed	http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm
Corridor Mobility Improvement Account (CMIA)	2,3,9,10,11,12	State	http://www.dot.ca.gov/hq/transprog/ibond/CMIA_Guidelines_Adopted.pdf
Bicycle Transportation Account (BTA)	2,3,9,10,11,12	State	http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm
Community Transportation Development Fund – Transportation Project Financing	2,3,9,10,11,12	Private	www.ctaa.org
Environmental Enhancement and Mitigation Program (EEM)	2,3,9,10,11,12	State	http://resources.ca.gov/docs/EEM_Program_Release_10-31-08.pdf
Office of Traffic Safety	2,3,9,10,11,12	State	http://www.ots.ca.gov/
Motor Vehicle Fees (VLF)	All Projects	Local	http://co.calaveras.ca.us
Calaveras County CIP	All Projects	Local	http://co.calaveras.ca.us/cc/Departments/PublicWorks/CapitalImprovementProjects.aspx

Implementation Program & Funding



Potential Funding Sources

This portion provides an overview of resources for the community of San Andreas to put together a funding strategy for implementation. It looks at the various funding and technical assistance mechanisms available. This section does not impose a rigid approach to how the community shall fund the much-needed improvements throughout the community and within each character area. As an unincorporated community within Calaveras County, it is understood that much of the change and efforts will start with the community groups assisting and working with County agencies. This section describes the alternative sources and their potential for generating dollars, and the appropriate entities required to get those dollars to be able to take the next step in the process. It is important to note that the information presented in this section is intended as a tool for the community to use as a guideline for future funding strategies, evaluations, and negotiations. Funding sources do change from time to time, but the resource agencies would remain the same and be aware of the relevant changes. It is anticipated that many sources of funding will be earmarked for projects that will reduce GHG emission, use smart street design principles, encourage walking and cycling, all aspects which are included in this study.

The listing is organized loosely into five categories of resources: Federal, State/Regional, Non-Profit, local, and private. This listing does not intend to exclude any other available funding sources nor does it require the use of any source listed. Also included are sample applications to further assist community groups with applying for funding.

Federal Highway Administration (FHWA) Programs

The Transportation Equity Act for the 21st Century, or "TEA-21," and subsequent reauthorizations (SAFETEA-LU) refers to the federal transportation spending bill that provides annual federal funding to assist Caltrans, metropolitan regions, and local governments with all levels of roadway improvements. The bill has been

reauthorized and following are key aspects of the bill.

Surface Transportation Programs (STP) – The STP is a flexible federal-aid program, allowing use for a wide variety of transportation projects. These include:

- Construction
- Reconstruction
- Resurfacing
- Restoration
- Rehabilitation
- Operational improvements
- Transit
- Safety improvements
- Bicycle and pedestrian facilities
- Parking

Regional Surface Transportation Program (RSTP)

– The RSTP program guarantees counties 110 percent of their allocation under the old Federal Aid Urban/ Federal Aid Secondary (FAU/FAS) program. These federal tax dollars can be exchanged for SHA funds via a process known as "RSTP Exchange," and is advantageous to RTPAs as federal funds have more stringent requirements including a 20 percent local match, while state funds do not require any local match. The state also provides additional state funds to the County as a match to the exchanged federal dollars.

Transportation Enhancement (TE) – TE funds are available for scenic or historic highways programs, landscaping, rehabilitation of historic transportation buildings, , pedestrian/bikeway improvements, the acquisition of abandoned right-of-way conversion to pedestrian/ bicycle trails, and safety education activities for pedestrians and bicyclists. These funds are programmed through the State Transportation Improvement Program (STIP) and administered through the Caltrans Local Assistance Office.

Congestion Mitigation and Air Quality Program (CMAQ) – CMAQ funds are available to Calaveras County due to the County not being in compliance



Implementation Program & Funding

with the federal ozone and carbon monoxide standards. Funds are allocated for transportation-related projects that help improve air quality.

Transportation Community and System Preservation Program (TCSP) – These funds will be available for transit oriented development, traffic calming, and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services, and trade centers. Caltrans has developed the Transportation Funding Opportunities Guidebook which is available on the following website and provides comprehensive information for funding applications: http://www.dot.ca.gov/hq/LocalPrograms/lam/Transportation_Funding_Guidebook.pdf

Federal Transit Administration (FTA) Programs

The FTA provides the following funding sources for transit capital and operations expenses in rural counties.

FTA Section 5309 Capital Program Grants – These grants are split into three categories: New Starts, Fixed Guideway Modernization, and Bus Facilities. Typically, an intensive lobbying effort is necessary to receive section 5309 earmarks. The “Small Starts” component of the New Starts program, which provides funding and oversight for project seeking less than \$75 million dollars in New Starts funds, is authorized to separate funding beginning in FY 2007 under SAFETEA-LU.

FTA Section 5311 Public Transportation for Rural Areas – Federal transit funding for rural areas is currently provided through the Public Transportation for Rural Areas program for non-urbanized areas. A 20 percent local match is required for capital programs and 50 percent match for operating expenditures, these funds are segmented into “appointed” and “discretionary” programs. The bulk of the funds are appointed directly to rural counties based on population levels.

State Funding Sources

State Transportation Improvement Program (STIP) – Funding for this program is provided through state and federal fuel tax revenues administered through the State Highway Account. The STIP program constitutes the planned commitments of state and federal transportation dollars. Each RTPA receives a designated amount of funding in each two-year STIP cycle to use on eligible city and county roads in their jurisdiction. Projects are nominated by local RTPAs and submitted to their Caltrans district office where they are combined and sent to the California Transportation Commission for program approval. The federal portion of the STIP funding can only be used on major collectors, major and minor arterials, and state highways. However, “state-only” STIP funding can be used on local roads and minor collectors or as a match for other federal funding programs, such as HBP. The STIP consist of the following two discretionary fund programs:

The Regional Improvement Program (RIP), funded by 75 percent of the STIP, is available to Regional Transportation Planning Agencies (RTPAs). RIP funds are used for local capital improvements projects including roads, public transit, pedestrian and bicycle facilities, intercity rail, grade separations, transportation systems management, transportation demand management, sound walls, inter-modal facilities, and safety.

State Highway Operations and Protection Program (SHOPP) – The purpose of the SHOPP program is to maintain the integrity of the state highway system. Funding for this program is provided through fuel tax revenues. Projects are nominated within each Caltrans district office and sent to Caltrans Headquarters for programming on a competitive basis statewide. Final project determinations are subjected for review by the California Transportation Commission. Individual districts are not guaranteed any minimum level of funding. SHOPP projects are based on statewide priorities within each Caltrans district and program category (i.e., safety, rehabilitation, and operations).

Implementation Program & Funding



SHOPP funds cannot be used for capacity-enhancing projects, nor can they be used off the state highway system.

Minor Program – The Minor A Program is a Caltrans district-discretionary funding program based on annual statewide/district allocations. This program provides some level of discretion to Caltrans district offices in funding projects up to \$1 million dollars. Minor B funds are used for projects up to \$117,000. The advantage of the program is a streamlined funding process and the local nature of the decision-making. Funding is competitive within the funds allocated to a given Caltrans district.

Environmental Enhancement and Mitigation (EEM) Program – Similar to TE, the EEM provides funding to remedy environmental impacts of new or improved transportation facilities. Mitigation can include highway landscapes and urban forestry or development of roadside recreational facilities such as rest stops, trail, scenic overlooks, trail heads, parks, and new snow parks. While this grant program is managed by State Resources Agency, the RTPA makes final funding decisions. The application process is competitive and is open to governmental and non-profit entities.

Proposition 1B – Proposition 1B authorized funding in general obligation bond proceeds to be available for a series of transportation programs. Calaveras County will receive funds through the Corridor Mobility Improvement Account, STIP Augmentation, and the Local Streets and Roads program.

Air Quality Improvement Grant (AB 2766) – Assembly Bill 2766 established grants for projects that will assist in the attainment of the State PM10 Standard. Air Quality Improvement Grants are administered by the local Air Quality Improvement District. Pursuant to California Health and Safety Code 44220, et seq, the District has established a program to reduce PM10 air pollution from motor vehicle and for related planning, monitoring, enforcement, and technical studies necessary for the implementation of the California Clean Air Act 1998. AB 2766 projects implementation

of one or more of the transportation control measures or land use measures described in the Districts PM10 Attainment Plan.

Motor Vehicle In-Lieu Fees (VLF) – The Motor Vehicle In-Lieu Fees or Vehicle License Fees are motor vehicle registration funds returned to the county from the state based on jurisdiction's population. These funds are General Fund revenues and are not redistricted for roadway use.

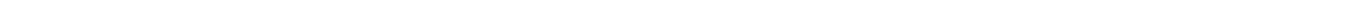
Local Transportation Fund (LTF) – The majority of TDA funds are provided through the LTF. These funds are generated by a one-quarter cent sales tax, and returned to the county of origin. The returned funds must be spent for the following purposes:

- 2 percent may be provided for bicycle facilities
- The remaining funds must be spent for transit and paratransit purposes, unless a finding is made by CCOG that no unmet transit needs exist that are reasonable to meet.

Bicycle Transportation Account (BTA) Program – This Program provides funding for projects that improve safety and convenience. Located jurisdiction must have adopted "Bicycle Transportation Plan" approved by Caltrans to be eligible for funding. Projects must conform to the requirements of Caltrans' Highway Design Manual, Chapter 1000. Commuter bikeways are eligible.

Safe Routes To School (SRTS) – This funding program was originally a capital improvement program funded by state legislation. With the passage of SAFETEA-LU in 2005, Federal Safe Routes to Schools funds were made available to states nationwide, for this reason, current statutes will be revised to reflect SAFETEA-LU provisions as the state program is phased-out. Eligible projects must fall under this category of infrastructure (capital) or non-infrastructure (education and encouragement). Infrastructure projects are capital improvements that involve the planning, design, and construction of facilities that will substantially improve the ability of students to walk and bicycle to school. Projects must serve children in grades K-8 and

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Implementation Program & Funding



be located within a radius of two miles from a school. Non-infrastructure projects, on the other hand, are education and encouragement activities intended to change community behavior, attitudes and social norms to make it safer for children in grades K-8 to walk and bicycle to school.

Local Funding Sources

The County currently has several local sources available for ongoing transportation projects other than those passed through from state or federal programs.

Road Impact Mitigation Fee Program (RIM) – The intent of the program is to provide funding for transportation and transit improvements that mitigate impacts from new development. All new developments within the unincorporated areas of the County are subject to the RIM fee based on the proportion of impact caused on the Regional Transportation Network.

San Andreas Benefit Basin – The County has compiled the Draft San Andreas Benefit Basin program. The program will establish a funding mechanism for roadway improvements needed as a result of new development in the town. All new development with the basin boundary will be assessed a per trip fee per equivalent dwelling unit. The basin program must be used in conjunction with other funding sources to complete the needed transportation improvements.

Business Improvement Districts - Local business would establish a Business Improvement District which would collect fees for implementation and maintenance of projects in San Andreas.

Sources:

*Guides to Federal and State Funding Sources:
Transportation Funding Opportunities Guidebook
Transportation Funding Charts
A Guide to Federal-Aid Programs and Projects
Caltrans Local Assistance Program Guidelines
Caltrans Local Assistance Procedures Manual*



Implementation Program & Funding

Table 5-2: Estimated Project Costs

Project Number	Estimated Cost
1a.	\$350,000 - \$400,000 (ROW Excluded)
1b.	\$350,000 - \$400,000 (ROW Excluded)
1c.	\$350,000 - \$400,000
2a.	\$80,000
2b.	\$200,000
3a, 3b.	\$450,000 - \$650,000
4.	\$400,000 - \$600,000
5.	\$25,000 - \$45,000
6.	\$25,000 - \$45,000
7.	\$20,000 - \$30,000
8.	\$80,000 - \$120,000
9.	\$150,000 - \$250,000
10.	\$60,000 - \$100,000
11.	\$150,000 - \$240,000
12.	\$100,000 - \$200,000
13.	\$100,000 - \$150,000
14.	\$20,000
15.	\$60,000 - \$80,000
16a.	\$60,000 - \$100,000
16b.	\$40,000 - \$80,000
17.	\$5,000 - \$7,000 (each)