April 2018 | Final

Murphys State Route 4 Complete Streets Plan
Summary of Existing Conditions

for the Calaveras Council of Governments,
Calaveras County, and Caltrans

PLACEWORKS

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Complete Streets

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PLACEWORKS

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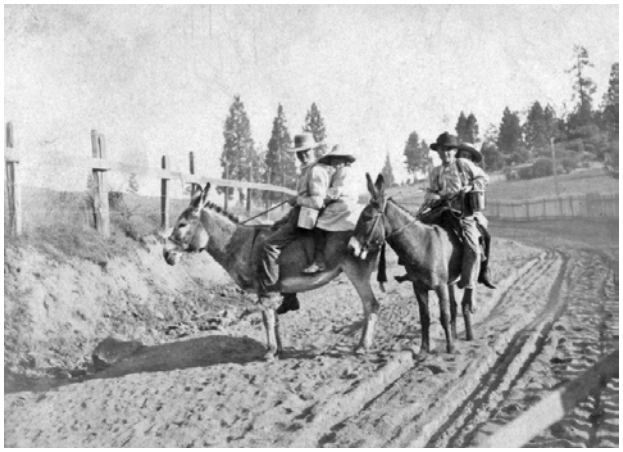
Summary of Existing Conditions

The Murphys State Route 4 (SR4) Complete Streets Project will evaluate the SR4 corridor through Murphys, California, and identify improvements to provide safe connectivity by all modes, including walking and biking, throughout the community and to key destinations. The Complete Streets Plan will plot future transportation strategies to improve multimodal corridor safety, access, aesthetics, and mobility. To establish a shared baseline understanding of existing conditions and key issues and opportunities, this report includes the following components:

- Description of the study area, the transportation facilities that serve it, and its demographics.
- Urban design analysis evaluating origins, destinations, walkability, bikeability, and signage.
- Engineering analysis of the existing and planned physical infrastructure within the project boundary.
- Safety analysis considering profiles of collisions and victims from past incidents.
- Bicyclist and pedestrian comfort assessment quantifying the level of stress for bicyclists and pedestrians.
- Regulatory and planning framework.
- Summary of key issues and opportunities for the project based on the analysis in this report.

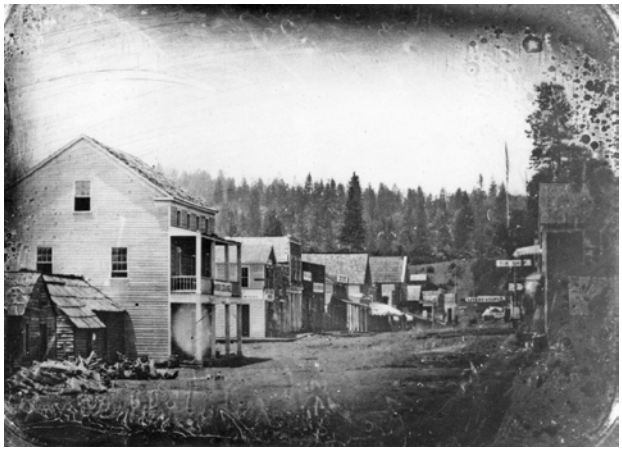
A. STUDY AREA

Calaveras County is a largely rural county in the Sierra Foothills of California, extending into the Stanislaus National Forest to the east and to the Central Valley to the west. Murphys is an unincorporated community located in the foothills portion of Calaveras County; the US Census has mapped Murphys as a Census-Designated Place (CDP)[1] and estimated its 2016 population to be 2,088 people.[2]



Riding to School on Big Trees Road, circa 1900

Credit: *Marvin, Judith, 2005, Images of America: Around Murphys,* Charleston, South Carolina: Arcadia Publishing.



Main Street Murphys in 1853

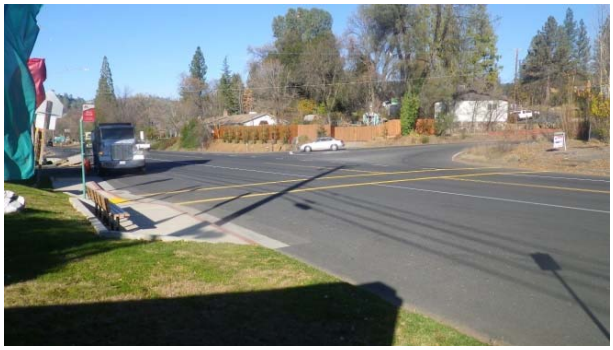
Credit: The Oakland Museum of California; from: Marvin, Judith, 2005, *Images of America: Around Murphys*, Charleston, South Carolina: Arcadia Publishing.

[1] United States Census, Geography. Geographic Terms and Concepts – Place, https://www.census.gov/geo/reference/gtc/gtc_place.html, accessed March 7, 2018.

[2] 2012-2016 American Community Survey 5-Year Estimates.

Murphys was first inhabited by the Miwok tribe; artifacts and other archaeological resources can be found along Angels and Coyote Creeks, and there are caves, midden mounds, and burial sites located throughout the area. The town of Murphys was founded by two brothers—John and Daniel Murphy—during the mid-1880's, when they opened a general store. During and following the California Gold Rush, Murphys was a bustling boom town. Major fires in 1853 and 1874 destroyed many original buildings, but others remain, including the Murphys Historic Hotel in Main Street Murphys, which opened in 1856 and continues to serve as an important asset to the community today.

Modern-day Main Street Murphys hosts several wineries and other attractions for tourists. The study area for the Murphys SR4 Complete Streets Project incorporates much of the main commercial uses on SR4, the eastern portions of Main Street and Jones Street, Big Trees Road, and the western portion of Pennsylvania Gulch Road. Albert Michelson Elementary School and Feeney Park are located near the intersection of SR4 and Pennsylvania Gulch Road. Figure 1 shows the regional context for the project, and Figure 2 shows a map of the project boundary. Figure 3 shows the existing land uses in the vicinity of the project boundary, as mapped by the Calaveras County Assessor's Office. Note that County Assessor records may not be up to date for all properties, but they are the best data available to map existing land uses. As shown in the figure, there is some capacity for new development on vacant parcels along and near SR4. There are no current pending development applications within the boundary, although there an approved 42-unit subdivision south of Murphys Creek Road near the project boundary.



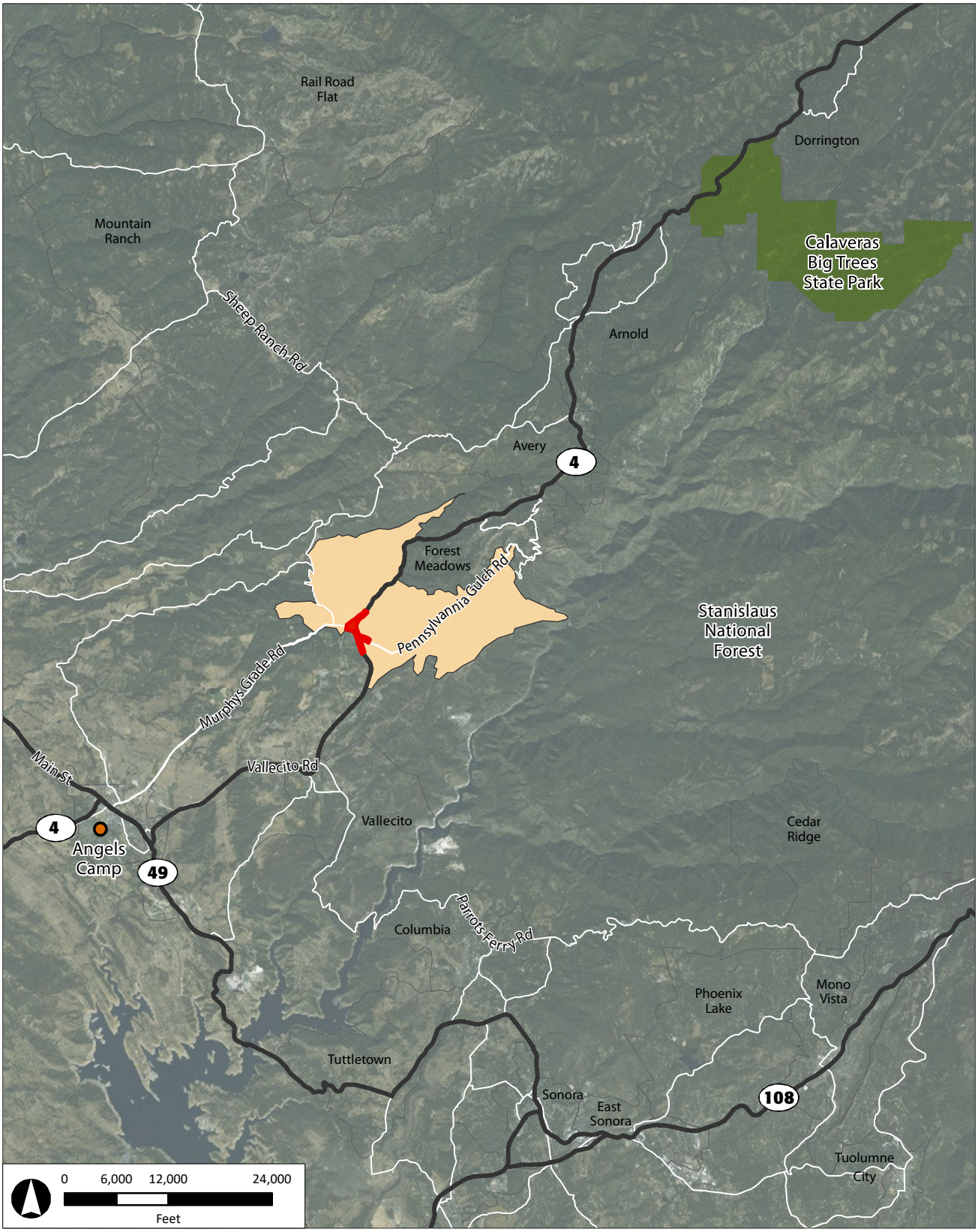
SR4 at Pennsylvania Gulch Road Looking north

SR4 north of Mitchler Street looking north

1. Transportation Facilities

Pedestrian and bicycle facilities in the project boundary are limited, including only a few marked crosswalks for pedestrians and no existing bicycle facilities. The following major roadways are located within the project boundary:

- California State Route 4: SR4 is a Caltrans facility that runs from Hercules in Contra Costa County to Markleeville in Alpine County. Operating as a major roadway within Murphys, SR4 provides access to Main Street, Big Trees Road, Pennsylvania Gulch Road, and smaller residential streets. Some commercial uses exist along SR4, particularly along the sections of the roadway closest to Main Street. Within Murphys, SR4 contains one lane in each direction with a posted speed limit between 35 and 45 miles per hour (mph). In areas close to schools, speed limits drop to 25 mph when children are present. There are currently no bicycle facilities on SR4, and pedestrian facilities are limited to a crosswalk close to Michelson Elementary School and on the south leg of the intersection with Big Trees Road/Tom Bell Road. Peak month average daily traffic (ADT) for SR4 at the intersection of Big Trees Road/Tom Bell Road is 8,200 vehicles according to the 2016 Caltrans Traffic Volumes. Additionally, weekday traffic counts collected on August 15, 2017 at



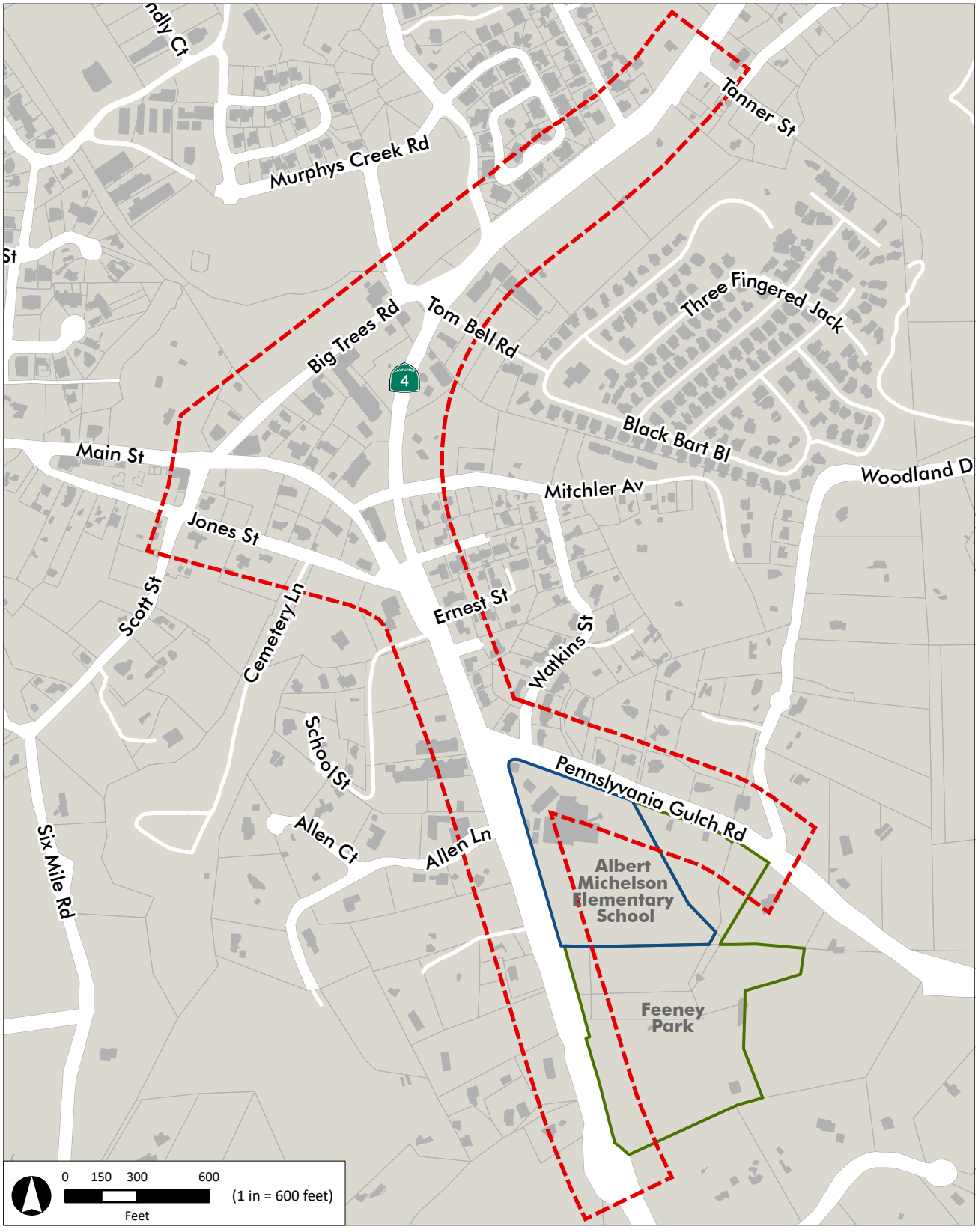
Source:ESRI, 2017; PlaceWorks, 2018.

Murphys Census Designated Place (CDP) Boundary

SR 4 Complete Streets Plan Boundary

Figure 1

Regional Location



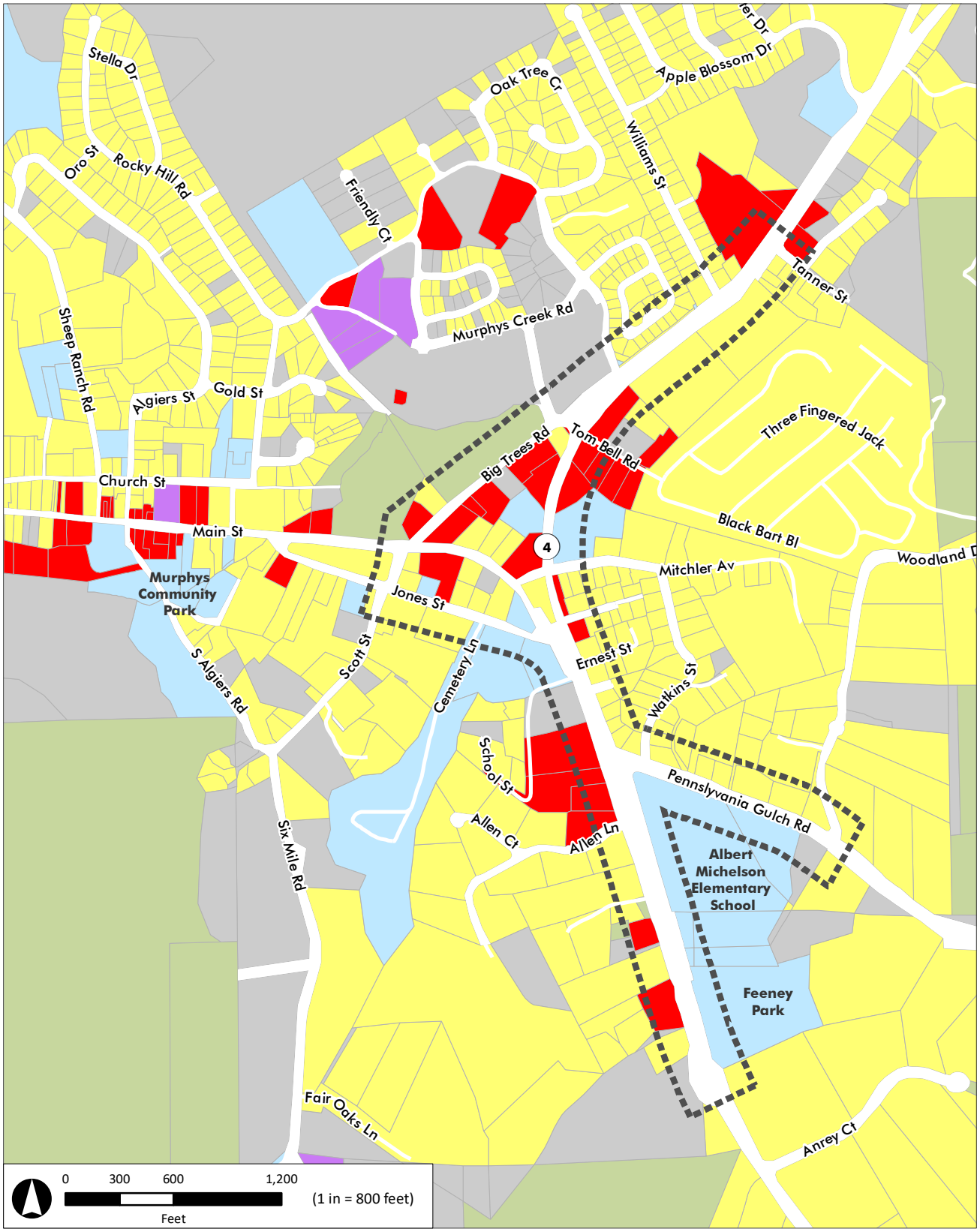
Source:ESRI, 2017; Calaveras County, 2017; PlaceWorks, 2018.

SR 4 Complete Streets Corridor

Buildings

Figure 2

Project Boundary



Source:ESRI, 2017; Calaveras County, 2017; PlaceWorks, 2018.

SR 4 Complete Streets Corridor

Existing Land Use

- Agriculture
- Residential
- Commercial
- Industrial
- Public/Institutional
- Vacant

Figure 3

Existing Land Use

Douglas Flat, 1.3 miles south of the project boundary, indicated that AM peak hour (8:00 a.m. to 10:00 a.m.) two-way traffic volume is approximately 660 vehicles and PM peak hour (4:00 p.m. to 6:00 p.m.) two-way traffic volume is approximately 830 vehicles.

- Main Street: Main Street operates as the main commercial corridor for Murphys, featuring restaurants, hotels, wineries, and other businesses. Main Street runs from French Gulch Road in the west to SR4 in the east. For all of its length, Main Street contains one lane in each direction and a posted speed limit of 25 mph. Within the main commercial district of Murphys, Main Street contains on-street, unmetered parking on both sides. There are currently no bicycle facilities on Main Street, and pedestrian facilities are limited to some sidewalks in the commercial core and marked crosswalks on all four legs of the intersection with Algiers Street and the north leg of the intersection with Big Trees Road.
- Big Trees Road: Big Trees Road is a local street that connects SR4 and Main Street. Some limited commercial and residential uses exist along Big Trees Road. For all of its length, Big Trees Road contains one lane in each direction and a posted speed limit of 25 mph. Marked crosswalks exist on the north leg of the intersection with Main Street and the south leg of the intersection with SR4. There are currently no bicycle facilities on Big Trees Road and sidewalk on only a portion of one side of the road.
- Pennsylvania Gulch Road: Pennsylvania Gulch Road branches off SR4 and connects residential communities to SR4. Albert Michelson Elementary School and Feeney Park are located at the intersection of Pennsylvania Gulch Road and SR4, making it a particularly important intersection for the Complete Streets study. Most of Pennsylvania Gulch Road has a posted speed limit of 35 mph, with a notable exception of the 25 mph school zone surrounding Michelson Elementary School.

2. Transit Service

Calaveras Transit, which is operated by Calaveras County, provides bus service to the project area on its "blue line," which runs from the SR4/SR49 intersection in Angels Camp easterly through Murphys to its terminus at the Arnold Library. From Angels Camp, the blue line connects to other Calaveras Transit routes that provide service to regional destinations, including retail centers in Jackson and Valley Springs, the San Andreas government center, and Columbia College. Figure 4 shows the full transit service map throughout Calaveras County.

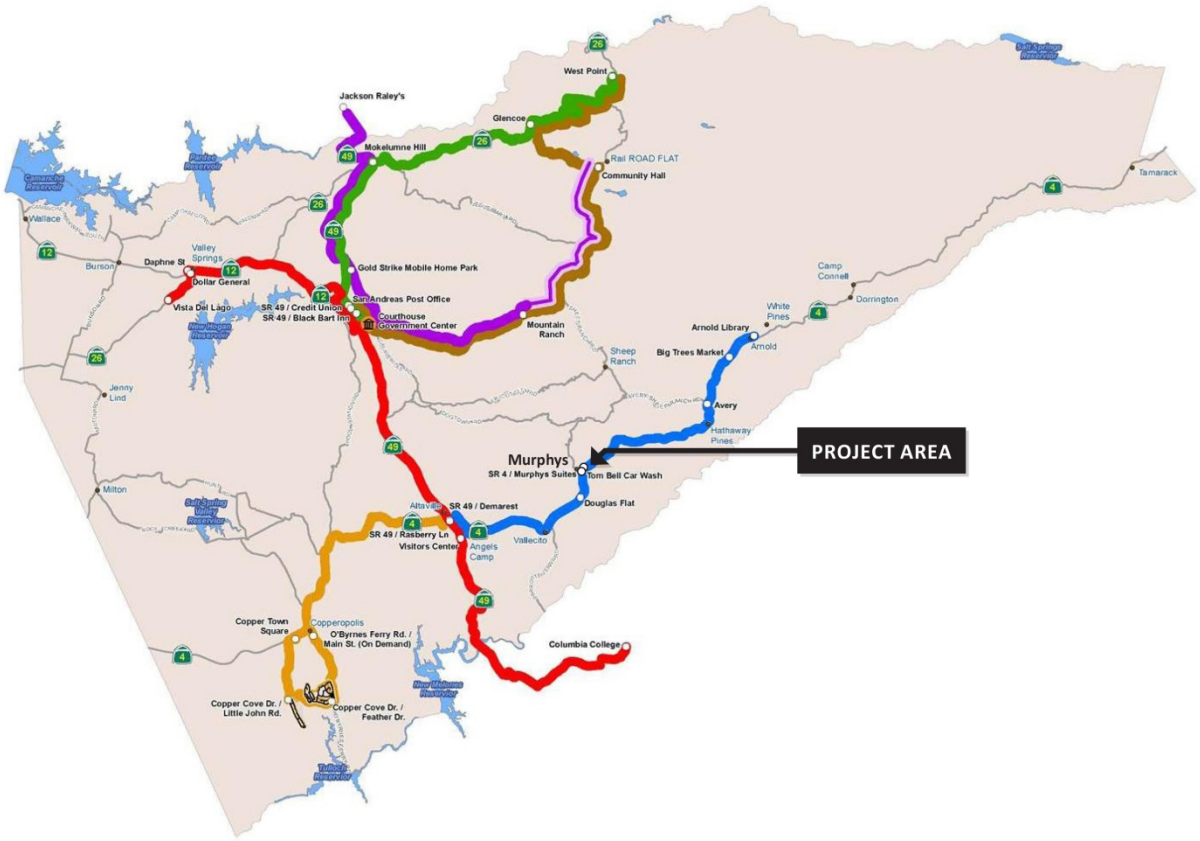
There are two bus stops in the project boundary, both on SR4: one on the south side of Tom Bell Road, across from the El Dorado Savings Bank and adjacent shopping center (easterly buses), and the other at the western corner of the SR4/Pennsylvania Gulch Road intersection, in front of the Murphys Suites Hotel (westerly buses). Service operates weekdays. Easterly buses arrive around 5:30 a.m., 8:00 a.m., 11:30 a.m., 2:30 p.m., and 6:45 a.m. Westerly buses arrive around 6:15 a.m., 9:00 a.m., 12:15 p.m., 3:15 p.m., and 7:30 p.m.

3. Demographics

As noted above, the US Census has mapped Murphys as a CDP and estimated its 2016 population to be 2,088 people. The median age is 60.7 years old. There are about 1,300 housing units, 80 percent of which are occupied. Of the occupied units, 76 percent are owner-occupied and 24 percent are rental units. As of the 2010 Census, the average household size was 2.1 people. The median household income is about $43,700, and almost 10 percent of the population is below the poverty level.[3]

[3] Unless otherwise noted, data is from the 2012-2016 American Community Survey 5-Year Estimates.

FIGURE 4 CALAVERAS TRANSIT SYSTEM



Source: Calaveras Transit Service Guide, Calaveras County, available at http://transit.calaverasgov.us/Route-Info/Schedule.

Table 1 shows the historic population trends in Murphys, as well as expected population trends for the future based on anticipated countywide population growth. As shown in the table, Census data indicates that the Murphys CDP population peaked around 2010 and has declined over the past six years to almost reach the 2000 population. Population projections from the California Department of Finance for the county as a whole indicate that the population is expected to grow again, with an overall increase of 7 percent between 2020 and 2040.

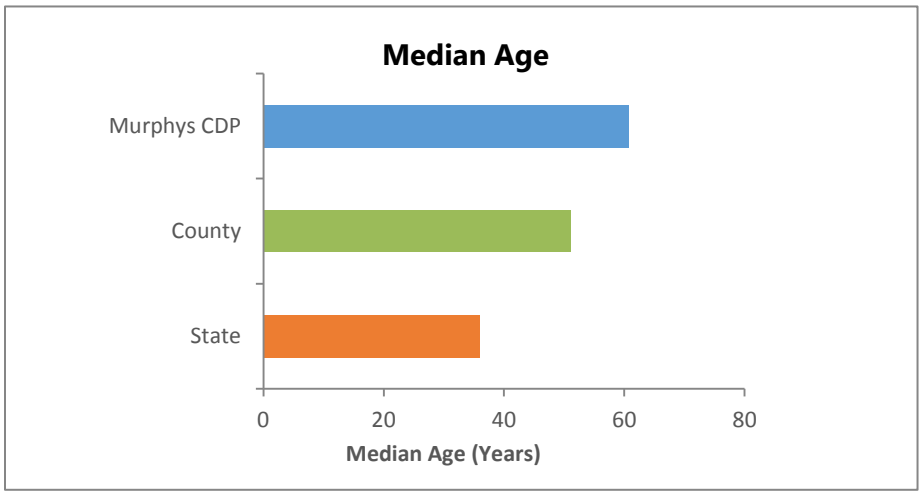
TABLE 1 POPULATION TRENDS

Scenario				Percent Change
Historic Population Trend	*2000*	*2010*	*2016*	*2000-2016*
Murphys CDP Population	2,061[a]	2,213[b]	2,088[c]	1%
Future Population Projection	*2020*	*2030*	*2040*	*2020-2040*
Murphys CDP Population Projection[d]	2,113	2,205	2,258	7%

[a] 2000 Census.
[b] 2010 Census.
[c] 2012-2016 American Community Survey 5-Year Estimates.
[d] County population projections from California Department of Finance Demographic Research Unit, January 2018, Table P-1. Applied factor assuming that 4.7 percent of county population will reside in Murphys CDP, based on comparison of 2016 population estimates from 2012-2016 American Community Survey.

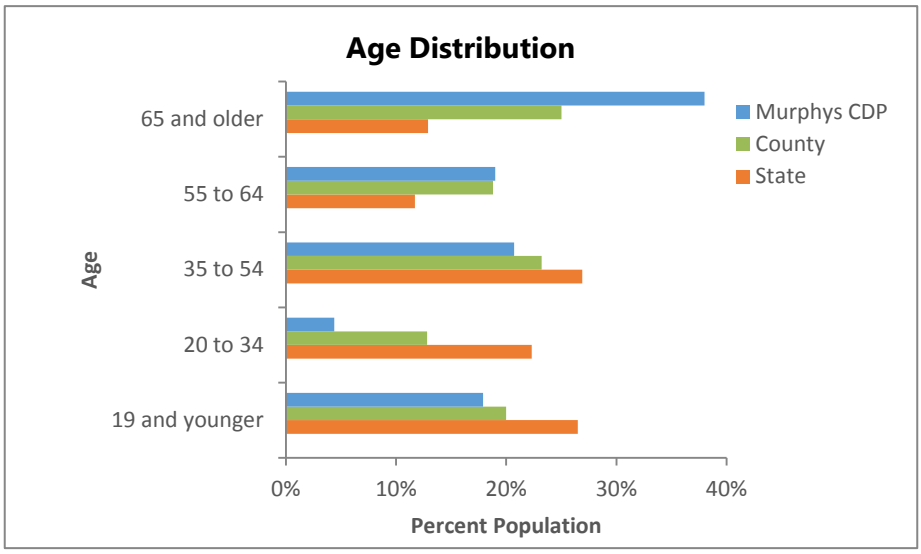
Figures 5 and 6 compare age demographics in the Murphys CDP to those in the county and state. As of the 2016 American Community Survey published by the US Census, Murphys CDP residents as a group were older than in the rest of the county and state; the median age in the Murphys CDP was 60.7 years old, compared to 51.2 in the county and 36 in the state. In reviewing the distribution of various age groups, Murphys also has a higher proportion of younger and older senior residents than the county and state, especially in the 65 and older age group, and a smaller proportion of kids, young adults, and middle-age adults, especially in the 20 to 34 age group.[4] Therefore, while the Complete Streets Plan will need to address kids' safety walking and biking around the school, it will also need to consider senior accessibility and needs, especially around the Murphys Diggins, a 55+ community in the study area, along with the Senior Center and other key services like the grocery store and post office.

FIGURE 5 MEDIAN AGE



Source: 2012-2016 American Community Survey 5-Year Estimates.

FIGURE 6 AGE DISTRIBUTION

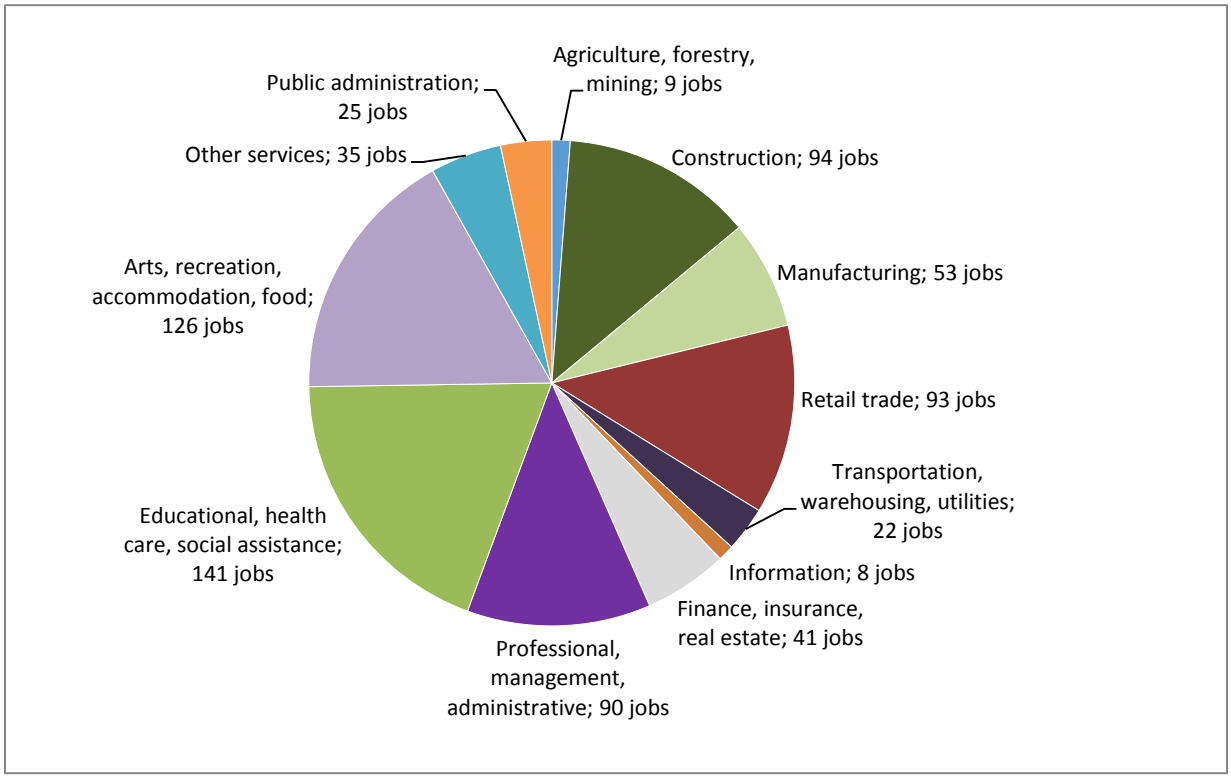


Source: 2012-2016 American Community Survey 5-Year Estimates.

[4] 2012-2016 American Community Survey 5-Year Estimates.

As of 2016, there were 737 Murphys CDP residents age 16 and older who were employed (about 35 percent of the total population). As shown in Figure 7, about a third of the employed population in Murphys works in the educational, health care, social services, arts, entertainment, recreation, accommodation, and food services industries.[5]

FIGURE 7 2016 EMPLOYMENT BY INDUSTRY

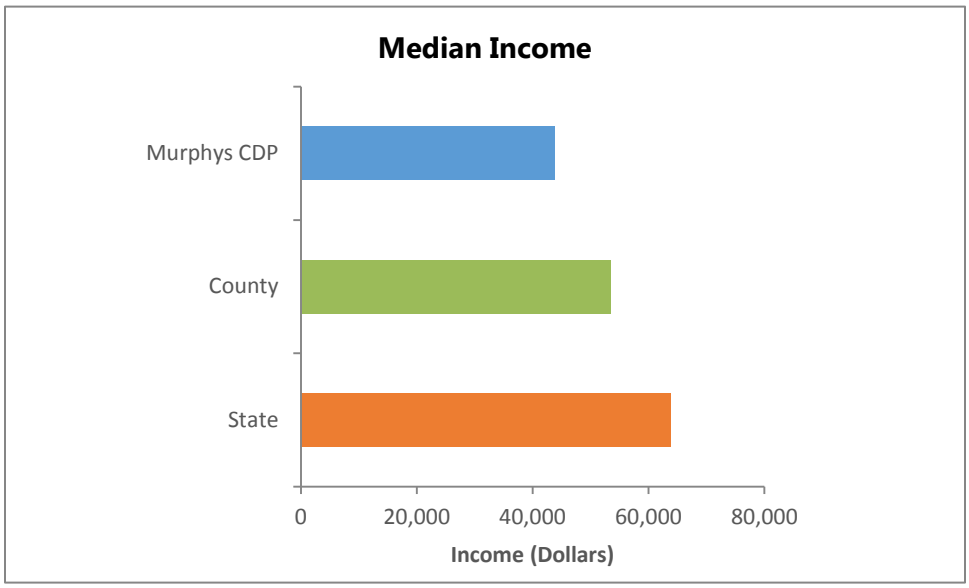


Source: 2012-2016 American Community Survey 5-Year Estimates.

Figure 8 compares the median household income (i.e., the middle value if you sort all the household incomes in order) in the Murphys CDP to that of the county and state. The median income in Murphys is about $43,700, compared to about $53,500 in the county and $63,800 in the state.[6] Given that property values in Murphys are generally higher than in the rest of the county, the income data is somewhat surprising. One factor that may influence these results is that the average household size in Murphys is lower than in the county (2.1 in Murphys vs. 2.4 in the county);[7] median household income measures all households the same, regardless of size. To explore this further, Census data for mean household incomes was also consulted; mean household income reports the average of all of the household incomes in the area (i.e., add up all the household incomes and divide by the number of households). The mean household income in Murphys is about $87,800, which is higher than in the overall county ($75,400), while still lower than throughout the state ($91,100).[8] Median household income is the most widely used and accepted measure of income, but it doesn't take into account incomes at the extreme ends of the distribution. Meanwhile, mean household income can be distorted by a

[5] 2012-2016 American Community Survey 5-Year Estimates.
[6] 2012-2016 American Community Survey 5-Year Estimates.
[7] 2010 Census.
[8] 2012-2016 American Community Survey 5-Year Estimates.

FIGURE 8 MEDIAN INCOME



Source: 2012-2016 American Community Survey 5-Year Estimates.

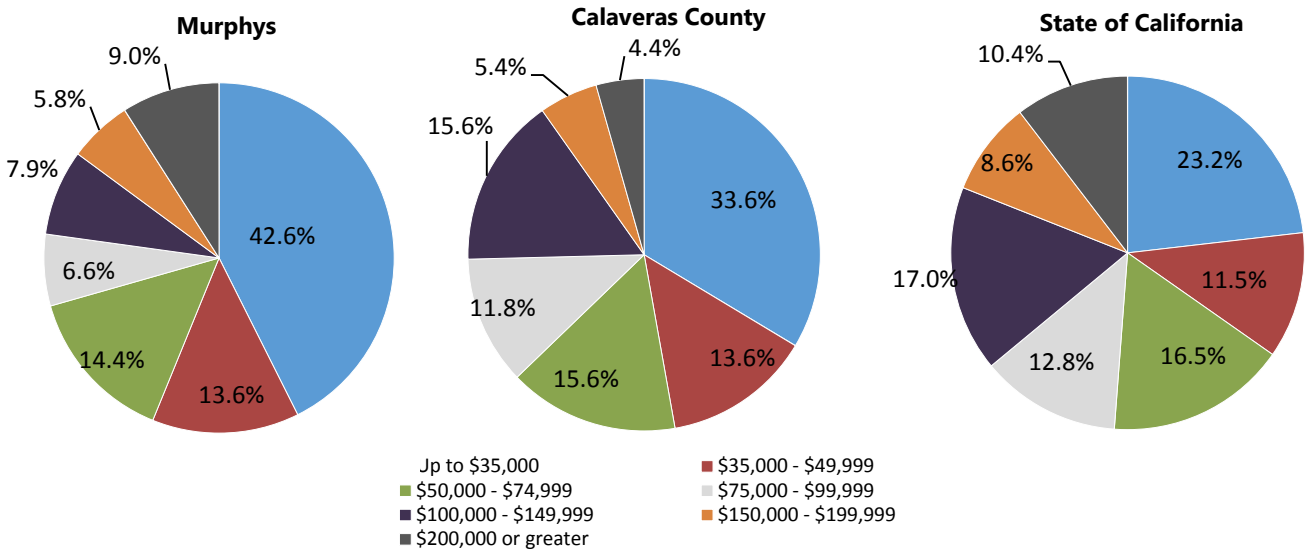
small number of extreme values, especially at the high end, resulting in the higher incomes values in this category. These data points suggest that while there are households in Murphys enjoying higher incomes that bring the mean household income value above that of the county, there are a significant number of Murphys households with incomes below the average in the community, meaning that there is a significant portion of the population with limited incomes. This is supported by an additional evaluation of the distribution of income ranges by household in greater detail (see Figure 9), which shows that Murphys has a much higher percentage of households with incomes lower than $35,000 (43 percent) than Calaveras County (34 percent) and the state overall (23 percent).[9] Furthermore, almost 10 percent of residents fall below the poverty level.[10]

With the significant proportion of households in Murphys with limited incomes, combined with almost 10 percent of residents falling below the poverty level, safe multi-modal access to school and work may be more important than in other locations given the significant investment required to purchase and operate a personal vehicle, and/or a second vehicle for a household with multiple workers.

As shown in Figure 10, despite a lack of pedestrian infrastructure throughout much of the Murphys CDP, a higher proportion of Murphys residents walk to work than in the rest of the county or state (5 percent in Murphys compared to 2 percent in the county and 3 percent in the state). A higher proportion of Murphys residents also work at home compared to the county and state.[11]

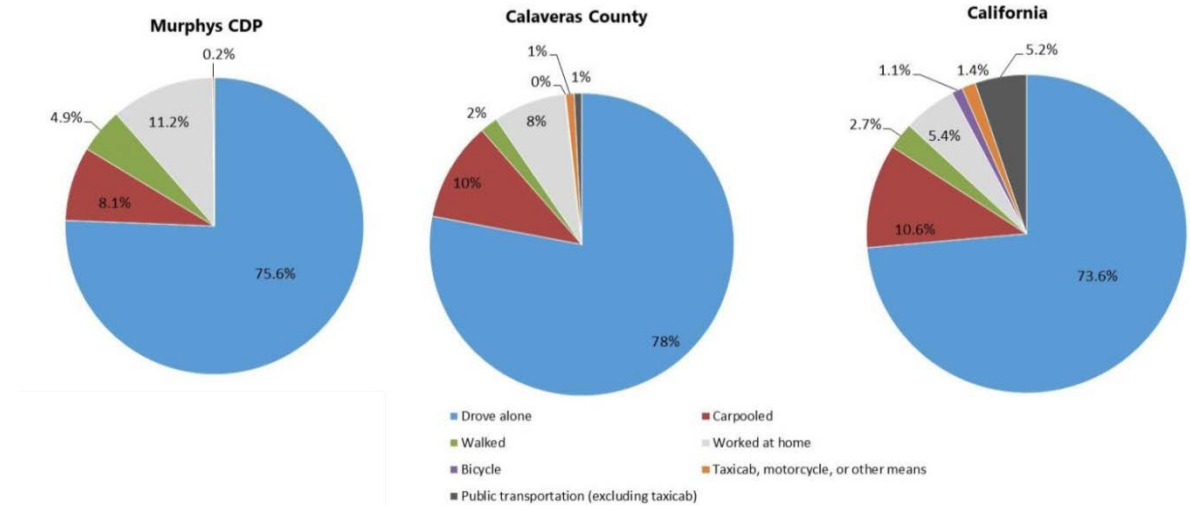
[9] 2012-2016 American Community Survey 5-Year Estimates.
[10] 2012-2016 American Community Survey 5-Year Estimates.
[11] 2012-2016 American Community Survey 5-Year Estimates.

FIGURE 9 INCOME DISTRIBUTION COMPARISON



Source: 2012-2016 American Community Survey 5-Year Estimates.

FIGURE 10 MEANS OF TRANSPORTATION TO WORK



Note: This data reflects a snapshot in time based on Census data. While it is the best data available, there may be some commuters that aren't reflected in the data.
Source: 2012-2016 American Community Survey 5-Year Estimates.

Census commute data from 2015 shows that the majority (47 percent) of Murphys CDP residents travel 50 miles or more to work, but the next highest share (30 percent) of residents travel less than 10 miles to work, which may explain why more people walk to work in Murphys than in the county or state.[12] Of those traveling far to work, the top destination cities are San Jose, Modesto, Fresno, San Francisco, and Oakland. Closer work destinations outside Murphys include Angels Camp, Arnold, San Andreas, and Sonora.[13]

Traffic counts to be collected for this project will provide additional information to characterize commuting patterns in Murphys, including the number of vehicles travelling through the study area during the AM and PM peak commute times and predominant directions of travel.

B. URBAN DESIGN ANALYSIS

In general, the SR4 corridor in Murphys faces issues that are common among many rural highways. While the highway is built for automobile traffic with speed limits of 35 to 45 mph within the project area, the wide paved shoulders and even wider paved intersections do not deter some people from driving through the project area faster, leading to potential conflicts with slow-moving local traffic, bicyclists, and pedestrians. In effect, this section of SR4 turns from a roadway focused on moving cars and trucks long distances to a roadway for everyone—and it must serve multiple purposes effectively.

1. Origins and Destinations

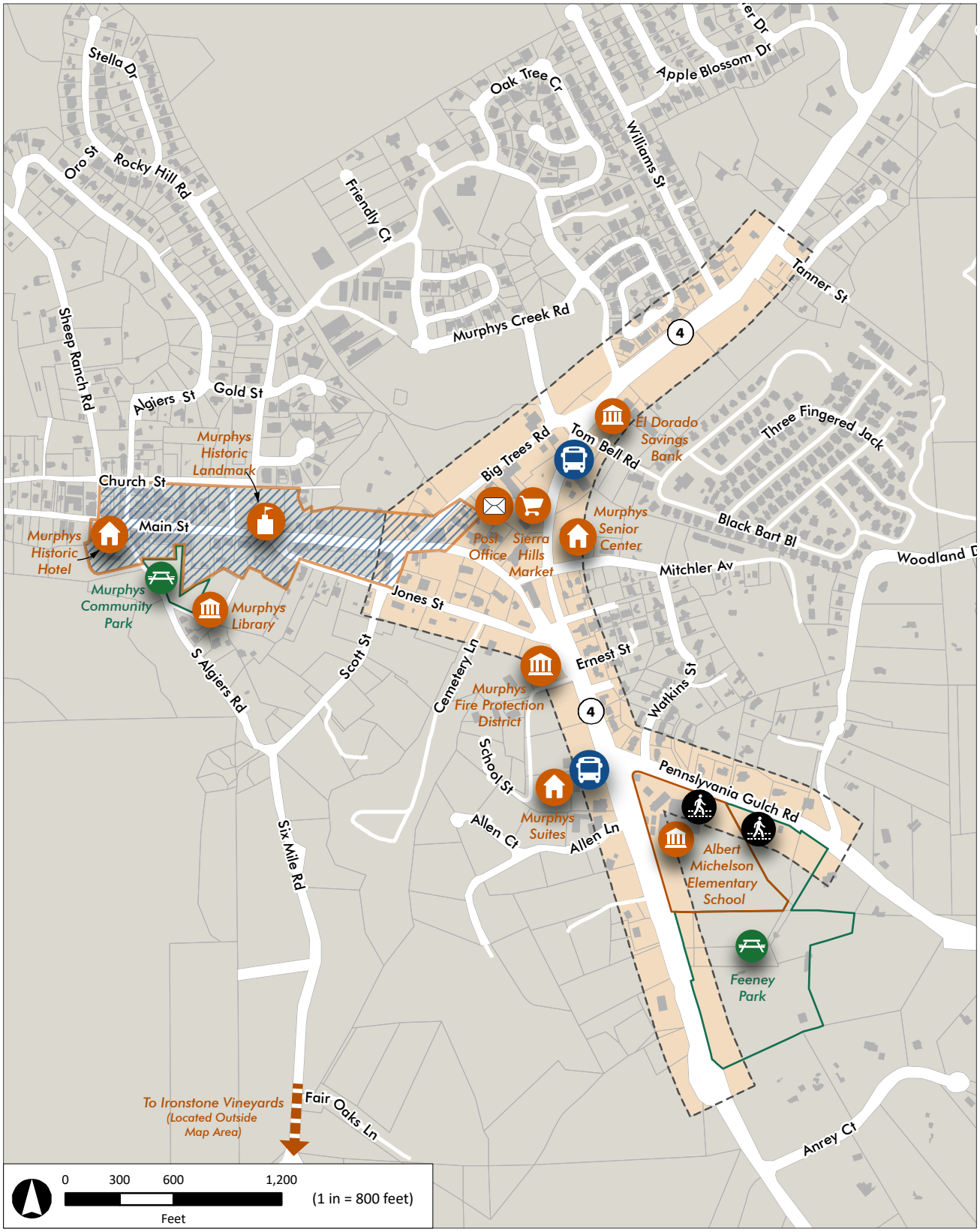
The roadways within the project boundary serve several major residential areas, including the Willow Creek Cottages, Stone Ridge Estates, and other homes accessed primarily by Williams Street, all in the northern portion of the study area. In this area, south of Murphys Creek Road, there is an approved 42-unit subdivision that is expected to begin construction in summer 2018. Tom Bell Road connects the Murphys Diggins, a 55+ mobile home community, to SR4 in the northeastern portion of the study area, and Mitchler Avenue, Watkins Street, and several other short local roads provide access to residential areas immediately east of SR4. Pennsylvania Gulch Road serves as an important route for rural residential development extending east from the study area.

As shown in Figure 11, in addition to Michelson Elementary School and Feeney Park, the project boundary incorporates or provides access to a number of other important destinations, which are listed below. These destinations were called out and mapped in this report because they are locations where residents and visitors may want to walk. As part of community outreach for this project, the community will be asked to verify and modify as needed the list of important destinations with the community.

- Post Office (access on Big Trees Road)
- Sierra Hills Market (access on SR4 and Big Trees Road)
- El Dorado Savings Bank (access on Tom Bell Road)
- Murphys Senior Center (access on Mitchler Avenue)
- Murphys Fire Protection District (access on Jones Street)
- Murphys Suites (access on SR4)

[12] US Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015).

[13] US Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015).



Source:ESRI, 2017; Calaveras County, 2017; PlaceWorks, 2018.

SR 4 Complete Streets Corridor
Buildings
Murphys Main Street
School
Parks
Bus Stop
Pedestrian Entry
Other Key Destinations

Figure 11

Destinations and Landmarks

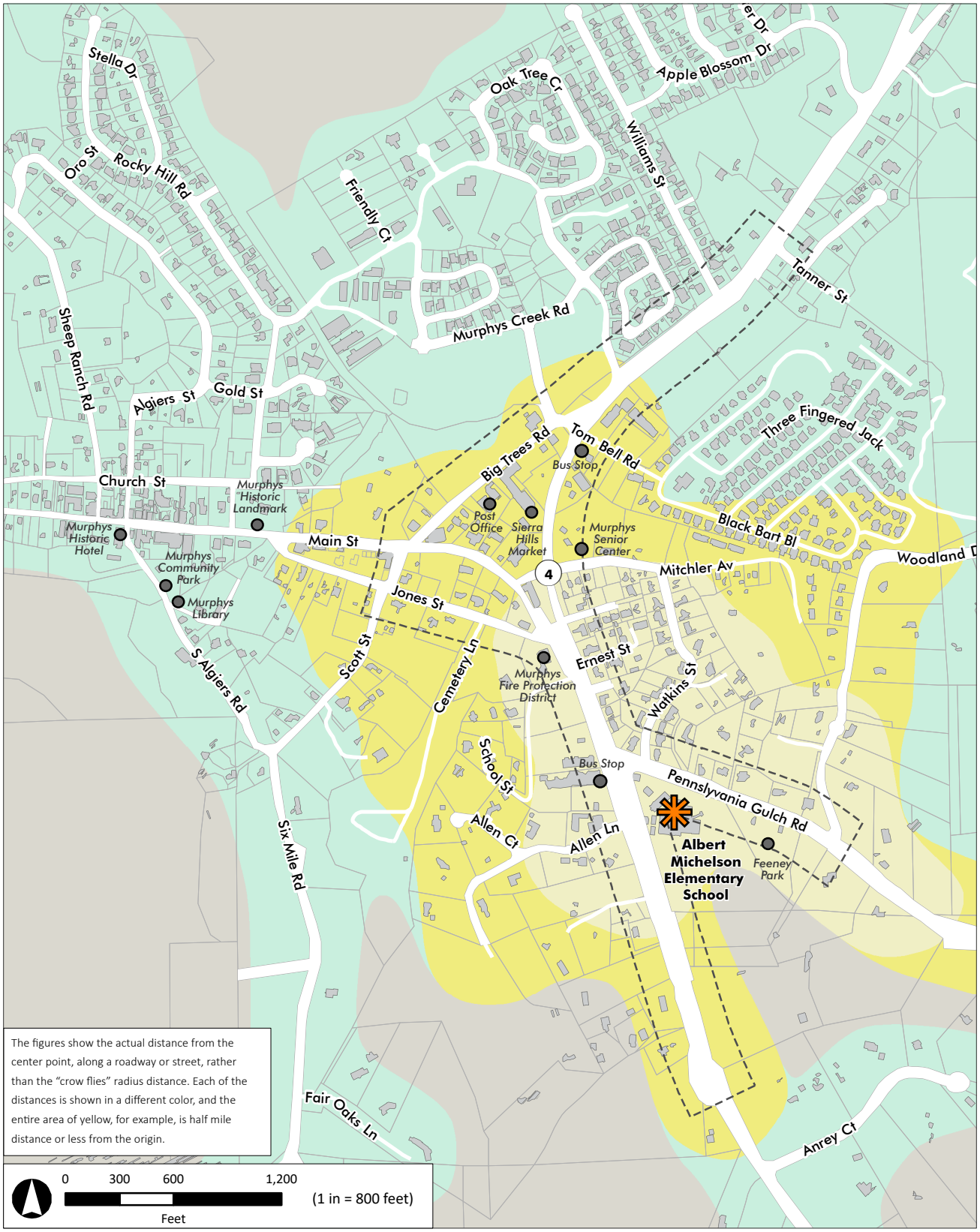
- Main Street Murphys (shopping, dining, and landmarks), Murphys Community Park, and Murphys Library (access on Main Street and Algiers Street)
- Ironstone Vineyards (access on 6 Mile Road)

2. Walkability and Bikeability

Of the major destinations within the project boundary shown on Figure 11, the Michelson School, Main Street, and the Calaveras Transit bus stops are the destinations that are most likely to be accessed on foot. Figures 12, 13, and 14 show the ¼- and ½-mile walking distances, along with a 3-mile biking distance, from each of those destinations. Generally, a ¼-mile distance is considered a five minute walk, easily achieved by most people, while a ½-mile distance, or 10-minute walk, is considered the high end for most people to comfortably walk to transit, school or work on a daily basis. The 3-mile distance is generally thought to be a reasonable bicycling distance for most people.

The figures show the actual distance from the center point, along a roadway or street, rather than the "crow flies" radius distance. Each of the distances is shown in a different color, and the entire area of yellow, for example, is half mile distance or less from the origin. Note that these distances are shown for reference only, and many people may want to travel greater distances than the limits that are shown. In addition, the comfort and safety of the route deeply affects the willingness of people to decide to walk or bike.

- Michelson Elementary School: Much of the residential area immediately north of the school, including along Pennsylvania Gulch Road, Watkins Street, Ernest Street, and Lawrence Street, is within a ¼-mile walking distance to the school, while other homes along Mitchler Avenue and west of SR4 are within a ½-mile walking distance. Based on County Assessor data, approximately 100 households are within a ¼-mile walking distance of the school and 180 households are within a ½-mile walking distance of the school. The more extensive residential development existing and planned in the northern portion of the study area is not within a reasonable walking distance to the school. Therefore, while residents north of the school can reasonably walk to school (assuming the crossing of Penn Gulch Road to the school can be made safely), other residential development in the area is likely too far to access the school on foot. The 3-mile biking distance shown in the diagram indicates that most residential areas in the study area are within a reasonable bicycling distance, although the lack of bicycle facilities and safety features is a deterrent. County Assessor data shows that approximately 1,310 households are within a 3-mile biking distance to the school.
- Main Street Murphys: Main Street Murphys is a major destination for locals and tourists alike. Once in Main Street Murphys, there is heavy pedestrian activity, but accessing it on foot is fairly limited. Some of the residential along Jones Street and Scott Street is within a ¼-mile walking distance, as are residences east of SR4 near Mitchler Avenue and Ernest Street; but the crossing of SR4 presents a formidable obstacle. The ½-mile walking distance extends into more residential areas, including western Main Street, the areas accessed by Rocky Hill Road and Algiers Street, the existing and planned subdivisions in the Murphys Creek Road and Williams Street areas, and residential areas east of SR4, including the Murphys Diggins community. However, as mentioned above, residents east of SR4 face a challenging crossing of SR4. Of the two larger hotels in Murphys, the Murphys Inn is within a ¼-mile walking distance and the Murphys Suites are within a ½-mile walking distance. The 3-mile biking distance indicates that most residential areas in the study area are within a reasonable bicycling distance, although riders face a challenging bicycle environment on major roads.

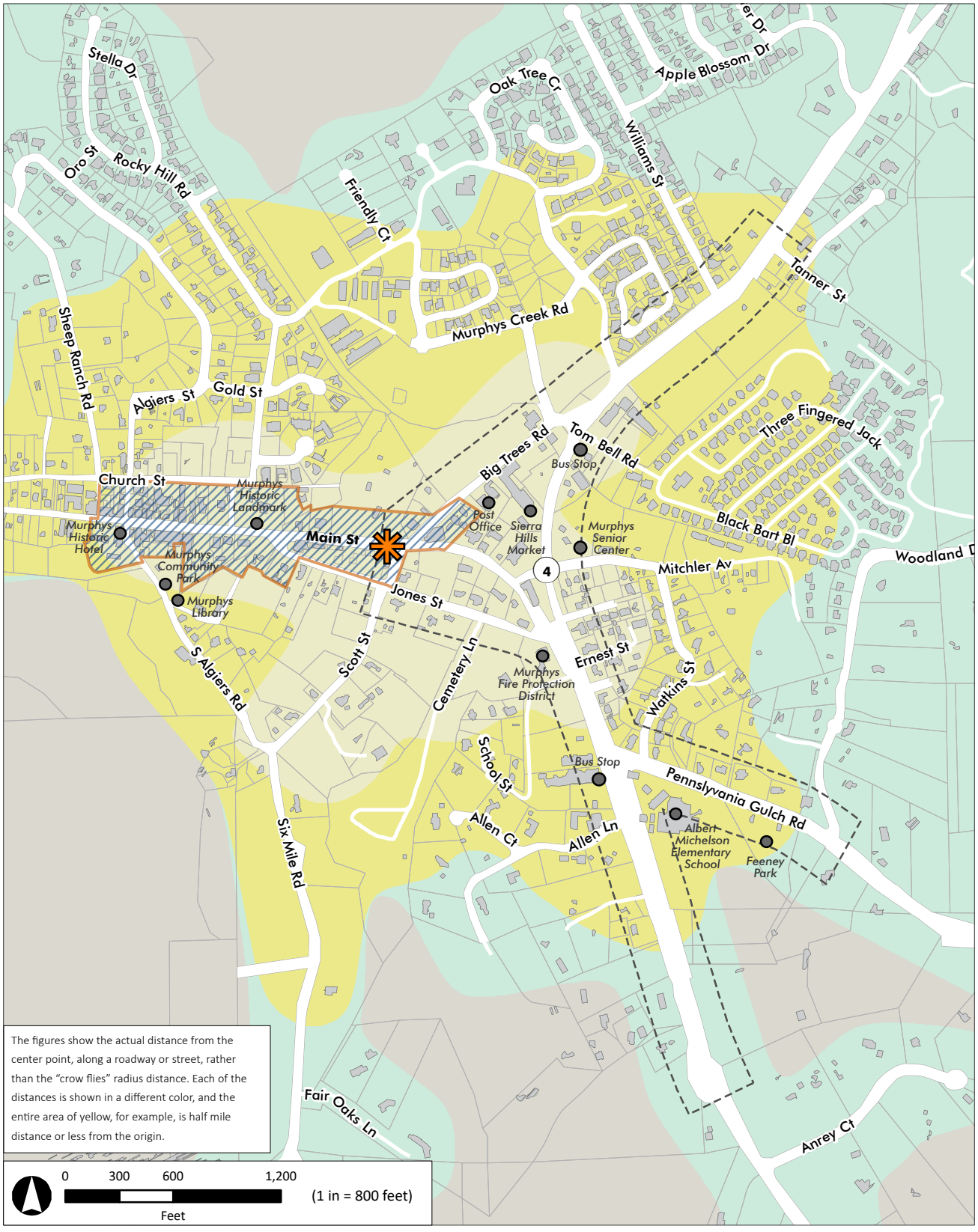


Source:ESRI, 2017; Calaveras County, 2017; PlaceWorks, 2018.

SR 4 Complete Streets Corridor
Quarter-Mile Distance
Half-Mile Distance
Three-Mile Distance
Center Point of Analysis
Other Key Destinations

Figure 12

Walkabilityand Bikeability Around School

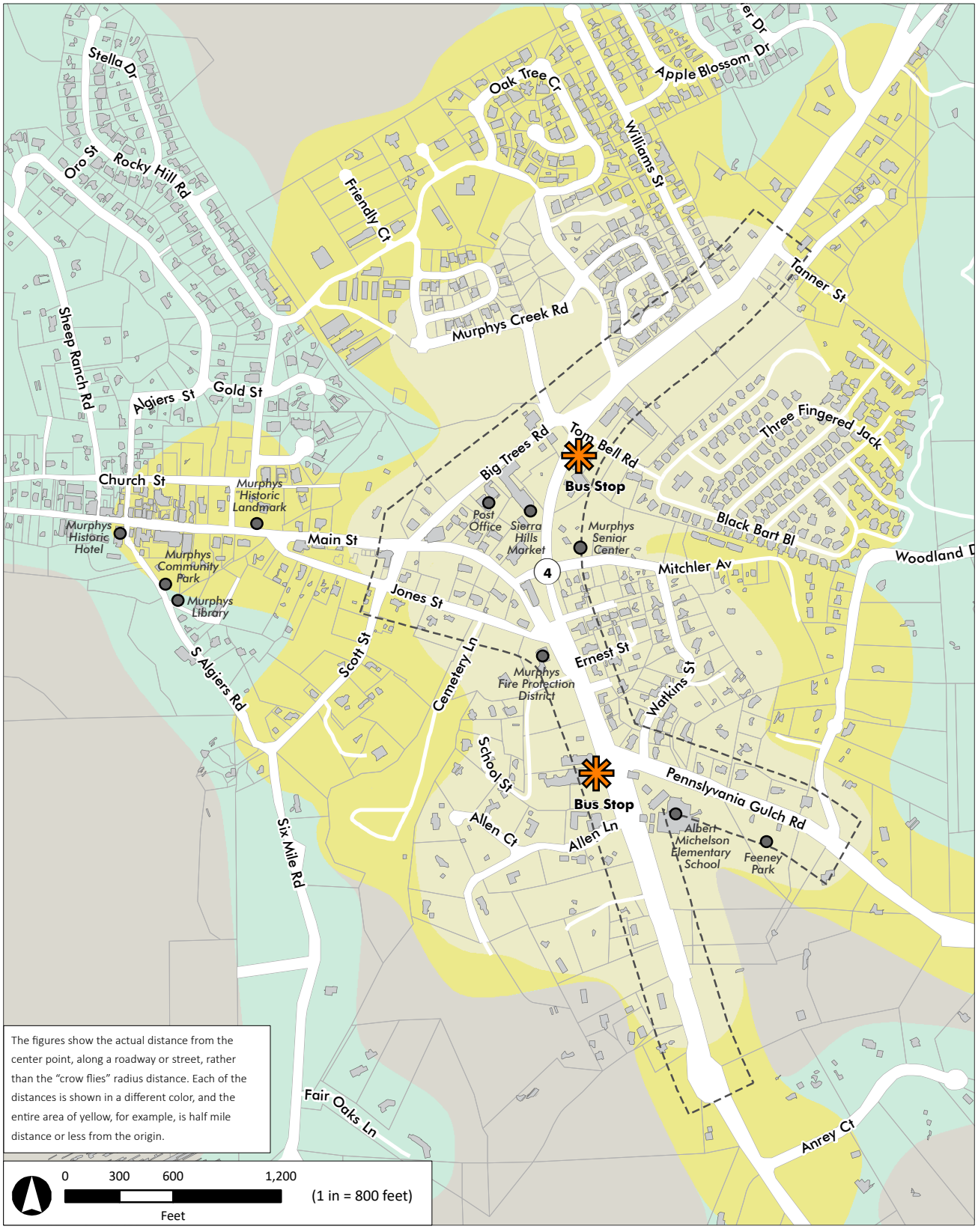


Source:ESRI, 2017; Calaveras County, 2017; PlaceWorks, 2018.

SR 4 Complete Streets Corridor
Quarter-Mile Distance
Half-Mile Distance
Three-Mile Distance
Center Point of Analysis
Other Key Destinations
Murphys Main Street

Figure 13

Walkability and Bikeability Around Main Street



Source:ESRI, 2017; Calaveras County, 2017; PlaceWorks, 2018.

SR 4 Complete Streets Corridor
Quarter-Mile Distance
Half-Mile Distance
Three-Mile Distance
Center Points of Analysis
Other Key Destinations

Figure 14

Walkability and Bikeability Around Bus Stops

- **Bus Stops:** As discussed in Section A, there are two bus stops within the project boundary: one on the south side of Tom Bell Road for easterly buses and the other at the western corner of the SR4/Pennsylvania Gulch Road intersection for westerly buses. Combined, the bus stops are within a ¼-mile walking distance of several residential areas, including residential development in the northern portion of the study area, the Murphys Diggins, and the areas accessed by Mitchler Avenue and Watkins Street. The bus stops are also within a ¼-mile walking distance of important commercial and service destinations, including the post office and Sierra Hills Market. The ½-mile walking distance extends into more residential areas in the northern portion of the study area and a portion of Main Street Murphys. Therefore, the bus stops are well-situated to capture pedestrian activity in significant portions of the study area. Similar to the bikeability of the school and Main Street Murphys, the 3-mile biking distance to bus stops indicates that most residential areas in the study area are within a reasonable bicycling distance, but major roadways do not feel safe to most riders.

3. Signage

Signage visible from SR4 in Murphys generally falls into three categories: traffic control signage, community signage, and commercial signage.

- **Traffic Control Signage**. This signage is located in the Caltrans right-of-way and includes speed limit signage, cross street signage, pedestrian crossing notifications, Caltrans destination signage (for example, the Mercer Cavern/Main Street sign in standard green and white), and other highway-oriented signage.

  Speed limits on SR4 outside of the study area are 55 mph. Immediately south of Murphys there is a 50 mph limit between Ansil Davis Road in Douglas Flat and Anrey Court. In Murphys, these highway speeds decrease to 45 mph at Anrey Court travelling north and Apple Blossom travelling south. The center area is 35 mph from south of Pennsylvania Gulch to Williams Street. Near the school there are signs limiting speed to 25 mph when children are present. Those signs have flashing beacons.

School speed limit sign on northbound SR4

  In general, the Caltrans signage is not overly obtrusive, communicates clearly, and is located well.

- **Community Signage.** Community signage includes the "Welcome to Murphys" type signage and other signage highlighting upcoming events. These signs are usually outside the Caltrans right-of-way. Here is a description of the main signs:

  - Northbound Signs:

    "Welcome to Murphys" entry sign. For northbound travelers, the first sign indicating Murphys is south of Feeney Park. This green sign is set back behind a fence below a rise. It is not large but very visible.

    Murphys community sign. The second visible sign for northbound travelers is another "Welcome to Murphys" sign, set back behind the fence at Feeney Park. This sign has community organization logos

such as FFA, Rotary, and Lions incorporated. It is located in the shade of a tree and at the time of our photo the branches needed to be pruned to create better visibility.

Murphys Caltrans sign and Historic Murphys signs. Also at Feeney Park is a standard Caltrans sign with the name Murphys and its population and elevation data. This is a prominent sign as it is next to the road in Caltrans right-of-way. Adjacent to this sign but beyond the Feeney Park fence is a carved and painted wooden sign that says "Welcome to Historic Murphys 'Queen of the Sierras'". This handsome sign is quite visible.

"Historic Downtown Murphys" sign. A standard California State Historic Landmark sign is at the intersection of SR4 and Main Street.

Murphys community signs on northbound SR4

- Southbound Signs:

Caltrans/Mercer Caverns signs. There is a standard Caltrans library graphic symbol attached to the post that also supports the sign for Mercer Caverns turnoff onto Big Trees Road.

Murphys Realty sign. Although this sign at Big Trees and SR4 is not a community sign exactly, it is very visible to travelers and prominently shows the name Murphys.

Main Street. Even though it does not say Murphys, this standard Caltrans sign is a visible indicator that says the town is that direction.

Main Street sign on southbound SR4

Signboard at fire station. A small signboard that announces events is located at the intersection of Main/Jones and SR4. It is more oriented to Main/Jones than SR4, clearly to announce events for a more local and resident population, those coming from Main Street to the highway.

Michelson School fence. The fence at the school is a prominent place to hang banners announcing local fundraising events, clubs and the like. Michelson Elementary also has an electronic sign board at

this location to announce school events. The fenceline signage seems to serve as the community bulletin board at a vehicle scale.

Other signage. Other community signage in the study area but off of SR4 includes a "Business District" sign facing those turning onto Main Street, and another fence with banners under a tree at the intersection of Big Trees and Main Street, facing those coming south on Big Trees Road.

A question for the community is whether Murphys would be better served by consolidating the existing community signage in a couple of locations or replacing some community signage with more attractive and visible signage.

- **Commercial Signage**. There is quite a lot of commercial signage along SR4. Almost all of it appears to be advertising the businesses themselves that line the highway; there are few signs advertising remote locations or products: in other words, billboards. Many of the signs are located on the buildings lining the highway, which is the most appropriate signage for a historic place like Murphys. The best signs are those integrated into the architecture of the buildings. A prime example is the view of the Sierra Hills Market travelling south on SR4 (the other side is not as well integrated). Other good examples include the signs on the row of commercial properties with Hillbillies Restaurant.

Commercial signage on southbound SR4

Less successful commercial signage is found on the freestanding signs and commercial banners along SR4. If there are too many detached signs it can lead to visual clutter. Another type of signage that adds to clutter are the "temporary" sandwich boards along SR4. Some of these boards appear to be in the Caltrans right-of-way.

In general, the frontage along SR4 in Murphys is not overly cluttered by signage, but it may be beneficial to consider additional standards for signage to make the public face of Murphys more attractive.

C. ENGINEERING ANALYSIS

The engineering analysis is presented in a series of drawings as Figure 15.[14] This analysis considers the existing physical roadway conditions, including pavement, pavement markings, driveways, crosswalks, utility infrastructure, and drainage; identifies potential safety and traffic flow issues based on the current roadway configuration; and discloses potential constraints to installing typical complete streets improvements.

As shown in Figure 15B, there are "no parking" signs located at the south end of the project boundary. Parallel parking is allowed along the majority of SR4 through the project boundary, but off-street parking provided at individual businesses is typically adequate. Parking along SR4 is generally limited to a few major community events that draw large crowds, such as Irish Days in March and the Grape Stomp in October.

[14] Figure 15 first displays a key map to show how the subsequent drawings fit together.

Pickup and drop off for students at Michelson Elementary School occurs in the large parking lot for Feeney Park, located just east of the school on Pennsylvania Gulch Road (visible on Figure 15D). In the morning, the majority of the school traffic turns onto Pennsylvania Gulch Road from SR4, and often gets backed up on Pennsylvania Gulch Road while waiting to turn right into the parking lot. Inside the parking lot, a crossing guard periodically stops the flow of traffic entering the lot to let students cross the main entry. A crossing guard is also positioned at the crosswalk across Pennsylvania Gulch Road (visible on Figure 15D). The parking lot at Michelson Elementary is for staff use only and drop off is not allowed. Even though signs are posted to prohibit it, some students are dropped off at the parking lot for the Michelson Extended Day program and Resource Connection (located just west of the school on Pennsylvania Gulch, visible on Figure 15C), and then walk to school along the roadway shoulder and asphalt sidewalk that serves a portion of this route. In the afternoon, traffic often gets backed up on Pennsylvania Gulch Road, waiting to turn onto SR4, but the queues are generally shorter than in the morning. Students are discouraged from using the crosswalk across SR4 due to safety concerns.

Below is a summary of the engineering analysis for each of the major roadways in the project boundary:

- SR4: SR4 is a two-lane conventional highway. The road has a curvilinear alignment as it passes through Murphys, and features roadside ditches on both sides. There are no sidewalks on either side of the road through the majority of the project boundary. Installation of new sidewalks on SR4 would require piping the existing ditches. Pedestrian crosswalks across SR4 are currently provided at only two locations: uncontrolled school crossing near the Pennsylvania Gulch Road intersection, and a controlled crossing at the signalized intersection at Big Trees Road. These two crossings are approximately 2,000 feet apart. Many of the intersections in the project boundary have wide footprints, encouraging higher speed turning on and off SR4. There are no separate left-turn lanes on SR4 except at the intersection with Big Trees Road. Left-turning vehicles have to queue on the through lanes while waiting for a gap in the opposing traffic.
- Pennsylvania Gulch Road. Pennsylvania Gulch Road is a two-lane collector road that provides the primary access to Michelson Elementary School. An asphalt sidewalk exists on the south side of the road near the school. There is no sidewalk for the remaining portions of Pennsylvania Gulch Road towards its intersection with SR4. Pennsylvania Gulch Road has a steep profile, with the apex located near the school entrance. A mid-block pedestrian crossing is located at the apex of the road. On the north side of this crossing, pedestrians land between two driveways and have no clear path of travel.
- Main Street. Approximately 400 feet of the eastern portion of Main Street has a sidewalk on the north side. The remaining easterly portion does not have a sidewalk. In this segment, the shoulder area is being used for parking by the adjacent businesses. Extension of the sidewalk along the north side of the road will result in removal of parking. The south side of the road is not suitable for sidewalk installation due to the steep terrain and large trees. In addition, most of the businesses that would generate pedestrian volume are located on the north side of the road.
- Big Trees Road. Big Trees Road has a continuous sidewalk on the south side of the road except for an approximately 170-foot gap near the intersection with Creek View Road. Some portions of the existing sidewalk exceed the ADA maximum cross-slope due to non-compliant driveways and tree uplift. Installation of a new sidewalk to close the gap may require parking removal and/or adjustment in front of Realty World and Next-Upscale Resale Consignment. The Big Trees Road/Creek View intersection is a wide T-intersection located on a curve. There is no accessible connection between the sidewalk on the west side of Creek View and the sidewalk on the south side of Big Trees Road. One possible solution is to extend a sidewalk segment on the north side of Big Trees Road westerly from the Creek View intersection, and provide a mid-block connection where the road width is narrower.

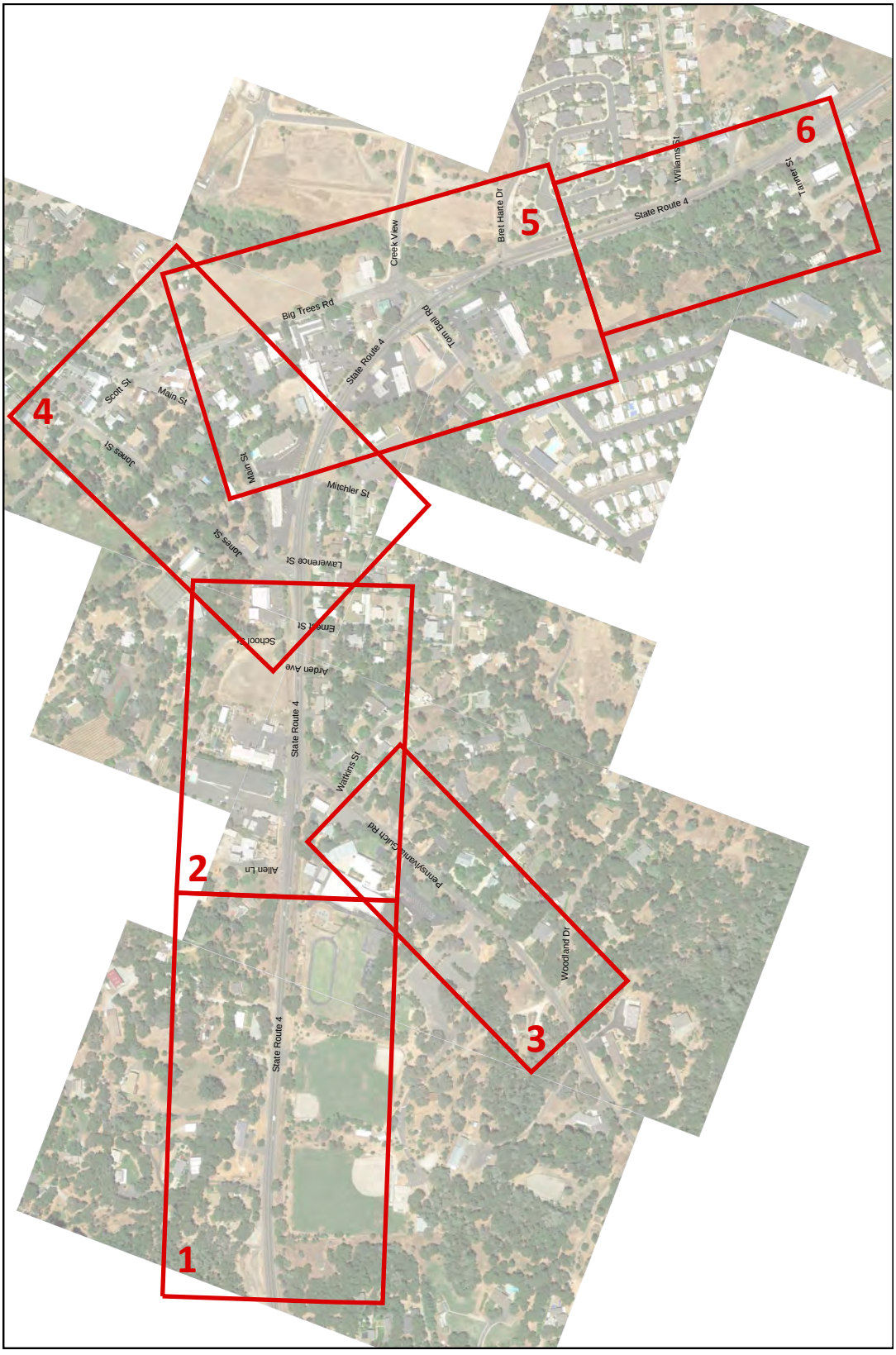
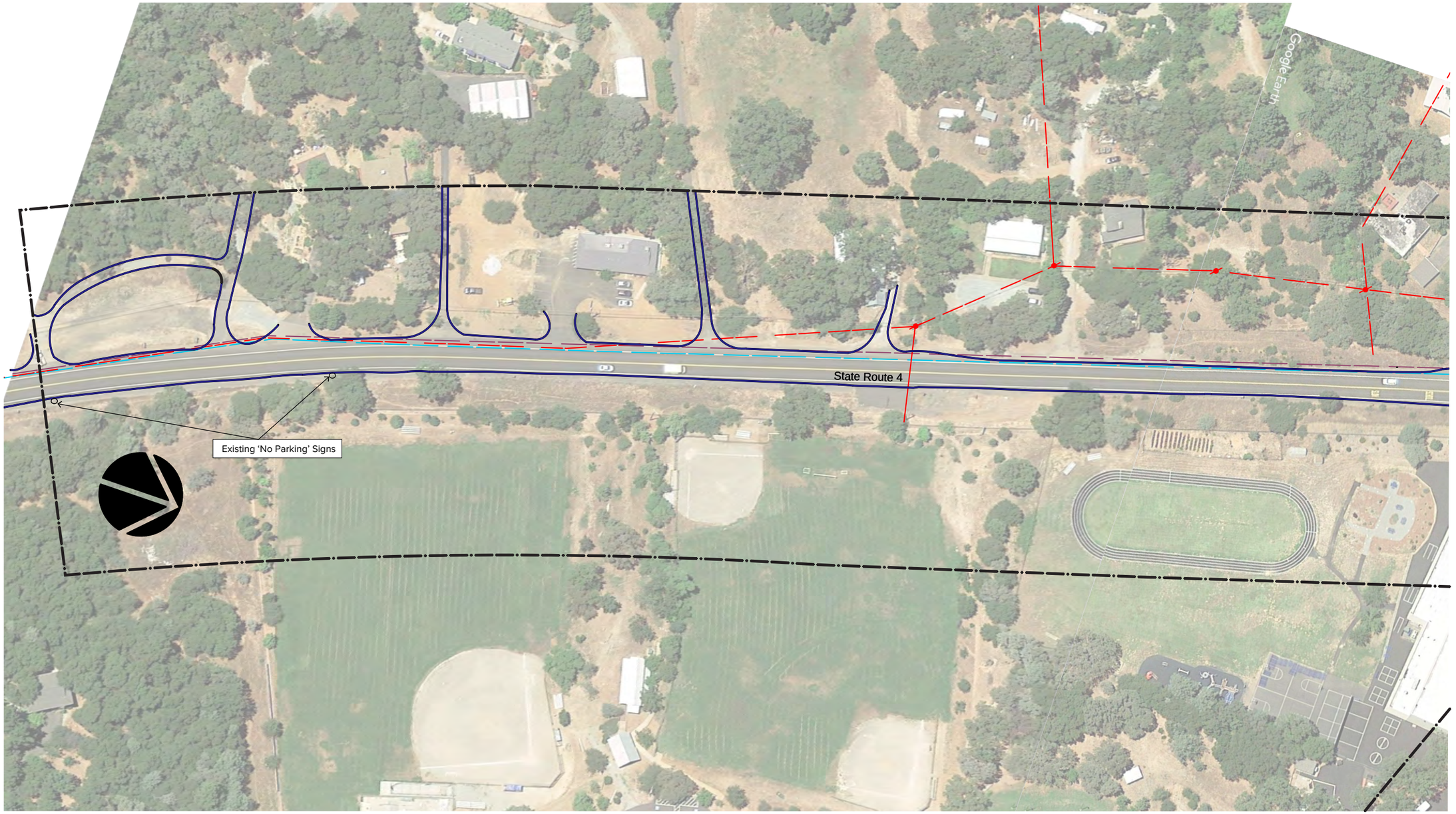


Figure 15A

Key Map

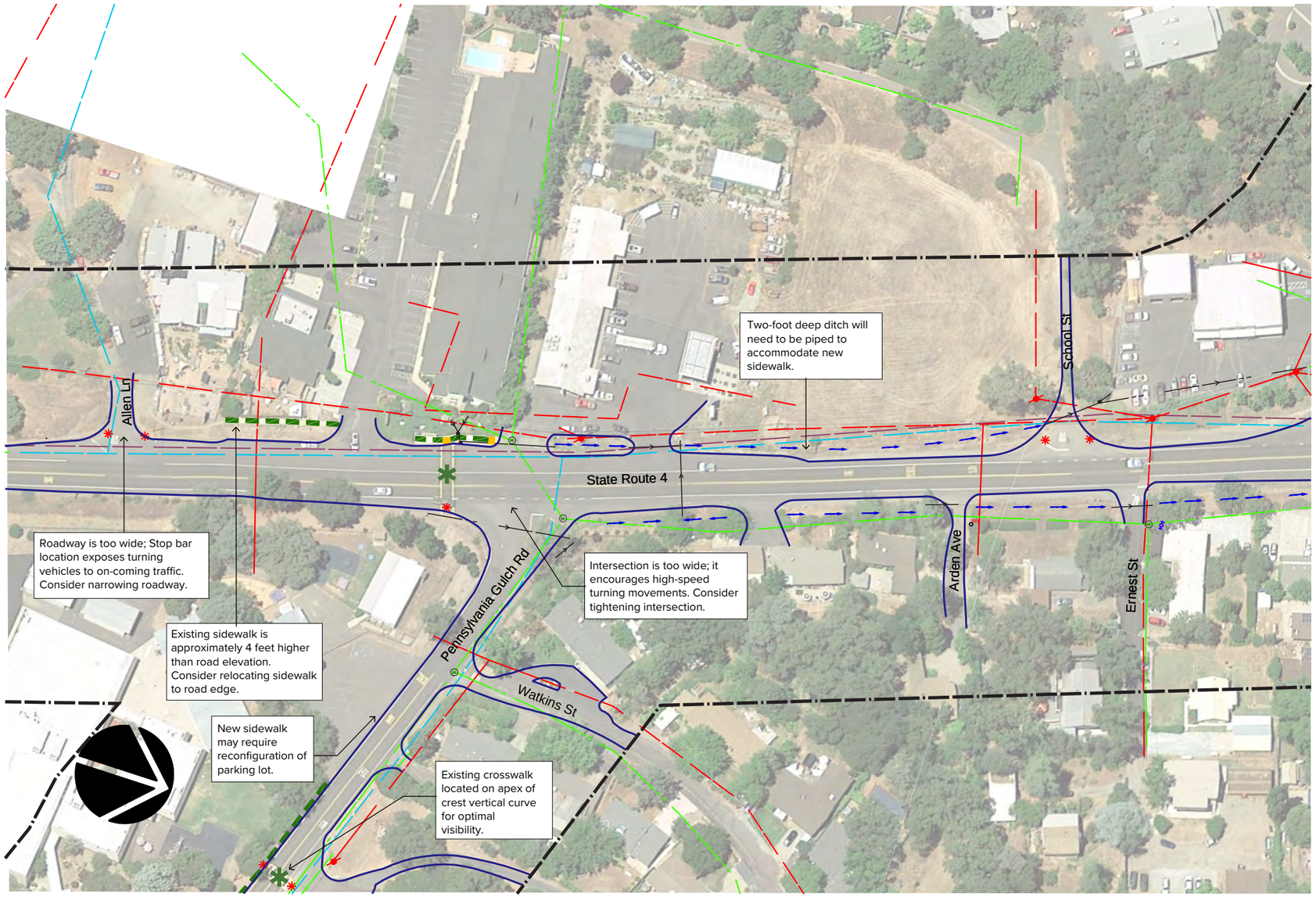


Project Boundary
Edge of Paving
Sewer Manhole
Irrigation
Ditch / Creek
Water Valve
Water
Overhead Utility
Fire Hydrant
Drainage Inlet
Storm Drain Manhole
Existing Standard Curb Ramp
Missing/Non-standard Curb Ramp

EXISTING CONDITIONS AND OPPORTUNITIES- MAP 1

4/9/2018

Figure 15B

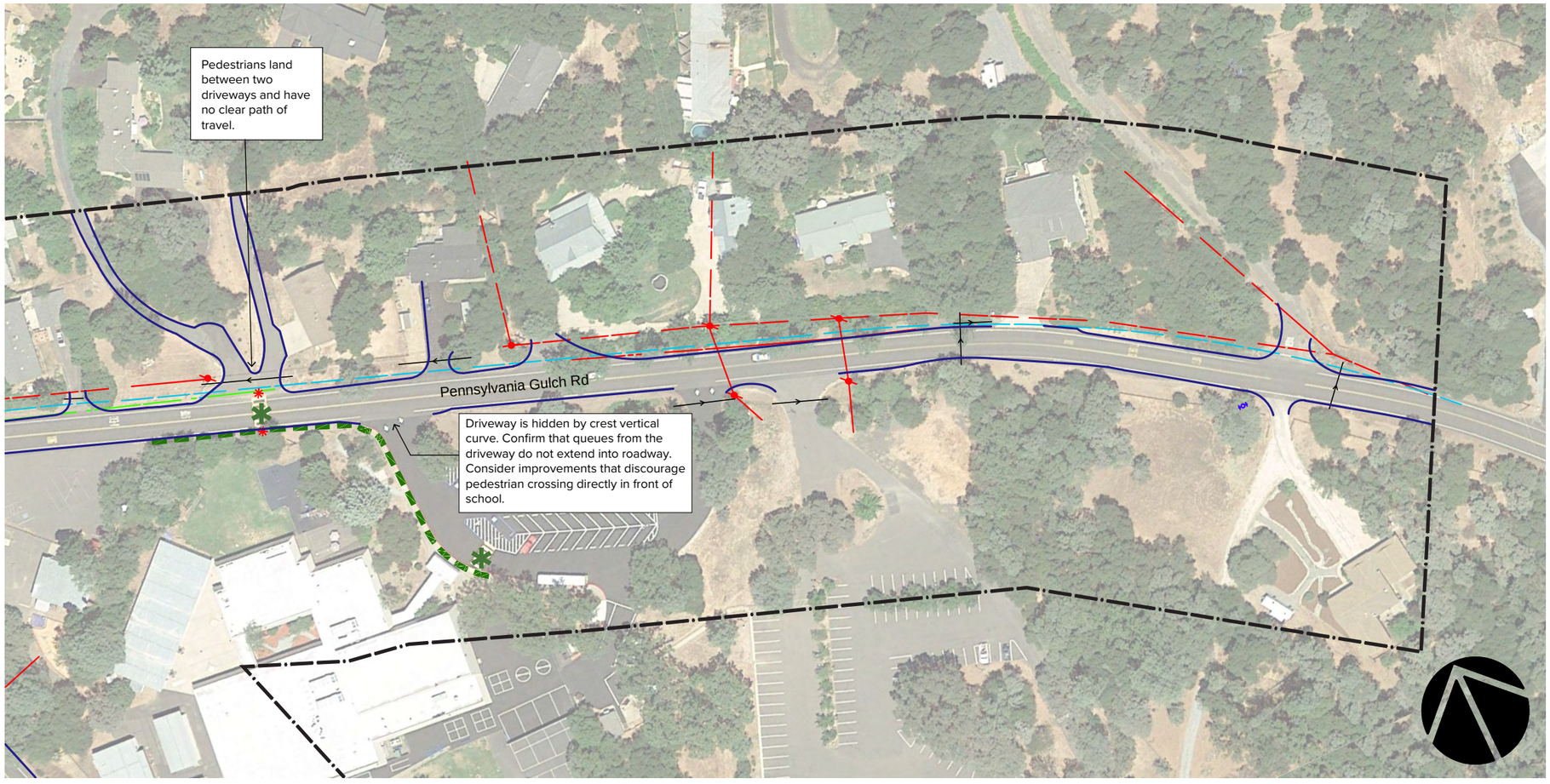


Project Boundary
Edge of Paving
Existing Sidewalk
Irrigation
Ditch / Creek
Water Valve
Water
Overhead Utility
Fire Hydrant
Sewer Manhole
Drainage Inlet
Storm Drain Manhole
Existing Crosswalk Locations
Existing Standard Curb Ramp
Missing/Non-standard Curb Ramp

EXISTING CONDITIONS AND OPPORTUNITIES- MAP 2

4/9/2018

Figure 15C

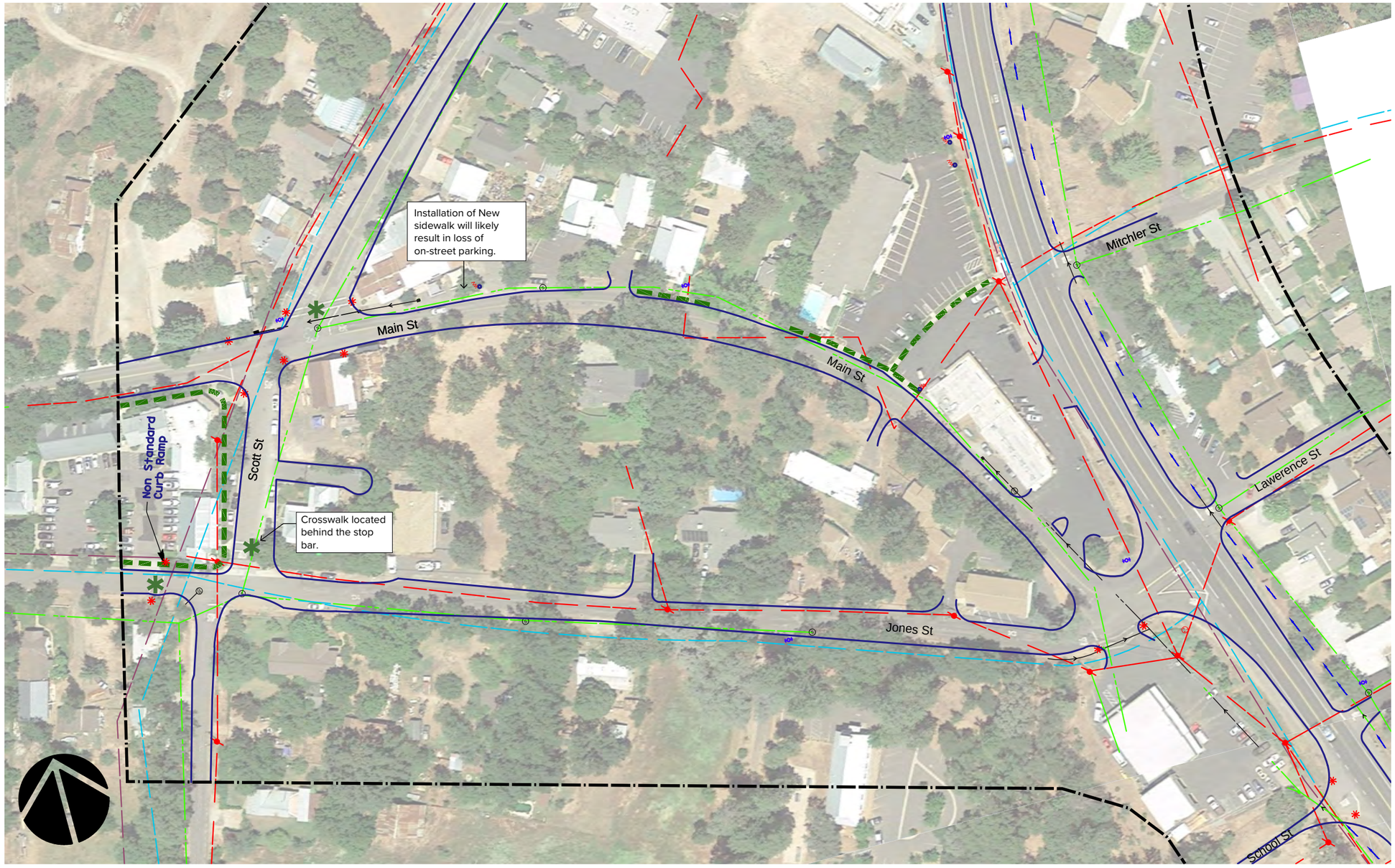


Project Boundary
Edge of Paving
Existing Sidewalk
Irrigation
Ditch / Creek
Water Valve
Water
Overhead Utility
Fire Hydrant
Sewer Manhole
Drainage Inlet
Storm Drain Manhole
Existing Crosswalk Locations
Existing Standard Curb Ramp
Missing/Non-standard Curb Ramp

EXISTING CONDITIONS AND OPPORTUNITIES- MAP 3

4/9/2018

Figure 15D

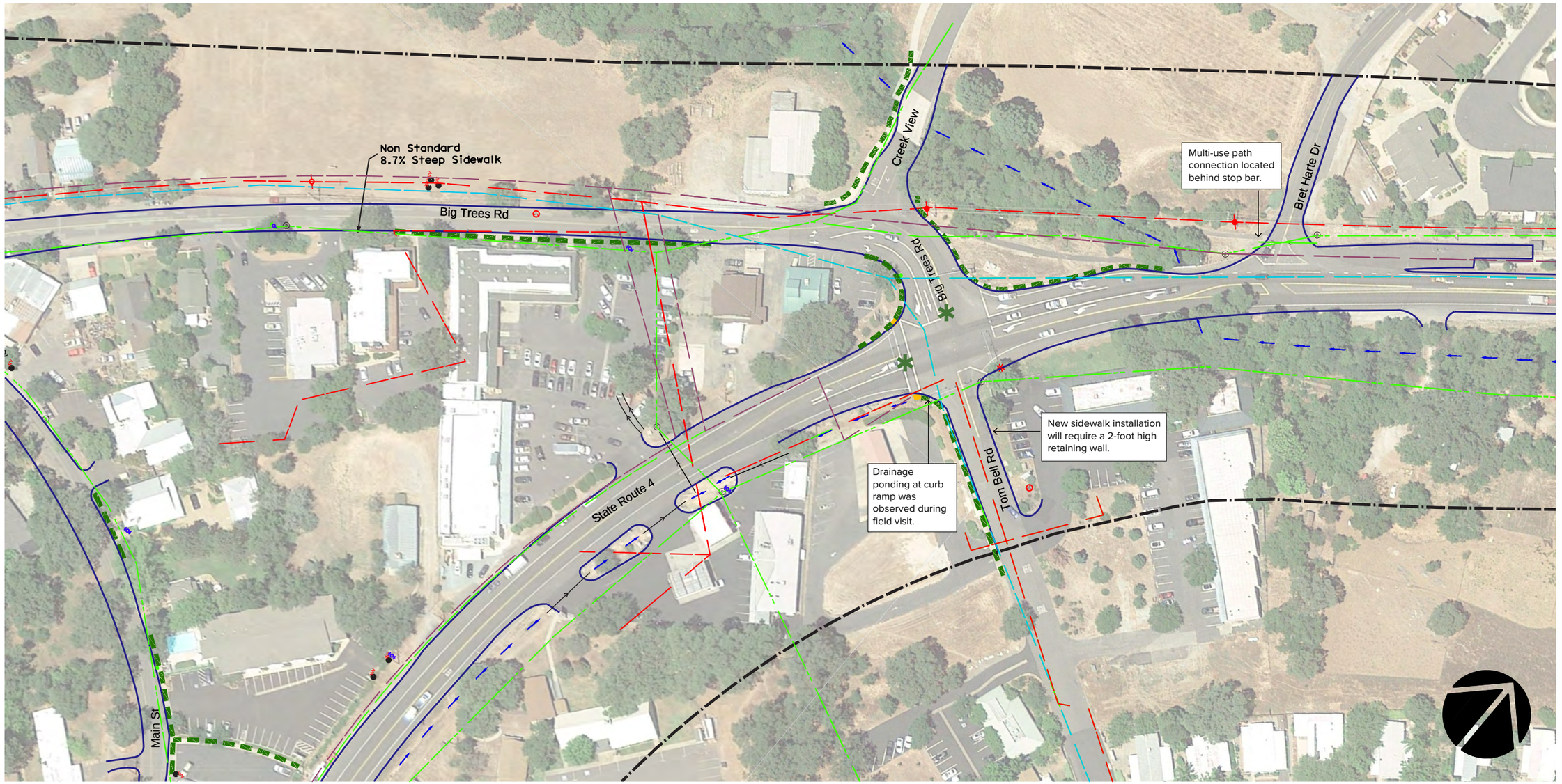


Project Boundary
Edge of Paving
Existing Sidewalk
Irrigation
Ditch / Creek
Water Valve
Water
Overhead Utility
Fire Hydrant
Sewer Manhole
Drainage Inlet
Storm Drain Manhole
Existing Crosswalk Locations
Existing Standard Curb Ramp
Missing/Non-standard Curb Ramp

EXISTING CONDITIONS AND OPPORTUNITIES- MAP 4

4/9/2018

Figure 15E

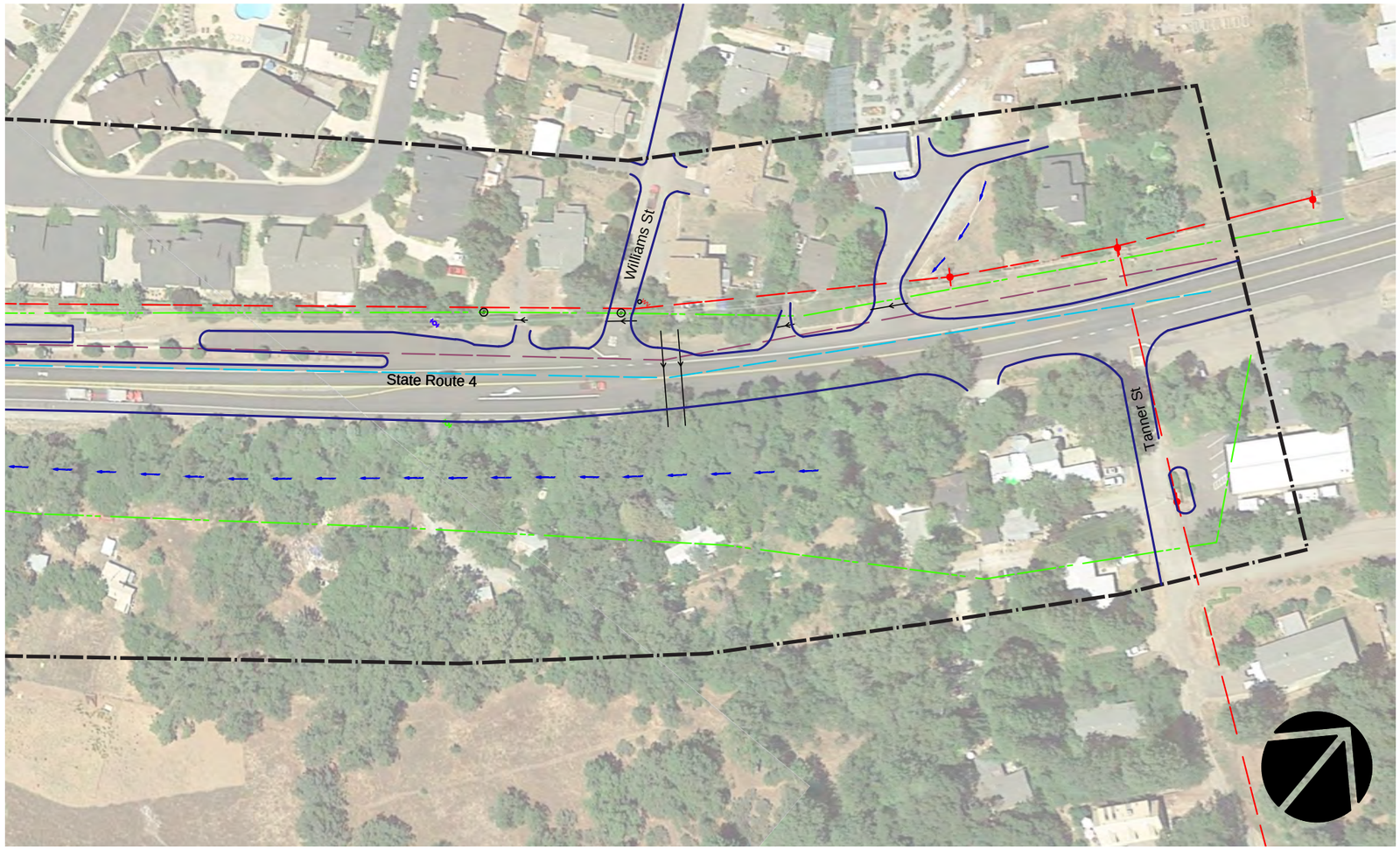


Project Boundary	Irrigation	Water	Sewer Manhole	Existing Crosswalk Locations
Edge of Paving	Ditch / Creek	Overhead Utility	Drainage Inlet	Existing Standard Curb Ramp
Existing Sidewalk	Water Valve	Fire Hydrant	Storm Drain Manhole	Missing/Non-standard Curb Ramp

EXISTING CONDITIONS AND OPPORTUNITIES- MAP 5

4/9/2018

Figure 15F



Project Boundary
Edge of Paving
Sewer Manhole
Irrigation
Ditch / Creek
Water Valve
Water
Overhead Utility
Fire Hydrant
Drainage Inlet
Storm Drain Manhole
Existing Standard Curb Ramp
Missing/Non-standard Curb Ramp

EXISTING CONDITIONS AND OPPORTUNITIES- MAP 6

4/9/2018

Figure 15G

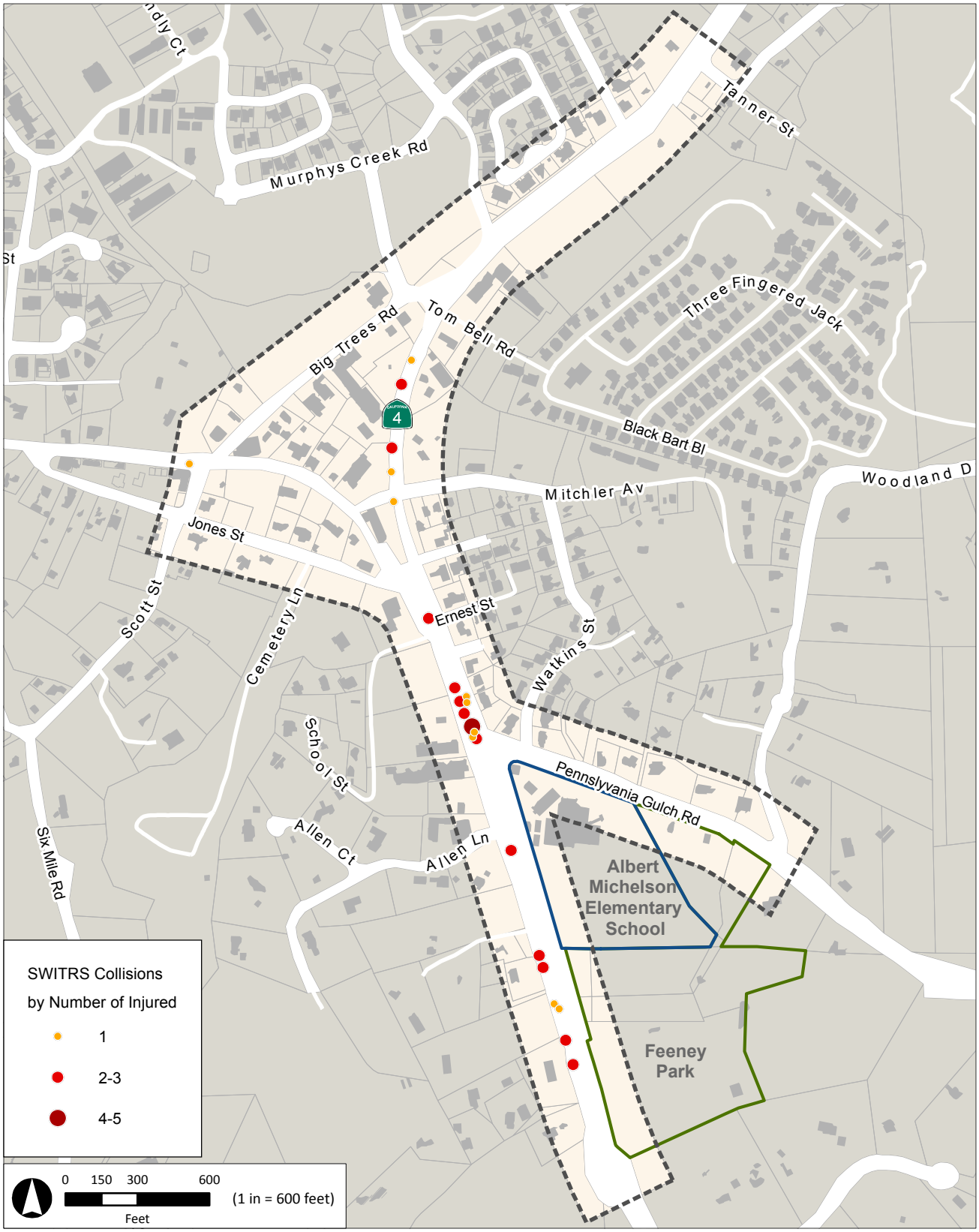
Identification of complete streets improvements within the project boundary will also need to consider the following planned roadway and infrastructure projects:

- Caltrans SHOPP Project: In May 2017, Caltrans completed a Project Initiation Document (PID) to request consideration in the 2018 State Highway Operation and Protection Programs (SHOPP) for a two-way left turn lane on SR4 between Pennsylvania Gulch Road and Main Street. Because SR4 does not currently provide a left turn lane for vehicles turning into local streets or businesses, vehicles must stop in the through lane when turning left, creating congestion in the through lanes. During peak hours, Caltrans observed drivers using the shoulder to pass vehicles waiting to turn left. The project as proposed consists of two 12-foot-wide through lanes, a center 12-foot-wide left turn lane, and 8-foot-wide shoulders. Estimated cost for this project is $1.82 million. An alternative that would have included 6-foot sidewalks on both sides of SR4, a crosswalk at Main Street, ten curb ramps, and extending the shoulder to Tom Bell Road was rejected due to cost, estimated at $3.43 million. The SHOPP project is unlikely to be in significant conflict with complete street elements that will be considered in the Murphys Complete Streets Project.
- Sanitary Sewer Replacement Project: The Murphys Sanitary District owns and operates the sanitary sewer system in Murphys. The District is currently preparing contract documents for a sewer pipe replacement project within the project boundary. On SR4, the replacement project extends from Pennsylvania Gulch Road northerly for approximately 1,600 feet to near Tom Bell Road. On Pennsylvania Gulch Road, it extends from the SR4 intersection for approximately 300 feet to the east. The project will replace an existing 6-inch sanitary sewer pipe with an 8-inch pipe. The new pipe will generally follow the alignment of the existing pipe, which is located along the eastern and northern right-of-way lines on SR4 and Pennsylvania Gulch Road respectively. The sewer line and associated structures will be located outside the existing paved areas. The project is expected to start construction in summer 2018. A coordination meeting for the Murphys SR4 Complete Streets Project was held with Murphys Sanitary District in January 2018. The meeting concluded with the recognition that the proposed sewer line replacement is unlikely to be in significant conflict with complete street elements that will be considered.

Traffic counts to be collected for this project will provide additional information to characterize transportation patterns in Murphys. This data will allow analysis of level of service at the study intersections, including potential improvements due to the SHOPP project. Count data will also provide information to better characterize the traffic associated with the work commute and with school pickup and dropoff.

D. SAFETY ANALYSIS

To understand existing conditions related to traffic safety in Murphys, SafeTREC Traffic Injury Monitoring System (TIMS) data for 2006-2016 for unincorporated Calaveras County was examined. This data represents reported vehicle collisions involving an injury or fatality. As such, it does not capture collisions not involving injuries or fatalities, incidents unreported to law enforcement, or near misses. Most collisions involved only vehicles; within the project boundary, no collisions involved pedestrians or bicycles. A map showing concentrations of incidents within the study area is shown in Figure 16. The data shows multiple incidents along SR4, with the highest concentration of collisions at the intersection of Pennsylvania Gulch Road and SR4.



Source:ESRI, 2017; Calaveras County, 2017; PlaceWorks, 2018.

SR 4 Complete Streets Corridor
Parcels Within Project Corridor
Buildings
School
Parks

Figure 16

Reported Incidents: SWITRS (2006 - 2016)

1. Profile of Collisions

The study area was compared to all of unincorporated Calaveras County. This data is summarized in Table 2. As shown, collisions in both areas were relatively constant over the time period, with a general decrease in the unincorporated county from 2011 on compared to 2010 and earlier. No fatalities were reported in the study area.

For both unincorporated Calaveras County and the study area, incidents were somewhat higher in the summer months as shown in Figure 17. This was particularly true for the study area, due potentially to increased tourist traffic combined with school traffic in late summer. Collisions peaked around the late afternoon/early evening in both unincorporated Calaveras County and the study area as shown in Figure 18.

The most common violation category for collisions in the study area was unsafe speed. Table 3 summarizes collisions by violation category.

TABLE 2 INJURY AND FATALITY COLLISIONS, 2006 – 2016

Year	Study Area	Unincorporated Calaveras County
2006	2	284
2007	2	296
2008	2	253
2009	1	229
2010	2	261
2011	3	226
2012	1	226
2013	2	180
2014	3	206
2015	4	226
2016	1	226
Total	23	2,613
Fatalities	0	100

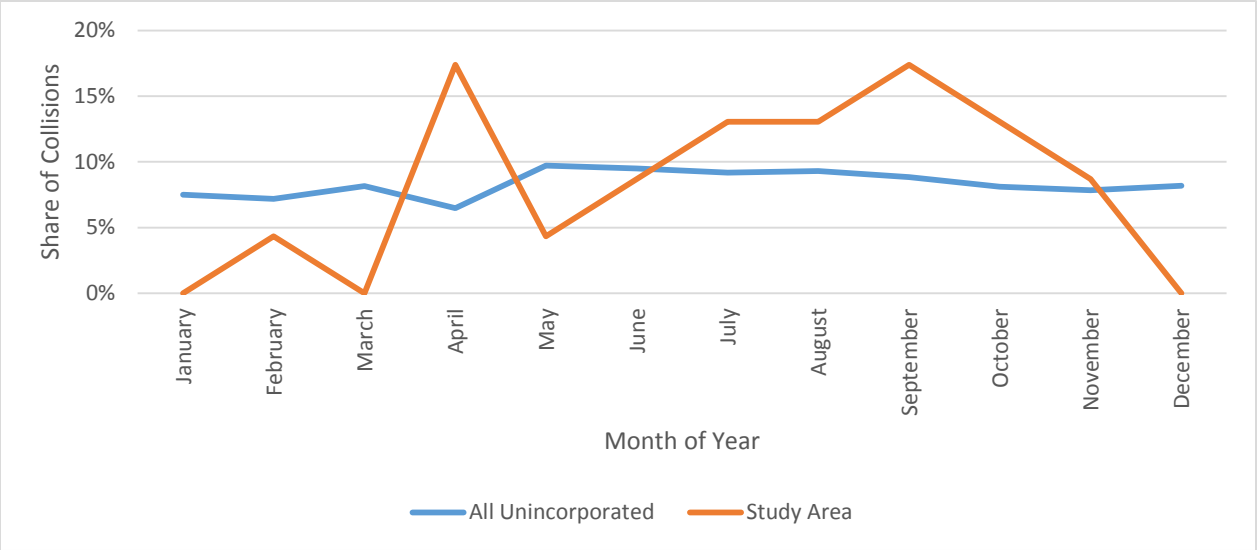
Source: TIMS, 2018.

TABLE 3 VIOLATION CATEGORY, 2006 – 2016

Violation Category	Study Area	Unincorporated Calaveras County
Unsafe Speed	14	681
Wrong Side of Road	3	396
Improper Turning	2	630
Driving or Bicycling Under the Influence of Alcohol or Drug	1	442
Automobile Right of Way	1	243
Following Too Closely	1	19
Improper Passing	1	7
Other Than Driver (or Pedestrian)	0	80
Other Hazardous Violation	0	22
Unknown	0	22
Pedestrian Violation	0	21
Unsafe Starting or Backing	0	17
Traffic Signals and Signs	0	15
Other Equipment	0	7
Other Improper Driving	0	5
Unsafe Lane Change	0	3
Hazardous Parking	0	2
Pedestrian Right-of-Way	0	1

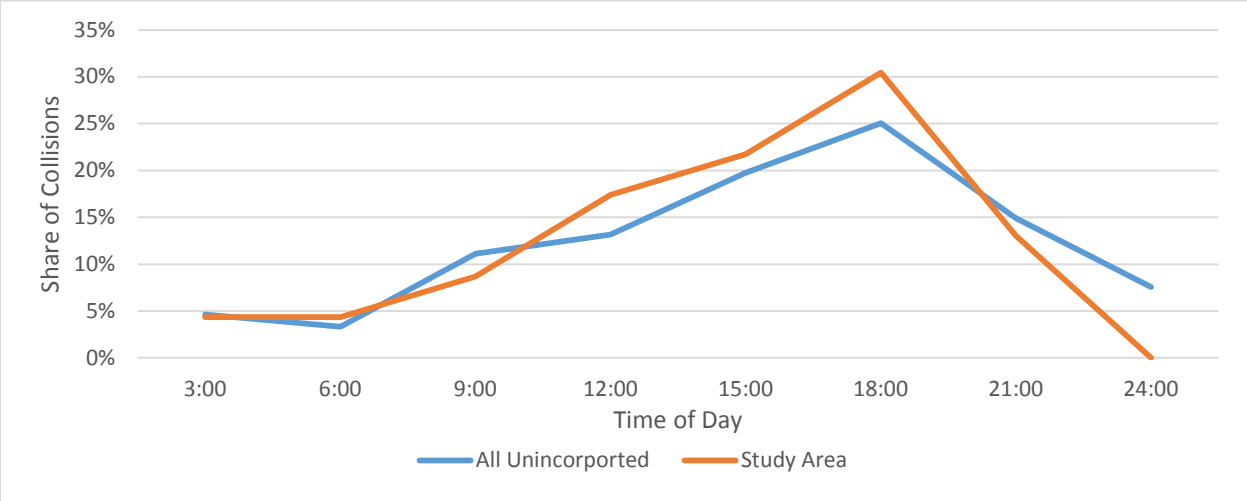
Source: TIMS, 2018.

FIGURE 17 COLLISIONS BY MONTH OF YEAR, 2006-2016



Source: TIMS, 2018.

FIGURE 18 COLLISIONS BY TIME OF DAY, 2006-2016



Source: TIMS, 2018.

Most collisions in the study area were rear end collisions, as shown in Table 4.

2. Profile of Victims

TIMS data provides some information about all parties and victims involved in collisions. Table 5 presents a breakdown of victims by transportation mode for unincorporated Calaveras County and the study area.

In the study area, only 2 percent of parties involved were reported to be under the influence. In the unincorporated County, this figure was nearly 11 percent, as shown in Table 6.

TABLE 4 CRASH TYPE, 2006 – 2016

Violation Category	Study Area	Unincorporated Calaveras County
Rear End	14	308
Broadside	4	252
Head-On	2	208
Sideswipe	2	121
Hit Object	1	1,087
Overturned		539
Other		53
Vehicle/Pedestrian		41
Not Stated		4

Source: TIMS, 2018

TABLE 5 VICTIM ROLE, 2006 – 2016

Victim Role	Study Area	Unincorporated Calaveras County
Driver (Auto)	26	2,546
Passenger (Auto)	32	1,871
Pedestrian	0	43
Bicyclist	0	29

Source: TIMS, 2018

TABLE 6 PARTY SOBRIETY, 2006 – 2016

Party Sobriety	Study Area	Unincorporated Calaveras County
Had Not Been Drinking	90.2%	81.0%
Had Been Drinking, Under Influence	2.0%	10.9%
Had Been Drinking, Not Under Influence	0.0%	1.3%
Had Been Drinking, Impairment Unknown	0.0%	0.7%
Impairment Unknown	2.0%	3.4%
Not Applicable	3.9%	0.6%
Not Reported	2.0%	2.3%

Source: TIMS, 2018.

3. Conclusions from Collisions Review

The findings show the importance of looking at improvements to pedestrian and bicycle facilities. Key findings from this analysis include:

- No fatalities were reported in the study area during the reporting period, but the county as a whole did see fatalities.
- The most frequently reported collision factor was unsafe speed. The frequency of rear-end collisions may be due to failure to maintain adequate following distance for the speed being traveled; the Caltrans SHOPP two-way left-turn project may help alleviate this type of collision.
- Collisions were reported most frequently near the intersection of SR4 and Pennsylvania Gulch Road. This is particularly important to study due to the nearby proximity of Michelson Elementary School and Feeney Park.
- Several collisions were also reported along SR4 adjacent to Feeney Park. Drivers sometimes park in this area and access the park through a gate on the east side of SR4. Speed limits are also higher in this segment.

- Collisions due to under-the influence driving were less frequent in the study area than in the unincorporated county as a whole. The lower rate in the study area may be due to the higher age of the population compared to the county as a whole. Another factor may be lower speeds in Murphys compared to the entire unincorporated county. Additionally, the study area is only a portion of Murphys and does not include all wineries and other destinations where alcohol is consumed.
- Collisions are somewhat more frequent in late summer, when both of these overlap: schools are back in session and tourists are still visiting.
- The lack of facilities for bicyclists and pedestrians may discourage these modes of transportation and thereby keep collision counts low.

As indicated at the beginning of this section, the data used for this analysis only includes reported vehicle collisions involving an injury or fatality between 2006 and 2016. As such, it does not capture collisions not involving injuries or fatalities, incidents unreported to law enforcement, or near misses. Safety and collision information provided by residents at future workshops and outreach events will be used to supplement this analysis.

E. BICYCLIST AND PEDESTRIAN COMFORT

The level of comfort that a bicyclist or pedestrian may experience on a roadway is a way of estimating the suitability of the roadway for bicyclists and pedestrians and the likelihood that these users will use the roadway.

Bicycle riders vary in experience, skill, ability, and confidence. Some people are comfortable riding in traffic and value bikeways and routes that are direct and limit unnecessary delay. These cyclists more comfortably utilize facilities that share the roadway with automobiles or have limited bicycle infrastructure. Other people with less confidence bicycling and lower or developing bicycle skills, such as children and older adult riders, may need more separation from traffic to feel comfortable enough to ride. Different bicycle types also require more space in bicycle facilities, such as trailers for children or cargo or adult tricycles.

Research has correlated these different types of bicycle riders with the level of traffic stress they are willing to experience while cycling. Traffic stress is the discomfort and unease that a bicyclist may feel due to vehicle traffic, roadway conditions, bicycle facility design, and other factors. Metrics have been developed to quantify the level of traffic stress (LTS) that a typical rider may experience so that new bicycle facilities can be targeted to reduce this stress.[15] The methodology uses a "weakest link" approach, as roadways are classified based on their segments with the highest level of traffic stress, assuming that only those that are comfortable riding under the higher stress would travel on that road. Factors influencing LTS include:

- Number of travel lanes
- Speed of traffic
- Number of vehicles
- Presence of bike lanes
- Width of bike lanes
- Presence of physical barrier

[15] Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, 2012. Low-Stress Bicycling and Network Connectivity. San Jose, California: Mineta Transportation Institute.

Using these factors, a score for Bicycle Level of Service (BLTS) can be assigned from 1 to 4 for each roadway segment, with 1 being the least stressful and 4 being the most stressful:

- **BLTS 1:** The lowest level of traffic stress and the design goal for a network that truly accommodates people of all ages and abilities. This level of traffic stress allows children trained in traffic safety to bicycle to school by themselves as well as the mainstream adult population, people interested but concerned about bicycling.
- **BLTS 2:** The highest level of stress that the mainstream adult population will tolerate while still feeling safe. This is the threshold for a low traffic stress bicycle network that truly accommodates people of all ages and abilities.
- **BLTS 3:** This level of traffic stress accommodates a much smaller segment of population, people who are excited and more familiar with biking and will therefore accept a higher level of traffic stress. Bicyclists who are considered enthused and confident but still prefer having their own dedicated space for riding will tolerate this level of stress and feel safe while bicycling.
- **BLTS 4:** For bicyclists, this level of stress is tolerated only by those characterized as strong and fearless, which comprises a small percentage of the population. These roadways have high speed limits, multiple travel lanes, limited or non-existent bike lanes and signage, and large distances to cross at intersections.

Similarly, pedestrians vary in experience and confidence. Some pedestrians are comfortable walking close to busy traffic on narrow sidewalks, while others will only walk if there is greater distance from rapidly traveling vehicles. Factors including pedestrian comfort include:

- Usable sidewalk width
- Frequency of driveways
- Lighting
- Street trees and landscaping
- Sidewalk quality
- Speed of traffic
- Number of vehicles
- Number of vehicle travel lanes

Using these factors, a score for Pedestrian Level of Service (PLTS) can be assigned from 1 to 4 for each roadway segment, with 1 being the least stressful and 4 being the most stressful:

- **PLTS 1:** Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors or school-aged children walking unaccompanied to school. These streets provide an ideal “pedestrian-friendly” environment.
- **PLTS 2:** Generally comfortable for many pedestrians, but parents may not feel comfortable with children walking alone. Seniors may have concerns about the walking environment and take more caution. These streets may be part of a pedestrian-friendly environment where it intersects with a more auto-oriented roadway or other environmental constraints.
- **PLTS 3:** Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities may be present, but barriers are present that make the walking experience uninviting and uncomfortable.
- **PLTS 4:** Walking is a barrier and is very uncomfortable or even impossible. Streets have limited or no accommodation for pedestrians and are inhospitable and possibly unsafe environment for pedestrians.

Using this methodology, a preliminary analysis of bicycle and pedestrian level of traffic stress was completed for SR4 using traffic volumes reported in Caltrans 2016 Traffic Volumes on California State Highways. Results are shown in Table 7 and in Figures 19 and 20. The analysis will be expanded to included Main Street and Big Trees Road after additional data collection (i.e., bicycle and pedestrian counts) is conducted.

TABLE 7 TRAFFIC STRESS ON SR4

Segment	Speed Limit (mph)	Bicycle Stress Score (BLTS)	Pedestrian Stress Score (PLTS)
North of Williams Street	45	4	4
Williams Street to Allen Lane	35	3	4
South of Allen Lane	45	4	4
Intersections	35	4	4

Source: Fehr & Peers, 2018.

These results indicate that generally only the strongest bicyclists will ride on much of SR4. Although the segment of SR4 between Williams Street and Allen Lane is slightly more comfortable due to lower speeds, intersections are still uncomfortable for all but the strongest bicyclists due to relatively large turning radii.

Similarly, the pedestrian environment on SR4 is very uncomfortable, discouraging use by most pedestrians, due to the lack of sidewalks and minimal crossing improvements.

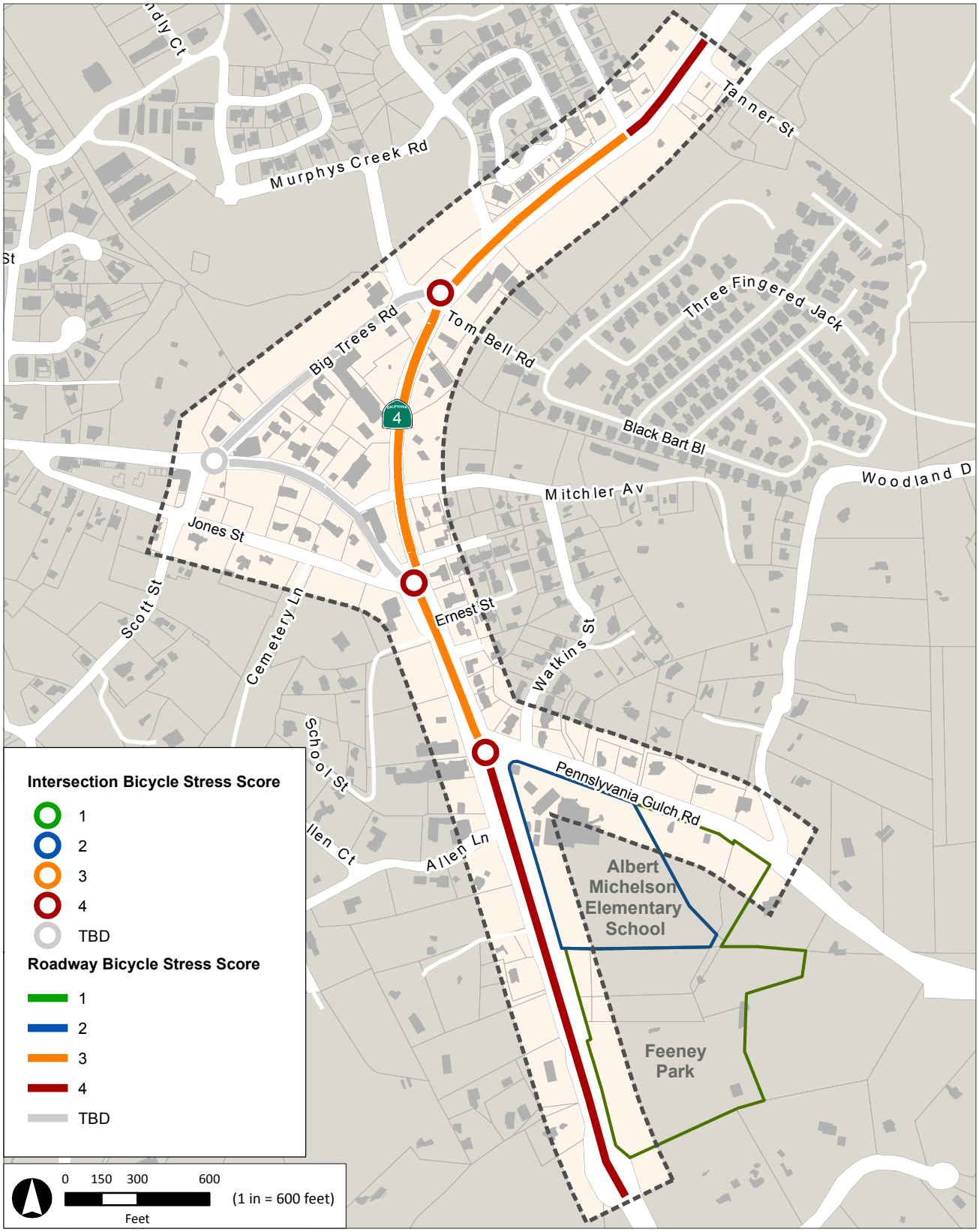
This analysis can be used to identify improvements necessary to encourage walking and cycling. In addition to adding pedestrian and bike facilities such as sidewalks, crosswalks, and bike lanes, improvements such as speed reduction features and decreasing corner radii are needed to improve the comfort of pedestrians and bicyclists and encourage the use of these modes.

F. REGULATORY AND PLANNING FRAMEWORK

Several documents have been developed to address planning and decision-making for the physical environment in Murphys. We have summarized the most important ones below.

1. Murphys Circulation, Pedestrian, Bicycling, and Parking Study

In 2002, the Calaveras Council of Governments prepared the Murphys Circulation, Pedestrian, Bicycling, and Parking Study. The Circulation Study was aimed at guiding transportation facility improvements that would address roadway network deficiencies, improve pedestrian and bicycle safety and comfort, and comprehensively plan for parking improvements. The Study recommended new roadway alignments throughout the Murphys area to provide better emergency access, improve circulation for local and tourist traffic, and reduce traffic impacts in sensitive areas. None of the proposed new roadways are within the project boundary, but one proposed connector would connect Pennsylvania Gulch Road, east of the project boundary, to SR4 south of the project boundary, providing a bypass to residents along Pennsylvania Gulch Road heading south on SR4.

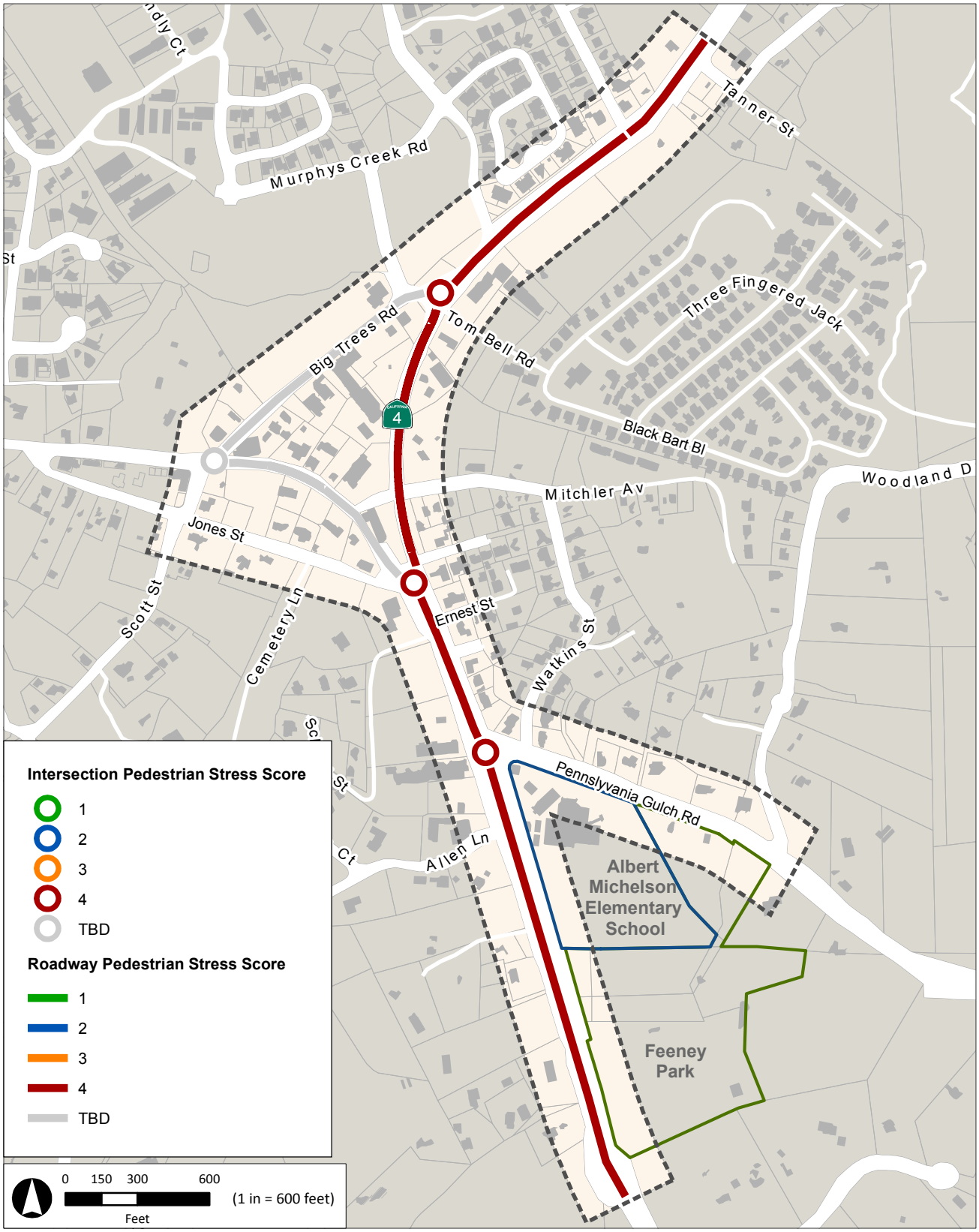


Source:ESRI, 2017; Calaveras County, 2017; Fehr & Peers, 2018; PlaceWorks, 2018.

SR 4 Complete Streets Corridor
Parcels Within Project Corridor
Buildings
School
Parks

Figure 19

Bicycle Traffic Stress - Existing Conditions



Source:ESRI, 2017; Calaveras County, 2017; Fehr & Peers, 2018; PlaceWorks, 2018.

SR 4 Complete Streets Corridor
Parcels Within Project Corridor
Buildings
School
Parks

Figure 20

Pedestrian Traffic Stress - Existing Conditions

To support biking, the Study carried forward planned bikeway recommendations from the latest bicycle plan at that time, the 1998 Bikeway Plan, which proposed a Class II bike lane along SR4 and Class III bike route signage along Main Street. The Study also recommended bike route signage along Pennsylvania Gulch Road and Jones Street and "share the road" signage along SR4. The Study proposed a comprehensive network of walking paths, including along some roadways within the project boundary: Pennsylvania Gulch Road, Jones Street, Main Street, Big Trees Road, and Tom Bell Road. In addition, the Study identified the need for a safer crossing of SR4 at Pennsylvania Gulch Road, proposing installation of in-pavement flashers in the crosswalk, combined with a pedestrian/bicyclist refuge area on the southeast corner of the intersection. Finally, the Study recommended a pedestrian walking path connecting the lodging properties along SR4 to the Jones Street/Scott Street intersection, via the Old School House.

Based on its parking analysis, the Study includes a set of recommended parking improvements. The only recommendation within the project boundary was to complete the planned parking lot construction at the Old School House on Jones Street, which is now complete.

2. Murphys & Douglas Flat Community Plan

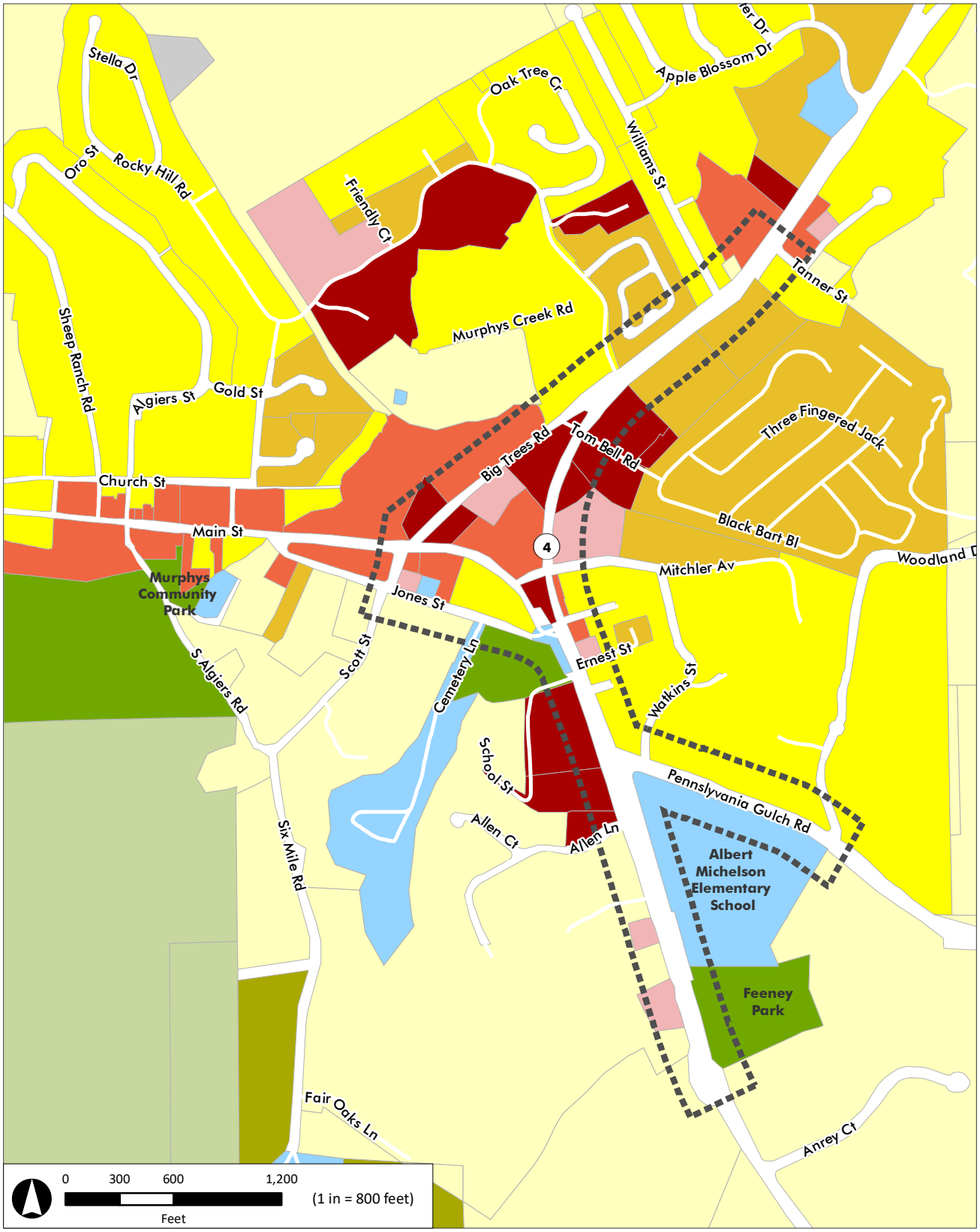
The Murphys & Douglas Flat Community Plan was adopted in 1988. The Community Plan is part of the Calaveras County General Plan (discussed further in Section F.3) and provides policies and implementation measures that address issues that are specific to the community. At the time of the last major update, bicycle and pedestrian infrastructure was not a focus area, so the Community Plan's Transportation section focuses on roadway maintenance issues, traffic, and parking deficiencies. However, in 2003, the Community Plan was amended to incorporate provisions of the Murphys Circulation, Pedestrian, Bicycling, and Parking Study, discussed above. Specifically, the amendment added a new goal to provide a safe and attractive environment for all modes, including pedestrians and bicyclists, accompanied by policies and implementation measures that address funding for and implementation of the recommended new roadway connectors, pedestrian paths, and bikeways. The amendment also includes a new goal to address parking, along with policies and implementation measures that address funding for and implementation of the recommended parking improvements.

3. Calaveras County General Plan and Municipal Code

The existing Calaveras County General Plan was adopted in 1996, and the County is currently underway with a comprehensive update to the General Plan. Title 17, Zoning, of the Calaveras County Municipal Code, implements the land use direction contained in the General Plan. As shown in Figure 21, the project boundary is zoned for a variety of residential, commercial, and public uses.

The existing 1996 General Plan Circulation Element classifies roadways into two major categories: "regional roads" and "community roads." Regional roads are located outside of community-oriented areas, such as areas within a Community Plan, while community roads fall within community-oriented areas. Because the project boundary falls within the Murphys & Douglas Flat Community Plan boundary (see Section F.2 above), roads within the project boundary are considered community roads. Within that general classification, the General Plan Circulation Element designates roads within the project boundary as "through roads," "connector roads," and "local roads." Each roadway type has corresponding roadway standards in the Municipal Code, as discussed below.

Article III, Road Construction Specifications and Standards, of Chapter 12.02, i.e., the "road ordinance," of the Calaveras County Municipal Code specifies required road standards by road type (as classified in the existing 1996 General Plan), as summarized below:



Source:ESRI, 2017; Calaveras County, 2017; PlaceWorks, 2018.

- SR 4 Complete Streets Corridor
- General Agriculture (A1)
- Residential Agriculture (RA)
- Rural Residential (RR)
- Single-family Residential (R1)
- Multiple-family Residential (R3)
- General Commercial (C2)
- Local Commercial (C1)
- Professional Offices (CP)
- Public Service (PS)
- Recreation (REC)
- Unclassified (U)

Figure 21
Zoning

- Two-lane through roads in a community plan area (SR4 and Big Trees Road):
  - 45 mile per hour speed limit
  - 1,000-foot minimum radius
  - 54-foot right-of-way width
  - 40-foot roadbed width, including gutter
  - 36-foot surface width
  - 12-foot travel lane width
  - 4 ½-foot sidewalks on both sides of roadway
- Two-lane connector roads in a community plan area (Pennsylvania Gulch Road and Main Street):
  - 35 mile per hour speed limit
  - 600-foot minimum radius
  - 54-foot right-of-way width
  - 40-foot roadbed width, including gutter
  - 36-foot surface width
  - 12-foot travel lane width
  - 4½-foot sidewalks on both sides of roadway
- Residential local roads in a community plan area (all other roads)
  - 25 mile per hour speed limit
  - 300-foot minimum radius
  - 50- to 60-foot right-of-way width (depending on whether curb, gutter, and sidewalk are provided)
  - 36-foot roadbed width, including gutter
  - 24- to 32-foot surface width (depending on whether curb, gutter, and sidewalk are provided)
  - 10- to 12-foot travel lane width (depending on whether curb, gutter, and sidewalk are provided)
  - 4 ½-foot sidewalks on both sides of roadway, if provided

4. Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan

The Calaveras County Regional Bicycle, Pedestrian and Safe Routes to School Master Plan (June 2015) recommended the following improvements in the project boundary:

- Class III bike routes:
  - SR4 north of Big Trees Road/Tom Bell Road (high priority)
  - Pennsylvania Gulch Road (high priority)
- "Share the Road" signage:
  - SR4 south of Tom Bell Road (high priority)
  - Main Street (high priority)
- Sidewalks:
  - SR4 both sides between Big Trees Road/Tom Bell Road and Pennsylvania Gulch Road
  - Main Street
  - Big Trees Road

- High visibility crosswalks:
  - SR4 at Pennsylvania Gulch Road, with yield lines (high priority)
  - SR4 and Big Trees Road/Tom Bell Road, all four legs (high priority)
  - Main Street and Big Trees Road/Scott Street, all four legs (high priority)
  - Pennsylvania Gulch Road and Watkins Street, with yield lines (high priority)

The Calaveras County Regional Bicycle, Pedestrian and Safe Routes to School Master Plan also includes bicycle and pedestrian design guidelines.

5. Regional Transportation Plan

The 2017 Calaveras Regional Transportation Plan (RTP) is a federally mandated long-range, fiscally constrained multi-modal transportation plan for Calaveras County. The RTP has a 20-year horizon that covers the period between 2017 and 2037. It serves as the planning blueprint to guide transportation investments in the county that involve local, State, and federal funding over that timeframe. Transportation improvements are identified as short-range/constrained (2017-2027) and long-range/unconstrained (2028-037). The RTP must be updated every four years, and it is prepared by the Calaveras Council of Governments in cooperation with Caltrans, Calaveras County, the City of Angels, and other stakeholders. Among the projects identified in the RTP, one is to construct safe routes to school improvements along SR4 and Pennsylvania Gulch Road, including high-visibility crosswalks, signage, and sidewalks, to be constructed in 2025.

6. Caltrans Plans, Directives and Guides

Context-Sensitive Solutions (CSS)

Defined by the Federal Highway Administration (FHWA), the CSS process is a collaborative, interdisciplinary, and holistic approach to the development of transportation projects. Guided by four core principles, the process includes a shared stakeholder vision, a comprehensive understanding of a project's context, flexibility and creativity to produce solutions that link a project to its surrounding environment, and communication and collaboration throughout the project process to enable consensus. Caltrans' policy on CSS is provided through Deputy Directive 22 (DP-22), signed in 2001. As mentioned in the directive, Caltrans uses CSS as an approach to plan, design, construct, maintain, and operate its transportation system. The implementation of DP-22 has influenced multiple policy decisions from Caltrans, including the Deputy Directive Accommodating Non-Motorized Travel (DD-64) in 2001 and its subsequent enhancements (DD-64-R1 in 2008, DD-64-R2 in 2014) to further integrate complete streets into the planning of transportation projects. Another notable application of CSS principles is the development of the "Main Streets California Guide", which provides a range of design solutions that balance community values with efficient operations of all modes. It was first adopted in 2005 with the latest edition updated in 2013.

Full text on the Caltrans Deputy Directive on Context Sensitive Solutions is available for download at http://www.dot.ca.gov/hq/transprog/ocip/te/dp-22.pdf.

Caltrans Deputy Directive Accommodating Non-Motorized Travel (DD-64, DD-64-R1, DD-64-R2)

Originally signed in March 2001, DD-64 gave direction accommodating non-motorized travel, providing expectations to programs related to the need of all non-motorized travelers, including bicyclists, pedestrians, and persons with disabilities statewide. Coinciding with the California Complete Street Act (AB 1358) in 2008, Caltrans updated and strengthened their policy on non-motorized travel with DD-64-R1. This revision

enhanced DD-64 from accommodation to integration of the transportation system, providing "for needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system." Caltrans revised the directive (DD-64-R2) in 2014 to reflect changes of Caltrans division names and management within the organization, as well as reaffirming its commitment to complete streets and its emphasis on multi-modal mobility.

Full text on the current Caltrans Deputy Directive on Accommodating Non-Motorized Travel is available for download at http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/dd_64_r2.pdf.

Caltrans Complete Streets Implementation Action Plan 2.0 (CSIAP 2.0)

Released in 2014, this Plan updates the first Complete Street Implementation Action Plan from 2010. The intent of the Plan is to describe the current Caltrans complete streets policy framework and overview of complete streets efforts statewide. This update also lays out the structure for monitoring, reporting, and overcoming barriers to complete streets. Over 100 additional action items have introduced in this Plan update, further integrating complete streets into all Caltrans functions and processes. Action items include conducting complete streets training courses to Caltrans staff, the development of a statewide Bicycle and Pedestrian Plan and supporting complete street plans for all twelve Caltrans districts. The Plan also includes policies on collecting complete streets data, the creation of performance measures evaluating the effectiveness of bicycle and pedestrian infrastructure, and the revision of Caltrans manuals to be consistent with and supportive of complete streets.

The CSIAP 2.0 Plan is currently available for download here at http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/CSIAP2_rpt.pdf.

Main Streets California Guide

This informational guide was created to serve as a reference on current traffic engineering practices, policies, and standards for Caltrans staff, local partners, and stakeholders to develop a shared vision on projects. In addition, the guide also provides guidance on design practices that aim to improve livability, sustainability, aesthetics, public space, and landscaping. Compatible with current guidance in the Caltrans Highway Design Manual (HDM), Manual of Uniform Traffic Devices (MUTCD), and Project Development Procedures Manual (PDPM), it offers flexibility of design standards for roadways that serve both as a State highway and a community street with traffic speeds typically less than 40 mph (State Highway 4 through Murphys currently has a 35-mph speed limit). The most recent edition of the manual, published in November 2013, includes greater emphasis on complete street investments consistent with recent Caltrans Non-Motorized Travel Deputy Directives, including support of infrastructure improvements that enhance travel conditions for all modes, with design solutions that focus on creating livable and sustainable communities.

The Main Streets California Guide is currently available for download at http://www.dot.ca.gov/hq/LandArch/mainstreet/main_street_3rd_edition.pdf.

Transportation Concept Reports (TCR)

As long-range planning documents, TCRs identify existing conditions and future needs for each route on the State Highway System (SHS). Developed with the Caltrans Mission, Vision, and Goals in mind, each TCR includes an overall route summary, summaries of individual route segments and maps, existing and future travel data along the route, and a list of planned, programmed, and needed projects over the next 20 years. The most current TCR for Highway 4 was published in 2014. The report analyzes the span of the State highway

from San Joaquin County through Stanislaus County, Calaveras County (including the community of Murphys) to Alpine County.

The TCR prepared for Highway 4 is available for download at http://www.dot.ca.gov/dist10/divisions/Planning/advancedplanning/docs/TCR's/SR4TCRFinal.pdf.

Corridor System Management Plan (CSMP)

A multimodal, multijurisdictional way to manage existing transportation infrastructure and systems, the CSMP involves using capacity improvement projects to optimize a corridor versus increasing roadway capacity for automobiles. CSMPs provide a lower cost, higher benefit option to make existing roadway systems more efficient. Improvements may include Intelligent Transportation System (ITS) solutions such as adaptive signals and changeable message signs to better manage traffic flow for drivers, transit, and alternative modes alike. A CSMP was prepared for Highway 4 from the Stanislaus County/Calaveras County line to Lake Alpine in Alpine County in October 2008.

The CSMP prepared for Highway 4 is available for download at http://www.dot.ca.gov/dist10/divisions/Planning/advancedplanning/docs/CSMP's/CSMP's%20added%20to%20website%20June%202013/CSR-4CSMP.pdf.

G. SUMMARY OF KEY ISSUES AND OPPORTUNITIES

Main Street Murphys is a well-loved destination for travelers and residents alike. The scale and amenities make for a pleasant, pedestrian oriented experience. However, as this existing conditions survey shows, there is a need for improved facilities to encourage residents, students, employees, and travelers of all ages to be able to walk and bicycle to destinations in town. The benefits are many; they include improvements to safety for pedestrians, bicycles, transit users, and drivers; health benefits for the walker or bicycler; reduction of congestion by automobiles; more available parking; reduction of air polluting and greenhouse gas emissions; support to the Murphys economy by creating a more pleasant walking environment for wine tasting and other activities; and the benefits to the public life of Murphys from seeing more people of all ages strolling and cycling.

Below is a summary of the key issues and opportunities that were identified through this analysis.

- Demographics. While Murphys has a higher per capita income and higher mean household income than Calaveras County and the State of California, Murphys has a substantially higher percentage of households with lower incomes than the county or state. Coupled with the much higher proportion of people aged 65 and older and the higher percentage of people who walk to work, these data suggest that there is a need for complete streets improvements in Murphys, and that these improvements will be well-utilized once constructed.
- Walkability and Bikeability. Some Murphys children live within walking distance to Michelson Elementary, and many more live within a reasonable biking distance, but the lack of a safe walking or biking environment deters this activity. In addition, many Murphys households are within walking distance to Main Street, including the Murphys Diggins senior community, but many require crossing SR4 where there are no safe crossings. Hotels are located within walking distance to Main Street, but also lack a safe pedestrian environment, including no sidewalks and challenging roadway crossings. Many parts of the study area can access bus stops on foot or bike, but again are deterred by unsafe conditions.

- **Signage.** As shown in the report, there are multiple "Welcome to Murphys" signs oriented to travelers coming from the south, and some are not very visible. The community could consider consolidating this signage in fewer, higher visibility locations to create a greater impact. For southbound travelers, there are no entryway signs visible. The Michelson School fence serves as the community billboard and seems to be working well. Some of the commercial signage along SR4 makes for a cluttered appearance, and the community may want to consider ways to regulate commercial signage along SR4 with guidelines.
- **Engineering.** There are two ongoing projects along SR4: the Murphys Sanitary District sewer replacement project and the Caltrans SHOPP project. The Complete Streets project should continue to coordinate with those ongoing projects. The engineering analysis has reviewed in larger scale the streets in the study area and has uncovered many issues that will need to be addressed to improve mobility for bicycles and pedestrians. This analysis is intended to be supplemented with additional input from community members and stakeholders in the next tasks in the Complete Streets project.
- **Safety.** Historic collision data shows a concentration of accidents have occurred at Pennsylvania Gulch Road and SR4 in previous years. Unsafe conditions from vehicle collision history, particularly near Feeney Park and the school (which involve children and are therefore are the two most sensitive uses along the corridor) need to be addressed. Overall, the number of collisions in Murphys was not found to be high, but the lack of facilities for bicyclists and pedestrians may discourage these modes of transportation and thereby keep bike and pedestrian collision counts low.
- **Bicyclist and Pedestrian Comfort.** The bicyclist and pedestrian comfort analysis quantifies and documents poor bicycle and pedestrian conditions along the SR4 corridor. The factors that would need to be improved in order to increase comfort include lower speeds, increased separation between users, bike lanes and sidewalks, shorter and marked crossings, lighting, and landscaping. Given the high percentage of the Murphys population who are older, combined with the Senior Center and Murphys Diggins retirement community located along the corridor, as well as the youth who attend and use the school and park along the corridor, the community should consider the need to strive for low stress facilities.
- **Regulatory and Planning Framework.** Many documents that pertain to land use and transportation planning in Murphys are supportive of complete streets goals. These include the 2002 Murphys Circulation Study, the Regional Bicycle, Pedestrian and Safe Routes to School Master Plan, and the RTP. Any proposed improvements are required to be designed to County and Caltrans standards, but many documents and online sources provide ideas and guidance for developing physical solutions in this context of a walkable, historic town along a busy vehicle corridor. Some of these resources, which focus on context-sensitive solutions, include the Caltrans Main Streets California Guide, the Corridor System Management Plan for Highway 4, and FHWA's online peer-networking website at https://www.fhwa.dot.gov/planning/css/.

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Appendix A:
Supporting Data

Demographic Data

DP-1

Profile of General Demographic Characteristics: 2000

Census 2000 Summary File 1 (SF 1) 100-Percent Data

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see http://www.census.gov/prod/cen2000/doc/sf1.pdf

Subject	Murphys CDP, California	
	Number	Percent
Total population	2,061	100.0
SEX AND AGE		
Male	966	46.9
Female	1,095	53.1
Under 5 years	74	3.6
5 to 9 years	108	5.2
10 to 14 years	146	7.1
15 to 19 years	123	6.0
20 to 24 years	40	1.9
25 to 34 years	130	6.3
35 to 44 years	274	13.3
45 to 54 years	316	15.3
55 to 59 years	135	6.6
60 to 64 years	127	6.2
65 to 74 years	257	12.5
75 to 84 years	250	12.1
85 years and over	81	3.9
Median age (years)	49.1	(X)
18 years and over	1,653	80.2
Male	761	36.9
Female	892	43.3
21 years and over	1,600	77.6
62 years and over	663	32.2
65 years and over	588	28.5
Male	255	12.4
Female	333	16.2
RACE		
One race	2,039	98.9
White	1,943	94.3
Black or African American	7	0.3
American Indian and Alaska Native	20	1.0
Asian	18	0.9
Asian Indian	4	0.2
Chinese	7	0.3
Filipino	0	0.0
Japanese	3	0.1
Korean	2	0.1
Vietnamese	0	0.0
Other Asian [1]	2	0.1
Native Hawaiian and Other Pacific Islander	2	0.1
Native Hawaiian	1	0.0
Guamanian or Chamorro	1	0.0

Subject	Murphys CDP, California	
	Number	Percent
Samoan	0	0.0
Other Pacific Islander [2]	0	0.0
Some other race	49	2.4
Two or more races	22	1.1
Race alone or in combination with one or more other races [3]		
White	1,965	95.3
Black or African American	7	0.3
American Indian and Alaska Native	34	1.6
Asian	18	0.9
Native Hawaiian and Other Pacific Islander	5	0.2
Some other race	54	2.6
HISPANIC OR LATINO AND RACE		
Total population	2,061	100.0
Hispanic or Latino (of any race)	116	5.6
Mexican	77	3.7
Puerto Rican	4	0.2
Cuban	3	0.1
Other Hispanic or Latino	32	1.6
Not Hispanic or Latino	1,945	94.4
White alone	1,882	91.3
RELATIONSHIP		
Total population	2,061	100.0
In households	2,061	100.0
Householder	945	45.9
Spouse	526	25.5
Child	468	22.7
Own child under 18 years	382	18.5
Other relatives	52	2.5
Under 18 years	22	1.1
Nonrelatives	70	3.4
Unmarried partner	36	1.7
In group quarters	0	0.0
Institutionalized population	0	0.0
Noninstitutionalized population	0	0.0
HOUSEHOLDS BY TYPE		
Total households	945	100.0
Family households (families)	611	64.7
With own children under 18 years	208	22.0
Married-couple family	526	55.7
With own children under 18 years	163	17.2
Female householder, no husband present	59	6.2
With own children under 18 years	30	3.2
Nonfamily households	334	35.3
Householder living alone	290	30.7
Householder 65 years and over	183	19.4
Households with individuals under 18 years	223	23.6
Households with individuals 65 years and over	421	44.6
Average household size	2.18	(X)
Average family size	2.71	(X)
HOUSING OCCUPANCY		
Total housing units	1,094	100.0
Occupied housing units	945	86.4
Vacant housing units	149	13.6
For seasonal, recreational, or occasional use	85	7.8
Homeowner vacancy rate (percent)	1.7	(X)
Rental vacancy rate (percent)	4.2	(X)
HOUSING TENURE		
Occupied housing units	945	100.0
Owner-occupied housing units	691	73.1

Subject	Murphys CDP, California	
	Number	Percent
Renter-occupied housing units	254	26.9
Average household size of owner-occupied unit	2.17	(X)
Average household size of renter-occupied unit	2.21	(X)

(X) Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] In combination with one or more other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, P3, P4, P8, P9, P12, P13, P,17, P18, P19, P20, P23, P27, P28, P33, PCT5, PCT8, PCT11, PCT15, H1, H3, H4, H5, H11, and H12.

DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see http://www.census.gov/prod/cen2010/doc/dpsf.pdf.

Geography: Murphys CDP, California

Subject	Number	Percent
SEX AND AGE		
Total population	2,213	100.0
Under 5 years	89	4.0
5 to 9 years	104	4.7
10 to 14 years	126	5.7
15 to 19 years	123	5.6
20 to 24 years	68	3.1
25 to 29 years	69	3.1
30 to 34 years	89	4.0
35 to 39 years	64	2.9
40 to 44 years	105	4.7
45 to 49 years	136	6.1
50 to 54 years	166	7.5
55 to 59 years	201	9.1
60 to 64 years	223	10.1
65 to 69 years	163	7.4
70 to 74 years	148	6.7
75 to 79 years	112	5.1
80 to 84 years	111	5.0
85 years and over	116	5.2
Median age (years)	54.1	(X)
16 years and over	1,867	84.4
18 years and over	1,812	81.9
21 years and over	1,762	79.6
62 years and over	775	35.0
65 years and over	650	29.4
Male population	1,004	45.4
Under 5 years	45	2.0
5 to 9 years	47	2.1
10 to 14 years	65	2.9
15 to 19 years	58	2.6
20 to 24 years	36	1.6
25 to 29 years	32	1.4
30 to 34 years	47	2.1
35 to 39 years	30	1.4
40 to 44 years	46	2.1
45 to 49 years	57	2.6
50 to 54 years	93	4.2
55 to 59 years	87	3.9
60 to 64 years	89	4.0

Subject	Number	Percent
65 to 69 years	83	3.8
70 to 74 years	54	2.4
75 to 79 years	49	2.2
80 to 84 years	51	2.3
85 years and over	35	1.6
Median age (years)	52.6	(X)
16 years and over	831	37.6
18 years and over	808	36.5
21 years and over	785	35.5
62 years and over	322	14.6
65 years and over	272	12.3
Female population	1,209	54.6
Under 5 years	44	2.0
5 to 9 years	57	2.6
10 to 14 years	61	2.8
15 to 19 years	65	2.9
20 to 24 years	32	1.4
25 to 29 years	37	1.7
30 to 34 years	42	1.9
35 to 39 years	34	1.5
40 to 44 years	59	2.7
45 to 49 years	79	3.6
50 to 54 years	73	3.3
55 to 59 years	114	5.2
60 to 64 years	134	6.1
65 to 69 years	80	3.6
70 to 74 years	94	4.2
75 to 79 years	63	2.8
80 to 84 years	60	2.7
85 years and over	81	3.7
Median age (years)	56.0	(X)
16 years and over	1,036	46.8
18 years and over	1,004	45.4
21 years and over	977	44.1
62 years and over	453	20.5
65 years and over	378	17.1
RACE		
Total population	2,213	100.0
One Race	2,170	98.1
White	2,045	92.4
Black or African American	9	0.4
American Indian and Alaska Native	17	0.8
Asian	7	0.3
Asian Indian	0	0.0
Chinese	4	0.2
Filipino	1	0.0
Japanese	0	0.0
Korean	1	0.0
Vietnamese	0	0.0
Other Asian [1]	1	0.0
Native Hawaiian and Other Pacific Islander	10	0.5
Native Hawaiian	1	0.0
Guamanian or Chamorro	2	0.1
Samoan	1	0.0

Subject	Number	Percent
Other Pacific Islander [2]	6	0.3
Some Other Race	82	3.7
Two or More Races	43	1.9
White; American Indian and Alaska Native [3]	21	0.9
White; Asian [3]	7	0.3
White; Black or African American [3]	4	0.2
White; Some Other Race [3]	4	0.2
Race alone or in combination with one or more other races: [4]		
White	2,083	94.1
Black or African American	16	0.7
American Indian and Alaska Native	43	1.9
Asian	18	0.8
Native Hawaiian and Other Pacific Islander	14	0.6
Some Other Race	86	3.9
HISPANIC OR LATINO		
Total population	2,213	100.0
Hispanic or Latino (of any race)	223	10.1
Mexican	166	7.5
Puerto Rican	6	0.3
Cuban	3	0.1
Other Hispanic or Latino [5]	48	2.2
Not Hispanic or Latino	1,990	89.9
HISPANIC OR LATINO AND RACE		
Total population	2,213	100.0
Hispanic or Latino	223	10.1
White alone	128	5.8
Black or African American alone	1	0.0
American Indian and Alaska Native alone	1	0.0
Asian alone	0	0.0
Native Hawaiian and Other Pacific Islander alone	0	0.0
Some Other Race alone	82	3.7
Two or More Races	11	0.5
Not Hispanic or Latino	1,990	89.9
White alone	1,917	86.6
Black or African American alone	8	0.4
American Indian and Alaska Native alone	16	0.7
Asian alone	7	0.3
Native Hawaiian and Other Pacific Islander alone	10	0.5
Some Other Race alone	0	0.0
Two or More Races	32	1.4
RELATIONSHIP		
Total population	2,213	100.0
In households	2,213	100.0
Householder	1,053	47.6
Spouse [6]	505	22.8
Child	483	21.8
Own child under 18 years	363	16.4
Other relatives	69	3.1
Under 18 years	27	1.2
65 years and over	10	0.5
Nonrelatives	103	4.7
Under 18 years	11	0.5
65 years and over	15	0.7
Unmarried partner	48	2.2
In group quarters	0	0.0

Subject	Number	Percent
Institutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
Noninstitutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
HOUSEHOLDS BY TYPE		
Total households	1,053	100.0
Family households (families) [7]	623	59.2
With own children under 18 years	198	18.8
Husband-wife family	505	48.0
With own children under 18 years	128	12.2
Male householder, no wife present	37	3.5
With own children under 18 years	26	2.5
Female householder, no husband present	81	7.7
With own children under 18 years	44	4.2
Nonfamily households [7]	430	40.8
Householder living alone	378	35.9
Male	113	10.7
65 years and over	48	4.6
Female	265	25.2
65 years and over	178	16.9
Households with individuals under 18 years	219	20.8
Households with individuals 65 years and over	484	46.0
Average household size	2.10	(X)
Average family size [7]	2.70	(X)
HOUSING OCCUPANCY		
Total housing units	1,256	100.0
Occupied housing units	1,053	83.8
Vacant housing units	203	16.2
For rent	23	1.8
Rented, not occupied	6	0.5
For sale only	31	2.5
Sold, not occupied	8	0.6
For seasonal, recreational, or occasional use	99	7.9
All other vacants	36	2.9
Homeowner vacancy rate (percent) [8]	4.1	(X)
Rental vacancy rate (percent) [9]	6.5	(X)
HOUSING TENURE		
Occupied housing units	1,053	100.0
Owner-occupied housing units	726	68.9
Population in owner-occupied housing units	1,491	(X)
Average household size of owner-occupied units	2.05	(X)
Renter-occupied housing units	327	31.1
Population in renter-occupied housing units	722	(X)
Average household size of renter-occupied units	2.21	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six

percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South American countries. It also includes general origin responses such as "Latino" or "Hispanic."
[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."
[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.
[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.
Source: U.S. Census Bureau, 2010 Census.

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Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE				
Total population	2,088	+/-379	2,088	(X)
Male	907	+/-192	43.4%	+/-4.9
Female	1,181	+/-241	56.6%	+/-4.9
Under 5 years	58	+/-51	2.8%	+/-2.3
5 to 9 years	76	+/-56	3.6%	+/-2.4
10 to 14 years	55	+/-31	2.6%	+/-1.3
15 to 19 years	185	+/-121	8.9%	+/-4.9
20 to 24 years	15	+/-25	0.7%	+/-1.2
25 to 34 years	78	+/-60	3.7%	+/-2.6
35 to 44 years	152	+/-89	7.3%	+/-3.6
45 to 54 years	281	+/-121	13.5%	+/-5.1
55 to 59 years	116	+/-63	5.6%	+/-2.9
60 to 64 years	279	+/-104	13.4%	+/-4.6
65 to 74 years	382	+/-99	18.3%	+/-5.6
75 to 84 years	265	+/-121	12.7%	+/-5.7
85 years and over	146	+/-61	7.0%	+/-3.0
Median age (years)	60.7	+/-4.7	(X)	(X)
18 years and over	1,757	+/-290	84.1%	+/-5.3
21 years and over	1,699	+/-263	81.4%	+/-5.6
62 years and over	990	+/-169	47.4%	+/-9.3
65 years and over	793	+/-154	38.0%	+/-8.5
18 years and over	1,757	+/-290	1,757	(X)
Male	758	+/-150	43.1%	+/-4.0
Female	999	+/-173	56.9%	+/-4.0
65 years and over	793	+/-154	793	(X)
Male	341	+/-99	43.0%	+/-7.3

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Female	452	+/-91	57.0%	+/-7.3
RACE				
Total population	2,088	+/-379	2,088	(X)
One race	2,081	+/-381	99.7%	+/-0.6
Two or more races	7	+/-11	0.3%	+/-0.6
One race	2,081	+/-381	99.7%	+/-0.6
White	2,014	+/-380	96.5%	+/-3.8
Black or African American	0	+/-12	0.0%	+/-1.5
American Indian and Alaska Native	67	+/-76	3.2%	+/-3.6
Cherokee tribal grouping	7	+/-11	0.3%	+/-0.5
Chippewa tribal grouping	0	+/-12	0.0%	+/-1.5
Navajo tribal grouping	0	+/-12	0.0%	+/-1.5
Sioux tribal grouping	0	+/-12	0.0%	+/-1.5
Asian	0	+/-12	0.0%	+/-1.5
Asian Indian	0	+/-12	0.0%	+/-1.5
Chinese	0	+/-12	0.0%	+/-1.5
Filipino	0	+/-12	0.0%	+/-1.5
Japanese	0	+/-12	0.0%	+/-1.5
Korean	0	+/-12	0.0%	+/-1.5
Vietnamese	0	+/-12	0.0%	+/-1.5
Other Asian	0	+/-12	0.0%	+/-1.5
Native Hawaiian and Other Pacific Islander	0	+/-12	0.0%	+/-1.5
Native Hawaiian	0	+/-12	0.0%	+/-1.5
Guamanian or Chamorro	0	+/-12	0.0%	+/-1.5
Samoan	0	+/-12	0.0%	+/-1.5
Other Pacific Islander	0	+/-12	0.0%	+/-1.5
Some other race	0	+/-12	0.0%	+/-1.5
Two or more races	7	+/-11	0.3%	+/-0.6
White and Black or African American	0	+/-12	0.0%	+/-1.5
White and American Indian and Alaska Native	7	+/-11	0.3%	+/-0.6
White and Asian	0	+/-12	0.0%	+/-1.5
Black or African American and American Indian and Alaska Native	0	+/-12	0.0%	+/-1.5
Race alone or in combination with one or more other races				
Total population	2,088	+/-379	2,088	(X)
White	2,021	+/-378	96.8%	+/-3.6
Black or African American	0	+/-12	0.0%	+/-1.5
American Indian and Alaska Native	74	+/-80	3.5%	+/-3.8
Asian	0	+/-12	0.0%	+/-1.5
Native Hawaiian and Other Pacific Islander	0	+/-12	0.0%	+/-1.5
Some other race	0	+/-12	0.0%	+/-1.5
HISPANIC OR LATINO AND RACE				
Total population	2,088	+/-379	2,088	(X)
Hispanic or Latino (of any race)	134	+/-116	6.4%	+/-5.2
Mexican	78	+/-76	3.7%	+/-3.6
Puerto Rican	41	+/-66	2.0%	+/-3.0
Cuban	0	+/-12	0.0%	+/-1.5
Other Hispanic or Latino	15	+/-23	0.7%	+/-1.1
Not Hispanic or Latino	1,954	+/-351	93.6%	+/-5.2
White alone	1,933	+/-353	92.6%	+/-5.4
Black or African American alone	0	+/-12	0.0%	+/-1.5
American Indian and Alaska Native alone	14	+/-16	0.7%	+/-0.8
Asian alone	0	+/-12	0.0%	+/-1.5
Native Hawaiian and Other Pacific Islander alone	0	+/-12	0.0%	+/-1.5

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Some other race alone	0	+/-12	0.0%	+/-1.5
Two or more races	7	+/-11	0.3%	+/-0.6
Two races including Some other race	0	+/-12	0.0%	+/-1.5
Two races excluding Some other race, and Three or more races	7	+/-11	0.3%	+/-0.6
Total housing units	1,319	+/-116	(X)	(X)
CITIZEN, VOTING AGE POPULATION				
Citizen, 18 and over population	1,725	+/-290	1,725	(X)
Male	737	+/-153	42.7%	+/-4.2
Female	988	+/-173	57.3%	+/-4.2

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

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DP05

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Subject	Calaveras County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE				
Total population	44,787	*****	44,787	(X)
Male	22,156	+/-158	49.5%	+/-0.4
Female	22,631	+/-158	50.5%	+/-0.4
Under 5 years	1,827	+/-57	4.1%	+/-0.1
5 to 9 years	2,551	+/-280	5.7%	+/-0.6
10 to 14 years	1,973	+/-280	4.4%	+/-0.6
15 to 19 years	2,590	+/-157	5.8%	+/-0.3
20 to 24 years	1,993	+/-148	4.4%	+/-0.3
25 to 34 years	3,779	+/-196	8.4%	+/-0.4
35 to 44 years	4,043	+/-210	9.0%	+/-0.5
45 to 54 years	6,346	+/-218	14.2%	+/-0.5
55 to 59 years	4,276	+/-461	9.5%	+/-1.0
60 to 64 years	4,164	+/-468	9.3%	+/-1.0
65 to 74 years	7,064	+/-205	15.8%	+/-0.5
75 to 84 years	3,093	+/-236	6.9%	+/-0.5
85 years and over	1,088	+/-205	2.4%	+/-0.5
Median age (years)	51.2	+/-0.4	(X)	(X)
18 years and over	36,745	+/-104	82.0%	+/-0.2
21 years and over	35,435	+/-198	79.1%	+/-0.4
62 years and over	13,819	+/-451	30.9%	+/-1.0
65 years and over	11,245	+/-211	25.1%	+/-0.5
18 years and over	36,745	+/-104	36,745	(X)
Male	18,113	+/-114	49.3%	+/-0.3
Female	18,632	+/-98	50.7%	+/-0.3
65 years and over	11,245	+/-211	11,245	(X)
Male	5,535	+/-107	49.2%	+/-0.9

Subject	Calaveras County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Female	5,710	+/-171	50.8%	+/-0.9
RACE				
Total population	44,787	*****	44,787	(X)
One race	43,012	+/-311	96.0%	+/-0.7
Two or more races	1,775	+/-311	4.0%	+/-0.7
One race	43,012	+/-311	96.0%	+/-0.7
White	41,304	+/-229	92.2%	+/-0.5
Black or African American	258	+/-119	0.6%	+/-0.3
American Indian and Alaska Native	453	+/-231	1.0%	+/-0.5
Cherokee tribal grouping	89	+/-58	0.2%	+/-0.1
Chippewa tribal grouping	9	+/-15	0.0%	+/-0.1
Navajo tribal grouping	0	+/-25	0.0%	+/-0.1
Sioux tribal grouping	0	+/-25	0.0%	+/-0.1
Asian	448	+/-99	1.0%	+/-0.2
Asian Indian	0	+/-25	0.0%	+/-0.1
Chinese	104	+/-85	0.2%	+/-0.2
Filipino	137	+/-90	0.3%	+/-0.2
Japanese	54	+/-49	0.1%	+/-0.1
Korean	53	+/-40	0.1%	+/-0.1
Vietnamese	3	+/-7	0.0%	+/-0.1
Other Asian	97	+/-75	0.2%	+/-0.2
Native Hawaiian and Other Pacific Islander	155	+/-179	0.3%	+/-0.4
Native Hawaiian	4	+/-9	0.0%	+/-0.1
Guamanian or Chamorro	0	+/-25	0.0%	+/-0.1
Samoan	118	+/-170	0.3%	+/-0.4
Other Pacific Islander	33	+/-53	0.1%	+/-0.1
Some other race	394	+/-158	0.9%	+/-0.4
Two or more races	1,775	+/-311	4.0%	+/-0.7
White and Black or African American	264	+/-120	0.6%	+/-0.3
White and American Indian and Alaska Native	817	+/-243	1.8%	+/-0.5
White and Asian	489	+/-127	1.1%	+/-0.3
Black or African American and American Indian and Alaska Native	38	+/-54	0.1%	+/-0.1
Race alone or in combination with one or more other races				
Total population	44,787	*****	44,787	(X)
White	42,979	+/-334	96.0%	+/-0.7
Black or African American	607	+/-101	1.4%	+/-0.2
American Indian and Alaska Native	1,310	+/-217	2.9%	+/-0.5
Asian	1,002	+/-51	2.2%	+/-0.1
Native Hawaiian and Other Pacific Islander	197	+/-186	0.4%	+/-0.4
Some other race	481	+/-186	1.1%	+/-0.4
HISPANIC OR LATINO AND RACE				
Total population	44,787	*****	44,787	(X)
Hispanic or Latino (of any race)	5,028	*****	11.2%	*****
Mexican	4,207	+/-260	9.4%	+/-0.6
Puerto Rican	115	+/-119	0.3%	+/-0.3
Cuban	24	+/-30	0.1%	+/-0.1
Other Hispanic or Latino	682	+/-225	1.5%	+/-0.5
Not Hispanic or Latino	39,759	*****	88.8%	*****
White alone	36,857	+/-54	82.3%	+/-0.1
Black or African American alone	256	+/-120	0.6%	+/-0.3
American Indian and Alaska Native alone	400	+/-216	0.9%	+/-0.5
Asian alone	448	+/-99	1.0%	+/-0.2
Native Hawaiian and Other Pacific Islander alone	155	+/-179	0.3%	+/-0.4

Subject	Calaveras County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Some other race alone	33	+/-52	0.1%	+/-0.1
Two or more races	1,610	+/-271	3.6%	+/-0.6
Two races including Some other race	7	+/-11	0.0%	+/-0.1
Two races excluding Some other race, and Three or more races	1,603	+/-270	3.6%	+/-0.6
Total housing units	28,104	+/-79	(X)	(X)
CITIZEN, VOTING AGE POPULATION				
Citizen, 18 and over population	35,474	+/-436	35,474	(X)
Male	17,553	+/-237	49.5%	+/-0.4
Female	17,921	+/-264	50.5%	+/-0.4

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Total Estimated and Projected Population for California and Counties: July 1, 2010 to July 1, 2060 in 1-year Increments

	Estimates								Projections							
Population	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
California	37,335,085	37,675,500	38,042,760	38,373,749	38,739,792	39,059,415	39,312,207	39,613,019	39,952,483	40,295,352	40,639,392	40,980,939	41,321,565	41,659,526	41,994,283	42,326,397
Alameda County	1,515,354	1,532,186	1,554,698	1,576,023	1,600,366	1,621,005	1,637,176	1,650,818	1,668,399	1,686,072	1,703,660	1,721,450	1,738,893	1,756,373	1,773,448	1,790,456
Alpine County	1,175	1,169	1,162	1,159	1,155	1,150	1,128	1,115	1,108	1,104	1,107	1,108	1,109	1,110	1,103	1,106
Amador County	38,069	37,894	37,746	37,582	37,448	37,313	37,181	37,050	37,184	37,350	37,560	37,795	38,032	38,268	38,514	38,760
Butte County	220,193	220,563	221,708	222,083	223,727	224,180	224,761	226,470	227,804	229,295	230,701	232,147	233,693	235,258	236,896	238,538
Calaveras County	45,535	45,414	45,305	45,116	45,010	44,899	44,747	44,609	44,692	44,808	44,953	45,126	45,308	45,507	45,721	45,934
Colusa County	21,465	21,626	21,781	21,972	22,139	22,271	22,428	22,580	22,768	22,958	23,144	23,326	23,507	23,686	23,871	24,053
Contra Costa County	1,051,669	1,063,888	1,075,825	1,089,906	1,103,248	1,117,459	1,129,332	1,138,039	1,151,442	1,165,190	1,178,639	1,192,214	1,205,638	1,218,811	1,232,102	1,245,480
Del Norte County	28,389	28,214	27,998	27,544	27,210	27,080	26,956	26,858	26,901	26,950	26,997	27,051	27,105	27,153	27,207	27,262
El Dorado County	181,008	180,917	181,157	182,348	182,578	183,147	184,085	186,123	187,232	188,303	189,576	190,834	192,260	193,826	195,376	197,090
Fresno County	932,501	941,904	950,364	959,142	969,193	979,636	988,072	999,929	1,010,899	1,021,856	1,033,095	1,044,330	1,055,752	1,066,815	1,078,034	1,088,990
Glenn County	28,182	28,374	28,508	28,684	28,828	28,960	29,084	29,210	29,365	29,524	29,691	29,872	30,054	30,225	30,416	30,611
Humboldt County	134,998	135,349	134,816	134,895	134,668	135,032	135,884	136,113	136,785	137,314	137,711	138,146	138,643	138,970	139,249	139,576
Imperial County	175,200	177,792	179,402	180,267	182,989	185,072	186,520	188,650	191,120	193,427	195,814	198,183	200,513	202,847	205,239	207,638
Inyo County	18,539	18,536	18,569	18,585	18,626	18,640	18,658	18,592	18,633	18,679	18,724	18,772	18,823	18,866	18,906	18,947
Kern County	841,537	849,497	857,808	868,181	876,403	883,494	887,922	898,825	908,597	919,366	930,885	943,086	955,825	969,360	982,718	996,506
Kings County	152,163	151,430	150,028	150,330	149,507	149,832	149,172	150,587	151,821	153,175	154,549	156,115	157,578	159,136	160,704	162,195
Lake County	64,953	64,807	64,905	64,790	65,129	64,815	64,712	64,979	65,038	65,156	65,302	65,464	65,654	65,870	66,074	66,294
Lassen County	34,784	34,512	33,002	32,299	31,842	30,958	30,599	30,652	30,647	30,638	30,626	30,606	30,582	30,552	30,519	30,478
Los Angeles County	9,838,771	9,901,530	9,990,250	10,056,283	10,124,610	10,179,482	10,215,103	10,271,792	10,327,815	10,381,835	10,435,036	10,485,492	10,534,881	10,581,976	10,627,846	10,671,800
Madera County	150,145	151,489	150,791	152,220	154,057	154,753	155,518	157,472	159,168	160,980	162,990	165,123	167,267	169,603	171,877	174,332
Marin County	252,286	254,453	255,897	258,721	261,104	261,669	262,706	262,545	263,394	264,349	265,152	266,077	266,783	267,545	268,172	268,879
Mariposa County	18,245	18,237	18,223	18,154	18,127	18,088	18,057	17,996	17,998	18,014	18,031	18,054	18,080	18,111	18,139	18,181
Mendocino County	87,667	87,226	87,976	88,040	88,440	88,264	88,779	89,124	89,459	89,815	90,175	90,529	90,879	91,243	91,593	91,940
Merced County	256,810	260,108	262,946	264,815	267,659	269,870	272,286	276,275	279,570	283,084	286,746	290,495	294,363	298,249	302,217	306,143
Modoc County	9,689	9,686	9,634	9,603	9,564	9,510	9,506	9,521	9,484	9,454	9,422	9,396	9,378	9,359	9,338	9,318
Mono County	14,007	14,261	14,100	13,902	13,939	13,841	13,801	13,798	13,848	13,914	13,986	14,061	14,133	14,203	14,283	14,360
Monterey County	414,945	419,490	424,036	426,613	429,810	435,342	439,945	442,808	446,873	450,846	454,599	458,234	461,820	465,396	469,013	472,505
Napa County	136,281	137,234	138,651	139,282	140,550	141,183	141,569	141,624	142,337	143,069	143,800	144,654	145,557	146,464	147,241	148,197
Nevada County	98,526	98,390	98,032	97,703	98,291	98,067	98,300	98,433	98,757	99,184	99,548	100,020	100,483	100,958	101,545	102,135
Orange County	3,014,677	3,048,756	3,083,962	3,110,678	3,138,057	3,162,622	3,179,122	3,200,748	3,220,451	3,240,543	3,260,012	3,278,907	3,297,193	3,315,412	3,333,220	3,350,668
Placer County	350,040	355,260	359,578	363,863	367,878	370,973	375,805	381,675	386,706	391,993	397,368	402,875	408,507	414,159	419,777	425,557
Plumas County	19,982	19,927	19,883	19,769	19,692	19,598	19,535	19,481	19,439	19,401	19,374	19,347	19,317	19,296	19,266	19,241
Riverside County	2,196,083	2,227,674	2,252,777	2,276,143	2,305,693	2,331,960	2,359,588	2,389,723	2,425,939	2,463,191	2,500,975	2,538,566	2,576,122	2,613,313	2,649,971	2,686,242
Sacramento County	1,421,458	1,433,805	1,444,986	1,455,502	1,473,374	1,488,600	1,503,536	1,519,381	1,537,189	1,555,021	1,572,886	1,591,268	1,609,526	1,627,880	1,646,394	1,664,687
San Benito County	55,401	55,894	56,333	56,750	57,167	57,587	58,010	58,416	58,938	59,497	60,067	60,668	61,296	61,951	62,602	63,265
San Bernardino County	2,043,484	2,064,762	2,077,397	2,091,890	2,110,975	2,128,499	2,143,578	2,163,680	2,185,083	2,207,672	2,230,602	2,254,211	2,278,414	2,302,993	2,327,528	2,352,322
San Diego County	3,101,036	3,135,522	3,173,442	3,207,852	3,247,475	3,274,141	3,295,816	3,320,108	3,346,155	3,372,342	3,398,672	3,424,350	3,449,506	3,474,173	3,498,207	3,521,600
San Francisco County	809,753	820,194	833,120	844,066	854,421	864,783	872,463	880,418	888,817	897,312	905,637	914,070	922,560	930,525	938,569	946,561
San Joaquin County	687,992	694,410	700,638	706,148	717,490	728,110	738,343	749,092	760,173	771,535	782,662	793,737	805,141	816,229	827,571	838,755
San Luis Obispo County	269,031	270,324	272,527	273,441	275,999	276,534	278,080	278,532	280,488	282,230	284,126	285,967	287,754	289,529	291,170	292,729
San Mateo County	720,695	729,429	740,850	749,165	756,866	764,711	768,507	772,900	779,546	785,847	792,271	798,237	803,962	809,517	815,084	820,318
Santa Barbara County	423,567	425,354	430,318	435,329	440,090	444,491	447,309	450,216	453,733	457,138	460,444	463,703	466,937	470,132	473,138	476,227
Santa Clara County	1,790,185	1,813,986	1,840,582	1,866,836	1,892,692	1,918,777	1,932,827	1,945,465	1,967,519	1,989,441	2,011,436	2,032,840	2,054,193	2,075,619	2,096,718	2,117,959
Santa Cruz County	262,425	265,305	267,826	270,609	271,860	274,563	275,754	276,452	278,495	280,630	282,627	284,627	286,507	288,439	290,425	292,350
Shasta County	177,125	177,364	177,804	178,537	178,949	178,365	177,631	178,501	178,899	179,402	180,198	180,837	181,792	182,664	183,605	184,526
Sierra County	3,233	3,216	3,206	3,187	3,161	3,149	3,141	3,133	3,132	3,127	3,129	3,126	3,128	3,128	3,123	3,121
Siskiyou County	44,862	44,792	44,765	44,652	44,607	44,491	44,373	44,239	44,206	44,185	44,186	44,186	44,203	44,224	44,239	44,266
Solano County	412,525	414,659	417,480	420,732	425,494	429,272	433,412	437,309	442,796	448,332	453,784	459,191	464,487	469,958	475,379	480,712
Sonoma County	483,541	486,713	489,576	494,364	497,957	500,919	503,152	503,883	507,490	511,308	515,486	519,418	523,395	527,329	531,347	535,261
Stanislaus County	515,940	518,957	523,698	527,732	531,588	537,608	543,592	551,557	558,353	565,196	572,000	578,625	585,309	592,117	598,743	605,463
Sutter County	94,859	95,458	96,048	96,540	97,102	97,617	98,208	98,720	99,528	100,439	101,418	102,365	103,279	104,199	105,300	106,317
Tehama County	63,505	63,621	63,711	63,731	63,847	63,977	64,158	64,294	64,526	64,804	65,119	65,450	65,798	66,166	66,530	66,937
Trinity County	13,779	13,733	13,704	13,667	13,613	13,562	13,492	13,455	13,424	13,404	13,389	13,374	13,362	13,345	13,334	13,332
Tulare County	442,330	447,350	452,000	455,891	459,910	464,337	467,960	472,748	477,679	482,697	487,733	492,839	497,943	503,093	508,160	513,541
Tuolumne County	55,350	55,190	55,033	54,894	54,684	54,529	54,291	54,036	53,980	53,964	53,976	54,019	54,076	54,124	54,219	54,313
Ventura County	824,441	831,606	836,782	842,964	848,038	852,199	853,673	856,111	860,426	864,821	869,486	874,223	879,139	884,148	889,234	894,257
Yolo County	202,385	203,048	205,712	208,223	209,921	212,850	216,726	219,468	222,745	225,887	229,023	232,273	235,464	238,682	241,863	245,199
Yuba County	72,315	73,015	73,704	74,352	74,975	75,579	76,138	76,691	77,490	78,284	79,087	79,880	80,662	81,442	82,206	82,967

	Projections																		
Population	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
California	42,655,695	42,981,484	43,304,691	43,624,393	43,939,250	44,250,503	44,556,617	44,856,079	45,150,800	45,440,735	45,726,459	46,006,009	46,277,743	46,544,307	46,804,202	47,056,631	47,303,447	47,544,426	47,778,649
Alameda County	1,807,014	1,823,749	1,840,472	1,857,369	1,873,622	1,889,829	1,906,151	1,922,119	1,937,920	1,953,455	1,968,698	1,983,851	1,998,534	2,012,960	2,027,328	2,041,375	2,054,950	2,068,411	2,081,903
Alpine County	1,119	1,124	1,116	1,129	1,134	1,138	1,144	1,148	1,147	1,150	1,158	1,162	1,157	1,157	1,145	1,143	1,128	1,120	1,118
Amador County	39,000	39,231	39,482	39,708	39,917	40,134	40,327	40,520	40,699	40,866	41,012	41,162	41,287	41,399	41,502	41,584	41,673	41,772	41,869
Butte County	240,370	242,106	243,806	245,534	247,331	249,017	250,810	252,597	254,347	256,034	257,714	259,253	260,770	262,233	263,634	265,047	266,440	267,828	269,199
Calaveras County	46,142	46,349	46,557	46,741	46,920	47,091	47,246	47,393	47,523	47,642	47,725	47,816	47,896	47,969	48,033	48,093	48,135	48,177	48,215
Colusa County	24,233	24,414	24,595	24,772	24,948	25,102	25,263	25,422	25,585	25,733	25,896	26,037	26,175	26,294	26,419	26,536	26,642	26,747	26,848
Contra Costa County	1,258,417	1,271,230	1,284,093	1,296,631	1,309,118	1,321,358	1,333,462	1,345,211	1,356,946	1,368,495	1,379,422	1,390,430	1,400,823	1,410,792	1,420,595	1,429,658	1,438,744	1,447,481	1,455,762
Del Norte County	27,314	27,377	27,450	27,519	27,570	27,627	27,681	27,743	27,800	27,857	27,905	27,960	28,011	28,051	28,104	28,145	28,199	28,240	28,289
El Dorado County	198,774	200,438	202,270	204,089	206,010	207,899	209,717	211,558	213,246	215,041	216,637	218,272	219,816	221,434	222,972	224,354	225,690	226,928	228,072
Fresno County	1,100,307	1,111,693	1,122,940	1,134,199	1,145,673	1,157,127	1,168,195	1,179,459	1,190,485	1,201,443	1,212,489	1,223,553	1,234,620	1,245,615	1,256,599	1,267,192	1,277,706	1,288,167	1,298,754
Glenn County	30,811	31,011	31,202	31,401	31,600	31,793	32,002	32,175	32,347	32,508	32,675	32,846	32,985	33,126	33,267	33,402	33,523	33,644	33,752
Humboldt County	139,913	140,210	140,497	140,626	140,779	140,917	141,176	141,213	141,356	141,363	141,343	141,410	141,355	141,326	141,236	141,201	141,175	141,089	140,944
Imperial County	210,082	212,502	214,941	217,361	219,733	222,131	224,475	226,803	229,210	231,572	233,888	236,168	238,519	240,964	243,249	245,596	248,017	250,256	252,525
Inyo County	18,985	19,029	19,060	19,088	19,118	19,144	19,179	19,205	19,221	19,238	19,248	19,255	19,263	19,257	19,259	19,253	19,245	19,235	19,230
Kern County	1,010,808	1,025,151	1,039,628	1,054,077	1,068,729	1,083,557	1,098,337	1,112,837	1,127,490	1,142,207	1,156,865	1,171,360	1,185,844	1,200,518	1,214,656	1,228,868	1,243,056	1,256,793	1,270,437
Kings County	163,825	165,423	167,011	168,564	170,251	171,805	173,476	175,080	176,887	178,651	180,394	182,052	183,717	185,434	187,194	188,895	190,661	192,271	193,818
Lake County	66,525	66,772	67,021	67,273	67,536	67,815	68,090	68,342	68,582	68,848	69,094	69,338	69,583	69,840	70,093	70,348	70,606	70,861	71,131
Lassen County	30,434	30,372	30,303	30,234	30,157	30,075	29,983	29,887	29,781	29,668	29,568	29,463	29,347	29,232	29,117	28,999	28,884	28,763	28,648
Los Angeles County	10,714,109	10,754,520	10,794,209	10,832,224	10,868,614	10,903,442	10,936,599	10,968,254	10,997,933	11,025,986	11,053,323	11,079,103	11,102,556	11,124,371	11,144,846	11,162,851	11,180,495	11,195,893	11,209,102
Madera County	176,880	179,306	181,846	184,398	186,937	189,567	192,086	194,733	197,215	199,732	202,283	204,799	207,326	209,875	212,405	214,943	217,399	219,966	222,537
Marin County	269,537	270,277	271,007	271,722	272,375	273,036	273,679	274,278	274,903	275,448	275,957	276,407	276,734	276,974	277,087	277,139	277,112	277,027	277,056
Mariposa County	18,232	18,276	18,329	18,370	18,419	18,463	18,505	18,557	18,600	18,636	18,662	18,686	18,723	18,747	18,761	18,786	18,810	18,843	18,873
Mendocino County	92,260	92,558	92,865	93,167	93,452	93,716	93,968	94,184	94,379	94,577	94,734	94,874	94,978	95,061	95,124	95,175	95,214	95,246	95,265
Merced County	310,160	314,326	318,540	322,689	326,923	331,283	335,664	339,947	344,340	348,499	352,788	357,002	361,212	365,385	369,542	373,724	377,889	381,903	386,103
Modoc County	9,307	9,297	9,286	9,276	9,267	9,258	9,240	9,227	9,217	9,195	9,168	9,148	9,120	9,089	9,061	9,025	9,000	8,967	8,935
Mono County	14,426	14,490	14,552	14,608	14,663	14,720	14,777	14,818	14,859	14,899	14,931	14,953	14,975	14,985	14,991	15,000	14,990	14,985	14,969
Monterey County	475,967	479,256	482,647	485,761	489,001	492,281	495,428	498,424	501,350	504,523	507,442	510,285	513,007	515,811	518,441	521,010	523,340	525,641	527,905
Napa County	149,137	150,029	150,965	151,921	152,833	153,676	154,549	155,309	156,139	156,964	157,717	158,477	159,173	159,773	160,521	161,147	161,618	162,185	162,716
Nevada County	102,786	103,394	104,020	104,690	105,318	106,033	106,701	107,379	108,008	108,496	109,091	109,560	110,032	110,545	111,007	111,419	111,835	112,223	112,633
Orange County	3,368,151	3,385,098	3,402,027	3,418,240	3,433,510	3,448,755	3,463,669	3,477,453	3,490,848	3,503,764	3,515,779	3,527,482	3,538,293	3,548,859	3,558,071	3,566,593	3,574,831	3,582,260	3,588,964
Placer County	431,332	437,132	443,016	448,961	454,801	460,639	466,286	471,930	477,471	482,870	488,352	493,571	498,647	503,557	508,439	513,319	518,040	522,627	527,115
Plumas County	19,219	19,193	19,146	19,110	19,069	19,029	18,988	18,931	18,864	18,807	18,725	18,651	18,572	18,491	18,413	18,327	18,246	18,154	18,072
Riverside County	2,721,931	2,756,730	2,790,698	2,824,330	2,857,496	2,890,388	2,922,459	2,954,293	2,985,308	3,015,808	3,046,281	3,075,649	3,104,404	3,132,288	3,159,599	3,186,479	3,212,227	3,237,482	3,262,467
Sacramento County	1,683,208	1,701,886	1,720,365	1,738,943	1,757,616	1,776,148	1,794,867	1,813,035	1,830,917	1,848,985	1,866,850	1,884,667	1,902,194	1,919,705	1,936,861	1,954,034	1,970,952	1,987,977	2,004,477
San Benito County	63,926	64,605	65,301	65,993	66,693	67,370	68,065	68,751	69,430	70,117	70,789	71,468	72,138	72,794	73,432	74,045	74,649	75,225	75,819
San Bernardino County	2,377,337	2,402,529	2,427,872	2,453,628	2,478,888	2,504,406	2,530,049	2,555,326	2,580,819	2,606,040	2,631,468	2,656,455	2,681,324	2,706,238	2,730,966	2,755,415	2,779,939	2,804,740	2,829,159
San Diego County	3,544,385	3,566,855	3,589,032	3,610,195	3,631,155	3,651,310	3,671,394	3,691,365	3,710,551	3,730,053	3,749,357	3,768,194	3,786,630	3,804,618	3,822,756	3,840,607	3,858,183	3,875,465	3,892,267
San Francisco County	954,114	961,399	968,416	975,663	982,639	989,482	996,331	1,002,980	1,009,616	1,016,253	1,022,735	1,029,461	1,035,870	1,042,349	1,048,803	1,055,453	1,061,992	1,068,724	1,075,492
San Joaquin County	849,930	861,050	872,278	883,328	894,330	905,134	915,606	926,153	936,709	947,019	956,982	966,709	976,613	986,210	995,469	1,004,542	1,013,408	1,022,233	1,030,806
San Luis Obispo County	294,258	295,820	297,326	298,722	300,033	301,311	302,504	303,397	304,399	305,177	306,093	306,674	307,193	307,656	308,077	308,426	308,446	308,483	308,374
San Mateo County	825,476	830,678	835,614	840,286	844,778	849,268	853,482	857,555	861,377	865,466	869,189	873,201	876,880	880,722	884,198	887,430	890,586	893,800	896,862
Santa Barbara County	479,339	482,317	485,180	488,127	491,023	493,814	496,457	498,873	501,438	503,866	506,228	508,418	510,662	512,707	514,691	516,712	518,541	520,098	521,694
Santa Clara County	2,138,926	2,160,085	2,181,188	2,202,483	2,223,743	2,244,993	2,266,453	2,287,636	2,309,360	2,330,649	2,351,872	2,373,451	2,394,815	2,415,841	2,436,897	2,457,466	2,478,004	2,498,486	2,518,442
Santa Cruz County	294,232	296,081	297,962	299,750	301,494	303,240	304,785	306,382	307,744	309,176	310,688	312,001	313,273	314,412	315,659	316,853	318,001	319,113	320,123
Shasta County	185,378	186,351	187,197	188,131	188,989	189,846	190,750	191,545	192,375	193,172	194,042	194,679	195,383	196,163	196,798	197,458	198,096	198,646	199,273
Sierra County	3,114	3,109	3,102	3,096	3,087	3,078	3,069	3,060	3,047	3,037	3,028	3,017	3,006	2,993	2,980	2,972	2,961	2,948	2,935
Siskiyou County	44,293	44,331	44,347	44,372	44,406	44,429	44,434	44,453	44,449	44,436	44,414	44,389	44,344	44,302	44,253	44,203	44,150	44,093	44,046
Solano County	486,063	491,498	496,735	502,069	507,219	512,193	517,218	522,247	527,117	531,997	536,626	541,233	545,838	550,259	554,668	559,033	563,177	567,193	571,132
Sonoma County	539,133	543,131	547,012	550,824	554,694	558,278	561,722	565,083	568,258	571,307	574,095	576,808	579,186	581,429	583,517	585,341	587,113	588,847	590,322
Stanislaus County	612,310	619,064	625,611	632,362	638,840	645,428	651,791	658,132	664,218	670,288	676,343	682,113	687,714	693,370	699,022	704,381	709,637	714,543	719,580
Sutter County	107,225	108,184	109,215	110,195	111,151	112,229	113,168	114,035	115,039	116,044	117,008	117,913	118,789	119,698	120,573	121,495	122,504	123,427	124,382
Tehama County	67,344	67,751	68,152	68,566	68,985	69,394	69,803	70,211	70,605	71,017	71,396	71,757	72,111	72,485	72,840	73,183	73,533	73,878	74,220
Trinity County	13,329	13,332	13,332	13,328	13,322	13,314	13,309	13,304	13,296	13,279	13,270	13,260	13,246	13,238	13,232	13,229	13,224	13,214	13,210
Tulare County	518,886	524,286	529,610	535,070	540,580	545,987	551,452	556,966	562,408	567,626	572,933	578,058	583,392	588,637	593,788	598,864	603,552	608,436	612,967
Tuolumne County	54,422	54,521	54,617	54,713	54,801	54,896	54,990	55,063	55,142	55,212	55,277	55,326	55,359	55,384	55,400	55,406	55,414	55,409	55,423
Ventura County	899,316	904,282	909,352	914,416	919,527	924,543	929,014	933,511	937,828	941,824	945,923	949,733	953,170	956,456	959,354	962,182	964,523	966,911	969,124
Yolo County	248,519	251,784	255,041	258,373	261,715	265,134	268,435	271,739	275,124	278,533	282,055	285,515	289,060	292,521	295,954	299,409	302,923	306,393	309,806
Yuba County	83,725	84,492	85,237	85,978	86,718	87,433	88,157	88,848	89,528	90,187	90,834	91,474	92,099	92,708	93,304	93,866	94,419	94,959	95,488

	Projections															
Population	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060
California	48,007,817	48,230,450	48,449,179	48,663,583	48,872,567	49,077,801	49,278,229	49,473,225	49,664,564	49,855,335	50,044,172	50,229,888	50,416,346	50,602,446	50,789,873	50,975,904
Alameda County	2,094,635	2,106,923	2,119,435	2,131,801	2,143,309	2,154,848	2,166,190	2,177,042	2,188,130	2,198,748	2,209,037	2,219,398	2,230,152	2,240,525	2,250,886	2,260,737
Alpine County	1,113	1,104	1,104	1,096	1,088	1,085	1,083	1,076	1,075	1,070	1,062	1,044	1,041	1,039	1,035	1,031
Amador County	41,980	42,074	42,170	42,279	42,383	42,494	42,609	42,747	42,884	43,030	43,174	43,332	43,497	43,679	43,850	44,028
Butte County	270,604	272,010	273,315	274,691	276,138	277,504	279,101	280,593	282,036	283,761	285,282	286,701	288,214	289,915	291,356	292,884
Calaveras County	48,256	48,306	48,356	48,422	48,480	48,566	48,658	48,766	48,891	49,035	49,188	49,370	49,553	49,766	50,015	50,259
Colusa County	26,957	27,051	27,150	27,250	27,351	27,450	27,546	27,652	27,762	27,872	27,981	28,099	28,216	28,339	28,467	28,594
Contra Costa County	1,463,803	1,471,450	1,479,278	1,486,583	1,493,748	1,500,541	1,506,843	1,513,077	1,519,249	1,525,706	1,531,974	1,538,454	1,544,609	1,550,933	1,557,197	1,563,465
Del Norte County	28,348	28,392	28,434	28,479	28,517	28,568	28,615	28,676	28,738	28,808	28,877	28,945	29,030	29,126	29,234	29,345
El Dorado County	229,368	230,630	231,835	232,941	234,150	235,323	236,710	238,009	239,439	240,743	242,218	243,708	245,448	247,148	248,992	250,957
Fresno County	1,309,033	1,319,035	1,329,073	1,339,014	1,348,904	1,358,990	1,368,649	1,378,407	1,387,951	1,397,810	1,407,629	1,417,454	1,427,513	1,437,420	1,447,571	1,457,732
Glenn County	33,862	33,962	34,067	34,165	34,261	34,363	34,449	34,561	34,651	34,747	34,847	34,945	35,047	35,156	35,266	35,395
Humboldt County	140,903	140,710	140,596	140,534	140,530	140,471	140,418	140,392	140,308	140,114	139,929	139,928	139,919	139,809	139,825	139,767
Imperial County	254,951	257,428	259,684	261,983	264,261	266,693	269,107	271,385	273,645	275,750	277,994	280,339	282,592	284,729	287,127	289,380
Inyo County	19,206	19,178	19,155	19,133	19,109	19,075	19,037	19,001	18,961	18,932	18,892	18,859	18,832	18,804	18,784	18,763
Kern County	1,284,252	1,297,960	1,311,457	1,324,894	1,338,254	1,351,803	1,365,387	1,379,158	1,392,717	1,406,443	1,420,137	1,433,923	1,447,635	1,461,390	1,475,181	1,489,326
Kings County	195,252	196,863	198,376	199,872	201,407	202,906	204,393	205,832	207,284	208,658	209,950	211,396	212,799	214,191	215,637	217,204
Lake County	71,392	71,666	71,940	72,237	72,523	72,833	73,166	73,505	73,851	74,202	74,587	74,993	75,403	75,822	76,258	76,695
Lassen County	28,521	28,403	28,290	28,177	28,059	27,941	27,824	27,708	27,609	27,505	27,408	27,315	27,230	27,153	27,076	26,999
Los Angeles County	11,221,487	11,230,970	11,240,378	11,247,732	11,253,126	11,257,873	11,261,039	11,262,354	11,262,283	11,260,968	11,258,729	11,254,424	11,250,653	11,246,062	11,240,652	11,234,711
Madera County	224,920	227,369	229,833	232,310	234,700	237,292	239,649	242,053	244,534	247,024	249,447	251,982	254,619	257,105	259,709	262,241
Marin County	276,943	276,657	276,309	275,993	275,690	275,467	275,129	274,693	274,171	273,699	273,355	272,935	272,686	272,340	271,893	271,601
Mariposa County	18,905	18,934	18,961	18,990	19,020	19,050	19,081	19,120	19,156	19,203	19,261	19,308	19,370	19,438	19,516	19,593
Mendocino County	95,295	95,292	95,311	95,330	95,380	95,403	95,436	95,476	95,527	95,580	95,642	95,716	95,825	95,923	96,040	96,164
Merced County	390,181	394,265	398,249	402,217	406,253	410,444	414,538	418,640	422,641	426,797	431,181	435,437	439,797	444,123	448,524	452,868
Modoc County	8,898	8,861	8,831	8,805	8,780	8,746	8,721	8,697	8,676	8,654	8,633	8,616	8,608	8,604	8,601	8,587
Mono County	14,945	14,911	14,883	14,845	14,803	14,749	14,692	14,625	14,566	14,500	14,444	14,379	14,318	14,257	14,200	14,150
Monterey County	530,061	532,005	533,900	535,742	537,458	538,908	540,602	542,078	543,375	544,756	546,049	547,144	548,564	549,814	551,098	552,239
Napa County	163,267	163,705	164,225	164,658	165,049	165,360	165,597	165,946	166,427	166,784	167,192	167,541	167,975	168,323	168,743	169,134
Nevada County	113,009	113,369	113,824	114,383	114,822	115,407	115,984	116,610	117,320	118,022	118,808	119,639	120,476	121,289	122,231	123,265
Orange County	3,595,128	3,600,718	3,605,116	3,609,506	3,613,049	3,615,935	3,617,963	3,619,433	3,620,502	3,621,002	3,621,232	3,620,632	3,620,025	3,618,829	3,617,762	3,616,576
Placer County	531,442	535,658	539,854	544,153	548,214	552,359	556,562	560,639	564,719	568,981	573,184	577,528	581,811	586,211	590,524	594,978
Plumas County	17,994	17,924	17,850	17,776	17,708	17,652	17,609	17,577	17,552	17,527	17,520	17,515	17,522	17,535	17,555	17,585
Riverside County	3,286,423	3,310,283	3,333,496	3,356,320	3,378,358	3,400,372	3,421,472	3,442,004	3,462,179	3,482,268	3,502,005	3,521,331	3,540,570	3,559,333	3,577,963	3,596,588
Sacramento County	2,020,784	2,036,928	2,053,007	2,068,701	2,084,282	2,100,156	2,115,858	2,131,355	2,146,968	2,162,376	2,178,030	2,193,859	2,209,552	2,225,460	2,241,417	2,257,413
San Benito County	76,396	76,943	77,490	78,028	78,575	79,107	79,640	80,158	80,673	81,189	81,709	82,222	82,753	83,293	83,832	84,370
San Bernardino County	2,853,203	2,877,937	2,902,588	2,927,065	2,952,292	2,976,804	3,001,157	3,026,097	3,050,591	3,075,583	3,101,043	3,126,426	3,152,630	3,179,128	3,205,562	3,232,412
San Diego County	3,908,854	3,925,759	3,942,568	3,958,596	3,974,182	3,989,654	4,004,786	4,019,456	4,033,874	4,048,456	4,062,123	4,075,912	4,088,831	4,102,335	4,115,887	4,129,358
San Francisco County	1,082,394	1,089,346	1,096,378	1,103,585	1,111,177	1,118,562	1,126,049	1,133,766	1,141,540	1,149,453	1,157,471	1,165,252	1,172,808	1,180,675	1,188,867	1,197,009
San Joaquin County	1,039,105	1,047,577	1,055,736	1,063,759	1,071,489	1,078,992	1,086,410	1,093,567	1,100,679	1,107,866	1,115,179	1,122,198	1,128,930	1,135,667	1,142,352	1,149,124
San Luis Obispo County	308,283	308,069	307,774	307,559	307,337	307,134	306,896	306,582	306,354	306,148	305,865	305,754	305,560	305,556	305,576	305,391
San Mateo County	899,991	902,623	905,329	907,944	910,771	913,131	915,883	918,399	920,860	923,166	925,292	927,545	929,695	931,912	934,007	936,154
Santa Barbara County	523,118	524,629	525,878	527,311	528,553	529,780	530,848	531,817	532,731	533,626	534,571	535,519	536,365	537,296	538,244	539,036
Santa Clara County	2,538,692	2,558,315	2,577,715	2,596,944	2,615,450	2,633,652	2,651,598	2,669,163	2,686,251	2,703,370	2,720,101	2,736,712	2,753,366	2,770,195	2,787,304	2,804,044
Santa Cruz County	321,115	322,076	322,970	323,882	324,934	325,799	326,766	327,677	328,765	329,768	330,576	331,605	332,652	333,736	334,784	335,767
Shasta County	199,972	200,581	201,097	201,674	202,364	202,959	203,616	204,312	204,935	205,688	206,386	207,131	207,849	208,620	209,359	210,156
Sierra County	2,926	2,918	2,910	2,903	2,899	2,894	2,889	2,886	2,881	2,881	2,885	2,885	2,889	2,893	2,898	2,905
Siskiyou County	44,009	43,984	43,955	43,933	43,921	43,938	43,956	43,993	44,049	44,109	44,204	44,300	44,422	44,560	44,714	44,868
Solano County	574,952	578,952	582,689	586,499	590,163	593,854	597,552	601,160	604,722	608,439	612,235	616,018	619,605	623,416	627,238	631,028
Sonoma County	591,973	593,285	594,679	595,801	596,694	597,749	598,860	599,783	600,705	601,612	602,738	603,566	604,697	605,702	607,146	608,250
Stanislaus County	724,617	729,180	733,792	738,309	742,796	747,188	751,260	755,431	759,585	763,652	767,871	771,968	775,744	779,632	783,454	787,145
Sutter County	125,257	126,092	126,909	127,819	128,726	129,657	130,595	131,447	132,432	133,366	134,335	135,272	136,286	137,190	138,212	139,177
Tehama County	74,588	74,958	75,321	75,683	76,082	76,464	76,853	77,241	77,643	78,061	78,474	78,911	79,352	79,799	80,253	80,732
Trinity County	13,208	13,220	13,232	13,251	13,282	13,319	13,358	13,412	13,473	13,545	13,631	13,721	13,817	13,917	14,033	14,151
Tulare County	617,356	621,803	626,217	630,540	634,899	638,917	643,084	647,007	651,006	655,009	658,922	662,805	666,743	670,733	674,777	678,607
Tuolumne County	55,431	55,429	55,445	55,465	55,492	55,534	55,572	55,633	55,719	55,801	55,906	56,018	56,145	56,275	56,428	56,595
Ventura County	971,002	972,551	973,766	975,084	976,374	977,265	978,271	978,818	978,983	979,313	979,796	980,246	980,579	980,900	981,522	982,080
Yolo County	313,259	316,713	319,998	323,470	327,043	330,480	333,854	337,333	340,734	344,164	347,564	351,001	354,463	357,940	361,435	365,070
Yuba County	95,998	96,516	97,001	97,467	97,908	98,341	98,759	99,200	99,602	99,995	100,417	100,712	101,064	101,486	101,804	102,221

Projections Prepared by Demographic Research Unit, California Department of Finance, January 2018

DP05

ACS DEMOGRAPHIC AND HOUSING ESTIMATES

2012-2016 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE				
Total population	38,654,206	*****	38,654,206	(X)
Male	19,200,970	+/-820	49.7%	+/-0.1
Female	19,453,236	+/-820	50.3%	+/-0.1
Under 5 years	2,499,561	+/-568	6.5%	+/-0.1
5 to 9 years	2,538,872	+/-8,971	6.6%	+/-0.1
10 to 14 years	2,536,895	+/-8,901	6.6%	+/-0.1
15 to 19 years	2,633,446	+/-1,264	6.8%	+/-0.1
20 to 24 years	2,891,020	+/-1,124	7.5%	+/-0.1
25 to 34 years	5,701,167	+/-1,172	14.7%	+/-0.1
35 to 44 years	5,159,031	+/-982	13.3%	+/-0.1
45 to 54 years	5,215,194	+/-915	13.5%	+/-0.1
55 to 59 years	2,418,507	+/-6,864	6.3%	+/-0.1
60 to 64 years	2,083,531	+/-6,904	5.4%	+/-0.1
65 to 74 years	2,822,406	+/-685	7.3%	+/-0.1
75 to 84 years	1,475,866	+/-4,563	3.8%	+/-0.1
85 years and over	678,710	+/-4,574	1.8%	+/-0.1
Median age (years)	36.0	+/-0.1	(X)	(X)
18 years and over	29,513,923	+/-398	76.4%	+/-0.1
21 years and over	27,849,757	+/-6,458	72.0%	+/-0.1
62 years and over	6,168,058	+/-5,707	16.0%	+/-0.1
65 years and over	4,976,982	+/-612	12.9%	+/-0.1
18 years and over	29,513,923	+/-398	29,513,923	(X)
Male	14,532,102	+/-484	49.2%	+/-0.1
Female	14,981,821	+/-425	50.8%	+/-0.1
65 years and over	4,976,982	+/-612	4,976,982	(X)
Male	2,197,057	+/-416	44.1%	+/-0.1

Subject	California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Female	2,779,925	+/-426	55.9%	+/-0.1
RACE				
Total population	38,654,206	*****	38,654,206	(X)
One race	36,867,047	+/-21,484	95.4%	+/-0.1
Two or more races	1,787,159	+/-21,484	4.6%	+/-0.1
One race	36,867,047	+/-21,484	95.4%	+/-0.1
White	23,680,584	+/-25,774	61.3%	+/-0.1
Black or African American	2,261,835	+/-5,684	5.9%	+/-0.1
American Indian and Alaska Native	285,512	+/-5,874	0.7%	+/-0.1
Cherokee tribal grouping	19,707	+/-1,292	0.1%	+/-0.1
Chippewa tribal grouping	2,422	+/-430	0.0%	+/-0.1
Navajo tribal grouping	8,784	+/-910	0.0%	+/-0.1
Sioux tribal grouping	4,389	+/-830	0.0%	+/-0.1
Asian	5,354,608	+/-8,366	13.9%	+/-0.1
Asian Indian	666,480	+/-8,991	1.7%	+/-0.1
Chinese	1,437,701	+/-10,843	3.7%	+/-0.1
Filipino	1,255,672	+/-12,103	3.2%	+/-0.1
Japanese	274,797	+/-4,984	0.7%	+/-0.1
Korean	461,305	+/-7,472	1.2%	+/-0.1
Vietnamese	632,607	+/-9,663	1.6%	+/-0.1
Other Asian	626,046	+/-7,475	1.6%	+/-0.1
Native Hawaiian and Other Pacific Islander	150,908	+/-2,216	0.4%	+/-0.1
Native Hawaiian	22,615	+/-1,692	0.1%	+/-0.1
Guamanian or Chamorro	24,793	+/-1,553	0.1%	+/-0.1
Samoan	39,714	+/-2,231	0.1%	+/-0.1
Other Pacific Islander	63,786	+/-2,714	0.2%	+/-0.1
Some other race	5,133,600	+/-33,587	13.3%	+/-0.1
Two or more races	1,787,159	+/-21,484	4.6%	+/-0.1
White and Black or African American	245,814	+/-5,617	0.6%	+/-0.1
White and American Indian and Alaska Native	285,119	+/-5,491	0.7%	+/-0.1
White and Asian	505,122	+/-8,567	1.3%	+/-0.1
Black or African American and American Indian and Alaska Native	39,246	+/-2,135	0.1%	+/-0.1
Race alone or in combination with one or more other races				
Total population	38,654,206	*****	38,654,206	(X)
White	25,159,975	+/-33,797	65.1%	+/-0.1
Black or African American	2,723,286	+/-6,391	7.0%	+/-0.1
American Indian and Alaska Native	728,094	+/-8,811	1.9%	+/-0.1
Asian	6,122,435	+/-7,133	15.8%	+/-0.1
Native Hawaiian and Other Pacific Islander	305,202	+/-4,208	0.8%	+/-0.1
Some other race	5,575,498	+/-29,853	14.4%	+/-0.1
HISPANIC OR LATINO AND RACE				
Total population	38,654,206	*****	38,654,206	(X)
Hispanic or Latino (of any race)	14,903,982	*****	38.6%	*****
Mexican	12,400,437	+/-20,714	32.1%	+/-0.1
Puerto Rican	210,940	+/-4,808	0.5%	+/-0.1
Cuban	93,974	+/-3,395	0.2%	+/-0.1
Other Hispanic or Latino	2,198,631	+/-19,442	5.7%	+/-0.1
Not Hispanic or Latino	23,750,224	*****	61.4%	*****
White alone	14,837,242	+/-2,964	38.4%	+/-0.1
Black or African American alone	2,158,363	+/-5,552	5.6%	+/-0.1
American Indian and Alaska Native alone	136,582	+/-2,662	0.4%	+/-0.1
Asian alone	5,280,818	+/-8,302	13.7%	+/-0.1
Native Hawaiian and Other Pacific Islander alone	138,956	+/-1,923	0.4%	+/-0.1

Subject	California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Some other race alone	90,413	+/-3,556	0.2%	+/-0.1
Two or more races	1,107,850	+/-11,565	2.9%	+/-0.1
Two races including Some other race	53,686	+/-2,446	0.1%	+/-0.1
Two races excluding Some other race, and Three or more races	1,054,164	+/-10,882	2.7%	+/-0.1
Total housing units	13,911,737	+/-889	(X)	(X)
CITIZEN, VOTING AGE POPULATION				
Citizen, 18 and over population	24,582,603	+/-27,178	24,582,603	(X)
Male	12,039,197	+/-15,481	49.0%	+/-0.1
Female	12,543,406	+/-14,392	51.0%	+/-0.1

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

For more information on understanding race and Hispanic origin data, please see the Census 2010 Brief entitled, Overview of Race and Hispanic Origin: 2010, issued March 2011. (pdf format)

While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
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7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

QT-P11

Households and Families: 2010

2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see http://www.census.gov/prod/cen2010/doc/sf1.pdf.

Geography: Murphys CDP, California

Subject	Number	Percent
HOUSEHOLD TYPE		
Total households	1,053	100.0
Family households [1]	623	59.2
Male householder	477	45.3
Female householder	146	13.9
Nonfamily households [2]	430	40.8
Male householder	136	12.9
Living alone	113	10.7
Female householder	294	27.9
Living alone	265	25.2
HOUSEHOLD SIZE		
Total households	1,053	100.0
1-person household	378	35.9
2-person household	426	40.5
3-person household	105	10.0
4-person household	86	8.2
5-person household	41	3.9
6-person household	9	0.9
7-or-more-person household	8	0.8
Average household size	2.10	(X)
Average family size	2.70	(X)
FAMILY TYPE AND PRESENCE OF RELATED AND OWN CHILDREN		
Families [3]	623	100.0
With related children under 18 years	214	34.3
With own children under 18 years	198	31.8
Under 6 years only	38	6.1
Under 6 and 6 to 17 years	29	4.7
6 to 17 years only	131	21.0
Husband-wife families	505	100.0
With related children under 18 years	139	27.5
With own children under 18 years	128	25.3
Under 6 years only	24	4.8
Under 6 and 6 to 17 years	22	4.4
6 to 17 years only	82	16.2
Female householder, no husband present families	81	100.0
With related children under 18 years	48	59.3
With own children under 18 years	44	54.3

Subject	Number	Percent
Under 6 years only	7	8.6
Under 6 and 6 to 17 years	3	3.7
6 to 17 years only	34	42.0

X Not applicable.
[1] A household that has at least one member of the household related to the householder by birth, marriage, or adoption is a "Family household." Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. Responses of "same-sex spouse" were edited during processing to "unmarried partner."
[2] "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.
[3] "Families" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couples are included in the families category if there is at least one additional person related to the householder by birth or adoption. Responses of "same-sex spouse" were edited during processing to "unmarried partner." Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households.
Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P17, P18, P28, P29, P37, P38, and P39.

QT-P11

Households and Families: 2010

2010 Census Summary File 1

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see http://www.census.gov/prod/cen2010/doc/sf1.pdf.

Geography: Calaveras County, California

Subject	Number	Percent
HOUSEHOLD TYPE		
Total households	18,886	100.0
Family households [1]	13,039	69.0
Male householder	9,659	51.1
Female householder	3,380	17.9
Nonfamily households [2]	5,847	31.0
Male householder	2,946	15.6
Living alone	2,237	11.8
Female householder	2,901	15.4
Living alone	2,430	12.9
HOUSEHOLD SIZE		
Total households	18,886	100.0
1-person household	4,667	24.7
2-person household	8,219	43.5
3-person household	2,519	13.3
4-person household	1,968	10.4
5-person household	937	5.0
6-person household	350	1.9
7-or-more-person household	226	1.2
Average household size	2.39	(X)
Average family size	2.81	(X)
FAMILY TYPE AND PRESENCE OF RELATED AND OWN CHILDREN		
Families [3]	13,039	100.0
With related children under 18 years	4,663	35.8
With own children under 18 years	4,144	31.8
Under 6 years only	758	5.8
Under 6 and 6 to 17 years	684	5.2
6 to 17 years only	2,702	20.7
Husband-wife families	10,630	100.0
With related children under 18 years	3,211	30.2
With own children under 18 years	2,928	27.5
Under 6 years only	503	4.7
Under 6 and 6 to 17 years	544	5.1
6 to 17 years only	1,881	17.7
Female householder, no husband present families	1,617	100.0
With related children under 18 years	989	61.2
With own children under 18 years	815	50.4

Subject	Number	Percent
Under 6 years only	159	9.8
Under 6 and 6 to 17 years	96	5.9
6 to 17 years only	560	34.6

X Not applicable.
[1] A household that has at least one member of the household related to the householder by birth, marriage, or adoption is a "Family household." Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. Responses of "same-sex spouse" were edited during processing to "unmarried partner."
[2] "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.
[3] "Families" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couples are included in the families category if there is at least one additional person related to the householder by birth or adoption. Responses of "same-sex spouse" were edited during processing to "unmarried partner." Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households.
Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P17, P18, P28, P29, P37, P38, and P39.

DP04

SELECTED HOUSING CHARACTERISTICS

2012-2016 American Community Survey 5-Year Estimates

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Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

A processing error was found in the Year Structure Built estimates since data year 2008. For more information, please see the errata note #110.

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY				
Total housing units	1,319	+/-116	1,319	(X)
Occupied housing units	1,061	+/-133	80.4%	+/-8.2
Vacant housing units	258	+/-112	19.6%	+/-8.2
Homeowner vacancy rate	0.0	+/-3.8	(X)	(X)
Rental vacancy rate	0.0	+/-11.2	(X)	(X)
UNITS IN STRUCTURE				
Total housing units	1,319	+/-116	1,319	(X)
1-unit, detached	936	+/-118	71.0%	+/-6.1
1-unit, attached	59	+/-20	4.5%	+/-1.4
2 units	0	+/-12	0.0%	+/-2.4
3 or 4 units	31	+/-19	2.4%	+/-1.5
5 to 9 units	0	+/-12	0.0%	+/-2.4
10 to 19 units	0	+/-12	0.0%	+/-2.4
20 or more units	45	+/-47	3.4%	+/-3.6
Mobile home	248	+/-76	18.8%	+/-5.4
Boat, RV, van, etc.	0	+/-12	0.0%	+/-2.4
YEAR STRUCTURE BUILT				
Total housing units	1,319	+/-116	1,319	(X)
Built 2014 or later	0	+/-12	0.0%	+/-2.4
Built 2010 to 2013	7	+/-11	0.5%	+/-0.8
Built 2000 to 2009	207	+/-65	15.7%	+/-4.7
Built 1990 to 1999	209	+/-74	15.8%	+/-5.4
Built 1980 to 1989	339	+/-90	25.7%	+/-6.5
Built 1970 to 1979	205	+/-79	15.5%	+/-5.9
Built 1960 to 1969	97	+/-66	7.4%	+/-5.0

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Built 1950 to 1959	85	+/-51	6.4%	+/-3.8
Built 1940 to 1949	40	+/-38	3.0%	+/-2.8
Built 1939 or earlier	130	+/-77	9.9%	+/-5.7
ROOMS				
Total housing units	1,319	+/-116	1,319	(X)
1 room	27	+/-43	2.0%	+/-3.2
2 rooms	23	+/-27	1.7%	+/-2.0
3 rooms	187	+/-73	14.2%	+/-5.6
4 rooms	275	+/-100	20.8%	+/-6.9
5 rooms	242	+/-83	18.3%	+/-6.2
6 rooms	368	+/-95	27.9%	+/-7.3
7 rooms	103	+/-73	7.8%	+/-5.4
8 rooms	55	+/-44	4.2%	+/-3.3
9 rooms or more	39	+/-41	3.0%	+/-3.1
Median rooms	5.1	+/-0.4	(X)	(X)
BEDROOMS				
Total housing units	1,319	+/-116	1,319	(X)
No bedroom	27	+/-43	2.0%	+/-3.2
1 bedroom	120	+/-49	9.1%	+/-3.7
2 bedrooms	515	+/-107	39.0%	+/-7.2
3 bedrooms	553	+/-96	41.9%	+/-6.8
4 bedrooms	104	+/-75	7.9%	+/-5.5
5 or more bedrooms	0	+/-12	0.0%	+/-2.4
HOUSING TENURE				
Occupied housing units	1,061	+/-133	1,061	(X)
Owner-occupied	789	+/-128	74.4%	+/-8.2
Renter-occupied	272	+/-97	25.6%	+/-8.2
Average household size of owner-occupied unit	1.83	+/-0.18	(X)	(X)
Average household size of renter-occupied unit	2.38	+/-0.47	(X)	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	1,061	+/-133	1,061	(X)
Moved in 2015 or later	39	+/-42	3.7%	+/-4.0
Moved in 2010 to 2014	274	+/-95	25.8%	+/-8.1
Moved in 2000 to 2009	403	+/-112	38.0%	+/-9.0
Moved in 1990 to 1999	192	+/-80	18.1%	+/-7.2
Moved in 1980 to 1989	97	+/-51	9.1%	+/-4.8
Moved in 1979 and earlier	56	+/-56	5.3%	+/-5.2
VEHICLES AVAILABLE				
Occupied housing units	1,061	+/-133	1,061	(X)
No vehicles available	69	+/-39	6.5%	+/-3.7
1 vehicle available	405	+/-99	38.2%	+/-8.9
2 vehicles available	429	+/-114	40.4%	+/-8.6
3 or more vehicles available	158	+/-71	14.9%	+/-6.3
HOUSE HEATING FUEL				
Occupied housing units	1,061	+/-133	1,061	(X)
Utility gas	161	+/-61	15.2%	+/-5.6
Bottled, tank, or LP gas	532	+/-136	50.1%	+/-10.6
Electricity	221	+/-96	20.8%	+/-8.4
Fuel oil, kerosene, etc.	0	+/-12	0.0%	+/-3.0
Coal or coke	0	+/-12	0.0%	+/-3.0
Wood	90	+/-59	8.5%	+/-5.5
Solar energy	0	+/-12	0.0%	+/-3.0

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Other fuel	57	+/-34	5.4%	+/-3.2
No fuel used	0	+/-12	0.0%	+/-3.0
SELECTED CHARACTERISTICS				
Occupied housing units	1,061	+/-133	1,061	(X)
Lacking complete plumbing facilities	0	+/-12	0.0%	+/-3.0
Lacking complete kitchen facilities	0	+/-12	0.0%	+/-3.0
No telephone service available	0	+/-12	0.0%	+/-3.0
OCCUPANTS PER ROOM				
Occupied housing units	1,061	+/-133	1,061	(X)
1.00 or less	1,061	+/-133	100.0%	+/-3.0
1.01 to 1.50	0	+/-12	0.0%	+/-3.0
1.51 or more	0	+/-12	0.0%	+/-3.0
VALUE				
Owner-occupied units	789	+/-128	789	(X)
Less than $50,000	113	+/-63	14.3%	+/-7.5
$50,000 to $99,999	54	+/-45	6.8%	+/-5.7
$100,000 to $149,999	15	+/-18	1.9%	+/-2.2
$150,000 to $199,999	46	+/-52	5.8%	+/-6.4
$200,000 to $299,999	224	+/-88	28.4%	+/-11.1
$300,000 to $499,999	191	+/-71	24.2%	+/-8.9
$500,000 to $999,999	146	+/-87	18.5%	+/-9.9
$1,000,000 or more	0	+/-12	0.0%	+/-4.0
Median (dollars)	277,200	+/-35,386	(X)	(X)
MORTGAGE STATUS				
Owner-occupied units	789	+/-128	789	(X)
Housing units with a mortgage	434	+/-117	55.0%	+/-11.1
Housing units without a mortgage	355	+/-100	45.0%	+/-11.1
SELECTED MONTHLY OWNER COSTS (SMOC)				
Housing units with a mortgage	434	+/-117	434	(X)
Less than $500	0	+/-12	0.0%	+/-7.2
$500 to $999	47	+/-35	10.8%	+/-7.9
$1,000 to $1,499	125	+/-67	28.8%	+/-14.4
$1,500 to $1,999	80	+/-60	18.4%	+/-11.9
$2,000 to $2,499	35	+/-26	8.1%	+/-5.8
$2,500 to $2,999	80	+/-62	18.4%	+/-13.3
$3,000 or more	67	+/-51	15.4%	+/-11.0
Median (dollars)	1,716	+/-461	(X)	(X)
Housing units without a mortgage	355	+/-100	355	(X)
Less than $250	54	+/-50	15.2%	+/-12.1
$250 to $399	37	+/-24	10.4%	+/-7.8
$400 to $599	112	+/-53	31.5%	+/-13.8
$600 to $799	127	+/-78	35.8%	+/-18.0
$800 to $999	25	+/-29	7.0%	+/-8.5
$1,000 or more	0	+/-12	0.0%	+/-8.7
Median (dollars)	552	+/-101	(X)	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)				
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	434	+/-117	434	(X)
Less than 20.0 percent	94	+/-60	21.7%	+/-11.6
20.0 to 24.9 percent	83	+/-62	19.1%	+/-13.2
25.0 to 29.9 percent	28	+/-22	6.5%	+/-5.4
30.0 to 34.9 percent	66	+/-52	15.2%	+/-11.7

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
35.0 percent or more	163	+/-73	37.6%	+/-14.0
Not computed	0	+/-12	(X)	(X)
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	355	+/-100	355	(X)
Less than 10.0 percent	116	+/-62	32.7%	+/-13.9
10.0 to 14.9 percent	43	+/-41	12.1%	+/-10.9
15.0 to 19.9 percent	8	+/-13	2.3%	+/-3.7
20.0 to 24.9 percent	37	+/-26	10.4%	+/-7.7
25.0 to 29.9 percent	48	+/-46	13.5%	+/-12.1
30.0 to 34.9 percent	65	+/-53	18.3%	+/-14.7
35.0 percent or more	38	+/-38	10.7%	+/-10.1
Not computed	0	+/-12	(X)	(X)
GROSS RENT				
Occupied units paying rent	272	+/-97	272	(X)
Less than $500	42	+/-24	15.4%	+/-9.1
$500 to $999	40	+/-34	14.7%	+/-13.0
$1,000 to $1,499	142	+/-80	52.2%	+/-18.5
$1,500 to $1,999	27	+/-24	9.9%	+/-8.6
$2,000 to $2,499	21	+/-34	7.7%	+/-11.8
$2,500 to $2,999	0	+/-12	0.0%	+/-11.2
$3,000 or more	0	+/-12	0.0%	+/-11.2
Median (dollars)	1,296	+/-110	(X)	(X)
No rent paid	0	+/-12	(X)	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)				
Occupied units paying rent (excluding units where GRAPI cannot be computed)	272	+/-97	272	(X)
Less than 15.0 percent	0	+/-12	0.0%	+/-11.2
15.0 to 19.9 percent	20	+/-24	7.4%	+/-8.1
20.0 to 24.9 percent	7	+/-11	2.6%	+/-4.3
25.0 to 29.9 percent	53	+/-42	19.5%	+/-14.9
30.0 to 34.9 percent	33	+/-26	12.1%	+/-10.2
35.0 percent or more	159	+/-84	58.5%	+/-17.4
Not computed	0	+/-12	(X)	(X)

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Households not paying cash rent are excluded from the calculation of median gross rent.

Telephone service data are not available for certain geographic areas due to problems with data collection of this question that occurred in 2015 and 2016. Both ACS 1-year and ACS 5-year files were affected. It may take several years in the ACS 5-year files until the estimates are available for the geographic areas affected.

While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census

2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

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S2403

INDUSTRY BY SEX FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER

2012-2016 American Community Survey 5-Year Estimates

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Subject	Murphys CDP, California				
	Total		Male		Percent Male
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Civilian employed population 16 years and over	737	+/-221	280	+/-106	38.0%
Agriculture, forestry, fishing and hunting, and mining:	9	+/-13	9	+/-13	100.0%
Agriculture, forestry, fishing and hunting	9	+/-13	9	+/-13	100.0%
Mining, quarrying, and oil and gas extraction	0	+/-12	0	+/-12	-
Construction	94	+/-77	72	+/-52	76.6%
Manufacturing	53	+/-45	22	+/-25	41.5%
Wholesale trade	0	+/-12	0	+/-12	-
Retail trade	93	+/-83	40	+/-41	43.0%
Transportation and warehousing, and utilities:	22	+/-20	7	+/-11	31.8%
Transportation and warehousing	22	+/-20	7	+/-11	31.8%
Utilities	0	+/-12	0	+/-12	-
Information	8	+/-13	8	+/-13	100.0%
Finance and insurance, and real estate and rental and leasing:	41	+/-43	23	+/-37	56.1%
Finance and insurance	18	+/-22	0	+/-12	0.0%
Real estate and rental and leasing	23	+/-37	23	+/-37	100.0%
Professional, scientific, and management, and administrative and waste management services:	90	+/-63	50	+/-44	55.6%
Professional, scientific, and technical services	31	+/-40	0	+/-12	0.0%
Management of companies and enterprises	0	+/-12	0	+/-12	-
Administrative and support and waste management services	59	+/-46	50	+/-44	84.7%
Educational services, and health care and social assistance:	141	+/-76	10	+/-16	7.1%
Educational services	24	+/-31	0	+/-12	0.0%
Health care and social assistance	117	+/-71	10	+/-16	8.5%
Arts, entertainment, and recreation, and accommodation and food services:	126	+/-69	14	+/-15	11.1%
Arts, entertainment, and recreation	34	+/-29	0	+/-12	0.0%
Accommodation and food services	92	+/-64	14	+/-15	15.2%
Other services, except public administration	35	+/-27	16	+/-18	45.7%
Public administration	25	+/-23	9	+/-13	36.0%

Subject	Murphys CDP, California				
	Percent Male	Female		Percent Female	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Civilian employed population 16 years and over	+/-7.9	457	+/-143	62.0%	+/-7.9
Agriculture, forestry, fishing and hunting, and mining:	+/-98.9	0	+/-12	0.0%	+/-98.9
Agriculture, forestry, fishing and hunting	+/-98.9	0	+/-12	0.0%	+/-98.9
Mining, quarrying, and oil and gas extraction	**	0	+/-12	-	**
Construction	+/-25.3	22	+/-34	23.4%	+/-25.3
Manufacturing	+/-41.7	31	+/-36	58.5%	+/-41.7
Wholesale trade	**	0	+/-12	-	**
Retail trade	+/-15.4	53	+/-46	57.0%	+/-15.4
Transportation and warehousing, and utilities:	+/-42.9	15	+/-17	68.2%	+/-42.9
Transportation and warehousing	+/-42.9	15	+/-17	68.2%	+/-42.9
Utilities	**	0	+/-12	-	**
Information	+/-100.0	0	+/-12	0.0%	+/-100.0
Finance and insurance, and real estate and rental and leasing:	+/-55.5	18	+/-22	43.9%	+/-55.5
Finance and insurance	+/-69.9	18	+/-22	100.0%	+/-69.9
Real estate and rental and leasing	+/-61.8	0	+/-12	0.0%	+/-61.8
Professional, scientific, and management, and administrative and waste management services:	+/-34.7	40	+/-41	44.4%	+/-34.7
Professional, scientific, and technical services	+/-53.3	31	+/-40	100.0%	+/-53.3
Management of companies and enterprises	**	0	+/-12	-	**
Administrative and support and waste management services	+/-26.0	9	+/-14	15.3%	+/-26.0
Educational services, and health care and social assistance:	+/-11.0	131	+/-74	92.9%	+/-11.0
Educational services	+/-60.5	24	+/-31	100.0%	+/-60.5
Health care and social assistance	+/-13.9	107	+/-70	91.5%	+/-13.9
Arts, entertainment, and recreation, and accommodation and food services:	+/-12.0	112	+/-68	88.9%	+/-12.0
Arts, entertainment, and recreation	+/-50.9	34	+/-29	100.0%	+/-50.9
Accommodation and food services	+/-16.4	78	+/-63	84.8%	+/-16.4
Other services, except public administration	+/-40.2	19	+/-21	54.3%	+/-40.2
Public administration	+/-44.8	16	+/-18	64.0%	+/-44.8

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2012-2016 tables, industry data in the multiyear files (2012-2016) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at https://www.census.gov/people/io/methodology/.

While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Explanation of Symbols:

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8. An '(X)' means that the estimate is not applicable or not available.

DP03

SELECTED ECONOMIC CHARACTERISTICS

2012-2016 American Community Survey 5-Year Estimates

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Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	1,874	+/-332	1,874	(X)
In labor force	819	+/-248	43.7%	+/-8.0
Civilian labor force	819	+/-248	43.7%	+/-8.0
Employed	737	+/-221	39.3%	+/-7.5
Unemployed	82	+/-66	4.4%	+/-3.2
Armed Forces	0	+/-12	0.0%	+/-1.7
Not in labor force	1,055	+/-185	56.3%	+/-8.0
Civilian labor force	819	+/-248	819	(X)
Unemployment Rate	(X)	(X)	10.0%	+/-7.0
Females 16 years and over	1,094	+/-224	1,094	(X)
In labor force	504	+/-168	46.1%	+/-8.8
Civilian labor force	504	+/-168	46.1%	+/-8.8
Employed	457	+/-143	41.8%	+/-8.0
Own children of the householder under 6 years	65	+/-53	65	(X)
All parents in family in labor force	51	+/-51	78.5%	+/-32.4
Own children of the householder 6 to 17 years	266	+/-135	266	(X)
All parents in family in labor force	217	+/-131	81.6%	+/-18.0
COMMUTING TO WORK				
Workers 16 years and over	729	+/-218	729	(X)
Car, truck, or van -- drove alone	552	+/-171	75.7%	+/-10.5
Car, truck, or van -- carpooled	59	+/-56	8.1%	+/-6.5
Public transportation (excluding taxicab)	0	+/-12	0.0%	+/-4.4
Walked	36	+/-31	4.9%	+/-4.1
Other means	0	+/-12	0.0%	+/-4.4
Worked at home	82	+/-62	11.2%	+/-8.4

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean travel time to work (minutes)	24.8	+/-7.9	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	737	+/-221	737	(X)
Management, business, science, and arts occupations	307	+/-121	41.7%	+/-11.6
Service occupations	189	+/-86	25.6%	+/-10.0
Sales and office occupations	124	+/-81	16.8%	+/-9.9
Natural resources, construction, and maintenance occupations	62	+/-45	8.4%	+/-5.1
Production, transportation, and material moving occupations	55	+/-57	7.5%	+/-6.8
INDUSTRY				
Civilian employed population 16 years and over	737	+/-221	737	(X)
Agriculture, forestry, fishing and hunting, and mining	9	+/-13	1.2%	+/-1.8
Construction	94	+/-77	12.8%	+/-8.9
Manufacturing	53	+/-45	7.2%	+/-6.2
Wholesale trade	0	+/-12	0.0%	+/-4.3
Retail trade	93	+/-83	12.6%	+/-10.1
Transportation and warehousing, and utilities	22	+/-20	3.0%	+/-2.8
Information	8	+/-13	1.1%	+/-1.7
Finance and insurance, and real estate and rental and leasing	41	+/-43	5.6%	+/-5.2
Professional, scientific, and management, and administrative and waste management services	90	+/-63	12.2%	+/-8.0
Educational services, and health care and social assistance	141	+/-76	19.1%	+/-9.2
Arts, entertainment, and recreation, and accommodation and food services	126	+/-69	17.1%	+/-7.8
Other services, except public administration	35	+/-27	4.7%	+/-3.8
Public administration	25	+/-23	3.4%	+/-3.2
CLASS OF WORKER				
Civilian employed population 16 years and over	737	+/-221	737	(X)
Private wage and salary workers	452	+/-168	61.3%	+/-13.0
Government workers	49	+/-35	6.6%	+/-4.6
Self-employed in own not incorporated business workers	236	+/-120	32.0%	+/-13.0
Unpaid family workers	0	+/-12	0.0%	+/-4.3
INCOME AND BENEFITS (IN 2016 INFLATION-ADJUSTED DOLLARS)				
Total households	1,061	+/-133	1,061	(X)
Less than $10,000	56	+/-52	5.3%	+/-4.8
$10,000 to $14,999	83	+/-40	7.8%	+/-3.9
$15,000 to $24,999	152	+/-64	14.3%	+/-6.0
$25,000 to $34,999	161	+/-82	15.2%	+/-7.6
$35,000 to $49,999	144	+/-63	13.6%	+/-5.4
$50,000 to $74,999	153	+/-66	14.4%	+/-6.0
$75,000 to $99,999	70	+/-53	6.6%	+/-4.8
$100,000 to $149,999	84	+/-54	7.9%	+/-5.0
$150,000 to $199,999	62	+/-43	5.8%	+/-4.0
$200,000 or more	96	+/-58	9.0%	+/-5.2
Median household income (dollars)	43,686	+/-10,050	(X)	(X)
Mean household income (dollars)	87,806	+/-21,683	(X)	(X)
With earnings	568	+/-138	53.5%	+/-9.3
Mean earnings (dollars)	106,372	+/-39,822	(X)	(X)
With Social Security	638	+/-104	60.1%	+/-9.2
Mean Social Security income (dollars)	17,560	+/-1,926	(X)	(X)
With retirement income	368	+/-116	34.7%	+/-9.6
Mean retirement income (dollars)	22,221	+/-7,522	(X)	(X)

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
With Supplemental Security Income	67	+/-46	6.3%	+/-4.2
Mean Supplemental Security Income (dollars)	9,616	+/-3,380	(X)	(X)
With cash public assistance income	60	+/-56	5.7%	+/-5.2
Mean cash public assistance income (dollars)	3,188	+/-1,754	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	117	+/-75	11.0%	+/-6.7
Families	592	+/-142	592	(X)
Less than $10,000	13	+/-21	2.2%	+/-3.5
$10,000 to $14,999	0	+/-12	0.0%	+/-5.3
$15,000 to $24,999	31	+/-24	5.2%	+/-4.1
$25,000 to $34,999	105	+/-68	17.7%	+/-10.4
$35,000 to $49,999	76	+/-51	12.8%	+/-8.3
$50,000 to $74,999	70	+/-53	11.8%	+/-8.3
$75,000 to $99,999	62	+/-52	10.5%	+/-7.9
$100,000 to $149,999	91	+/-55	15.4%	+/-9.1
$150,000 to $199,999	48	+/-41	8.1%	+/-6.7
$200,000 or more	96	+/-58	16.2%	+/-8.9
Median family income (dollars)	82,581	+/-33,686	(X)	(X)
Mean family income (dollars)	132,140	+/-35,386	(X)	(X)
Per capita income (dollars)	44,317	+/-10,470	(X)	(X)
Nonfamily households	469	+/-99	469	(X)
Median nonfamily income (dollars)	23,355	+/-6,462	(X)	(X)
Mean nonfamily income (dollars)	31,207	+/-5,367	(X)	(X)
Median earnings for workers (dollars)	26,033	+/-11,844	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	52,470	+/-18,750	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	-	**	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	2,088	+/-379	2,088	(X)
With health insurance coverage	1,977	+/-370	94.7%	+/-4.3
With private health insurance	1,470	+/-286	70.4%	+/-6.8
With public coverage	1,188	+/-241	56.9%	+/-8.8
No health insurance coverage	111	+/-91	5.3%	+/-4.3
Civilian noninstitutionalized population under 18 years	331	+/-147	331	(X)
No health insurance coverage	0	+/-12	0.0%	+/-9.3
Civilian noninstitutionalized population 18 to 64 years	964	+/-271	964	(X)
In labor force:	675	+/-218	675	(X)
Employed:	609	+/-201	609	(X)
With health insurance coverage	519	+/-182	85.2%	+/-12.5
With private health insurance	494	+/-175	81.1%	+/-12.5
With public coverage	50	+/-32	8.2%	+/-5.2
No health insurance coverage	90	+/-83	14.8%	+/-12.5
Unemployed:	66	+/-64	66	(X)
With health insurance coverage	61	+/-62	92.4%	+/-14.9
With private health insurance	50	+/-55	75.8%	+/-27.0
With public coverage	38	+/-50	57.6%	+/-38.4
No health insurance coverage	5	+/-8	7.6%	+/-14.9
Not in labor force:	289	+/-118	289	(X)
With health insurance coverage	273	+/-115	94.5%	+/-8.2
With private health insurance	127	+/-68	43.9%	+/-19.4

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
With public coverage	146	+/-92	50.5%	+/-20.4
No health insurance coverage	16	+/-24	5.5%	+/-8.2
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	3.5%	+/-4.2
With related children of the householder under 18 years	(X)	(X)	7.5%	+/-12.7
With related children of the householder under 5 years only	(X)	(X)	0.0%	+/-61.8
Married couple families	(X)	(X)	1.8%	+/-2.9
With related children of the householder under 18 years	(X)	(X)	0.0%	+/-30.2
With related children of the householder under 5 years only	(X)	(X)	0.0%	+/-61.8
Families with female householder, no husband present	(X)	(X)	10.3%	+/-16.7
With related children of the householder under 18 years	(X)	(X)	16.3%	+/-25.5
With related children of the householder under 5 years only	(X)	(X)	-	**
All people	(X)	(X)	9.7%	+/-5.1
Under 18 years	(X)	(X)	11.5%	+/-17.4
Related children of the householder under 18 years	(X)	(X)	11.5%	+/-17.4
Related children of the householder under 5 years	(X)	(X)	22.4%	+/-42.2
Related children of the householder 5 to 17 years	(X)	(X)	9.2%	+/-14.1
18 years and over	(X)	(X)	9.4%	+/-4.2
18 to 64 years	(X)	(X)	9.0%	+/-5.2
65 years and over	(X)	(X)	9.8%	+/-7.2
People in families	(X)	(X)	4.4%	+/-5.4
Unrelated individuals 15 years and over	(X)	(X)	24.5%	+/-11.5

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Employment and unemployment estimates may vary from the official labor force data released by the Bureau of Labor Statistics because of differences in survey design and data collection. For guidance on differences in employment and unemployment estimates from different sources go to Labor Force Guidance.

Workers include members of the Armed Forces and civilians who were at work last week.

Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2010.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2012-2016 tables, industry data in the multiyear files (2012-2016) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at https://www.census.gov/people/io/methodology/.

Logical coverage edits applying a rules-based assignment of Medicaid, Medicare and military health coverage were added as of 2009 -- please see https://www.census.gov/library/working-papers/2010/demo/coverage_edits_final.html for more details. The 2008 data table in American FactFinder does not incorporate these edits. Therefore, the estimates that appear in these tables are not comparable to the estimates in the 2009 and later tables. Select geographies of 2008 data comparable to the 2009 and later tables are available at https://www.census.gov/data/tables/time-series/acs/1-year-re-run-health-insurance.html. The health insurance coverage category names were modified in 2010. See https://www.census.gov/topics/health/health-insurance/about/glossary.html#par_textimage_18 for a list of the insurance type definitions.

While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

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DP03

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2012-2016 American Community Survey 5-Year Estimates

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Subject	Calaveras County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	37,841	+/-167	37,841	(X)
In labor force	18,329	+/-739	48.4%	+/-2.0
Civilian labor force	18,323	+/-739	48.4%	+/-2.0
Employed	16,565	+/-713	43.8%	+/-1.9
Unemployed	1,758	+/-321	4.6%	+/-0.8
Armed Forces	6	+/-12	0.0%	+/-0.1
Not in labor force	19,512	+/-767	51.6%	+/-2.0
Civilian labor force	18,323	+/-739	18,323	(X)
Unemployment Rate	(X)	(X)	9.6%	+/-1.7
Females 16 years and over	19,161	+/-159	19,161	(X)
In labor force	8,629	+/-538	45.0%	+/-2.8
Civilian labor force	8,629	+/-538	45.0%	+/-2.8
Employed	7,917	+/-500	41.3%	+/-2.6
Own children of the householder under 6 years	2,180	+/-165	2,180	(X)
All parents in family in labor force	1,087	+/-250	49.9%	+/-11.6
Own children of the householder 6 to 17 years	5,249	+/-250	5,249	(X)
All parents in family in labor force	3,685	+/-383	70.2%	+/-6.4
COMMUTING TO WORK				
Workers 16 years and over	15,995	+/-729	15,995	(X)
Car, truck, or van -- drove alone	12,473	+/-712	78.0%	+/-2.4
Car, truck, or van -- carpooled	1,690	+/-343	10.6%	+/-2.1
Public transportation (excluding taxicab)	135	+/-106	0.8%	+/-0.7
Walked	310	+/-125	1.9%	+/-0.8
Other means	150	+/-73	0.9%	+/-0.5
Worked at home	1,237	+/-265	7.7%	+/-1.6

Subject	Calaveras County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean travel time to work (minutes)	34.9	+/-1.8	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	16,565	+/-713	16,565	(X)
Management, business, science, and arts occupations	5,980	+/-648	36.1%	+/-3.2
Service occupations	3,155	+/-392	19.0%	+/-2.3
Sales and office occupations	3,607	+/-502	21.8%	+/-3.0
Natural resources, construction, and maintenance occupations	1,936	+/-324	11.7%	+/-1.9
Production, transportation, and material moving occupations	1,887	+/-339	11.4%	+/-2.1
INDUSTRY				
Civilian employed population 16 years and over	16,565	+/-713	16,565	(X)
Agriculture, forestry, fishing and hunting, and mining	413	+/-169	2.5%	+/-1.0
Construction	1,900	+/-349	11.5%	+/-2.0
Manufacturing	1,393	+/-305	8.4%	+/-1.9
Wholesale trade	328	+/-136	2.0%	+/-0.8
Retail trade	1,866	+/-358	11.3%	+/-2.2
Transportation and warehousing, and utilities	859	+/-205	5.2%	+/-1.2
Information	209	+/-109	1.3%	+/-0.6
Finance and insurance, and real estate and rental and leasing	674	+/-197	4.1%	+/-1.2
Professional, scientific, and management, and administrative and waste management services	1,740	+/-340	10.5%	+/-1.9
Educational services, and health care and social assistance	3,840	+/-437	23.2%	+/-2.4
Arts, entertainment, and recreation, and accommodation and food services	1,429	+/-281	8.6%	+/-1.7
Other services, except public administration	783	+/-196	4.7%	+/-1.2
Public administration	1,131	+/-247	6.8%	+/-1.4
CLASS OF WORKER				
Civilian employed population 16 years and over	16,565	+/-713	16,565	(X)
Private wage and salary workers	11,433	+/-628	69.0%	+/-2.8
Government workers	2,886	+/-411	17.4%	+/-2.3
Self-employed in own not incorporated business workers	2,154	+/-306	13.0%	+/-1.7
Unpaid family workers	92	+/-72	0.6%	+/-0.4
INCOME AND BENEFITS (IN 2016 INFLATION-ADJUSTED DOLLARS)				
Total households	17,713	+/-499	17,713	(X)
Less than $10,000	863	+/-197	4.9%	+/-1.1
$10,000 to $14,999	1,010	+/-250	5.7%	+/-1.4
$15,000 to $24,999	2,075	+/-290	11.7%	+/-1.6
$25,000 to $34,999	2,006	+/-316	11.3%	+/-1.8
$35,000 to $49,999	2,405	+/-374	13.6%	+/-2.1
$50,000 to $74,999	2,766	+/-369	15.6%	+/-1.9
$75,000 to $99,999	2,087	+/-318	11.8%	+/-1.8
$100,000 to $149,999	2,768	+/-334	15.6%	+/-1.9
$150,000 to $199,999	955	+/-205	5.4%	+/-1.1
$200,000 or more	778	+/-203	4.4%	+/-1.2
Median household income (dollars)	53,502	+/-3,912	(X)	(X)
Mean household income (dollars)	75,402	+/-3,988	(X)	(X)
With earnings	10,595	+/-544	59.8%	+/-2.3
Mean earnings (dollars)	79,310	+/-5,868	(X)	(X)
With Social Security	8,617	+/-337	48.6%	+/-2.1
Mean Social Security income (dollars)	19,155	+/-575	(X)	(X)
With retirement income	5,460	+/-410	30.8%	+/-2.2
Mean retirement income (dollars)	30,966	+/-3,114	(X)	(X)

Subject	Calaveras County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
With Supplemental Security Income	1,307	+/-246	7.4%	+/-1.4
Mean Supplemental Security Income (dollars)	10,532	+/-1,476	(X)	(X)
With cash public assistance income	528	+/-159	3.0%	+/-0.9
Mean cash public assistance income (dollars)	5,726	+/-1,273	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	1,651	+/-338	9.3%	+/-1.8
Families	11,986	+/-511	11,986	(X)
Less than $10,000	460	+/-173	3.8%	+/-1.4
$10,000 to $14,999	287	+/-126	2.4%	+/-1.1
$15,000 to $24,999	697	+/-174	5.8%	+/-1.4
$25,000 to $34,999	1,273	+/-230	10.6%	+/-1.9
$35,000 to $49,999	1,594	+/-310	13.3%	+/-2.6
$50,000 to $74,999	1,939	+/-303	16.2%	+/-2.3
$75,000 to $99,999	1,842	+/-316	15.4%	+/-2.4
$100,000 to $149,999	2,336	+/-302	19.5%	+/-2.4
$150,000 to $199,999	821	+/-197	6.8%	+/-1.6
$200,000 or more	737	+/-199	6.1%	+/-1.7
Median family income (dollars)	70,878	+/-6,671	(X)	(X)
Mean family income (dollars)	90,379	+/-5,607	(X)	(X)
Per capita income (dollars)	30,577	+/-1,558	(X)	(X)
Nonfamily households	5,727	+/-518	5,727	(X)
Median nonfamily income (dollars)	27,419	+/-3,631	(X)	(X)
Mean nonfamily income (dollars)	41,766	+/-3,296	(X)	(X)
Median earnings for workers (dollars)	32,999	+/-3,153	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	55,988	+/-5,226	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	44,529	+/-4,468	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	44,402	+/-141	44,402	(X)
With health insurance coverage	40,735	+/-587	91.7%	+/-1.3
With private health insurance	29,287	+/-1,118	66.0%	+/-2.5
With public coverage	20,450	+/-1,039	46.1%	+/-2.3
No health insurance coverage	3,667	+/-555	8.3%	+/-1.3
Civilian noninstitutionalized population under 18 years	7,956	+/-112	7,956	(X)
No health insurance coverage	362	+/-212	4.6%	+/-2.7
Civilian noninstitutionalized population 18 to 64 years	25,279	+/-206	25,279	(X)
In labor force:	16,646	+/-710	16,646	(X)
Employed:	15,038	+/-661	15,038	(X)
With health insurance coverage	13,300	+/-726	88.4%	+/-2.5
With private health insurance	12,055	+/-741	80.2%	+/-2.8
With public coverage	1,609	+/-343	10.7%	+/-2.3
No health insurance coverage	1,738	+/-370	11.6%	+/-2.5
Unemployed:	1,608	+/-294	1,608	(X)
With health insurance coverage	1,024	+/-227	63.7%	+/-10.7
With private health insurance	529	+/-146	32.9%	+/-8.6
With public coverage	549	+/-184	34.1%	+/-9.5
No health insurance coverage	584	+/-220	36.3%	+/-10.7
Not in labor force:	8,633	+/-683	8,633	(X)
With health insurance coverage	7,661	+/-600	88.7%	+/-3.0
With private health insurance	4,302	+/-460	49.8%	+/-5.1

Subject	Calaveras County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
With public coverage	4,308	+/-594	49.9%	+/-4.5
No health insurance coverage	972	+/-284	11.3%	+/-3.0
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	8.0%	+/-1.8
With related children of the householder under 18 years	(X)	(X)	14.1%	+/-4.1
With related children of the householder under 5 years only	(X)	(X)	3.5%	+/-4.0
Married couple families	(X)	(X)	4.9%	+/-1.7
With related children of the householder under 18 years	(X)	(X)	6.6%	+/-4.0
With related children of the householder under 5 years only	(X)	(X)	3.2%	+/-4.8
Families with female householder, no husband present	(X)	(X)	19.3%	+/-5.9
With related children of the householder under 18 years	(X)	(X)	25.0%	+/-8.2
With related children of the householder under 5 years only	(X)	(X)	11.9%	+/-22.3
All people	(X)	(X)	12.7%	+/-2.0
Under 18 years	(X)	(X)	16.1%	+/-4.9
Related children of the householder under 18 years	(X)	(X)	15.9%	+/-4.8
Related children of the householder under 5 years	(X)	(X)	18.9%	+/-7.6
Related children of the householder 5 to 17 years	(X)	(X)	15.0%	+/-4.7
18 years and over	(X)	(X)	12.0%	+/-1.7
18 to 64 years	(X)	(X)	15.1%	+/-2.4
65 years and over	(X)	(X)	5.1%	+/-1.6
People in families	(X)	(X)	9.0%	+/-2.2
Unrelated individuals 15 years and over	(X)	(X)	28.6%	+/-3.6

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

DP03

SELECTED ECONOMIC CHARACTERISTICS

2012-2016 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	30,565,746	+/-3,893	30,565,746	(X)
In labor force	19,391,320	+/-20,568	63.4%	+/-0.1
Civilian labor force	19,260,868	+/-20,577	63.0%	+/-0.1
Employed	17,577,142	+/-19,377	57.5%	+/-0.1
Unemployed	1,683,726	+/-11,744	5.5%	+/-0.1
Armed Forces	130,452	+/-2,163	0.4%	+/-0.1
Not in labor force	11,174,426	+/-20,900	36.6%	+/-0.1
Civilian labor force	19,260,868	+/-20,577	19,260,868	(X)
Unemployment Rate	(X)	(X)	8.7%	+/-0.1
Females 16 years and over	15,494,178	+/-2,711	15,494,178	(X)
In labor force	8,858,641	+/-13,174	57.2%	+/-0.1
Civilian labor force	8,843,148	+/-13,146	57.1%	+/-0.1
Employed	8,062,838	+/-12,186	52.0%	+/-0.1
Own children of the householder under 6 years	2,894,630	+/-5,785	2,894,630	(X)
All parents in family in labor force	1,766,378	+/-8,648	61.0%	+/-0.3
Own children of the householder 6 to 17 years	5,826,524	+/-7,129	5,826,524	(X)
All parents in family in labor force	3,834,485	+/-12,431	65.8%	+/-0.2
COMMUTING TO WORK				
Workers 16 years and over	17,193,695	+/-20,722	17,193,695	(X)
Car, truck, or van -- drove alone	12,636,396	+/-17,021	73.5%	+/-0.1
Car, truck, or van -- carpooled	1,825,507	+/-14,542	10.6%	+/-0.1
Public transportation (excluding taxicab)	894,813	+/-7,719	5.2%	+/-0.1
Walked	463,369	+/-4,796	2.7%	+/-0.1
Other means	439,174	+/-4,940	2.6%	+/-0.1
Worked at home	934,436	+/-7,798	5.4%	+/-0.1

Subject	California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean travel time to work (minutes)	28.4	+/-0.1	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	17,577,142	+/-19,377	17,577,142	(X)
Management, business, science, and arts occupations	6,618,546	+/-25,905	37.7%	+/-0.1
Service occupations	3,292,699	+/-16,912	18.7%	+/-0.1
Sales and office occupations	4,117,361	+/-12,071	23.4%	+/-0.1
Natural resources, construction, and maintenance occupations	1,600,708	+/-10,824	9.1%	+/-0.1
Production, transportation, and material moving occupations	1,947,828	+/-10,711	11.1%	+/-0.1
INDUSTRY				
Civilian employed population 16 years and over	17,577,142	+/-19,377	17,577,142	(X)
Agriculture, forestry, fishing and hunting, and mining	414,997	+/-5,991	2.4%	+/-0.1
Construction	1,055,791	+/-8,172	6.0%	+/-0.1
Manufacturing	1,697,080	+/-10,560	9.7%	+/-0.1
Wholesale trade	530,690	+/-5,706	3.0%	+/-0.1
Retail trade	1,927,782	+/-9,672	11.0%	+/-0.1
Transportation and warehousing, and utilities	845,011	+/-5,770	4.8%	+/-0.1
Information	513,204	+/-5,699	2.9%	+/-0.1
Finance and insurance, and real estate and rental and leasing	1,089,085	+/-8,594	6.2%	+/-0.1
Professional, scientific, and management, and administrative and waste management services	2,297,962	+/-9,001	13.1%	+/-0.1
Educational services, and health care and social assistance	3,674,888	+/-15,684	20.9%	+/-0.1
Arts, entertainment, and recreation, and accommodation and food services	1,817,155	+/-10,745	10.3%	+/-0.1
Other services, except public administration	938,247	+/-7,573	5.3%	+/-0.1
Public administration	775,250	+/-6,606	4.4%	+/-0.1
CLASS OF WORKER				
Civilian employed population 16 years and over	17,577,142	+/-19,377	17,577,142	(X)
Private wage and salary workers	13,707,752	+/-16,424	78.0%	+/-0.1
Government workers	2,390,893	+/-16,702	13.6%	+/-0.1
Self-employed in own not incorporated business workers	1,448,125	+/-7,845	8.2%	+/-0.1
Unpaid family workers	30,372	+/-1,186	0.2%	+/-0.1
INCOME AND BENEFITS (IN 2016 INFLATION-ADJUSTED DOLLARS)				
Total households	12,807,387	+/-18,852	12,807,387	(X)
Less than $10,000	728,895	+/-6,027	5.7%	+/-0.1
$10,000 to $14,999	629,347	+/-5,042	4.9%	+/-0.1
$15,000 to $24,999	1,165,049	+/-6,714	9.1%	+/-0.1
$25,000 to $34,999	1,111,844	+/-5,717	8.7%	+/-0.1
$35,000 to $49,999	1,507,937	+/-7,780	11.8%	+/-0.1
$50,000 to $74,999	2,115,762	+/-10,548	16.5%	+/-0.1
$75,000 to $99,999	1,552,490	+/-9,308	12.1%	+/-0.1
$100,000 to $149,999	1,950,658	+/-12,093	15.2%	+/-0.1
$150,000 to $199,999	935,208	+/-7,199	7.3%	+/-0.1
$200,000 or more	1,110,197	+/-7,999	8.7%	+/-0.1
Median household income (dollars)	63,783	+/-188	(X)	(X)
Mean household income (dollars)	91,149	+/-244	(X)	(X)
With earnings	10,300,159	+/-19,407	80.4%	+/-0.1
Mean earnings (dollars)	91,564	+/-232	(X)	(X)
With Social Security	3,423,062	+/-11,032	26.7%	+/-0.1
Mean Social Security income (dollars)	17,741	+/-38	(X)	(X)
With retirement income	2,040,930	+/-12,597	15.9%	+/-0.1
Mean retirement income (dollars)	30,242	+/-160	(X)	(X)

Subject	California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
With Supplemental Security Income	799,792	+/-5,350	6.2%	+/-0.1
Mean Supplemental Security Income (dollars)	9,861	+/-41	(X)	(X)
With cash public assistance income	480,799	+/-4,332	3.8%	+/-0.1
Mean cash public assistance income (dollars)	4,727	+/-45	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	1,205,984	+/-7,415	9.4%	+/-0.1
Families	8,800,019	+/-24,923	8,800,019	(X)
Less than $10,000	371,691	+/-4,144	4.2%	+/-0.1
$10,000 to $14,999	269,720	+/-3,775	3.1%	+/-0.1
$15,000 to $24,999	685,798	+/-5,919	7.8%	+/-0.1
$25,000 to $34,999	711,766	+/-4,905	8.1%	+/-0.1
$35,000 to $49,999	1,016,133	+/-7,011	11.5%	+/-0.1
$50,000 to $74,999	1,450,515	+/-8,651	16.5%	+/-0.1
$75,000 to $99,999	1,124,895	+/-7,805	12.8%	+/-0.1
$100,000 to $149,999	1,498,659	+/-11,752	17.0%	+/-0.1
$150,000 to $199,999	755,288	+/-7,333	8.6%	+/-0.1
$200,000 or more	915,554	+/-7,971	10.4%	+/-0.1
Median family income (dollars)	72,952	+/-283	(X)	(X)
Mean family income (dollars)	101,373	+/-330	(X)	(X)
Per capita income (dollars)	31,458	+/-99	(X)	(X)
Nonfamily households	4,007,368	+/-10,748	4,007,368	(X)
Median nonfamily income (dollars)	41,858	+/-154	(X)	(X)
Mean nonfamily income (dollars)	63,209	+/-243	(X)	(X)
Median earnings for workers (dollars)	31,736	+/-54	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	51,272	+/-121	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	44,192	+/-257	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	38,151,997	+/-2,141	38,151,997	(X)
With health insurance coverage	33,347,804	+/-33,460	87.4%	+/-0.1
With private health insurance	23,584,092	+/-72,422	61.8%	+/-0.2
With public coverage	13,098,930	+/-35,490	34.3%	+/-0.1
No health insurance coverage	4,804,193	+/-34,093	12.6%	+/-0.1
Civilian noninstitutionalized population under 18 years	9,124,984	+/-668	9,124,984	(X)
No health insurance coverage	494,165	+/-8,186	5.4%	+/-0.1
Civilian noninstitutionalized population 18 to 64 years	24,146,091	+/-2,532	24,146,091	(X)
In labor force:	18,257,605	+/-18,683	18,257,605	(X)
Employed:	16,672,233	+/-17,605	16,672,233	(X)
With health insurance coverage	14,056,704	+/-29,553	84.3%	+/-0.1
With private health insurance	12,491,665	+/-32,990	74.9%	+/-0.2
With public coverage	1,889,124	+/-10,094	11.3%	+/-0.1
No health insurance coverage	2,615,529	+/-21,946	15.7%	+/-0.1
Unemployed:	1,585,372	+/-11,565	1,585,372	(X)
With health insurance coverage	1,051,535	+/-8,814	66.3%	+/-0.3
With private health insurance	592,641	+/-6,986	37.4%	+/-0.4
With public coverage	496,210	+/-5,952	31.3%	+/-0.3
No health insurance coverage	533,837	+/-6,420	33.7%	+/-0.3
Not in labor force:	5,888,486	+/-18,400	5,888,486	(X)
With health insurance coverage	4,798,050	+/-14,601	81.5%	+/-0.2
With private health insurance	2,886,140	+/-14,876	49.0%	+/-0.3

Subject	California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
With public coverage	2,196,078	+/-13,772	37.3%	+/-0.2
No health insurance coverage	1,090,436	+/-10,704	18.5%	+/-0.2
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	11.8%	+/-0.1
With related children of the householder under 18 years	(X)	(X)	17.7%	+/-0.2
With related children of the householder under 5 years only	(X)	(X)	14.6%	+/-0.3
Married couple families	(X)	(X)	7.0%	+/-0.1
With related children of the householder under 18 years	(X)	(X)	10.2%	+/-0.1
With related children of the householder under 5 years only	(X)	(X)	6.5%	+/-0.2
Families with female householder, no husband present	(X)	(X)	27.3%	+/-0.2
With related children of the householder under 18 years	(X)	(X)	37.5%	+/-0.3
With related children of the householder under 5 years only	(X)	(X)	39.3%	+/-0.9
All people	(X)	(X)	15.8%	+/-0.1
Under 18 years	(X)	(X)	21.9%	+/-0.2
Related children of the householder under 18 years	(X)	(X)	21.6%	+/-0.2
Related children of the householder under 5 years	(X)	(X)	22.9%	+/-0.3
Related children of the householder 5 to 17 years	(X)	(X)	21.1%	+/-0.2
18 years and over	(X)	(X)	13.9%	+/-0.1
18 to 64 years	(X)	(X)	14.7%	+/-0.1
65 years and over	(X)	(X)	10.3%	+/-0.1
People in families	(X)	(X)	13.2%	+/-0.1
Unrelated individuals 15 years and over	(X)	(X)	27.8%	+/-0.1

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Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Explanation of Symbols:

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DP03

SELECTED ECONOMIC CHARACTERISTICS

2012-2016 American Community Survey 5-Year Estimates

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Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	1,874	+/-332	1,874	(X)
In labor force	819	+/-248	43.7%	+/-8.0
Civilian labor force	819	+/-248	43.7%	+/-8.0
Employed	737	+/-221	39.3%	+/-7.5
Unemployed	82	+/-66	4.4%	+/-3.2
Armed Forces	0	+/-12	0.0%	+/-1.7
Not in labor force	1,055	+/-185	56.3%	+/-8.0
Civilian labor force	819	+/-248	819	(X)
Unemployment Rate	(X)	(X)	10.0%	+/-7.0
Females 16 years and over	1,094	+/-224	1,094	(X)
In labor force	504	+/-168	46.1%	+/-8.8
Civilian labor force	504	+/-168	46.1%	+/-8.8
Employed	457	+/-143	41.8%	+/-8.0
Own children of the householder under 6 years	65	+/-53	65	(X)
All parents in family in labor force	51	+/-51	78.5%	+/-32.4
Own children of the householder 6 to 17 years	266	+/-135	266	(X)
All parents in family in labor force	217	+/-131	81.6%	+/-18.0
COMMUTING TO WORK				
Workers 16 years and over	729	+/-218	729	(X)
Car, truck, or van -- drove alone	552	+/-171	75.7%	+/-10.5
Car, truck, or van -- carpooled	59	+/-56	8.1%	+/-6.5
Public transportation (excluding taxicab)	0	+/-12	0.0%	+/-4.4
Walked	36	+/-31	4.9%	+/-4.1
Other means	0	+/-12	0.0%	+/-4.4
Worked at home	82	+/-62	11.2%	+/-8.4

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean travel time to work (minutes)	24.8	+/-7.9	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	737	+/-221	737	(X)
Management, business, science, and arts occupations	307	+/-121	41.7%	+/-11.6
Service occupations	189	+/-86	25.6%	+/-10.0
Sales and office occupations	124	+/-81	16.8%	+/-9.9
Natural resources, construction, and maintenance occupations	62	+/-45	8.4%	+/-5.1
Production, transportation, and material moving occupations	55	+/-57	7.5%	+/-6.8
INDUSTRY				
Civilian employed population 16 years and over	737	+/-221	737	(X)
Agriculture, forestry, fishing and hunting, and mining	9	+/-13	1.2%	+/-1.8
Construction	94	+/-77	12.8%	+/-8.9
Manufacturing	53	+/-45	7.2%	+/-6.2
Wholesale trade	0	+/-12	0.0%	+/-4.3
Retail trade	93	+/-83	12.6%	+/-10.1
Transportation and warehousing, and utilities	22	+/-20	3.0%	+/-2.8
Information	8	+/-13	1.1%	+/-1.7
Finance and insurance, and real estate and rental and leasing	41	+/-43	5.6%	+/-5.2
Professional, scientific, and management, and administrative and waste management services	90	+/-63	12.2%	+/-8.0
Educational services, and health care and social assistance	141	+/-76	19.1%	+/-9.2
Arts, entertainment, and recreation, and accommodation and food services	126	+/-69	17.1%	+/-7.8
Other services, except public administration	35	+/-27	4.7%	+/-3.8
Public administration	25	+/-23	3.4%	+/-3.2
CLASS OF WORKER				
Civilian employed population 16 years and over	737	+/-221	737	(X)
Private wage and salary workers	452	+/-168	61.3%	+/-13.0
Government workers	49	+/-35	6.6%	+/-4.6
Self-employed in own not incorporated business workers	236	+/-120	32.0%	+/-13.0
Unpaid family workers	0	+/-12	0.0%	+/-4.3
INCOME AND BENEFITS (IN 2016 INFLATION-ADJUSTED DOLLARS)				
Total households	1,061	+/-133	1,061	(X)
Less than $10,000	56	+/-52	5.3%	+/-4.8
$10,000 to $14,999	83	+/-40	7.8%	+/-3.9
$15,000 to $24,999	152	+/-64	14.3%	+/-6.0
$25,000 to $34,999	161	+/-82	15.2%	+/-7.6
$35,000 to $49,999	144	+/-63	13.6%	+/-5.4
$50,000 to $74,999	153	+/-66	14.4%	+/-6.0
$75,000 to $99,999	70	+/-53	6.6%	+/-4.8
$100,000 to $149,999	84	+/-54	7.9%	+/-5.0
$150,000 to $199,999	62	+/-43	5.8%	+/-4.0
$200,000 or more	96	+/-58	9.0%	+/-5.2
Median household income (dollars)	43,686	+/-10,050	(X)	(X)
Mean household income (dollars)	87,806	+/-21,683	(X)	(X)
With earnings	568	+/-138	53.5%	+/-9.3
Mean earnings (dollars)	106,372	+/-39,822	(X)	(X)
With Social Security	638	+/-104	60.1%	+/-9.2
Mean Social Security income (dollars)	17,560	+/-1,926	(X)	(X)
With retirement income	368	+/-116	34.7%	+/-9.6
Mean retirement income (dollars)	22,221	+/-7,522	(X)	(X)

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
With Supplemental Security Income	67	+/-46	6.3%	+/-4.2
Mean Supplemental Security Income (dollars)	9,616	+/-3,380	(X)	(X)
With cash public assistance income	60	+/-56	5.7%	+/-5.2
Mean cash public assistance income (dollars)	3,188	+/-1,754	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	117	+/-75	11.0%	+/-6.7
Families	592	+/-142	592	(X)
Less than $10,000	13	+/-21	2.2%	+/-3.5
$10,000 to $14,999	0	+/-12	0.0%	+/-5.3
$15,000 to $24,999	31	+/-24	5.2%	+/-4.1
$25,000 to $34,999	105	+/-68	17.7%	+/-10.4
$35,000 to $49,999	76	+/-51	12.8%	+/-8.3
$50,000 to $74,999	70	+/-53	11.8%	+/-8.3
$75,000 to $99,999	62	+/-52	10.5%	+/-7.9
$100,000 to $149,999	91	+/-55	15.4%	+/-9.1
$150,000 to $199,999	48	+/-41	8.1%	+/-6.7
$200,000 or more	96	+/-58	16.2%	+/-8.9
Median family income (dollars)	82,581	+/-33,686	(X)	(X)
Mean family income (dollars)	132,140	+/-35,386	(X)	(X)
Per capita income (dollars)	44,317	+/-10,470	(X)	(X)
Nonfamily households	469	+/-99	469	(X)
Median nonfamily income (dollars)	23,355	+/-6,462	(X)	(X)
Mean nonfamily income (dollars)	31,207	+/-5,367	(X)	(X)
Median earnings for workers (dollars)	26,033	+/-11,844	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	52,470	+/-18,750	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	-	**	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	2,088	+/-379	2,088	(X)
With health insurance coverage	1,977	+/-370	94.7%	+/-4.3
With private health insurance	1,470	+/-286	70.4%	+/-6.8
With public coverage	1,188	+/-241	56.9%	+/-8.8
No health insurance coverage	111	+/-91	5.3%	+/-4.3
Civilian noninstitutionalized population under 18 years	331	+/-147	331	(X)
No health insurance coverage	0	+/-12	0.0%	+/-9.3
Civilian noninstitutionalized population 18 to 64 years	964	+/-271	964	(X)
In labor force:	675	+/-218	675	(X)
Employed:	609	+/-201	609	(X)
With health insurance coverage	519	+/-182	85.2%	+/-12.5
With private health insurance	494	+/-175	81.1%	+/-12.5
With public coverage	50	+/-32	8.2%	+/-5.2
No health insurance coverage	90	+/-83	14.8%	+/-12.5
Unemployed:	66	+/-64	66	(X)
With health insurance coverage	61	+/-62	92.4%	+/-14.9
With private health insurance	50	+/-55	75.8%	+/-27.0
With public coverage	38	+/-50	57.6%	+/-38.4
No health insurance coverage	5	+/-8	7.6%	+/-14.9
Not in labor force:	289	+/-118	289	(X)
With health insurance coverage	273	+/-115	94.5%	+/-8.2
With private health insurance	127	+/-68	43.9%	+/-19.4

Subject	Murphys CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
With public coverage	146	+/-92	50.5%	+/-20.4
No health insurance coverage	16	+/-24	5.5%	+/-8.2
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	3.5%	+/-4.2
With related children of the householder under 18 years	(X)	(X)	7.5%	+/-12.7
With related children of the householder under 5 years only	(X)	(X)	0.0%	+/-61.8
Married couple families	(X)	(X)	1.8%	+/-2.9
With related children of the householder under 18 years	(X)	(X)	0.0%	+/-30.2
With related children of the householder under 5 years only	(X)	(X)	0.0%	+/-61.8
Families with female householder, no husband present	(X)	(X)	10.3%	+/-16.7
With related children of the householder under 18 years	(X)	(X)	16.3%	+/-25.5
With related children of the householder under 5 years only	(X)	(X)	-	**
All people	(X)	(X)	9.7%	+/-5.1
Under 18 years	(X)	(X)	11.5%	+/-17.4
Related children of the householder under 18 years	(X)	(X)	11.5%	+/-17.4
Related children of the householder under 5 years	(X)	(X)	22.4%	+/-42.2
Related children of the householder 5 to 17 years	(X)	(X)	9.2%	+/-14.1
18 years and over	(X)	(X)	9.4%	+/-4.2
18 to 64 years	(X)	(X)	9.0%	+/-5.2
65 years and over	(X)	(X)	9.8%	+/-7.2
People in families	(X)	(X)	4.4%	+/-5.4
Unrelated individuals 15 years and over	(X)	(X)	24.5%	+/-11.5

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Employment and unemployment estimates may vary from the official labor force data released by the Bureau of Labor Statistics because of differences in survey design and data collection. For guidance on differences in employment and unemployment estimates from different sources go to Labor Force Guidance.

Workers include members of the Armed Forces and civilians who were at work last week.

Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2010.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2012-2016 tables, industry data in the multiyear files (2012-2016) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at https://www.census.gov/people/io/methodology/.

Logical coverage edits applying a rules-based assignment of Medicaid, Medicare and military health coverage were added as of 2009 -- please see https://www.census.gov/library/working-papers/2010/demo/coverage_edits_final.html for more details. The 2008 data table in American FactFinder does not incorporate these edits. Therefore, the estimates that appear in these tables are not comparable to the estimates in the 2009 and later tables. Select geographies of 2008 data comparable to the 2009 and later tables are available at https://www.census.gov/data/tables/time-series/acs/1-year-re-run-health-insurance.html. The health insurance coverage category names were modified in 2010. See https://www.census.gov/topics/health/health-insurance/about/glossary.html#par_textimage_18 for a list of the insurance type definitions.

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Income Range	# of households (Murphys)	% of households (Murphys)	# of households (Calaveras Co.)	% of households (Calaveras Co.)	# of households (State of CA)	% of households (State of CA)
Less than $10,000	56	5%	863	5%	371,691	4%
$10,000 - $14,999	83	8%	1,010	6%	269,720	3%
$15,000 - $24,999	152	14%	2,075	12%	685,798	8%
$25,000 - $34,999	161	15%	2,006	11%	711,766	8%
$35,000 - $49,999	144	14%	2,405	14%	1,016,133	12%
$50,000 - $74,999	153	14%	2,766	16%	1,450,515	16%
$75,000 - $99,999	70	7%	2,087	12%	1,124,895	13%
$100,000 - $149,999	84	8%	2,768	16%	1,498,659	17%
$150,000 - $199,999	62	6%	955	5%	755,288	9%
$200,000 or greater	96	9%	778	4%	915,554	10%
Total Households	1,061		17,713		8,800,019	
Per Capita Income	$44,317		$30,577		$31,458	
% of households with incomes under $35k		43%		34%		23%

Data is from 2012-2016 American Community Survey 5-Year Estimates

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COMMUTING CHARACTERISTICS BY SEX

2012-2016 American Community Survey 5-Year Estimates

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Subject	Murphys CDP, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	729	+/-218	280	+/-106	449
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	83.8%	+/-10.4	78.2%	+/-17.3	87.3%
Drove alone	75.7%	+/-10.5	66.8%	+/-17.9	81.3%
Carpooled	8.1%	+/-6.5	11.4%	+/-11.7	6.0%
In 2-person carpool	8.1%	+/-6.5	11.4%	+/-11.7	6.0%
In 3-person carpool	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
In 4-or-more person carpool	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
Workers per car, truck, or van	1.05	+/-0.04	1.07	+/-0.09	1.03
Public transportation (excluding taxicab)	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
Walked	4.9%	+/-4.1	2.5%	+/-4.2	6.5%
Bicycle	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
Taxicab, motorcycle, or other means	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
Worked at home	11.2%	+/-8.4	19.3%	+/-17.1	6.2%
PLACE OF WORK					
Worked in state of residence	100.0%	+/-4.4	100.0%	+/-10.9	100.0%
Worked in county of residence	78.2%	+/-9.3	91.8%	+/-8.9	69.7%
Worked outside county of residence	21.8%	+/-9.3	8.2%	+/-8.9	30.3%
Worked outside state of residence	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
Living in a place	100.0%	+/-4.4	100.0%	+/-10.9	100.0%
Worked in place of residence	44.2%	+/-12.1	59.6%	+/-17.7	34.5%
Worked outside place of residence	55.8%	+/-12.1	40.4%	+/-17.7	65.5%
Not living in a place	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
Living in 12 selected states	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
Worked in minor civil division of residence	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
Worked outside minor civil division of residence	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
Not living in 12 selected states	100.0%	+/-4.4	100.0%	+/-10.9	100.0%

Subject	Murphys CDP, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over who did not work at home	647	+/-209	226	+/-94	421
TIME LEAVING HOME TO GO TO WORK					
12:00 a.m. to 4:59 a.m.	0.0%	+/-4.9	0.0%	+/-13.4	0.0%
5:00 a.m. to 5:29 a.m.	0.0%	+/-4.9	0.0%	+/-13.4	0.0%
5:30 a.m. to 5:59 a.m.	1.4%	+/-2.2	4.0%	+/-6.0	0.0%
6:00 a.m. to 6:29 a.m.	7.3%	+/-6.5	7.1%	+/-8.0	7.4%
6:30 a.m. to 6:59 a.m.	4.8%	+/-3.9	3.1%	+/-5.2	5.7%
7:00 a.m. to 7:29 a.m.	20.6%	+/-12.7	19.0%	+/-16.6	21.4%
7:30 a.m. to 7:59 a.m.	12.7%	+/-7.1	22.6%	+/-14.2	7.4%
8:00 a.m. to 8:29 a.m.	22.3%	+/-10.0	15.9%	+/-15.4	25.7%
8:30 a.m. to 8:59 a.m.	5.1%	+/-5.1	9.3%	+/-14.0	2.9%
9:00 a.m. to 11:59 p.m.	26.0%	+/-9.3	19.0%	+/-11.9	29.7%
TRAVEL TIME TO WORK					
Less than 10 minutes	35.5%	+/-12.7	41.6%	+/-19.8	32.3%
10 to 14 minutes	15.0%	+/-8.1	36.3%	+/-21.0	3.6%
15 to 19 minutes	5.7%	+/-5.2	8.0%	+/-9.1	4.5%
20 to 24 minutes	8.7%	+/-8.1	0.0%	+/-13.4	13.3%
25 to 29 minutes	4.9%	+/-6.3	0.0%	+/-13.4	7.6%
30 to 34 minutes	4.3%	+/-3.9	0.0%	+/-13.4	6.7%
35 to 44 minutes	7.9%	+/-5.5	3.1%	+/-4.9	10.5%
45 to 59 minutes	9.4%	+/-7.9	4.0%	+/-6.0	12.4%
60 or more minutes	8.5%	+/-6.4	7.1%	+/-7.6	9.3%
Mean travel time to work (minutes)	24.8	+/-7.9	16.9	+/-8.7	29.0
VEHICLES AVAILABLE					
Workers 16 years and over in households	729	+/-218	280	+/-106	449
No vehicle available	0.0%	+/-4.4	0.0%	+/-10.9	0.0%
1 vehicle available	17.3%	+/-8.4	14.3%	+/-13.5	19.2%
2 vehicles available	46.8%	+/-14.2	38.6%	+/-17.8	51.9%
3 or more vehicles available	35.9%	+/-15.0	47.1%	+/-19.8	29.0%
PERCENT ALLOCATED					
Means of transportation to work	4.3%	(X)	(X)	(X)	(X)
Private vehicle occupancy	7.0%	(X)	(X)	(X)	(X)
Place of work	5.8%	(X)	(X)	(X)	(X)
Time leaving home to go to work	8.8%	(X)	(X)	(X)	(X)
Travel time to work	4.8%	(X)	(X)	(X)	(X)
Vehicles available	0.0%	(X)	(X)	(X)	(X)

Subject	Murphys CDP, California
	Female
	Margin of Error
Workers 16 years and over	+/-140
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	+/-10.0
Drove alone	+/-10.8
Carpooled	+/-6.4
In 2-person carpool	+/-6.4
In 3-person carpool	+/-7.0
In 4-or-more person carpool	+/-7.0
Workers per car, truck, or van	+/-0.04
Public transportation (excluding taxicab)	+/-7.0
Walked	+/-6.2
Bicycle	+/-7.0
Taxicab, motorcycle, or other means	+/-7.0
Worked at home	+/-7.8
PLACE OF WORK	
Worked in state of residence	+/-7.0
Worked in county of residence	+/-13.0
Worked outside county of residence	+/-13.0
Worked outside state of residence	+/-7.0
Living in a place	+/-7.0
Worked in place of residence	+/-14.9
Worked outside place of residence	+/-14.9
Not living in a place	+/-7.0
Living in 12 selected states	+/-7.0
Worked in minor civil division of residence	+/-7.0
Worked outside minor civil division of residence	+/-7.0
Not living in 12 selected states	+/-7.0
Workers 16 years and over who did not work at home	+/-138
TIME LEAVING HOME TO GO TO WORK	
12:00 a.m. to 4:59 a.m.	+/-7.4
5:00 a.m. to 5:29 a.m.	+/-7.4
5:30 a.m. to 5:59 a.m.	+/-7.4
6:00 a.m. to 6:29 a.m.	+/-9.0
6:30 a.m. to 6:59 a.m.	+/-5.2
7:00 a.m. to 7:29 a.m.	+/-14.5
7:30 a.m. to 7:59 a.m.	+/-7.2
8:00 a.m. to 8:29 a.m.	+/-14.0
8:30 a.m. to 8:59 a.m.	+/-3.7
9:00 a.m. to 11:59 p.m.	+/-13.0
TRAVEL TIME TO WORK	
Less than 10 minutes	+/-14.2
10 to 14 minutes	+/-5.7
15 to 19 minutes	+/-5.0
20 to 24 minutes	+/-12.0
25 to 29 minutes	+/-9.2
30 to 34 minutes	+/-6.1
35 to 44 minutes	+/-7.9
45 to 59 minutes	+/-10.7
60 or more minutes	+/-9.3
Mean travel time to work (minutes)	+/-10.6
VEHICLES AVAILABLE	

Subject	Murphys CDP, California
	Female
	Margin of Error
Workers 16 years and over in households	+/-140
No vehicle available	+/-7.0
1 vehicle available	+/-9.0
2 vehicles available	+/-14.1
3 or more vehicles available	+/-13.6
PERCENT ALLOCATED	
Means of transportation to work	(X)
Private vehicle occupancy	(X)
Place of work	(X)
Time leaving home to go to work	(X)
Travel time to work	(X)
Vehicles available	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

S0801

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2012-2016 American Community Survey 5-Year Estimates

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Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Calaveras County, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	15,995	+/-729	8,296	+/-475	7,699
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	88.5%	+/-1.7	86.4%	+/-2.5	90.8%
Drove alone	78.0%	+/-2.4	76.6%	+/-3.1	79.5%
Carpooled	10.6%	+/-2.1	9.9%	+/-2.4	11.3%
In 2-person carpool	8.9%	+/-2.0	8.2%	+/-2.4	9.6%
In 3-person carpool	1.3%	+/-0.7	1.1%	+/-0.9	1.4%
In 4-or-more person carpool	0.4%	+/-0.4	0.5%	+/-0.8	0.3%
Workers per car, truck, or van	1.07	+/-0.01	1.06	+/-0.02	1.07
Public transportation (excluding taxicab)	0.8%	+/-0.7	0.4%	+/-0.7	1.3%
Walked	1.9%	+/-0.8	2.7%	+/-1.4	1.1%
Bicycle	0.1%	+/-0.1	0.2%	+/-0.3	0.0%
Taxicab, motorcycle, or other means	0.9%	+/-0.4	1.5%	+/-0.8	0.2%
Worked at home	7.7%	+/-1.6	8.8%	+/-2.2	6.5%
PLACE OF WORK					
Worked in state of residence	99.2%	+/-0.7	98.4%	+/-1.3	100.0%
Worked in county of residence	55.7%	+/-3.7	53.4%	+/-4.1	58.2%
Worked outside county of residence	43.4%	+/-3.8	45.0%	+/-4.4	41.8%
Worked outside state of residence	0.8%	+/-0.7	1.6%	+/-1.3	0.0%
Living in a place	74.3%	+/-3.6	74.7%	+/-4.0	73.9%
Worked in place of residence	16.6%	+/-3.0	17.9%	+/-4.0	15.1%
Worked outside place of residence	57.7%	+/-3.6	56.8%	+/-3.8	58.8%
Not living in a place	25.7%	+/-3.6	25.3%	+/-4.0	26.1%
Living in 12 selected states	0.0%	+/-0.2	0.0%	+/-0.4	0.0%
Worked in minor civil division of residence	0.0%	+/-0.2	0.0%	+/-0.4	0.0%
Worked outside minor civil division of residence	0.0%	+/-0.2	0.0%	+/-0.4	0.0%
Not living in 12 selected states	100.0%	+/-0.2	100.0%	+/-0.4	100.0%

Subject	Calaveras County, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over who did not work at home	14,758	+/-706	7,563	+/-433	7,195
TIME LEAVING HOME TO GO TO WORK					
12:00 a.m. to 4:59 a.m.	6.9%	+/-1.6	10.3%	+/-2.7	3.3%
5:00 a.m. to 5:29 a.m.	4.9%	+/-1.5	6.8%	+/-2.4	2.9%
5:30 a.m. to 5:59 a.m.	5.2%	+/-1.5	7.5%	+/-2.6	2.9%
6:00 a.m. to 6:29 a.m.	10.9%	+/-2.1	12.0%	+/-2.8	9.7%
6:30 a.m. to 6:59 a.m.	11.4%	+/-2.4	14.0%	+/-3.8	8.6%
7:00 a.m. to 7:29 a.m.	21.4%	+/-2.7	16.4%	+/-3.0	26.7%
7:30 a.m. to 7:59 a.m.	10.0%	+/-1.9	8.3%	+/-2.7	11.9%
8:00 a.m. to 8:29 a.m.	9.5%	+/-1.8	7.5%	+/-2.1	11.6%
8:30 a.m. to 8:59 a.m.	2.5%	+/-0.9	2.0%	+/-0.9	3.0%
9:00 a.m. to 11:59 p.m.	17.2%	+/-2.4	15.0%	+/-3.3	19.4%
TRAVEL TIME TO WORK					
Less than 10 minutes	16.0%	+/-2.7	14.4%	+/-3.4	17.6%
10 to 14 minutes	10.3%	+/-1.8	9.7%	+/-2.3	10.9%
15 to 19 minutes	7.9%	+/-1.5	7.7%	+/-2.1	8.1%
20 to 24 minutes	7.8%	+/-2.0	6.3%	+/-2.2	9.5%
25 to 29 minutes	2.9%	+/-1.1	1.7%	+/-0.9	4.1%
30 to 34 minutes	9.4%	+/-1.8	9.2%	+/-2.7	9.5%
35 to 44 minutes	11.7%	+/-2.7	10.4%	+/-2.7	13.0%
45 to 59 minutes	15.7%	+/-3.0	15.3%	+/-3.5	16.2%
60 or more minutes	18.4%	+/-2.5	25.2%	+/-3.9	11.2%
Mean travel time to work (minutes)	34.9	+/-1.8	39.4	+/-3.1	30.1
VEHICLES AVAILABLE					
Workers 16 years and over in households	15,987	+/-726	8,291	+/-474	7,696
No vehicle available	1.8%	+/-1.0	2.1%	+/-1.5	1.5%
1 vehicle available	10.8%	+/-1.9	9.1%	+/-2.3	12.6%
2 vehicles available	38.1%	+/-4.3	37.2%	+/-4.4	39.2%
3 or more vehicles available	49.2%	+/-4.1	51.5%	+/-4.2	46.8%
PERCENT ALLOCATED					
Means of transportation to work	6.4%	(X)	(X)	(X)	(X)
Private vehicle occupancy	7.7%	(X)	(X)	(X)	(X)
Place of work	8.3%	(X)	(X)	(X)	(X)
Time leaving home to go to work	20.2%	(X)	(X)	(X)	(X)
Travel time to work	9.7%	(X)	(X)	(X)	(X)
Vehicles available	0.9%	(X)	(X)	(X)	(X)

Subject	Calaveras County, California
	Female
	Margin of Error
Workers 16 years and over	+/-490
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	+/-2.4
Drove alone	+/-3.6
Carpooled	+/-3.2
In 2-person carpool	+/-3.0
In 3-person carpool	+/-1.1
In 4-or-more person carpool	+/-0.4
Workers per car, truck, or van	+/-0.02
Public transportation (excluding taxicab)	+/-1.1
Walked	+/-0.6
Bicycle	+/-0.4
Taxicab, motorcycle, or other means	+/-0.4
Worked at home	+/-2.1
PLACE OF WORK	
Worked in state of residence	+/-0.4
Worked in county of residence	+/-4.9
Worked outside county of residence	+/-4.9
Worked outside state of residence	+/-0.4
Living in a place	+/-4.5
Worked in place of residence	+/-3.6
Worked outside place of residence	+/-5.2
Not living in a place	+/-4.5
Living in 12 selected states	+/-0.4
Worked in minor civil division of residence	+/-0.4
Worked outside minor civil division of residence	+/-0.4
Not living in 12 selected states	+/-0.4
Workers 16 years and over who did not work at home	+/-487
TIME LEAVING HOME TO GO TO WORK	
12:00 a.m. to 4:59 a.m.	+/-1.6
5:00 a.m. to 5:29 a.m.	+/-1.5
5:30 a.m. to 5:59 a.m.	+/-1.5
6:00 a.m. to 6:29 a.m.	+/-3.5
6:30 a.m. to 6:59 a.m.	+/-2.7
7:00 a.m. to 7:29 a.m.	+/-4.4
7:30 a.m. to 7:59 a.m.	+/-2.9
8:00 a.m. to 8:29 a.m.	+/-3.0
8:30 a.m. to 8:59 a.m.	+/-1.5
9:00 a.m. to 11:59 p.m.	+/-3.1
TRAVEL TIME TO WORK	
Less than 10 minutes	+/-3.4
10 to 14 minutes	+/-2.4
15 to 19 minutes	+/-2.1
20 to 24 minutes	+/-3.1
25 to 29 minutes	+/-1.9
30 to 34 minutes	+/-2.4
35 to 44 minutes	+/-3.9
45 to 59 minutes	+/-4.6
60 or more minutes	+/-3.3
Mean travel time to work (minutes)	+/-2.2
VEHICLES AVAILABLE	

Subject	Calaveras County, California
	Female
	Margin of Error
Workers 16 years and over in households	+/-489
No vehicle available	+/-0.9
1 vehicle available	+/-2.5
2 vehicles available	+/-5.1
3 or more vehicles available	+/-5.3
PERCENT ALLOCATED	
Means of transportation to work	(X)
Private vehicle occupancy	(X)
Place of work	(X)
Time leaving home to go to work	(X)
Travel time to work	(X)
Vehicles available	(X)

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6. An '******' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

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2012-2016 American Community Survey 5-Year Estimates

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Subject	California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	17,193,695	+/-20,722	9,397,830	+/-14,415	7,795,865
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	84.1%	+/-0.1	84.4%	+/-0.1	83.7%
Drove alone	73.5%	+/-0.1	73.8%	+/-0.1	73.1%
Carpooled	10.6%	+/-0.1	10.6%	+/-0.1	10.6%
In 2-person carpool	7.9%	+/-0.1	7.8%	+/-0.1	8.0%
In 3-person carpool	1.6%	+/-0.1	1.6%	+/-0.1	1.6%
In 4-or-more person carpool	1.1%	+/-0.1	1.2%	+/-0.1	1.0%
Workers per car, truck, or van	1.08	+/-0.01	1.08	+/-0.01	1.08
Public transportation (excluding taxicab)	5.2%	+/-0.1	4.9%	+/-0.1	5.6%
Walked	2.7%	+/-0.1	2.6%	+/-0.1	2.8%
Bicycle	1.1%	+/-0.1	1.5%	+/-0.1	0.7%
Taxicab, motorcycle, or other means	1.4%	+/-0.1	1.7%	+/-0.1	1.1%
Worked at home	5.4%	+/-0.1	4.9%	+/-0.1	6.1%
PLACE OF WORK					
Worked in state of residence	99.5%	+/-0.1	99.4%	+/-0.1	99.7%
Worked in county of residence	82.6%	+/-0.1	80.4%	+/-0.1	85.1%
Worked outside county of residence	17.0%	+/-0.1	19.0%	+/-0.1	14.6%
Worked outside state of residence	0.5%	+/-0.1	0.6%	+/-0.1	0.3%
Living in a place	95.2%	+/-0.1	95.0%	+/-0.1	95.5%
Worked in place of residence	35.1%	+/-0.1	33.0%	+/-0.1	37.8%
Worked outside place of residence	60.0%	+/-0.1	62.0%	+/-0.1	57.7%
Not living in a place	4.8%	+/-0.1	5.0%	+/-0.1	4.5%
Living in 12 selected states	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Worked in minor civil division of residence	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Worked outside minor civil division of residence	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Not living in 12 selected states	100.0%	+/-0.1	100.0%	+/-0.1	100.0%

Subject	California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over who did not work at home	16,259,259	+/-21,229	8,936,461	+/-14,681	7,322,798
TIME LEAVING HOME TO GO TO WORK					
12:00 a.m. to 4:59 a.m.	5.7%	+/-0.1	7.5%	+/-0.1	3.4%
5:00 a.m. to 5:29 a.m.	4.5%	+/-0.1	6.0%	+/-0.1	2.7%
5:30 a.m. to 5:59 a.m.	4.7%	+/-0.1	5.8%	+/-0.1	3.4%
6:00 a.m. to 6:29 a.m.	8.6%	+/-0.1	10.2%	+/-0.1	6.7%
6:30 a.m. to 6:59 a.m.	8.3%	+/-0.1	8.4%	+/-0.1	8.2%
7:00 a.m. to 7:29 a.m.	13.6%	+/-0.1	12.9%	+/-0.1	14.5%
7:30 a.m. to 7:59 a.m.	10.9%	+/-0.1	9.1%	+/-0.1	13.1%
8:00 a.m. to 8:29 a.m.	11.7%	+/-0.1	10.6%	+/-0.1	13.0%
8:30 a.m. to 8:59 a.m.	5.9%	+/-0.1	5.0%	+/-0.1	7.0%
9:00 a.m. to 11:59 p.m.	26.1%	+/-0.1	24.6%	+/-0.1	27.9%
TRAVEL TIME TO WORK					
Less than 10 minutes	9.9%	+/-0.1	9.0%	+/-0.1	11.1%
10 to 14 minutes	12.9%	+/-0.1	12.0%	+/-0.1	13.9%
15 to 19 minutes	15.1%	+/-0.1	14.5%	+/-0.1	15.9%
20 to 24 minutes	14.5%	+/-0.1	14.3%	+/-0.1	14.8%
25 to 29 minutes	5.9%	+/-0.1	5.8%	+/-0.1	5.9%
30 to 34 minutes	15.0%	+/-0.1	15.5%	+/-0.1	14.4%
35 to 44 minutes	6.8%	+/-0.1	7.1%	+/-0.1	6.5%
45 to 59 minutes	8.5%	+/-0.1	9.0%	+/-0.1	8.0%
60 or more minutes	11.3%	+/-0.1	12.8%	+/-0.1	9.6%
Mean travel time to work (minutes)	28.4	+/-0.1	29.9	+/-0.1	26.6
VEHICLES AVAILABLE					
Workers 16 years and over in households	17,041,624	+/-21,108	9,302,716	+/-14,262	7,738,908
No vehicle available	3.4%	+/-0.1	3.3%	+/-0.1	3.5%
1 vehicle available	19.7%	+/-0.1	18.1%	+/-0.1	21.5%
2 vehicles available	39.3%	+/-0.1	40.0%	+/-0.1	38.4%
3 or more vehicles available	37.6%	+/-0.1	38.5%	+/-0.1	36.6%
PERCENT ALLOCATED					
Means of transportation to work	9.3%	(X)	(X)	(X)	(X)
Private vehicle occupancy	10.6%	(X)	(X)	(X)	(X)
Place of work	12.4%	(X)	(X)	(X)	(X)
Time leaving home to go to work	18.6%	(X)	(X)	(X)	(X)
Travel time to work	14.0%	(X)	(X)	(X)	(X)
Vehicles available	1.0%	(X)	(X)	(X)	(X)

Subject	California
	Female
	Margin of Error
Workers 16 years and over	+/-12,763
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	+/-0.1
Drove alone	+/-0.1
Carpooled	+/-0.1
In 2-person carpool	+/-0.1
In 3-person carpool	+/-0.1
In 4-or-more person carpool	+/-0.1
Workers per car, truck, or van	+/-0.01
Public transportation (excluding taxicab)	+/-0.1
Walked	+/-0.1
Bicycle	+/-0.1
Taxicab, motorcycle, or other means	+/-0.1
Worked at home	+/-0.1
PLACE OF WORK	
Worked in state of residence	+/-0.1
Worked in county of residence	+/-0.1
Worked outside county of residence	+/-0.1
Worked outside state of residence	+/-0.1
Living in a place	+/-0.1
Worked in place of residence	+/-0.1
Worked outside place of residence	+/-0.1
Not living in a place	+/-0.1
Living in 12 selected states	+/-0.1
Worked in minor civil division of residence	+/-0.1
Worked outside minor civil division of residence	+/-0.1
Not living in 12 selected states	+/-0.1
Workers 16 years and over who did not work at home	+/-12,448
TIME LEAVING HOME TO GO TO WORK	
12:00 a.m. to 4:59 a.m.	+/-0.1
5:00 a.m. to 5:29 a.m.	+/-0.1
5:30 a.m. to 5:59 a.m.	+/-0.1
6:00 a.m. to 6:29 a.m.	+/-0.1
6:30 a.m. to 6:59 a.m.	+/-0.1
7:00 a.m. to 7:29 a.m.	+/-0.1
7:30 a.m. to 7:59 a.m.	+/-0.1
8:00 a.m. to 8:29 a.m.	+/-0.1
8:30 a.m. to 8:59 a.m.	+/-0.1
9:00 a.m. to 11:59 p.m.	+/-0.1
TRAVEL TIME TO WORK	
Less than 10 minutes	+/-0.1
10 to 14 minutes	+/-0.1
15 to 19 minutes	+/-0.1
20 to 24 minutes	+/-0.1
25 to 29 minutes	+/-0.1
30 to 34 minutes	+/-0.1
35 to 44 minutes	+/-0.1
45 to 59 minutes	+/-0.1
60 or more minutes	+/-0.1
Mean travel time to work (minutes)	+/-0.1
VEHICLES AVAILABLE	
Workers 16 years and over in households	+/-13,021

Subject	California
	Female
	Margin of Error
No vehicle available	+/-0.1
1 vehicle available	+/-0.1
2 vehicles available	+/-0.1
3 or more vehicles available	+/-0.1
PERCENT ALLOCATED	
Means of transportation to work	(X)
Private vehicle occupancy	(X)
Place of work	(X)
Time leaving home to go to work	(X)
Travel time to work	(X)
Vehicles available	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

SafeTREC Traffic Injury Monitoring System (TIMS) Data (Murphys, 2006-2016)

FID	CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT
110	2632069	-120.4546413	38.13166901	2006	500	3	5	3	4
206	2816680	-120.4566326	38.13820345	2006	500	3	1	4	3
352	3148855	-120.4567828	38.13720011	2007	500	3	1	4	5
413	3236976	-120.4545852	38.13153117	2007	500	3	1	4	5
638	3686078	-120.4562414	38.13552429	2008	500	3	5	4	3
699	3819455	-120.4557293	38.13443831	2008	500	3	4	4	3
964	4360012	-120.4557912	38.13457478	2009	500	3	7	3	3
1204	4831724	-120.4541531	38.13042209	2010	500	3	4	4	3
1257	4908477	-120.4556057	38.13416539	2010	500	3	2	4	3
1437	5256755	-120.4542621	38.13069906	2011	500	3	6	4	3
1473	5325139	-120.459709	38.13729132	2011	500	5	6	3	1
1498	5367146	-120.4557912	38.13457478	2011	500	3	3	3	3
1605	5793843	-120.4557912	38.13457478	2012	500	3	3	4	3
1830	6196987	-120.4567729	38.1374752	2013	500	3	3	2	5
1873	6089450	-120.4544257	38.1311146	2013	500	3	2	3	3
1975	6869205	-120.4550481	38.1328712	2015	500	3	4	4	3
2042	6714202	-120.4564896	38.1384773	2014	500	3	1	4	9
2057	6669873	-120.456749	38.1368599	2014	500	3	6	3	6
2193	6382098	-120.4556139	38.1342888	2014	500	3	5	4	3
2222	6909264	-120.4555506	38.1341501	2015	500	3	5	4	3
2271	90005459	-120.4543533	38.1310577	2015	500	3	5	4	8
2283	90007109	-120.4555817	38.1342239	2015	500	3	5	3	3
2543	90264806	-120.455864	38.1347313	2016	500	3	4	4	8

FID	KILLED	INJURED	WEATHER1	PEDCOL	BICCOL	MCCOL	TRUCKCOL	ETOH	TIMECAT	MONTH_
110	0	2	A			Y			1800	5
206	0	2	A				Y		1800	9
352	0	1	A			Y			2100	4
413	0	2	A						1800	6
638	0	3	A						1200	4
699	0	2	A						1200	7
964	0	2	A						1500	8
1204	0	2	A						1500	8
1257	0	1	C						600	10
1437	0	3	A						2100	8
1473	0	1	A					Y	300	10
1498	0	1	A						1200	11
1605	0	1	A						1500	9
1830	0	2	A						900	9
1873	0	1	A			Y			1800	6
1975	0	2	A						1500	4
2042	0	1	A						1800	11
2057	0	1	A			Y			1500	10
2193	0	5	A						2100	2
2222	0	2	A						1200	4
2271	0	1	A						1800	7
2283	0	1	A						1800	7
2543	0	2	A						900	9

FID	CRASHTYP	INVOLVE	PED	PRIMARYRD	SECONDRD	DISTANCE	DIRECT	INTERSECT_
110	C	C	A	RT 4	ALLEN CT	528	W	N
206	C	C	A	RT 4	MITCHLER AV	350	E	N
352	D	C	A	RT 4	MITCHLER AV	21	E	N
413	E	I	A	RT 4	ALLEN LN	700	W	N
638	C	C	A	RT 4	ARDEN AV	0		Y
699	C	C	A	RT 4	PENNSYLVANIA GULCH RD	0		Y
964	C	C	A	RT 4	PENNSYLVANIA GULCH RD	0		Y
1204	C	C	A	RT 4	ALLEN LN	528	W	N
1257	C	C	A	RT 4	PENNSYLVANIA GULCH RD	30	E	N
1437	C	C	A	RT 4	ALLEN LN	528	W	N
1473	A	C	A	MAIN ST	SCOTT ST	51	W	N
1498	C	C	A	RT 4	PENNSYLVANIA GULCH RD	66	E	N
1605	C	C	A	RT 4	PENNSYLVANIA GULCH RD	10	E	N
1830	A	C	A	RT 4	MITCHLER AV	184	E	N
1873	D	C	A	RT 4	PENNSYLVANIA GULCH RD	1320	W	N
1975	C	C	A	RT 4	ALLEN LN	70	E	N
2042	D	C	A	RT 4	MITCHLER AV	300	E	N
2057	B	C	A	RT 4	PENNSYLVANIA GULCH RD	1056	W	N
2193	C	C	A	RT 4	PENNSYLVANIA GULCH RD	37	E	N
2222	C	C	A	RT 4	PENNSYLVANIA GULCH RD	0		Y
2271	D	C	A	SR-4	PENNSYLVANIA GULCH RD	700	W	N
2283	C	C	A	SR-4 W/B	PENNSYLVANIA GULCH RD	5	E	N
2543	B	C	A	STATE ROUTE 4	PENNSYLVANIA GULCH RD	239	W	N

FID	PROCDATE	JURIS	DATE_	TIME_	BADGE	JURIDIST	SHIFT	POP	SPECIAL	BEATTYPE
110	2006-08-28	9255	2006-05-19	1605	1155		2	9	0	1
206	2007-01-04	9255	2006-09-25	1515	1295		2	9	0	1
352	2007-10-01	9255	2007-04-23	1905	11080		2	9	0	1
413	2007-10-30	9255	2007-06-25	1535	1155		2	9	0	1
638	2009-01-29	9255	2008-04-11	1145	940		1	9	0	1
699	2009-05-18	9255	2008-07-10	1135	1647		1	9	0	1
964	2010-06-09	9255	2009-08-09	1410	18488		2	9	0	1
1204	2011-09-26	9255	2010-08-05	1200	13939		1	9	0	1
1257	2012-04-11	9255	2010-10-05	545	11552		3	9	0	1
1437	2013-03-06	9255	2011-08-13	1845	13939		2	9	0	1
1473	2013-01-08	9255	2011-10-01	200	18776		3	9	0	3
1498	2013-04-26	9255	2011-11-02	1023	15691		1	9	0	1
1605	2013-12-06	9255	2012-09-19	1330	11552		1	9	0	1
1830	2014-04-14	9255	2013-09-11	845	15546		1	9	0	1
1873	2014-03-07	9255	2013-06-04	1615	19011		2	9	0	1
1975	2016-11-02	9255	2015-04-02	1209	15546		1	9	0	1
2042	2015-01-14	9255	2014-11-10	1735	13556		2	9	0	1
2057	2014-12-19	9255	2014-10-11	1310	18492		1	9	0	1
2193	2016-03-05	9255	2014-02-14	1845	15546		2	9	0	1
2222	2016-11-02	9255	2015-04-24	1100	16054		1	9	0	1
2271	2015-10-19	9255	2015-07-10	1520	18873		2	9	0	1
2283	2015-10-19	9255	2015-07-24	1535	18776		2	9	0	1
2543	2016-09-09	9255	2016-09-08	748	18363		1	9	0	1

FID	LAPDDIV	BEATCLAS	BEATNUMB	WEATHER2	STATEHW	CALTRANC	CALTRAND	STROUTE
110		2	40 -	Y		CAL	10	4
206		2	40 -	Y		CAL	10	4
352		2	40 -	Y		CAL	10	4
413		2	40 -	Y		CAL	10	4
638		2	40 -	Y		CAL	10	4
699		2	40 -	Y		CAL	10	4
964		2	40 -	Y		CAL	10	4
1204		2	40 -	Y		CAL	10	4
1257		2	40 -	Y		CAL	10	4
1437		2	40 -	Y		CAL	10	4
1473		2	4 -	N			0	0
1498		2	40 -	Y		CAL	10	4
1605		2	40 -	Y		CAL	10	4
1830		2	40 -	Y		CAL	10	4
1873		2	40 -	Y		CAL	10	4
1975		2	40 -	Y		CAL	10	4
2042		2	40 -	Y			0	4
2057		2	40 -	Y			0	4
2193		2	40 -	Y		CAL	10	4
2222		2	40 -	Y		CAL	10	4
2271		2	40 -	Y			0	4
2283		2	40 -	Y			0	4
2543		2	40 -	Y			0	4

FID	ROUTESUF	POSTPRE	POSTMILE	LOCATYPE	RAMP	SIDEHW	TOWAWAY	PARTIES	PCF
110	-	-	29.04	H	-	E	N	2	A
206	-	-	29.51	H	-	W	Y	5	A
352	-	-	29.44	I	5	W	N	2	A
413	-	-	29.03	H	-	W	Y	1	A
638	-	-	29.32	H	-	E	Y	2	A
699	-	-	29.24	I	5	E	Y	2	A
964	-	-	29.25	H	-	W	Y	2	A
1204	-	-	28.95	H	-	E	N	3	A
1257	-	-	29.22	H	-	E	N	2	A
1437	-	-	28.97	H	-	E	Y	3	A
1473			0				Y	2	A
1498	-	-	29.25	H	-	E	Y	2	A
1605	-	-	29.25	H	-	W	Y	2	A
1830	-	-	29.46	H	-	E	Y	2	A
1873	-	-	29	H	-	W	Y	2	A
1975	-	-	29.15	H	-	E	Y	2	A
2042			0				Y	2	A
2057			0				Y	2	A
2193	-	-	29.25	H	-	W	N	3	A
2222	-	-	29.24	I	5	E	Y	2	A
2271			0				N	2	A
2283			0			W	Y	2	A
2543			0				Y	2	A

FID	VIOLCODE	VIOL	VIOLSUB	HITRUN	ROADSURF	RDCOND1	RDCOND2	LIGHTING	RIGHTWAY
110	-	21703		M	A	H	-	A	D
206	-	22350		N	A	H	-	A	D
352	-	21460	A	N	A	H	-	A	D
413	-	21650		N	A	H	-	A	D
638	-	22350		N	A	H	-	A	D
699	-	22350		N	A	H	-	A	D
964	-	22350		N	A	H	-	A	D
1204	-	22350		N	A	H	-	A	D
1257	-	22350		N	B	H	-	C	D
1437	-	22350		N	A	H	-	A	D
1473	-	23152	A	N	A	H	-	C	D
1498	-	22350		N	A	H	-	A	D
1605	-	22350		N	A	H	-	A	D
1830	-	21460	A	N	A	H	-	A	D
1873	-	22350		N	A	H	-	A	D
1975	-	22350		N	A	H	-	A	D
2042	-	21804	A	N	A	H	-	C	D
2057	-	21750		N	A	D	-	A	D
2193	-	22350		N	A	H	-	C	D
2222	-	22350		N	A	H	-	A	D
2271	-	22107		N	A	H	-	A	D
2283	-	22350		N	A	H	-	A	D
2543	-	22107		N	A	H	-	A	D

FID	CHPRDTYP	NOTPRIV	STFAULT	CHPFAULT	SEVINJ	OTHERINJ	COP	PEDKILL	PEDINJ	BICKILL
110	0	Y	C	2	0	2	0	0	0	0
206	0	Y	G	25	0	0	2	0	0	0
352	0	Y	C	2	0	0	1	0	0	0
413	0	Y	A	1	0	0	2	0	0	0
638	0	Y	E	22	0	0	3	0	0	0
699	0	Y	D	22	0	0	2	0	0	0
964	0	Y	A	7	0	1	1	0	0	0
1204	0	Y	A	7	0	0	2	0	0	0
1257	0	Y	A	1	0	0	1	0	0	0
1437	0	Y	E	22	0	0	3	0	0	0
1473	0	Y	D	22	0	1	0	0	0	0
1498	0	Y	A	1	0	1	0	0	0	0
1605	0	Y	A	7	0	0	1	0	0	0
1830	0	Y	A	7	1	1	0	0	0	0
1873	0	Y	C	2	0	1	0	0	0	0
1975	0	Y	D	22	0	0	2	0	0	0
2042	0	Y	A	1	0	0	1	0	0	0
2057	0	Y	C	2	0	1	0	0	0	0
2193	0	Y	A	7	0	0	5	0	0	0
2222	0	Y	A	1	0	0	2	0	0	0
2271	0	Y	A	1	0	0	1	0	0	0
2283	0	Y	A	1	0	1	0	0	0	0
2543	0	Y	J	48	0	0	2	0	0	0

FID	BICINJ	MCKILL	MCINJURE	RAMP1	RAMP2	CITY	COUNTY	STATE	X_CHP	Y_CHP
110	0	0	2	-	-	UNINCORPORATED	CALAVERAS	CA	0	0
206	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	0	0
352	0	0	1	-	-	UNINCORPORATED	CALAVERAS	CA	0	0
413	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	0	0
638	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	0	0
699	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	0	0
964	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
1204	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
1257	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
1437	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
1473	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	39
1498	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
1605	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
1830	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
1873	0	0	1	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
1975	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
2042	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
2057	0	0	1	-	-	UNINCORPORATED	CALAVERAS	CA	0	0
2193	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
2222	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
2271	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
2283	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38
2543	0	0	0	-	-	UNINCORPORATED	CALAVERAS	CA	-120	38

FID	AvgVAGE	VAGE_Minor	VAGE_Senio	MobilLimAg	F_M_VSEX	F_F_VSEX	index	Col_Cnt	Kill_Col_C
110	0	0	0	0	0	0	0	0	0
206	0	0	0	0	0	0	0	0	0
352	0	0	0	0	0	0	0	0	0
413	0	0	0	0	0	0	0	0	0
638	0	0	0	0	0	0	0	0	0
699	0	0	0	0	0	0	0	0	0
964	0	0	0	0	0	0	0	0	0
1204	0	0	0	0	0	0	0	0	0
1257	0	0	0	0	0	0	0	0	0
1437	0	0	0	0	0	0	0	0	0
1473	0	0	0	0	0	0	0	0	0
1498	0	0	0	0	0	0	0	0	0
1605	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0
1873	0	0	0	0	0	0	0	0	0
1975	0	0	0	0	0	0	0	0	0
2042	0	0	0	0	0	0	0	0	0
2057	0	0	0	0	0	0	0	0	0
2193	0	0	0	0	0	0	0	0	0
2222	0	0	0	0	0	0	0	0	0
2271	0	0	0	0	0	0	0	0	0
2283	0	0	0	0	0	0	0	0	0
2543	0	0	0	0	0	0	0	0	0

FID	SevInj_Col	BikeSevInj	PedSevInj	VehSevInj	Kill_Col_B	Kill_Col_P	Study_Area
110	0	0	0	0	0	0	1
206	0	0	0	0	0	0	1
352	0	0	0	0	0	0	1
413	0	0	0	0	0	0	1
638	0	0	0	0	0	0	1
699	0	0	0	0	0	0	1
964	0	0	0	0	0	0	1
1204	0	0	0	0	0	0	1
1257	0	0	0	0	0	0	1
1437	0	0	0	0	0	0	1
1473	0	0	0	0	0	0	1
1498	0	0	0	0	0	0	1
1605	0	0	0	0	0	0	1
1830	0	0	0	0	0	0	1
1873	0	0	0	0	0	0	1
1975	0	0	0	0	0	0	1
2042	0	0	0	0	0	0	1
2057	0	0	0	0	0	0	1
2193	0	0	0	0	0	0	1
2222	0	0	0	0	0	0	1
2271	0	0	0	0	0	0	1
2283	0	0	0	0	0	0	1
2543	0	0	0	0	0	0	1

Bicycle and Pedestrian Level of Traffic Stress

StreetScore+ Bike Score by Link

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Link	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**CA State Route 4**
2	Roadway Extents	**north of Williams St**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**2**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Speed	**45**
	# of Travel Lanes	**2**
	Does the street have a centerline?	Yes
	Is the street classified as residential?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+ Bike Score by Link

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Link	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**CA State Route 4**
2	Roadway Extents	**Williams to Allen**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**2**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Speed	**35**
	# of Travel Lanes	**2**
	Does the street have a centerline?	Yes
	Is the street classified as residential?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**3**

StreetScore+ Bike Score by Link

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Link	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**CA State Route 4**
2	Roadway Extents	**south of Allen Lane**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**2**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Speed	**45**
	# of Travel Lanes	**2**
	Does the street have a centerline?	Yes
	Is the street classified as residential?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

Intersection 1: SR 4 and Pennsylvania Gulch Road

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**CA State Route 4**
2	Roadway Extents	**Williams to Allen**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**2**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	20
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

Intersection 2: SR 4 and Main Street

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**CA State Route 4**
2	Roadway Extents	**Williams to Allen**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**2**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	20
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Refer to StreetScore+ white paper for criteria definitions.

	Bike StreetScore by Intersection	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**CA State Route 4**
2	Roadway Extents	**Williams to Allen**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**2**
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	20
	Does the configuration present additional hazards?	No
	Segment LTS Score Per Mineta Methodology	**4**
	Street Score+ LTS Score	**4**

StreetScore+

Pedestrian Score by Link

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Streetscore by Link	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**CA State Route 4**
2	Roadway Extents	**north of Williams St**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**2**
	What is the width of the sidewalk?	No Sidewalk
	Is the sidewalk in good repair?	Even, Smooth Surface
	Does the sidewalk provide a continuous pedestrian environment?	Driveway Curb Cuts Out of the Sidewalk Zone
	Is there a landscape buffer and street trees?	No Landscaping
	What is the prevailing speed?	45
	Number of Travel Lanes?	2
	Is lighting present?	Roadway Lighting Only
	What is the percent of heavy vehicles in curbside travel lane? (Use total percentage if by-lane data is not available. Percentage should not include transit vehicles.)	<=5%
	(Optional) What is the crosswalk frequency?	Crosswalks Spaced > 400'
	Street Score+ LTS Score	**4**

StreetScore+

Pedestrian Score by Link

Refer to StreetScore+ white paper for criteria definitions.

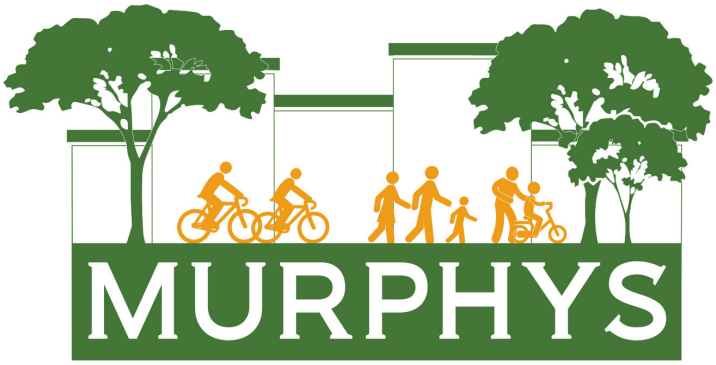
	Pedestrian Streetscore by Link	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**CA State Route 4**
2	Roadway Extents	**Williams to Allen**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**35**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**2**
	What is the width of the sidewalk?	No Sidewalk
	Is the sidewalk in good repair?	Even, Smooth Surface
	Does the sidewalk provide a continuous pedestrian environment?	Driveway Curb Cuts Out of the Sidewalk Zone
	Is there a landscape buffer and street trees?	No Landscaping
	What is the prevailing speed?	35
	Number of Travel Lanes?	2
	Is lighting present?	Roadway Lighting Only
	What is the percent of heavy vehicles in curbside travel lane? (Use total percentage if by-lane data is not available. Percentage should not include transit vehicles.)	<=5%
	(Optional) What is the crosswalk frequency?	Crosswalks Spaced > 400'
	Street Score+ LTS Score	**4**

StreetScore+

Pedestrian Score by Link

Refer to StreetScore+ white paper for criteria definitions.

	Pedestrian Streetscore by Link	Input
	View Basic Roadway Characteristics?	+
1	Roadway Name	**CA State Route 4**
2	Roadway Extents	**south of Allen Lane**
3	ADT (average daily traffic)	**6001-9000**
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	**45**
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	**Yes**
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	**Yes**
7	Is there a raised median?	**No**
8	Number of Total Travel Lanes	**2**
	What is the width of the sidewalk?	No Sidewalk
	Is the sidewalk in good repair?	Even, Smooth Surface
	Does the sidewalk provide a continuous pedestrian environment?	Driveway Curb Cuts Out of the Sidewalk Zone
	Is there a landscape buffer and street trees?	No Landscaping
	What is the prevailing speed?	45
	Number of Travel Lanes?	2
	Is lighting present?	Roadway Lighting Only
	What is the percent of heavy vehicles in curbside travel lane? (Use total percentage if by-lane data is not available. Percentage should not include transit vehicles.)	<=5%
	(Optional) What is the crosswalk frequency?	Crosswalks Spaced > 400'
	Street Score+ LTS Score	**4**



Complete Streets

PLACEWORKS