



CALAVERAS COUNCIL
of GOVERNMENTS

2005 Calaveras County Bikeway Plan
Supplement

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 Streets and Highways Code, Section 891.2 Compliance

The following is submitted as an up-to-date supplement of the 1998 Calaveras County Bikeway Plan Update (CCBP). Page numbers are in reference to the 1998 document prepared by Fehr & Peers Associates, Inc.

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

From the 2000 Census, mode split information is available for commuting to work. This information is presented in Table 1 for Calaveras County.

Table 1. 2000 Census Journey-to-Work Mode Split

Workers 16 and over who did not work at home		
Mode (Home-based work trips)	#	%
Drove alone	11,718	79.4
Carpooled	2,408	16.3
Public transportation	42	0.3
Bicycle	51	0.3
Walked	422	2.9
Other means	102	0.8

As shown in Table 1, 51 of home-based work trips for Calaveras County residents are made by bicycle. This number is similar to the 1990 census data presented in the 1998 BP. This is not surprising given the lack of funding available to implement the 1998 proposed bikeway system and the fact that the Census data still does not include trips from home-to-school in the journey-to-work data set.

Future Bicycle Ridership

Future bicycle ridership levels will depend on a number of factors such as demographics, the availability of bikeway facilities, and the location, density and type of future land development. According to the projections from the Calaveras County Travel Demand Model, total daily vehicle-trips in the County will increase about 64 percent from 87,420 to 143,490 between 1995 and 2015. Without a comprehensive bikeway system in place and assuming the existing mode split does not change and would be applicable to daily conditions, bicycle commute trips to/from work would increase by a similar percentage to about 320 trips per day in 2015. According to *The National Bicycling and Walking Study: Transportation Choices for a Changing America*, a much larger increase, upwards of two percent of all daily trips, could occur if the proposed system of bikeways described in the next section are implemented (Federal Highway Administration, 1994). With this type of increase total daily bicycle trips would exceed 2,870.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings and major employment centers.

Land use and settlement patterns are displayed in two maps illustrating housing allocations. Map 1 shows the 2002 housing allocation illustrating existing patterns of residential development in Calaveras County. Map 2 shows the 2025 allocation of projected units. As shown in the progression from Map 1 to Map 2, growth is distributed primarily in the Copperopolis, Valley Springs, and City of Angels regions, although some growth is projected for nearly every area of the County except those areas with 100 percent federal land ownership. Planned and approved development is most often clustered around major roads such as State Routes 4, 12, 26 and 49.

(c) A map and description of existing and proposed bikeways.

Figures 3 and 4 of the 1998 CCBP Update show existing and proposed systems. New projects not shown in Figures 3 and 4, as identified in Attachment A, *Calaveras County Bikeway Master Plan Conceptual Construction Cost Estimates*, are shown as attachments:

- Exhibit 3 West Point Bikeway System Map
- Exhibit 4 Proposed Bikeway System Improvements (West Point)
- Attachment 1-B Location Map Albert Michelson Elementary School

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

Three-quarters of the elementary schools provide bike racks for bicycle parking. At this time the two high schools in Calaveras County do not provide bike racks. Other bicycle parking facilities may be provided by private entities, the County does not have any facilities.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

Existing public transit service in Calaveras County provides fixed-route service for both residents and visitors. Service is provided by Calaveras Transit, which offers service to most County communities including the City of Angels, Arnold, Avery, Mokelumne Hill, Murphys, San Andreas, Railroad Flat, Valley Springs, and West Point. The Calaveras Transit Route Maps are included as attachments.

Currently, the entire fleet of transit vehicles are equipped with one bike rack each carrying up to two bicycles at a time. Bicycle parking facilities do not exist at key bus

stops along the transit routes. Other potential multi-modal transfer points typically include park-and-ride lots. Calaveras County has one Caltrans operated park-and-ride lot in Murphys on Algiers Street. This location does not provide bike lockers.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

No such facilities exist in Calaveras County and standards requiring these facilities are not in place.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

Table 2 provides updated information on the existing bicycle safety education programs in Calaveras County.

Table 2. Bicycle Safety Education Program Summary

Agency	Contact Person	Program Functions
CHP- San Andreas	Mike Maddox Public Affairs Officer (209) 754-3541	The program organizes safety courses that include roadway and bicycle safety. The safety courses are mainly offered at grade schools (K-8) upon request.
City of Angels Police Department	Officer Jim Mckeon (209) 736-2567	The Explorers group, which consists of students 18 years or younger and interested in law enforcement, is organizing a 2005 Child Safety Fair. The program will sell bike helmets at a reduced rate and distribute coloring books and pamphlets related to bicycle safety. The department is hoping that this will be an annual event.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

This information is from the 1998 CCBP Update:

COMMUNITY PARTICIPATION

Community participation was an important component of this plan update for the purpose of obtaining input on existing bicycling conditions, potential roadways for improvement to accommodate bicycles, and the type of support facilities or programs needed to improve bicycling in Calaveras County. The community participation effort included input from an oversight committee (OSC) and the general public. The OSC provided direct technical oversight of the plan update. This group consisted of representatives from the Calaveras County Planning Department, Calaveras County Public Works Department, City of Angels Planning Department, Calaveras County Council of Governments, and Caltrans District 10. Members of the public were involved in the planning process

through a public workshop that was held on December 8, 1997. This meeting was attended by 16 members of the public and three members from the OSC. In addition to the public workshop, local bicycle shops and bicycle clubs were contacted as part of the community participation effort. Important information regarding roadways used by cyclists was obtained from these sources and is reflected in the existing conditions inventory and proposed system.

Key public comments regarding existing bicycling conditions in Calaveras County focused on safety concerns regarding the lack of bikeways. Those in attendance indicated that the absence of bikeways affected their decision to ride. Particular locations that were identified as being undesirable places to ride included sections of SR 49 through Angels Camp and San Andreas as well as sections of SR 4 through Murphys and Arnold. To address these and other locations, a number of people suggested the construction of Class I bike paths especially on heavily traveled roadways with high travel speeds. This update did not focus on off-street bike paths or trails, but given the public support for these types of facilities and their general recognition as community amenities, Calaveras County may want to consider incorporating bike paths into new development and developing a plan for constructing paths between existing bicycle trip generators such as schools and residential areas.

Other public input obtained at the workshop related to the proposed system of bikeway routes contained in this plan and the need for bicycle support facilities. Based on the public input, one major modification to the proposed system was made, which was to add a designation to the proposed system identifying existing dirt or gravel roads that should have bikeways if they are upgraded to paved roadways. This designation reflects the desire of the public to use these roadways for bicycling if they are upgraded to provide a better surface for travel.

(i) A description of how the bicycle transportation plan had been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

Preparation of this plan update included a review of the *Calaveras County General Plan, 1996* and the *Calaveras County Regional Transportation Plan Update, 1996*. Goals and policies from both of these documents are incorporated into this plan update. In addition, specific improvement projects contained in the RTP are reflected in the proposed system of bikeways. In addition to the planning documents stated in the 1998 CCBP Update, preparation of this document included a review of the *Calaveras County Regional Transportation Plan Update, 2001*.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

Attachment A is a list of proposed projects in both the unincorporated areas of Calaveras County and the city of Angels. The table includes the location of project, approximate length in feet, type of facility, and anticipated cost in 2006 dollars to build facility.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

Since the development of the 1998 CCBP, three bikeway projects advanced to the design and construction phase, and are now complete. A Class I bike path was constructed on Blagen Road between the entrance to the post office parking lot and Henry Street transitioning into a Class III facility totaling $\pm 4,370$ feet. Another Class I facility was constructed on Mountain Ranch Road between Michael Road and Garibaldi Street, $\pm 3,020$ feet. The City of Angels also recently completed a Class II bikeway on Stanislaus Avenue between SR 49 and San Joaquin Avenue as part of the Safe Routes to School Program.

Although the 1998 CCBP proposed substantial bikeway facilities throughout the County, funding has been limited over the past 7 years. According to the CCOG staff, available bikeway funding through programs such as the State's Local Transportation Fund (LTF) has been limited. The funds available were used to complete the aforementioned projects.

Attachment A, Calaveras County Bikeway Master Plan Conceptual Construction Cost Estimates, lists future financial needs for bicycle facility projects and a description of Minor, Moderate, and Major improvements. Construction cost estimates are based on types of improvements and associated costs presented in the 1998 Update plus an inflation factor.

List of Attachments:

Map 1, Calaveras County Land Use Forecast 2002

Map 2, Calaveras County Land Use Forecast 2025

Attachment A, CCBMP Conceptual Construction Cost Estimates

Figure 3, Existing Facilities Inventory

Figure 4, Existing and Proposed System

Exhibit 3, West Point Bikeway System Map

Exhibit 4, Proposed Bikeway System Improvements

Attachment 1-B, Location Map Albert Michelson Elementary School

Calaveras Transit Route Maps - 1,2,3,4 and Lodi