

III. POLICY ELEMENT

The purpose of the Policy Element is to present direction and guidance for decision-makers regarding Calaveras County's transportation issues. The goals, objectives, and policies express the concerns and desires of the Calaveras Council of Governments and its local communities and give guidance in developing programs and projects to address transportation needs.

POLICY ISSUES

In this section, state, regional and local issues are identified. Needs and issues provide the framework for establishing goals, objectives, and policies for this RTP.

STATEWIDE ISSUES

As a result of limited State funding for transportation related projects, many of the projects in the 1994 STIP had to be reprioritized and included in the 1998 STIP Augmentation. According to Caltrans and CTC staff, this result significantly lowered county minimums, reduced funding commitments (possibly complete deletion) for some currently programmed projects, and reduced levels of spending for maintenance of State Highways. Although the funding picture looks a little better for the upcoming STIP, shortfalls in transportation dollars and sources to cover all of the County's transportation needs will continue to be a primary concern.

REGIONAL AND LOCAL ISSUES

The primary local and regional issues continue to revolve around deteriorating levels of service on most State highways and some regionally significant local roads, with many constraints to be addressed before improvements can be implemented. Increased growth, increasing recreational traffic, and lack of adequate funding for highway improvements, are among the most important issues. Table 14 provides a non-prioritized summary of Calaveras County's most important transportation issues.

Table 14 Regional and Local Transportation Issues		
Transportation Facility/Element	Issue	Potential Solution
Roadway System		
State Highways	General issue of Increasing traffic congestion on most State highways due to increased traffic volumes and lack of passing opportunities.	Construction of priority RTP projects.
Countywide	Lack of passing opportunities on State highways and inadequate right-of-way to meet minimum safety improvement criteria for projects.	Provide additional passing lanes where feasible and identify, map, and secure funding for dedication of future arterial, collector, and local rights-of-way to improve safety and circulation.
	Inequity in the distribution of State highway funds to rural counties based on population rather than need. Large volumes of non-resident recreational traffic exacerbate the problem.	- Seek legislation that changes the formula distribution to need rather than population. - Monitor performance measure #4 to provide evidence of the mismatch between needs and population-based fund allocation.
	Congestion resulting from land-use decisions.	Consider and mitigate transportation impacts for all land-use decisions. Implement Countywide traffic impact fee program to fund additional facilities.
City of Angels*	Unacceptable levels of service on SR 4 and SR 49 in the City of Angels Camp. Traffic study showed LOS B at SR4/SR49 intersection but LOS F during summer peak months.	Construction of the SR 4 North Angels Bypass.
Copperopolis	Congestion on O Byrnes Ferry Road and other collectors due to projected growth through 2022.	Extension of local roadways and implementation of an impact fee program to fund planned improvements.
Ebbetts Pass Area	Congestion due to number of driveways along SR 4.	Implementation of Circulation Element of Ebbetts Pass Highway Special Plan (June, 1988) that establishes policies and objectives for access control.
Arnold	Congestion on SR 4 that serves as "main street" to downtown.	Implementation of Arnold Community Plan (December 1998) that provides for a shift in planned development away from SR 4, limit on driveways along SR 4, and extension of several local streets.
Murphys	Congestion in downtown due to on-street parking.	Implementation of existing Murphys & Douglas Flat Community Plan (June 1988) that provides for centralized parking facilities, and incorporation of recommendations from new circulation/parking study after 7/01.
Mokelumne Hill	Congestion due to on-street parking.	Implementation of Mokelumne Hill Community Plan (June 1988) that requires new developments to provide adequate off-street parking facilities.
San Andreas	Congestion and traffic circulation along SR 49.	Implementation of San Andreas Community Plan (June 1988) that identifies improvements to the existing collector road system and priority locations for new transportation facilities.
County Roads of Regional Significance	Deferred maintenance	Secure new source of maintenance funding
Local Roads	Deferred maintenance	Secure new source of maintenance funding
Goods Movement		
Cooperation with trucking industry	Cooperative efforts are needed between the trucking industry, Calaveras County, and Caltrans to assess truck impacts to highways.	Discuss truck volumes/trends and pavement management measures with the trucking industry.
Public Transportation		
Calaveras Transit – Local service	Use of limited funding to improve transit frequency and quality of service while continuing to serve transit dependent riders in outlying areas.	Meeting "unmet" needs as funding allows.
Calaveras Transit – interregional service	State highway congestion and lack of transit access to nearby urbanized areas.	Provide transit connections to other areas as funding allows. Possibly, seek joint partnerships to provide intra-jurisdictional connections such as the Sacramento link.
Aviation	Maintain existing Airport facilities in safe operating condition.	Providing and maintaining good road access to airports.

GOALS, OBJECTIVES, AND POLICIES

The goals, policies and objectives in this document are intended to guide the development of the transportation system and improve the quality of life for citizens in Calaveras County. The following definitions help differentiate the planning focus of a goal, objective and policy:

- A *goal* is the end toward which effort is directed; it is general and timeless.
- An *objective* is a specific end, condition or state toward attaining a goal. It is achievable, measurable and time specific.
- A *policy* is a direction statement that guides actions for use in determining present and future decisions. A policy is based on RTP goals and objectives as well as the analysis of data.

The goals, objectives and policies for each component of the Calaveras County transportation system are provided below. They are consistent with the policy direction of the Calaveras County General Plan, the Calaveras Council of Governments, and the City of Angels relative to the regional transportation system.

REGIONAL GOALS

1. **Goal:** Provide a High Degree of Mobility for People and Goods in Calaveras County. (linked to Performance Measure 1)

A. Objective: Increase accessibility to all modes of the transportation system.

B. Objective: Provide adequate maintenance funding for all facets of the transportation system

Policy: Promote a balanced multi-modal transportation system that considers all modes.

2. **Goal:** Promote Equity for All System Users. (linked to Performance Measure 4)

A. Objective: Use cost-effectiveness measures to prioritize transportation projects.

Policy: Transportation decisions will be based on equitable access to the region's transportation system and decision-making process.

3. **Goal:** Enhance Sensitivity to the Environment in All Transportation Decisions. (linked to Performance Measure 5)

A. Objective: Promote transportation policies and projects that support a healthful environment.

Policy: Conduct environmental review consistent with the California Environmental Quality Act for individual projects as they advance to the implementation state of development.

Policy: Avoid areas of sensitive habitats for plants and wildlife when constructing facilities contained in

the proposed system whenever feasible. If sensitive areas are affected by new routes, mitigate impacts through the appropriate California Environmental Quality Act or National Environmental Policy Act process.

4. **Goal:** Support the Vitality of the Region. (linked to Performance Measure 8)

A. Objective: Maintain and promote the competitiveness of the region by directing investment in the transportation infrastructure.

Policy: Transportation improvements should be used to create more livable communities and enhance the county quality of life.

STATE HIGHWAYS

5. **Goal:** Construct all State highway improvements that are needed to keep pace with increasing local and regional recreation travel and that increase public safety. (linked to Performance Measure 1 and 2)

A. Objective: Secure full funding for County and Caltrans efforts to reduce traffic congestion and improve safety on State highways.

Policy: The COG will work with the County, Caltrans and the City of Angels to identify funding to implement highway improvements necessary to prevent capacity deficiencies and to provide adequate levels of service on State highways in Calaveras County. Local agencies should use the following funding mechanisms, individually or in combination, to pay for improvements:

- State and Federal transportation funding;
- Local sales tax increases as allowed by State law;
- Area traffic mitigation fees and/or county-wide mitigation fees;
- Special Assessment District for improvement projects; and
- Dedication of land or other transportation improvements by developers.

6. **Goal:** Provide and maintain a highway system with sufficient capacity to serve projected traffic at acceptable levels of service. (linked to Performance Measure 1)

A. Objective: Maintain Caltrans' acceptable levels of service on all county roads and state highways.

Policy: All local jurisdictions should require traffic analysis for new development projects that generate more than 50 peak hour trips.

7. **Goal:** Enhance opportunities for safe pedestrian travel on and across State highways (linked to Performance Measure 2)

A. Objective: Reduce pedestrian/vehicle injury accidents below the statewide average on State highways within the County.

Policy: Local jurisdictions should work with Caltrans to provide pedestrian facilities and crosswalks along state highways as needed to improve safety.

LOCAL ROADWAY SYSTEM

8. **Goal:** Maintain a local road system to serve the public's needs for mobility and access.

A. Objective: Accept new roads into the locally maintained road system only when they meet the criteria established by the local agency.

Policy: Access to new development and to newly created parcels should meet County standards under any applicable Community Plan, Specific Plan, Special Plan, or Mixed Use/Master Project area, and the applicable jurisdictional road ordinances.

ROAD MAINTENANCE

9. **Goal:** Maintain local roads in a safe condition. (linked to Performance Measure 2 and 4)

A. Objective: Reduce the “backlog” of deferred maintenance by 25 percent by 2025.

Policy: The COG shall work with the County, the State Legislature, Caltrans and the City of Angels to identify new sources of maintenance funding.

PUBLIC TRANSIT

10. **Goal:** Develop and maintain affordable and effective public and private transportation for County residents, especially disabled residents and others with specialized transportation needs. (linked to Performance Measure 3)

A. Objective: Monitor monthly management reports and performance measures for Calaveras Transit and adjust service and schedules accordingly.

Policy: Meet any unmet transit needs that are reasonable to meet according to the criteria established by the COG.

AVIATION

11. **Goal:** Protect existing residents from significant noise and hazards from new private airports. (linked to Performance Measure 5)

A. Objective: Use the following criteria to site individual private airports.

- Not within an existing residential subdivision.
- Compatible with adjoining existing and potential land uses.

- Compliance with County noise and safety policies.
- Compliance with the standards of the Airport Special Plan.

Policy: Require conditional use permits for all airports.

12. **Goal:** Enhance, maintain and improve the Calaveras County Airport. (linked to Performance Measure 5)

- A. Objective:** Implement land use, zoning and development policies of the Airport Special Plan.

Policy: Prevent new land uses and zoning surrounding the County Airport from creating future land use conflicts.

RAILROADS

13. **Goal:** Promote opportunities for rail transport of goods and passengers to and from the County. (linked to Performance Measure 8)

- A. Objective:** Provide a transit connection to future rail service if and when it becomes a reality.

Policy: Local jurisdictions should protect potential rail corridors whenever possible.

GOODS MOVEMENT

14. **Goal:** Promote the continued and expanded use of trucking for the transport of suitable products and materials. (linked to Performance Measure 8)

- A. Objective:** Install passing lanes, turnouts, and other low-cost improvements to minimize adverse traffic impacts from truck traffic.

Policy: Promote the efficient utilization of truck transport through transportation and land use decisions.

15. **Goal:** Provide for truck travel on County facilities that can safely accommodate heavier vehicles.

- A. Objective:** Keep the trucking industry informed about truck impacts to County facilities and lessen the impact wherever possible.

Policy: The COG shall work with the County, Caltrans, and the trucking industry to develop regulatory guidelines for truck travel in and through the County.

BICYCLE, PEDESTRIAN AND EQUESTRIAN TRAVEL

16. **Goal:** Provide a comprehensive system of facilities and amenities to provide safe travel for bicycles, pedestrians, and equestrians on existing and proposed roads.

A. Objective: Implement the priority projects in the most recent bicycle master plan for each jurisdiction as funding allows.

Policy: Design and fund improvements of transportation facilities with primary consideration to providing for the safety of school children and local residents on existing and proposed facilities.

MANAGEMENT OF THE TRANSPORTATION SYSTEM

17. **Goal:** Minimize traffic congestion by increasing the efficiency of the existing transportation system through Transportation System Management (TSM) techniques. (linked to Performance Measure 7)

A. Objective: Periodically review traffic operations along State highways and major county roads.

Policy: Promote signal timing, access management, transit priority treatments, and accident scene management measures to help increase traffic flow.

18. **Goal:** Where feasible, reduce the demand for travel by single-occupant vehicles through transportation demand management techniques.

A. Objective: Increase the mode share for public transit through operational improvements.

B. Objective: Establish a formal ride share program within the County by 2010.

Policy: Promote public awareness of Calaveras Transit and rideshare opportunities through media and promotional events.