



2020 Tuolumne County Active Transportation Plan

Report Prepared For:



Report Prepared By:





Table of Contents

1. IN	TRODUCTION	3
1.1	About the Tuolumne County Transportation Council	3
1.2	About the Active Transportation Plan	3
1.3	Goals and Objectives	4
1.4	Benefits of Active Transportation	6
1.5	Planning Process	9
1.6	Community Outreach	10
1.7	Coordination with Native American Tribal Governments	13
2. S E	TTING AND BACKGROUND	17
2.1	Regional Context	17
2.2	Commuting	20
2.3	Population	21
2.4	Socioeconomic Conditions	23
3. E >	CISTING CONDITIONS	31
3.1	Existing Networks	31
3.2	Infrastructure Audit Methods	31
3.3	Infrastructure Audit Maps	31
3.4	Pedestrian Facilities	41
3.5	Existing Gaps	42
3.6	Trails	43
3.7	Transit	45
3.8	Park and Ride Facilities	47
3.9	Collisions	48
3.10	Travel Behavior	59
3.11	Past and Current Projects	61



Table of Contents Cont.

4. N	EEDS ASSESSMENT	69
4.1	Bicyclists' General Needs	69
4.2	Pedestrians' General Needs	72
4.3	Trail Users' General Needs	73
4.4	Electric Bicycle and Scooter Users' Needs	73
4.5	School Needs	73
5. RI	ECOMMENDED INFRASTRUCTURE PROJECTS	77
5.1	Project Prioritization Methodology	77
5.2	Projects List	79
5.3	Priority Projects for the Active Transportation Program	91
5.4	Mode Shift and VMT Benefits Analysis	95
5.5	Performance Monitoring	97
5.6	State Highway Projects	98
6. A	CTIVE TRANSPORTATION PROGRAMS AND RECOMMENDATIONS	103
6.1	Engagement	103
6.2	Education	103
6.3	Encouragement	103
6.4	Evaluation	104
6.5	Equity	104
7. FU	JNDING	109
7.1	Federal	109
7.2	State	109



List of Tables

lable 1.1: Outreach Events List	10
Table 1.2: Tuolumne ATP Community Input	12
Table 1.3: Tribal Contact List	13
Table 2.1: Vehicle Ownership	20
Table 2.2 Mode Share	20
Table 2.3 Existing Population	21
Table 2.4: Income	23
Table 2.5: Major Employers	24
Table 2.6: Unemployment	25
Table 2.7: Educational Attainment	25
Table 2.8: Select Housing Characteristics	25
Table 2.9: Median Household Income vs. Average Home Price	26
Table 2.10: Disadvantaged Communities (Median Household Income)	27
Table 2.11: Free or Reduced Lunch Eligibility	27
Table 3.1: Tuolumne County Transit Routes	45
Table 5.1: City of Sonora Active Transportation Projects	80
Table 5.2: Tuolumne County Active Transportation Projects	82
Table 5.3: Estimated Increase in Bicycle Trips Over 20 years	96
Table 5.4: Estimated Increase in Pedestrian Trips Over 20 Years	96
Table 5.5: Summarized Model Results	96
Table 5.6: State Highway Active Transportation Projects	99



List of Figures

Figure 2.1: Mode Share	20
Figure 2.3: Future Population	22
Figure 2.4: Current and Future Age Distribution	22
Figure 2.5: Demographics	23
Figure 2.6: Poverty	24
Figure 3.1: Collisions 2006-2018	48
Figure 3.2: Pedestrian Collision Severity by Year	48
Figure 3.3 Bicyclist Collision Severity by Year	48
Figure 3.4: Sonora Collisions	49
Figure 3.5: Pedestrian Collision Severity - Sonora	49
Figure 3.6: Bicyclist Collision Severity - Sonora	49
Figure 3.7: Map from Vision Sonora Plan showing locations of landmarks and projects.	64
Figure 3.8: Map of non-motorized projects from 2016 RTP	66
Figure 4.2: Class I - Bike Path	70
Figure 4.3: Class II - Buffered Bike Lane Without Curb and Gutter or Parking	71
Figure 4.4: Class II – With Curb and Gutter and Without Parking	71
Figure 4.5: Class II - With Parking	71
Figure 4.6 Class III - Bike Route	71
Figure 4.7: Class IV - Buffered Bike Lane	72
Figure 4.8: Class IV - Buffered Bike Lane with Physical Barrier	72
Figure 4.9: Class IV - Raised Cycle Track	72
Figure 5.1:VMT Saved Per Year Over 20 Years.	97
Figure 5.2: CO2 Emissions in Tons Saved, 20 Year Period.	97



List of Maps

Map 2.1: Location Map	17
Map 2.2: Land Ownership	18
Map 2.3: Major Roadways	19
Map 2.4: Disadvantaged Census Tracks (Source 20142018 ACS)	28
Map 3.1: Sonora Pedestrian & Bicycle Infrastructure	32
Map 3.2: East Sonora Pedestrian & Bicycle Infrastructure	33
Map 3.3: Standard Pedestrian & Bicycle Infrastructure	34
Map 3.4: Soulsbyville/Willow Springs Pedestrian & Bicycle Infrastructure	35
Map 3.5: Tuolumne Pedestrian & Bicycle Infrastructure	36
Map 3.6: Twain Harte Pedestrian & Bicycle Infrastructure	37
Map 3.7: Columbia Pedestrian & Bicycle Infrastructure	38
Map 3.8: Jamestown Pedestrian & Bicycle Infrastructure	39
Map 3.9: Groveland Pedestrian & Bicycle Infrastructure	40
Map 3.10: Map of Trails and Bike Routes in Tuolumne County	44
Map 3.11: Tuolumne County Transit Routes	46
Map 3.12:Tuolumne County Bicycle and Pedestrian Collisions	51
Map 3.13: Sonora Bicycle and Pedestrian Collisions	52
Map 3.14:East Sonora-Tuolumne Bicycle and Pedestrian Collisions	53
Map 3.15: Twain Harte Mi-Wuk Village Bicycle and Pedestrian Collisions	54
Map 3.16:Columbia Bicycle and Pedestrian Collisions	55
Map 3.17: Jamestown Bicycle and Pedestrian Collisions	56
Map 3.18:Chinese Camp Bicycle and Pedestrian Collisions	57
Map 3.19: Groveland Bicycle and Pedestrian Collisions	58
Map 3.20: Map of destinations for shopping, employment, and education.	60
Map 5.1: Regional Routes	78
Map 5.2: Regional Overview of Projects	90
Map 5.3: Location of Priority Projects	92



List of Attachments

Attachment A. Tuolumne County Stakeholder List

Attachment B. Outreach Summary

Attachment C. Existing Conditions Data Update Guide

Attachment D. Full Projects List

Attachment E. ATP Project Information

Attachment F. State Highways Active Transportation Projects





1.INTRODUCTION

"In every walk with nature, one receives far more than he seeks."

- John Muir

Tuolumne County is a gateway to worldwide destinations for hiking, camping, mountain biking, rock climbing, skiing, and other outdoor recreation. Millions of visitors to Yosemite National Park and the High Sierras travel through the County annually in personal vehicles, buses, and motor homes, often visiting the historic Gold Rush-era communities of Sonora, Columbia, Jamestown, Big Oak Flat, and Groveland along the way.

Despite Tuolumne County's ample opportunities for recreational hiking and mountain biking, many residents do not feel safe walking or biking to school, work, or the store. This is due in part to sparse population distribution in much of the County. However, even residents of the City of Sonora and other relatively dense communities feel unsafe traveling along roadways without a vehicle due to lack of dedicated facilities for walking or biking.

A man walks every day, 4 to 7 miles, around Sonora. He owns a vehicle but still walks for exercise and errands. One day, he was walking home along the edge of Sanguinetti Road when he was pulled over by a Sonora Police officer. The officer told him that it was illegal to walk on the road, but there was no public pathway to walk on. The officer requested that he go to the other side of the road to walk, but the man replied that it was private property. With no solution available, the officer kept telling him to leave the road. Finally, the man asked the officer to give him a citation, so that he could take it to court and highlight the issue of unsafe walking pathways in Sonora. The officer left him to keep walking.

Community anecdotes such as this one, combined with collision history, show there is a significant need for safer walking and biking paths in Tuolumne County. The Tuolumne County Transportation Council determined it was necessary to develop a plan for better walking and biking facilities and increased connectivity.

1.1 About the Tuolumne County Transportation Council

The Tuolumne County Transportation Council (TCTC) is the statedesignated Regional Transportation Planning agency (RTPA) for Tuolumne County. TCTC is responsible for developing transportation improvements that reflect the needs, concerns and actions of all the agencies involved in the Tuolumne County region, while contributing to the region's mobility needs, economic health, and environmental quality.

1.2 About the Active Transportation Plan

The Tuolumne County Active Transportation Plan is a planning effort with the goal of enhancing walking, biking, and multimodal mobility throughout Tuolumne County. Creating safe and efficient opportunities to walk and bike to work, school, shopping, and services along the region's most congested travel corridors can reduce the environmental impacts of transportation and reduce the need to continually expand more costly vehicular infrastructure. This Plan will identify and prioritize necessary infrastructure improvements and programs that have the potential to increase safety, access, and health. The Plan was developed in coordination with previous and concurrent planning efforts while ensuring that all future active transportation projects are compliant with state and federal goals.

According to the American Community Survey, approximately 91% of the Tuolumne County workforce commutes by vehicle, and 81% of the workforce drives alone. An estimated 1.9% walk and only 0.3% bike to work. An estimated 4.7% of Tuolumne County households do not have access to a car. People who are dependent on walking and biking rely on the existing infrastructure to travel throughout Tuolumne County. Transportation equity is an integral component for a vibrant and active community. Failing to prioritize walking and biking reduces accessibility and puts low-income residents, senior citizens, and people with a disability at a disadvantage. The Active Transportation Plan will help Tuolumne County develop a strategy to promote mobility and equal access to existing and proposed pedestrian and bicycle networks and will prioritize feasible projects that are needed and desired by the community.

Tuolumne County faces multiple barriers to equitable mobility. The County's rural geography presents a unique challenge to creating efficient connections over long distances. In Tuolumne County, schools, public services, employment areas, health centers, parks and recreation areas are located far from residential areas. Improving connections to these public destinations will not only enhance health, but may also stimulate the economy. Understanding obstacles will allow for Tuolumne County to progress from a predominately "car culture" towards a more active culture.

Nearly 6,000 students attend 26 public schools located in Tuolumne County. According to the American Community Survey, approximately 13.2% of the population is school-aged (between 5 and 18). Surveys distributed to parents of Tuolumne County schools showed that approximately 6% of Tuolumne County students rely on walking or biking to get to and from school. Over half of parents surveyed stated that their child lives within two miles of their school, indicating that factors other than distance prevent students from walking or biking to school. These surveys are discussed in further detail in Section 1.6.2 and Attachment B.

The California Department of Transportation (Caltrans) adopted a State Bicycle and Pedestrian Plan in 2017, titled "Toward an Active California," which presents a vision of all Californians having the ability to walk and bicycle safely, conveniently, and comfortably by 2040. Goals of the plan include doubling walking, tripling bicycling, and reducing bicycle and pedestrian fatalities by ten percent each year. These statewide goals are ambitious, especially for rural automobile-dependent Tuolumne County. However, the purpose of the Tuolumne County Active Transportation Plan is not only to meet State goals; rather, to increase Tuolumne County's capacity to create a safe, healthy, and more connected community.

1.3 Goals and Objectives

The Tuolumne County Transportation Council has a vision for the regional transportation network to promote and maintain a reliable, flexible, equitable and multimodal transportation system that is safe and accessible to all users.

A vision defines an organization's purpose. Goals are broad statements that describe a desired product or end result toward which efforts are focused. Objectives are measurable movement toward a goal. Strategies represent a course of action. A policy is a direction statement to guide actions.

The Tuolumne County Regional Transportation Plan has developed 10 overarching goals for the regional transportation network:

Regional Goal 1: Enhance the quality of life of Tuolumne County residents by providing transportation access to jobs, housing, recreation, and community services.

Regional Goal 2: Preserve the multimodal system by maintaining, managing, and efficiently utilizing the existing transportation system.

Regional Goal 3: Improve the multimodal system by expanding and enhancing transportation choices, and connections to meet the future transportation needs.

Regional Goal 4: Promote strategic and cost-effective transportation investments that create sustainable economic growth and improve transportation services and facilities.

Regional Goal 5: Practice environmental stewardship by protecting air quality, natural resources, historical and cultural assets.

Regional Goal 6: Integrate land use and transportation decisions by prioritizing infrastructure investments within the defined community boundaries that strikes a balance between development, available infrastructure, and conservation of natural resources.

Regional Goal 7: Consider transportation safety, and security in all transportation funding decisions.

Regional Goal 8: Support a vibrant economy by enhancing the movement of goods and people to spur economic development,

growth, and job creation.

Regional Goal 9: Encourage and promote public involvement and social equity in all transportation decisions.

Regional Goal 10: Continue the inter-organizational commitments of cooperative, mutually dependent action that is required to provide efficient multimodal transportation system.

In addition to the regional transportation goals, a set of goals, objectives and policies has been developed specifically for the active transportation network in Tuolumne County and the multimodal planning process. These goals, objectives, and policies have been updated for this Plan and are described in the following sections, categorized by topic.

1.3.1 Transportation System Management

Goal 1. Develop a transportation system that maximizes the use of transportation facilities in the most efficient and cost-effective way.

Objective 1.1. Manage the transportation system efficiently by increasing multimodal access while reducing costs and managing resources.

Policy 1.1.1. Reduce the need to expand Policy 1.1.1. vehicular infrastructure by encouraging complete street design which incorporates public and social service transportation, bicycling, walking, ridesharing, micro-mobility, and carpools/ vanpools.

Support traffic signals, roundabouts, and/or Policy 1.1.2. operational improvements necessary to increase the capacity and/or flow of traffic on the local streets and highways network while improving safety for bicyclists and pedestrians.

Implement access management plans where Policy 1.1.3. appropriate to improve roadway performance and safety.

1.3.2 Complete Streets

Plan for a balanced multimodal transportation Goal 2.

network that meets the needs of all users of streets, roads, and highways for safe and convenient travel.

Objective 2.1. Improve alternative modes of transportation by adding new bicycle infrastructure, pedestrian travelways, and improving bus stops.

Policy 2.1.1. Incorporate bicycle, pedestrian, and transit improvements when designing roadway improvements when appropriate.

Policy 2.1.2. Provide new bicycle, pedestrian, and transit facilities on existing streets and roads where appropriate.

Seek funding for bicycle and pedestrian facilities Policy 2.1.3. adjacent to roadways and provide bus stop improvements along fixed transit routes.

Policy 2.1.4. Prioritize projects within community centers and more densely developed areas that would close infrastructure gaps and provide Safe Routes to School.

Policy 2.1.5. Support legislation that streamlines the regulatory burden to construct Complete Streets.

Develop and designate marketing materials Policy 2.1.6. promoting the use alternative transportation modes.

1.3.3 Smart Mobility Framework

Goal 3. Plan, support, and implement Smart Mobility Framework and Context Sensitive Solutions.

Policy 3.1.1. Support and implement Context Sensitive Solutions throughout the City of Sonora and Tuolumne County.

Policy 3.1.2. Support land use decisions consistent with the smart growth principle.

Prioritize infrastructure investments that Policy 3.1.3. support smart mobility principles.

Use the public input process and environmental Policy 3.1.4. reviews to ensure context sensitive solutions are considered in the project development phase.



1.4 Benefits of Active Transportation

1.4.1 Health and Fitness



Engaging in active transportation reduces the risk of diabetes, heart disease, arthritis, obesity, and various other preventable diseases and chronic conditions. Walking and biking on a daily basis reduces tension, body fat levels, anxiety, depression, and the risk of developing certain cancers.

Transportation systems influence the way in which people interact with their environment. Walking, biking, and taking public transportation increases social interaction while single passenger vehicles limit those opportunities for social interaction.

Investing in active transportation infrastructure protects open space by reducing urban sprawl. Ensuring that regional and local destinations are accessible makes walking, biking, and public transportation more appealing options. Encouraging infill development has the potential to change travel patterns in Tuolumne County, ultimately reducing air pollution and traffic congestion. The California Air Resources Board

reports that about 40% of California's air pollution comes from cars and trucks, and recommends reducing automobile trips as part of its Sustainable Communities strategies.

1.4.2 Safety



Additional shoulder, bike lane, sidewalk, and crosswalk improvements maximize multimodal safety on accident-prone road segments and intersections. Hazard elimination, hazard control devices, and progressive facility design reduces traffic injuries, collisions, and fatalities. These design methods include measures such as creating a physical barrier between motorists and non-motorists, traffic-calming strategies such as roundabouts and speed feedback signs, and other strategies.

The Tuolumne Active Transportation Plan will increase safety by identifying transportation issues in the transportation network and identifying priorities for improving the multimodal network. This Active Transportation Plan includes a list of projects in the region with the potential to reduce collisions and increase safety of walking and biking.



1.4.3 Community Access and Equity



Investing in active transportation infrastructure will help Tuolumne County achieve transportation equity. Improving existing infrastructure increases access to local and regional destinations including major employment centers, educational centers, medical centers, public transit centers, social services, and recreational opportunities. Increasing connectivity and providing infrastructure for bicyclists and pedestrians reduces unsafe conditions and will encourage bicycling, walking, and public transit as a viable transportation choice.

Many people either do not have access to a vehicle or are unable to operate one. Within Tuolumne County, an estimated 1,040 households do not have access to a vehicle (4.7%), 9,700 residents are living with a disability (17.5%), 9,650 residents are 17 years old or younger (17.4%), and 5,150 are 75 years old or older (9.3%) and may have difficulty maintaining a driver's license or operating a vehicle (2017 American Community Survey 5-Year Estimates). Active transportation meets the needs of these demographic groups that do not have a vehicle and helps mobilize members of disadvantaged communities.

1.4.4 Environment



Encouraging increased active transportation and transit use will improve air quality and will assist Tuolumne County in meeting state and federal goals for greenhouse gas (GHG) emissions reductions.

In 2006, California Assembly Bill 32 (AB 32), The California Global Warming Solutions Act of 2006, was passed. AB 32 requires a state reduction in greenhouse gas (GHG) emissions to no more than the 1990 emissions levels by 2020. In 2016, California Senate Bill 32 (SB 32) was passed, which expands AB 32 and sets a 2030 GHG emissions reduction target of 40 percent below 1990 levels.

Statewide, the transportation sector accounts for approximately 40% of the GHG emissions in California. 28% of total emissions are from passenger vehicles and 8.4% are from heavy-duty vehicles. Creating opportunities for more people to walk, bike, or use transit instead of driving has the potential to reduce a significant amount of GHG emissions in Tuolumne County and Statewide. There is a prompt need in California and Tuolumne County to align regional goals and prioritized projects with state and national policy to reduce vehicle miles traveled and GHG emissions. Projects proposed in this Active Transportation Plan aim to reduce greenhouse gas emissions and improve air quality by reducing vehicle miles travelled.



1.4.5 Support Locals



Engaging in active transportation enhances quality of life by increasing socialization and improving residents' well-being and sense of place. Sense of place refers to a person's relationship with their geographical location, including physical structures and community. Single-occupant cars increase social isolation. Having more people on the street creates a welcoming and vibrant atmosphere, ultimately encouraging others to be active participants.

According to Smart Growth America, residents who walk or bike are more likely to spend money at local businesses than those who drive. Active community members support local establishments due to their proximity and accessibility. Rather than spending money on gas and vehicle maintenance, pedestrians and bicyclists are able to spend money within the local economy. Vehicle owners are likely to venture to large-scale shopping centers but could instead walk or bike downtown to shop at a local business if they felt safer and the trip was convenient by bike or foot*.

In addition, increasing non-motorized access to recreation destinations drives tourism. Tuolumne County's position as the gateway to Yosemite Valley and countless other recreational opportunities are highlighted in the context of active transportation and the recreational value of walking and biking.

* It is acknowledged that in many areas of Tuolumne County walking and bicycling to local businesses is either very difficult or very unlikely. Cedar Ridge, Phoenix Lake, Crystal Falls, and many other locations have dispersed populations and little to no bicycle/pedestrian paths. Additionally, steep terrain is a barrier to walking and biking.



1.5 Planning Process



1.5.1 Inter-Agency Coordination

This Plan was developed as a coordinated effort including local, regional, state, and federal agencies, as well as Tribal entities. Tuolumne County, the City of Sonora, Caltrans District 10, federally recognized Native American tribal governments, and the Caltrans Tribal Liaison participated in the identification of transportation project needs and provided input on the Plan.

Stakeholders were invited to community meetings, provided project updates, and encouraged to review the Plan in various stages of development.

For a full list of stakeholders, see Attachment A.

1.5.2 Coordination with Other Plans and Studies

The Tuolumne County Active Transportation Plan is consistent with previous and concurrent planning efforts in the County. The Plan builds on the information presented in the following documents to create a comprehensive, current plan for future active transportation projects.

- Tuolumne County Recreation Master Plan (2002)
- Tuolumne Band of Me-Wuk Indians Bicycle Plan (2003)

- Tuolumne County Bikeways and Trails Plan (2005)
- Columbia Circulation Improvement Plan (2010)
- Tuolumne Parking and Alleyway Study (2010)
- Tuolumne Community Mobility Enhancement Study (2011)
- Tuolumne County Trails, Paths to Health and Prosperity (2011)
- Tuolumne Tomorrow: Tuolumne County Regional Blueprint (2012)
- Tuolumne County's Regional Blueprint Greenhouse Gas Study Report (2012)
- Dragoon Gulch Trails Master Plan (2013)
- Vision Sonora (2013)
- Summerville Trail Feasibility Study (2014)
- Groveland Active Transportation and Circulation plan (2015)
- Tuolumne County Regional Transportation Plan (2016)
- City of Sonora General Plan 2020 Land Use, Parks & Recreation, and Circulation Elements (2018)
- Tuolumne County General Plan Transportation Element (2018)
- Central Sierra Zero Emission Readiness Plan (2019)
- Inter-Regional Bicycle Tourism (and Economic Development) Plan (2020)

The Active Transportation Plan is part of an ongoing effort to increase transportation safety and efficiency in Tuolumne County. The Inter-Regional Bicycle Tourism Plan is being concurrently developed to promote safe multimodal travel in Tuolumne County and surrounding counties. It will also improve and promote bicycle tourism for economic development with an emphasis on improving disadvantaged, low income Rural Communities and Small Cities. The Plan will identify and analyze priority routes for enhancing bicycle tourism along rural and scenic state highways and local roads, with an eye to improving travel conditions for all modes. This project will cover the counties of Tuolumne, Calaveras, San Joaquin, Stanislaus, and Alpine.



1.6 Community Outreach

A variety of tools were used to engage the Tuolumne County community including community workshops, pop-ups, individual stakeholder communication, a project specific website, and a questionnaire.

For a detailed summary of the outreach process, see Attachment B. Table 1.1 lists the locations and dates where community workshops and pop-ups were held.

Table 1.1								
Outreach Events List								
Type	Date	Time	Location					
Community Workshop	July 22, 2019	5:30-7:00PM	Groveland Community Hall					
	July 23, 2019	5:30-7:00PM	Jamestown Community Hall					
	January 9, 2020	5:30-7:00PM	Tuolumne County Senior Center, Sonora					
Pop-Up Event	May 18, 2019	9:00AM-7:00PM	Tuolumne Relay for Life 17807 Tuolumne Rd, Tuolumne					
	June 8, 2019	8:00AM-3:00PM	Twain Harte Community Yard Sale Downtown Twain Harte Village					
	June 22, 2019	9:00AM-1:00PM	Bike Rodeo Sonora Chrysler Dodge, Sonora					
	July 13, 2019	5:00-8:00PM	2nd Saturday Art Night In front of Union Democrat, Sonora					

1.6.1 Stakeholders

Stakeholders included city council members, the County board of supervisors, the Motherlode Bike Coalition, elementary and middle school officials, school district superintendents, community members, and agency staff. A list of stakeholders initially contacted for input in the planning process can be found in Attachment A..

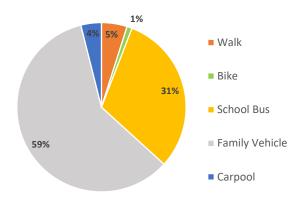
1.6.2 Schools

School Surveys

The project team communicated with elementary and high schools in Tuolumne County to gather information regarding active transportation usage and needs. As part of this outreach process, schools were provided with surveys from the National Center for Safe Routes to School (www.saferoutesinfo.org). Surveys were completed by teachers and parents, returned to the project team, and analyzed to determine school zones with high frequency of walking and biking, as well as identify barriers and locations for potential projects.

A total of 193 completed parent surveys were received from Sonora Elementary, Sonora High, Soulsbyville Elementary, and Twain Harte Elementary School. All Tuolumne County schools were provided with parent surveys, but many did not return them. Parent responses showed that 52% of children live less than two miles from their school, but less than 1% of students ride their bikes to school and 5% of students walk to school.

Modes of Transportation to School









School Interviews

The project team also contacted public school administration throughout the County by email and phone during July of 2019. The project team then interviewed available administrators including superintendents and principals by phone and email, asking questions to determine walking and biking safety issues and needs surrounding the schools.

The project team gathered from multiple interviews that many schools are inaccessible to students who would like to walk or bike, including Curtis Creek Elementary, Tenaya Elementary, and Soulsbyville Elementary. This is in part due to Tuolumne County's rural geography and rugged topography, where most students live many miles from their school and physically cannot reach it by walking or biking. Most students either take a school bus or are dropped off by a parent. However, pedestrian and bike access is also limited by correctible issues such as lack of safe walking and biking paths.

1.6.3 Community Workshops

The Tuolumne County Transportation Council and project team hosted three workshops to introduce the Active Transportation Plan and solicit feedback from the community. The meetings included a presentation on the benefits of walking and biking, existing conditions and barriers to mobility, and solutions for improving opportunities to walk and bike in Tuolumne County. After the presentation, community members had the opportunity to break into small groups and interact with the planners and discuss the Plan in greater detail. Community members were given the opportunity to develop priority projects, identify concerns with existing bicycle and pedestrian infrastructure, and voice their concerns, suggestions, and preferences. Maps and surveys were made available at the meeting to help attendees identify specific areas throughout the project area that present a concern or opportunity for safe bicycle or pedestrian travel.

1.6.4 Pop-Up Outreach

The project team visited popular locations and events in Tuolumne County communities to gather input by setting up a booth with educational materials, large scale maps, comment cards, and questionnaires. This approach reached a broader cross section of the community instead of only those already aware of transportation planning efforts. The project team held a pop-up outreach booth at the Tuolumne Relay for Life, Twain Harte Community Yard Sale, Sonora Bike Rodeo, and Sonora 2nd Saturday Art Night.







1.6.5 Online Engagement

Questionnaire

A questionnaire was developed to facilitate participation and gather community input. The questionnaire presented questions intended to gauge the community's travel behavior and provide a space for specific input, such as areas in need of walking and biking improvements. The questionnaire was made available online through SurveyMonkey and presented in paper format for community meetings and pop-ups. A summary of 183 community members' responses to the questionnaire can be found in Attachment B.

Website

A project website was created to display project information, community workshop notifications, agency information, documents, a feedback form, and a link to the online questionnaire.

Social Media

The project team developed an online presence by creating the Tuolumne County Active Transportation Plan Facebook page. The project-specific Facebook page distributed project information online, engaged community members, provided plan development information, and advertised upcoming community meetings.

Existing Tuolumne County Facebook groups and pages were utilized when possible for reposting meeting flyers and survey links.

1.6.6 Outreach Responses

183 questionnaires were completed and 111 other responses were provided through 84 comment cards, verbal comments recorded at meetings, and other printed materials. The main comments received from the community are displayed in Table 1.2, while further details can be found in Attachment B. Respondents generally desired safer crossings, wider shoulders, bike lanes, and sidewalks. Community members who attended meetings or took the questionnaire frequently requested a multi-use path for walking and biking be constructed between Sonora and Columbia. Other locations in Table 1.2 were also identified as priorities for improvement based on comments from the community.

Та	ble 1.2			
Tuolumne ATP Community Input				
Source Responses				
Survey Monkey	183			

Common comments:

Safer crossings, wider shoulders, bike lanes, sidewalks:

- 1. Hwv 49: Sonora to Columbia
- 2. Sonora: Washington St, Greenley Rd, Mono Way
- 3. Groveland: Hwy 120/Main St, Ferretti Rd

Comment Cards / Other Comments 111

Common comments:

- 1. Twain Harte downtown improvements: ADA improvements, multi-use trail to Middle Camp/S Fork
- 2. Regional: Sonora to Columbia Regional Trail
- 3. Sonora: Tuolumne Road wider shoulders, Washington Street safer crossings



1.7 Coordination with Native American Tribal Governments

There are two federally recognized Tribal governments in Tuolumne County: the Tuolumne County Band of Me-Wuk Indians and Chicken Ranch Rancheria of Me-Wuk Indians. The Tuolumne Band of Me-Wuk Indians has tribal lands in the community of Tuolumne east of Sonora. The Chicken Ranch Rancheria of Me-Wuk Indians has tribal lands in Jamestown. Table 1.3 lists the contact information for the Tribes contacted during the ATP planning process.

Table 1.3						
Tribal Contact List						
Name	Contact Person	Mailing Address				
Tuolumne Band of Me-Wuk Indians	Dore Rietz, Planner	P.O. Box 699 19595 Me-Wu Street Tuolumne, CA 95379				
Chicken Ranch Rancheria of Me-Wuk Indians	-	16929 Chicken Ranch Road Jamestown, CA 95327				



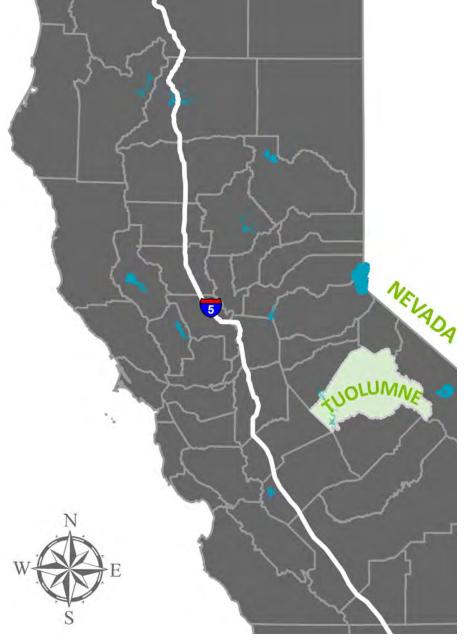
2.SETTING AND **BACKGROUND**

2.1 Regional Context

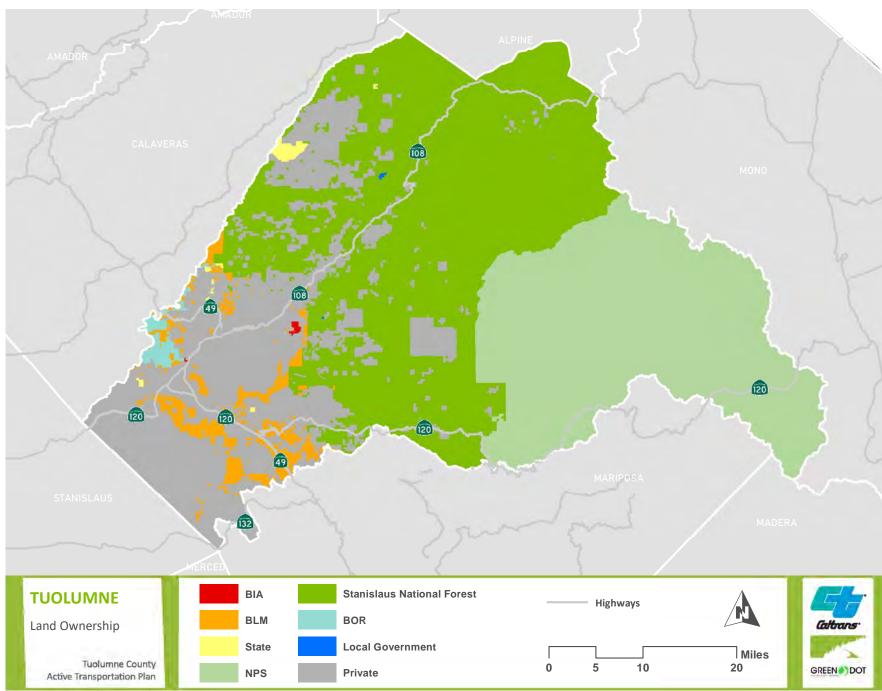
Tuolumne County is located in the central Sierra region in the foothills of the Sierra Nevada mountain range, commonly referred as the Mother Lode region due to its history related to the California Gold Rush. The Me-Wuk (also spelled Miwok) people lived in Tuolumne County for thousands of years prior to the Gold Rush.

Tuolumne County was established in 1850 and was one of the original 27 counties of California. Tuolumne County is bounded by Calaveras and Alpine Counties to the north, Mono County to the east, Mariposa County to the south, and Stanislaus County to the west (see Figure 2.1). Tuolumne County has a total land area of 2,274 square miles, ranking 23rd in land area out of the 58 Counties in California. Out of the 2,274 square miles of Tuolumne County, approximately 75% is comprised of public land. Federal land in the County includes Yosemite National Park, Stanislaus National Forest, Bureau of Land Management, and Bureau of Reclamation lands.

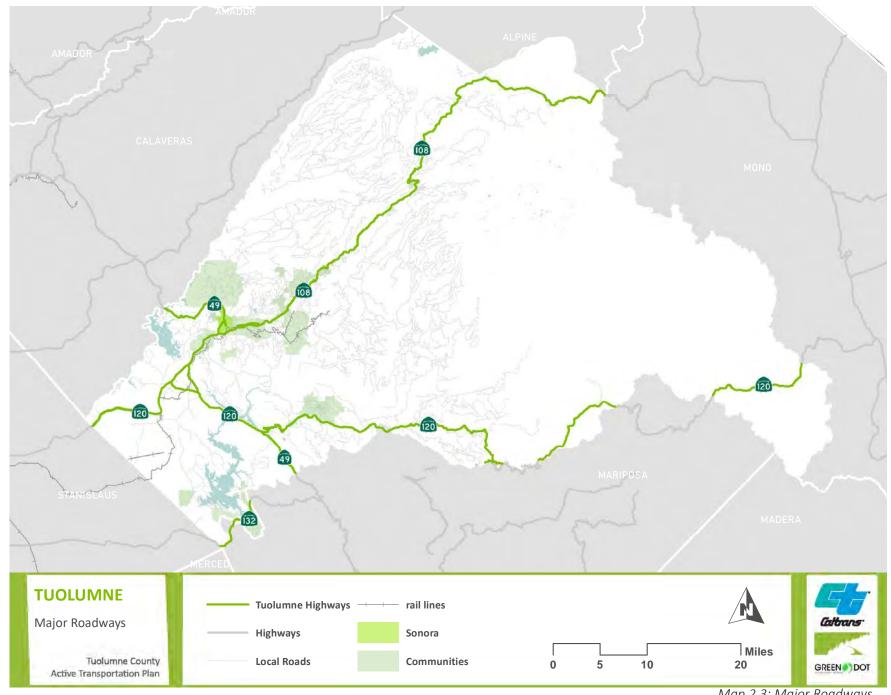
The lone incorporated city in Tuolumne County, the City of Sonora, is located on the western side of the County near the intersection of State Route 49 and State Route 108. The City of Sonora was first settled by Mexican miners (from Sonora) in 1848 and serves as the Tuolumne County seat.



Map 2.1: Location Map



Map 2.2: Land Ownership



Map 2.3: Major Roadways



2.2 Commuting

2.2.1 Vehicle Ownership

According to the American Community Survey, vehicle ownership in Tuolumne County was higher than the United States average in 2018. In Tuolumne County, 95.3% of households had access to a car. This was more than 4% higher than the United States average of 91.2%. Additionally, Tuolumne County residents were more likely to own two, three, or more vehicles than the rest of the nation. Tuolumne County's rural geography makes vehicle ownership necessary for nearly all residents and discourages active modes of transportation.

Table 2.1								
Vehicle Ownership								
Vehicle Tuolumne United								
Available	County	States						
None	4.7%	8.7%						
1	28.7%	33.0%						
2	37.7%	37.3%						
3+	28.9%	21.0%						
Source: 2018 ACS 5-Year Estimates								

2.2.2 Mode Share

The majority of the Tuolumne County workforce commutes to work in a single-occupant vehicle (see Figure 2.3 and Table 2.2). Approximately 90.8% of the Tuolumne County workforce commutes by vehicle, with over 81.4% of the workforce driving alone. Tuolumne residents are a third less likely to walk, bike, or take public transit to work than the United States average; only 2.7% of the workers in Tuolumne County commutes by transit, walking or biking, compared to 8.3% of all Americans.

TUOLUMNE COUNTY MODES OF TRAVEL

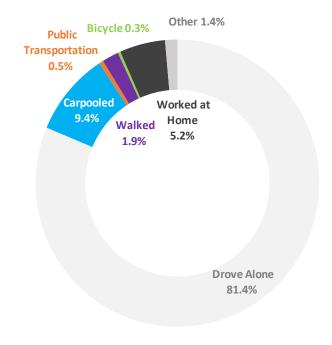


Figure 2.1: Mode Share

Table 2.2							
Modes of Travel							
	Tuolumne County	United States					
Drove Alone	81.4%	76.4%					
Carpooled	9.4%	9.1%					
Public Transportation	0.5%	5.0%					
Walked	1.9%	2.7%					
Bicycle	0.3%	0.6%					
Worked at Home	5.2%	4.9%					
Other	1.4%	1.2%					
Source: 2018 American Community Survey 1-year Estimates							







2.2.3 Electric Bicycles and Scooters

There is not significant use of E-bikes and scooters in Tuolumne County currently. However, as electric micro-mobility options become more common throughout California, there is potential for increased use in Tuolumne County for recreation and commuting. Electric bikes and scooters are especially useful for hills, which makes them especially appealing for residents of communities with steep terrain. Education and encouragement programs may be necessary for drivers to be aware of E-bikes and scooters.

2.3 Population

2.3.1 Existing Population

The California Department of Finance estimated the population of Tuolumne County to be approximately 54,991 in 2012 and 53,964 in 2019. On average, the County's population decreased by 0.27% annually between 2012 and 2019 (see Table 2.3). Over the past seven years, the City of Sonora has accounted for around 8.9% of the County's population. The other 91.1% of the population live in small communities throughout the unincorporated County. Population growth has remained steady in the City of Sonora in the past few years while the unincorporated and overall County population has dropped slightly.

2.3.2 Historic Population

According to the US Census Bureau, Tuolumne County's population increased by 150% between 1970 and 2010 from 22,169 to 55,365. Population growth in Tuolumne county has slowed since 2000. Between 2000 and 2010, the County's population only increased at an average annual rate of 1.5%.



Table 2.3								
Existing Population								
	Population 2012	Population 2013	Population 2014	Population 2015	Population 2016	Population 2017	Population 2018	Average Annual Percent Change
Sonora	4,884	4,886	4,906	4,874	4,889	4,876	4,890	0.02%
Unincorporated	50,107	50,052	50,176	49,790	50,063	49,849	49,850	-0.09%
Total County Population	54,991	54,938	55,082	54,664	54,952	54,725	54,740	-0.08%
ource: California Department of Finance Projections								

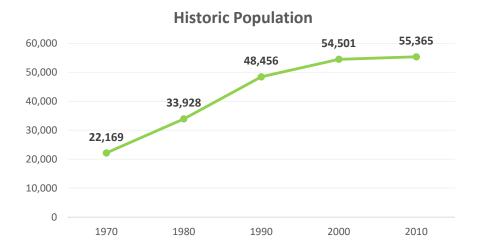


Figure 2.2: Historic Population

2.3.3 Future Population

According to the Caltrans Long-Term Socio-Economic Forecasts by County, the population will decrease slightly in Tuolumne County over the 20-year planning horizon of this planning document. Between 2020 and 2040, it is estimated that the County population will decrease from around 52,441 to 45,691 for an average decrease of 6.4% per year.

Future Population

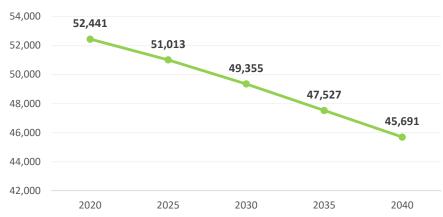


Figure 2.3: Future Population

2.3.4 Age of Population

Tuolumne County's age distribution is expected to undergo modest population change in the coming decades. As seen in Figure 2.6, the California Department of Finance projects the proportion of the County population that is 65 years and older will increase from about 28.8% to about 32.4% by 2040. As the Tuolumne County population ages, there will be a greater demand for transit services and the need to safely accommodate pedestrians and pedestrian accessibility will become a greater priority.

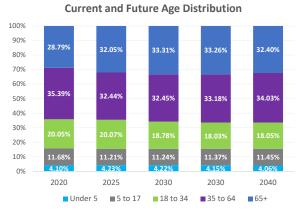


Figure 2.4: Current and Future Age Distribution



2.2.5 Demographics

Figure 2.5 illustrates Tuolumne County's race demographics as reported by the 2018 American Community Survey Estimates. The County's population is predominantly white (80.8%) with a significant Hispanic/Latin population (11.8%).

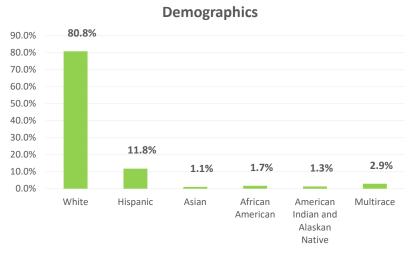


Figure 2.5: Demographics

2.4 Socioeconomic Conditions

2.4.1 Income

Tuolumne County has a larger percentage of households in lower income ranges than the rest of California, as seen in Table 2.4. In the City of Sonora, an estimated 42.3% of households had an annual income under \$35,000 in 2018. County-wide, 31.9% of households had an annual income under \$35,000, compared with only 25.4% of Californians and 29.5% of United States residents.

Table 2.4 Income							
Household Income	City of Sonora	Tuolumne County	California	United States			
Under \$10,000	6.1%	5.8%	5.1%	6.3%			
\$10,000 to \$14,999	12.2%	6.5%	4.4%	4.6%			
\$15,000 to \$24,999	11.2%	9.2%	8.0%	9.3%			
\$25,000 to \$34,999	12.8%	10.5%	7.9%	9.3%			
\$35,000 to \$49,999	17.8%	12.6%	10.9%	12.6%			
\$50,000 to \$74,999	12.2%	18.0%	15.9%	17.5%			
\$75,000 to \$99,999	12.8%	13.9%	12.3%	12.5%			
\$100,000 to \$149,999	8.5%	13.5%	16.2%	14.6%			
\$150,000 to \$199,000	4.0%	4.0%	8.3%	6.3%			
\$200,000 or more	2.5%	6.0%	11.0%	7.0%			
Source: 2018 American Community Survey Estimates							

2.4.2 Poverty

Despite having a much lower household income than the California and United States averages, Tuolumne County has a lower proportion of the population living below the poverty line (see Figure 2.8). It can be assumed that although the average household income is much lower in Tuolumne County, smaller average household sizes contribute to a smaller proportion of the population qualifying as below poverty.

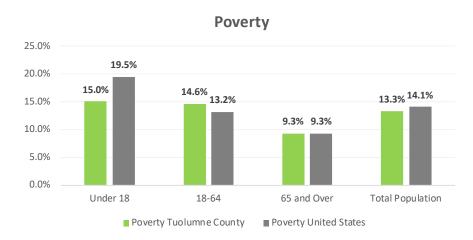


Figure 2.6: Poverty

2.4.3 Employment

Major employment sectors in Tuolumne County include government, healthcare, education and tourism. As seen in Table 2.5, the largest employers in Tuolumne County are Adventist Health Sonora and the Corrections Department. Casinos, Dodge Ridge Ski Resort, department stores, schools, and government agencies employ hundreds of workers.

Tourism related to outdoor recreation is an important component of the regional economy and employment. In addition to Dodge Ridge Ski Resort, residents are employed by sporting goods stores, campgrounds, and other businesses that benefit from recreation and tourism. Yosemite National Park is centered in Tuolumne County and neighboring Mariposa County. Since 2000, an average of almost 4 million people have visited Yosemite Park annually. People travelling to Yosemite from other counties and regions patronize Tuolumne County hotels, restaurants, gas stations, and other businesses.

Table 2.5					
Major Employers					
Name	Location	Industry	Employees		
Adventist Health Sonora	Sonora	Hospitals	1,000-4,999		
Corrections Dept	Jamestown	Government Offices-State	1,000-4,999		
Black Oak Casino	Tuolumne	Casinos	500-999		
Dodge Ridge Ski Resort	Pinecrest	Skiing Centers & Resorts	500-999		
Hetch Hetchy Project	Groveland	Government Offices-City, Village & Twp	250-499		
Moccasin Low Head Hydro Prjct	Moccasin	Power Plants	250-499		
Tuolumne General Hospital	Sonora	Emergency Medical & Surgical Service	250-499		
Walmart	Sonora	Department Stores	250-499		
Chicken Ranch Bingo & Casino	Jamestown	Casinos	100-249		
Columbia College	Sonora	Schools-Universities & Colleges Academic	100-249		
Diestel Family Turkey Ranch	Sonora	Ranches	100-249		
Hetch Hetchy Water & Power	Moccasin	Government Offices-County	100-249		
Kohl's	Sonora	Department Stores	100-249		
Lair of the Golden Bear	Pinecrest	Camps	100-249		
Lowe's Home Improvement	Sonora	Home Centers	100-249		
Pine Mountain Lake Assn	Groveland	Associations	100-249		
Ranch House Restaurant	Jamestown	Restaurants	100-249		
Safeway	Sonora	Grocers-Retail	100-249		
Sierra Pacific Industries	Chinese Camp	Lumber-Manufacturers	100-249		
Sonora High School	Sonora	School Districts	100-249		
Tuolumne County Human Svc Agcy	Sonora	Government Offices-County	100-249		
Tuolumne County Sheriff	Sonora	Government Offices-County	100-249		
Tuolumne County Special Educ	Sonora	Schools	100-249		
Tuolumne Mewuk Tribal Council	Sonora	Casinos	100-249		
Source: California Employment Development Department					

2.4.4 Unemployment

Relative to California and the United States, Tuolumne County has a slightly higher unemployment rate. As seen in Table 2.6, Tuolumne County has an unemployment rate of 6.8% compared to 6.7% for California and 5.9% nation-wide. However, a large portion of the Tuolumne County population is not actively participating in the workforce; only 48.8% of Tuolumne County are in the workforce compared to 63% for both California and the United States. Additionally, it is important to note that these statistics were obtained from the 2018 American Community Survey estimates, and therefore do not reflect the rise in unemployment due to the COVID-19 pandemic in 2020.

Table 2.6						
Unemployment						
	Total	Labor Force	Labor Force Par- ticipation Rate	Employment Rate	Unemployment Rate	
Tuolumne County	46,031	22,449	48.8%	45.5%	6.8%	
California	31,109,195	19,758,291	63.5%	58.9%	6.7%	
United States	257,754,872	163,276,329	63.3%	59.3%	5.9%	

Source: 2018 American Community Survey 5-Year Estimates

2.4.5 Educational Attainment

Table 2.7 highlights the significant differences between educational attainment in the City of Sonora, Tuolumne County, California, and the United States. The City of Sonora and Tuolumne County have a lower rate of higher education than California and the United States. Only 12.9% of people 25 and over in Tuolumne County have a bachelor's degree or higher while the state and national rates are 20.8% and 19.4%, respectively.

Table 2.7 Educational Attainment						
	Less than High School	High School Graduate	Some College, No Degree	Associate's Degree	Bachelor's Degree	Graduate or Professional Degree
City of Sonora	10.4%	33.2%	27.0%	7.6%	12.8%	9.0%
Tuolumne County	9.6%	28.4%	31.2%	10.8%	12.9%	7.2%
California	17.1%	20.6%	21.3%	7.8%	20.8%	12.5%
United States	12.3%	27.1%	20.6%	8.4%	19.4%	12.1%
Source: 2018 American Community Survey 5-Year Estimates						

2.4.6 Housing

In 2018, Tuolumne County had an estimated 31,487 housing units. Of these, about 71.2% of units were occupied, with a vacancy rate of 28.9%, over four times the state vacancy rate of 7.9% (see Table 2.8). This high vacancy rate is explained by the presence of vacation homes, many of which are only occupied during summer months. Of occupied dwellings in Tuolumne County, 69.8% were owneroccupied and 30.2% were renter-occupied.

Table 2.8						
Selected Housing Characteristics						
	Total Housing Units	Occupied	Vacant	Owner- Occupied	Renter- Occupied	
City of Sonora	2,433	86.9%	13.1%	45.2%	54.8%	
Tuolumne County	31,487	71.2%	28.8%	69.8%	30.2%	
California	14,084,824	92.1%	7.9%	54.6%	45.4%	
United States	136,384,292	87.8%	12.2%	63.8%	36.2%	
Source: 2018 American Community Survey Estimates						

According to the American Community Survey population estimates, the median household income in Tuolumne County was estimated at \$56,493 in 2018 (see Table 2.9). This is 20.6% lower than the California median household income of \$71,228. However, the median value of a house in Tuolumne County is only 58.6% of the statewide median home value, allowing for a higher homeownership rate than the state average.

\$475,900

15.0%

\$204,900

29.4%



Median Home Value

of Median Home Value

Median Household Income as %

Table 2.9						
Median Household Income vs. Average Home Price						
	City of Sonora	Tuolumne County	California	United States		
Median Household Income	\$41,130	\$56,493	\$71,228	\$60,293		

\$278,900

20.3%

\$278,900

14.7%

Source: 2018 American Community Survey Estimates

2.4.7 Disadvantaged Communities

Residents of Tuolumne County generally have lower incomes and are less likely to have college degrees than the rest of California, as described in the previous sections. Rural communities frequently struggle with a lack of opportunities for employment and higher education. These socioeconomic disadvantages faced by residents of rural areas can be made worse by the lack of funding available to build safe walking and biking facilities in rural counties and cities.

Identifying project locations as disadvantaged communities is important when applying for competitive funding such as through the California Transportation Commission's Active Transportation Program. According to the Active Transportation Program Cycle 5 guidelines, a disadvantaged community can be defined through the following categories:

Median Household Income - The Median Household Income is less than 80% of the statewide median based on the most current Census Tract level data from the 2014-2018 American Community Survey (ACS) (<\$56,982). Five out of Tuolumne County's eleven census tracts qualify as disadvantaged communities by this measure, as shown in Table 2.10 and Figure 2.9. One tract, 9852.02, does not have census data available.

- CalEnviroScreen An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0. No census tracts in Tuolumne County qualify as disadvantaged communities using the CalEnviroScreen 3.0 metrics.
- Free or Reduced Price School Meals To qualify as a disadvantaged community using this metric, at least 75% of public school students in the project area must be eligible to receive free or reduced-price meals (FRPM) under the National School Lunch Program. Five out of the twenty-six schools in Tuolumne County have at least 75% FRPM eligibility and approximately 50% of all students enrolled in public schools in Tuolumne County are eligible (see Table 2.11).
- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. As of 2020, no census tracts in Tuolumne County are in the lowest 25th percentile.





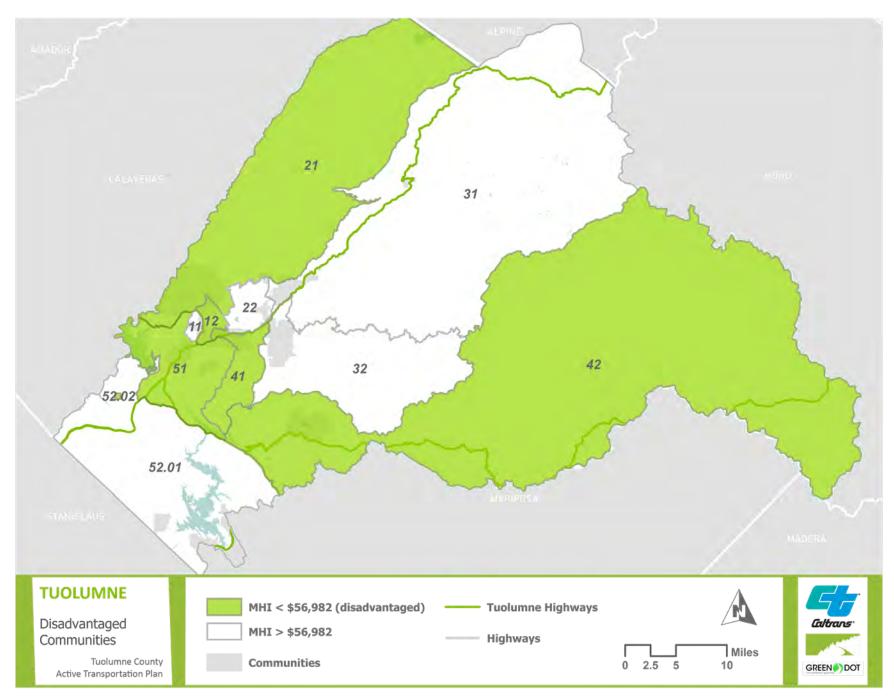
Table 2.10					
Disadvantaged Communities					
Census Tract	НРІ	МНІ	% California MHI	Active Commute	
11	60.5	\$58,558	82%	8.6%	
12	29.3	\$36,815	52%	6.6%	
21	50.4	\$38,750	54%	4.3%	
22	60.7	\$73,835	104%	0.0%	
31	35.9	\$62,355	88%	0.4%	
32	53.6	\$69,223	97%	1.9%	
41	50.4	\$49,386	69%	0.0%	
42	63.1	\$54,650	77%	0.2%	
51	32.7	\$50,000	70%	2.9%	
52.01	37.7	\$65,357	92%	0.6%	
9852.02	No Data	No Data	-	-	
Tuolumne County	55.4	\$55,893	78%	2.2%	
California	-	\$71,228	100%	3.7%	

Census Tracts in **RED** qualify as disadvantaged, meaning MHI is less than 80% of the statewide MHI

"Source: (1) The California Healthy Places Index (2) 2014-2018 American Community Survey 5-Year Estimates"

Table 2.11						
Free or Reduced Meal Eligibility						
School Name	Enrollment	Reduced Eligibility				
Selloof Hame	Linomicit	Count	Percent			
Gold Ridge Educational Center	8	8	100%			
Tuolumne County Community/ISP	17	14	82%			
Tuolumne County Special Education	81	53	65%			
Belleview Elementary	177	90	51%			
Columbia Elementary	467	283	61%			
Curtis Creek Elementary	495	258	52%			
Chinese Camp Elementary	31	17	55%			
Jamestown Elementary	350	269	77%			
Sonora Elementary	722	319	44%			
District Office	3	0	0%			
Dario Cassina High	58	44	76%			
Theodore Bird High	49	15	31%			
Sonora High	961	358	37%			
Soulsbyville Elementary	566	226	40%			
Summerville Elementary	406	210	52%			
Gold Rush Charter	467	202	43%			
Long Barn High	11	6	55%			
South Fork High	1	0	0%			
Cold Springs High	1	1	100%			
Mountain High	3	2	67%			
Connections Visual and Performing Arts Academy	215	44	20%			
Summerville High	388	145	37%			
Twain Harte	270	167	62%			
Tioga High	56	32	57%			
Don Pedro High	42	25	60%			
Tenaya Elementary	200	112	56%			
Tota	al 5922	2984	50%			
Schools in RED qualify as disadvantaged						

Source: California Department of Education 2018/19 FRPM Data



Map 2.4: Disadvantaged Census Tracks (Source 2014--2018 ACS)





3. EXISTING CONDITIONS

3.1 FXISTING NFTWORKS



Active transportation users in Tuolumne County are served by a network of trails, bike routes, sidewalks, and transit. This section outlines the existing opportunities for walking, biking, and public transportation, as well as the gaps in this network. Identifying barriers to active transportation use and highlighting opportunities for improvement will help the TCTC identify projects and obtain funding for improvements.

3.2 INFRASTRUCTURE AUDIT METHODS

The consultant team used a combination of document review, remote analysis and field visits to compile an inventory of existing active transportation infrastructure and travel demands in Tuolumne County. The team inventoried existing bicycle and pedestrian infrastructure, existing transit stops, school routes, and other routes

connecting significant origin and destination points.

The existing facilities inventory began by using remote technology to inventory significant existing pedestrian infrastructure. The project team used existing GIS data and a combination of ESRI ArcMap, Google Earth, and Google Maps Streetview to assess the presence of sidewalks, ADA compliant curb ramps, obstructions or hazards to pedestrians, bikeways, transit stops, schools and school zones, and crosswalks. Features were compiled to create base maps for field analysis.

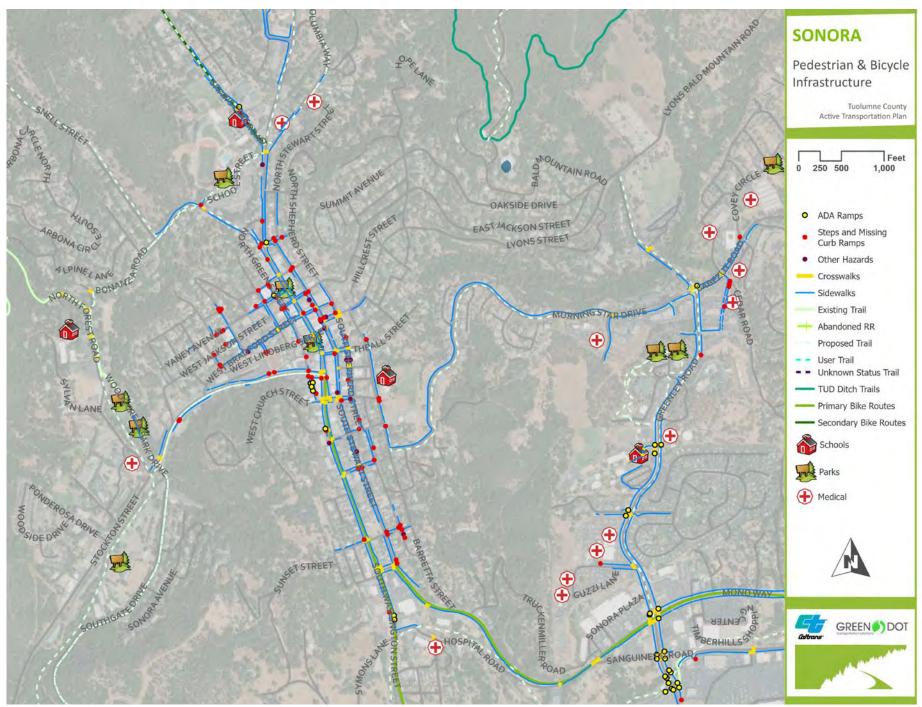
Walking audits were performed at locations considered by the TCTC and consultant team to be significant pedestrian areas. The project team used existing data collected in the remote analysis to field check the data and visually inspect areas that prove challenging to map in the remote exercise. The project team used ArcGIS Collector in the field to capture data, in addition to taking notes and using printed maps for reference. Collector and physical maps allowed team members to collect new data and check the accuracy of remote analysis.

Bicycle routes identified in existing GIS data were found to have no existing infrastructure such as bike lanes, route signage, or sharrows. These routes were included in the maps presented in the following section to illustrate the roadways bicyclists currently use.

Trails and proposed trails were identified based on existing GIS data from past planning efforts. The proposed trails layer does not exactly match the projects outlined in Chapter 5, rather, they reflect the projects proposed prior to this Plan.

3.3 INFRASTRUCTURE AUDIT MAPS

Maps 3.1 through 3.9 display the results of the infrastructure audit. The facilities identified in each community are described in Sections 3.4 through 3.6.



Map 3.1: Sonora Pedestrian & Bicycle Infrastructure

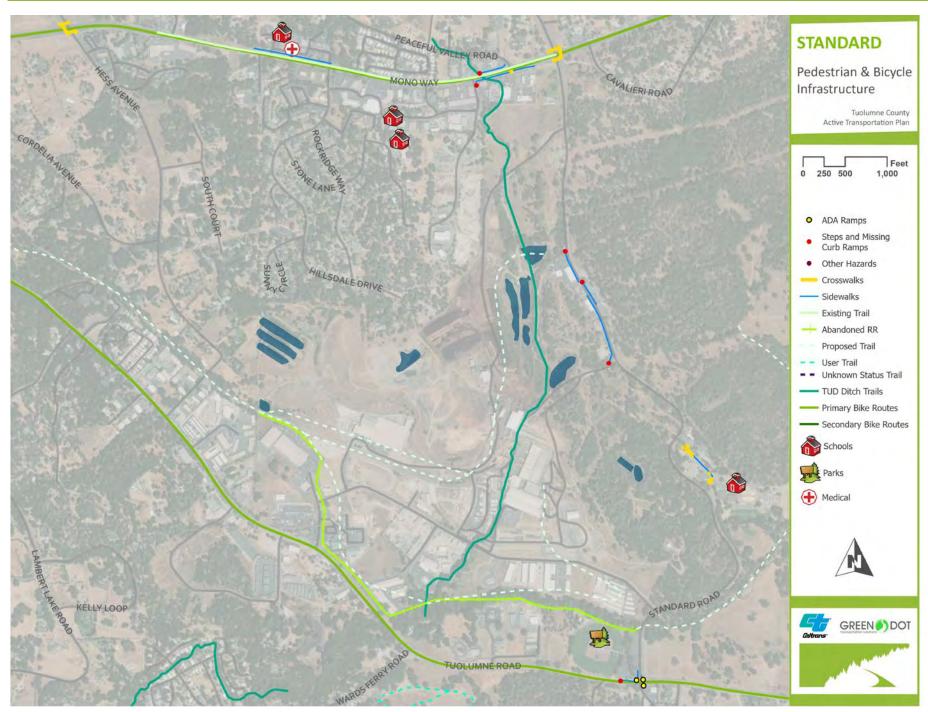




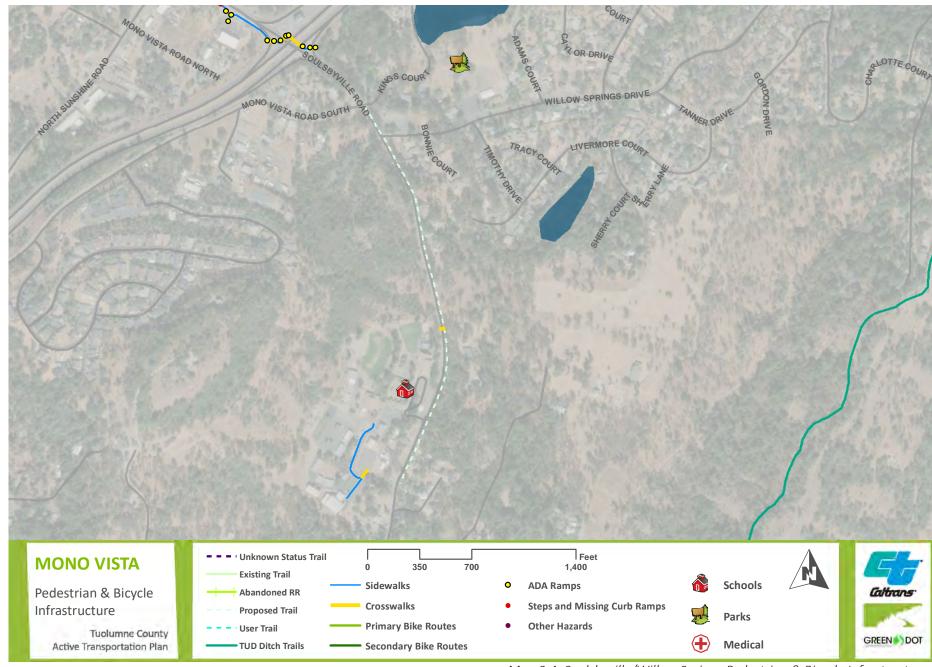




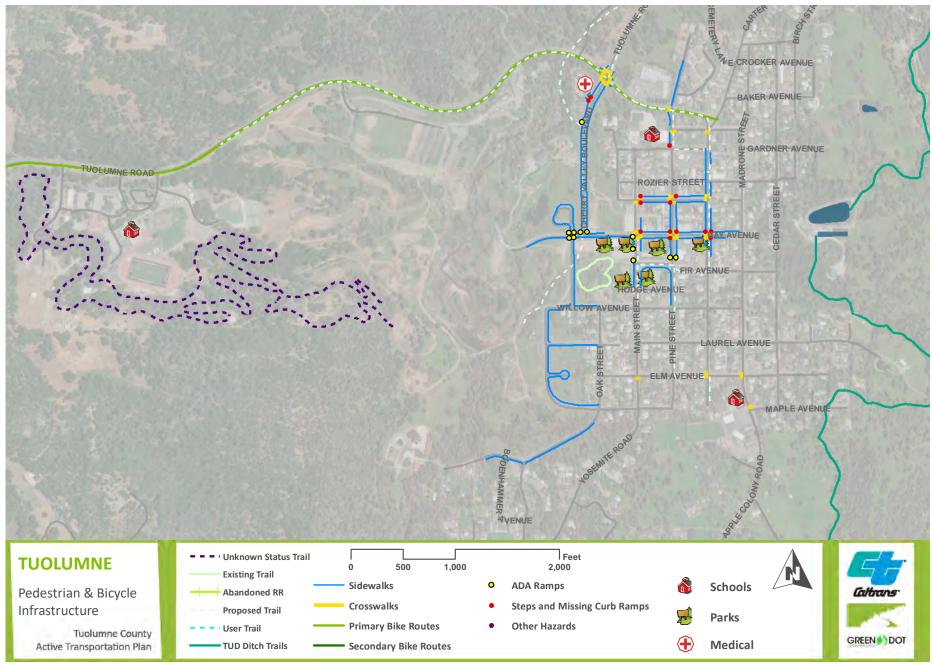
Map 3.2: East Sonora Pedestrian & Bicycle Infrastructure



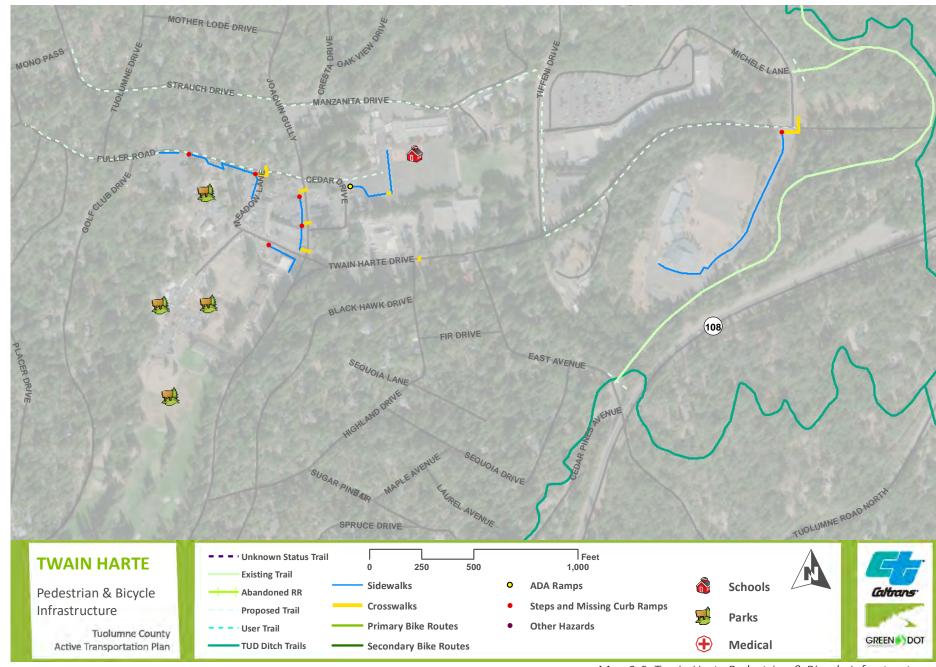
Map 3.3: Standard Pedestrian & Bicycle Infrastructure



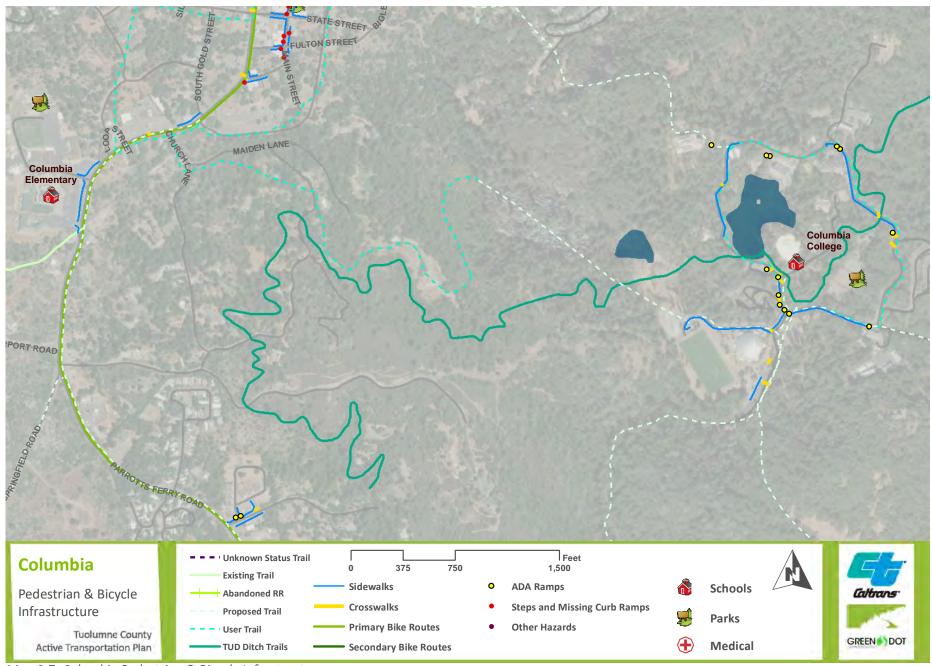
Map 3.4: Soulsbyville/Willow Springs Pedestrian & Bicycle Infrastructure



Map 3.5: Tuolumne Pedestrian & Bicycle Infrastructure



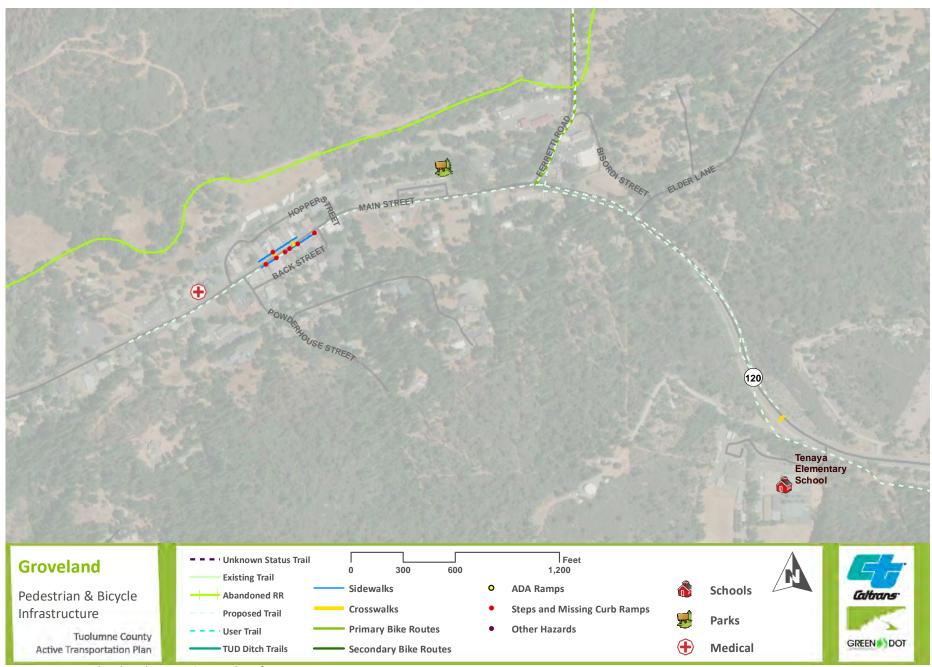
Map 3.6: Twain Harte Pedestrian & Bicycle Infrastructure



Map 3.7: Columbia Pedestrian & Bicycle Infrastructure



Map 3.8: Jamestown Pedestrian & Bicycle Infrastructure



Map 3.9: Groveland Pedestrian & Bicycle Infrastructure

3.4 PEDESTRIAN FACILITIES

Sonora: Map 3.1

Sonora contains a network of sidewalks, crosswalks, and curb ramps. However, due to the community's age and geography, much of these facilities are not ideal for elderly and disabled users. Many sidewalks are steep, lack ADA compliant ramps, have obstacles such as steps or poles, and are crossed by unpaved driveway cuts and vehicle parking. South Washington Street and Mono way are identified as bicycle routes by existing GIS data, however, there are no designated bicycle facilities.

East Sonora: Map 3.2

East Sonora contains numerous medical and shopping centers as well as relatively new, connected walking facilities. Sidewalks in East Sonora generally have curb ramps with tactile domes, and are connected by crosswalks at intersections. Several roadways are used by bicyclists, but no designated bicycle facilities exist.

The Sanguinetti Road/Sanguinetti Loop intersection is an issue for bikers and pedestrians. The bypass ramp designs on Mono Way and the circulation from Mono Way westbound to Sanguinetti Loop and Sanguinetti Road are particularly challenging for bikers and pedestrians. Significant sidewalk gaps exist along Mono Way.

Standard: Map 3.3

Standard has occasional sidewalks and crosswalks along Mono Way and Standard Road. Sidewalks are mainly located adjacent to businesses and Curtis Creek Elementary School. Several roadways are used by bicyclists, but no designated bicycle facilities exist. A Tuolumne Utility District ditch is used as a trail.

Soulsbyville/Willow Springs: Map 3.4

Mono Vista has new crosswalks and curb ramps at the intersection of Highway 108 and Soulsbyville Road. Soulsbyville Elementary has a narrow path which some students use to access the school from the Willow Springs neighborhoods. However, the path is overgrown and there are no crossings on Soulsbyville Road for students walking to school.

Tuolumne: Map 3.5

The community of Tuolumne contains a small network of sidewalks and crosswalks in its downtown core, as well as sidewalks on Cherry Valley Boulevard from Bay Avenue to Tuolumne Road. Several streets along the west side of the community feature new sidewalks and ADA compliant curb ramps, but are closed to the public or are not through streets. These streets were constructed for a subdivision that has not been built.

Twain Harte: Map 3.6

The community of Twain Harte contains several crosswalks and sections of sidewalk. However, most sidewalk sections do not connect and lack curb ramps. Several of the crosswalks need to be re-striped.

Columbia: Map 3.7

Columbia does not have a connected network of walking and biking facilities. However, the community includes two locations with facilities designed for pedestrians: Columbia State Historic Park and Columbia College.

Columbia State Historic Park's central streets are formatted in dense blocks designed to accommodate pedestrians. Along these streets are wooden boardwalks, most of which have stairs. Many of the core streets are off-limits to cars during the summer months. This greatly improves the pedestrian experience and mobility, and historic character within the park.

Columbia College features a network of sidewalks and crosswalks allowing users to safely walk between buildings and along roadways within the campus. However, the campus lacks bicycle or pedestrian connectivity with the surrounding communities.



Jamestown: Map 3.8

Jamestown contains a network of sidewalks connecting its community core. Recent improvements including sidewalks and ADA compliant ramps provide walking connections from Main Street to surrounding residential neighborhoods. However, there are no safe walking or biking facilities serving Jamestown Elementary on 5th Avenue, creating a dangerous environment for students who walk or bike to school. Numerous trails have been proposed for the community.

Groveland: Map 3.9

Groveland contains a small downtown surrounded by rural neighborhoods. The Downtown core has several short sections of unconnected sidewalk, most of which are near the end of their useful life and lack curb ramps. Two crosswalks cross SR 120 downtown, while one crosswalk serves Tenaya Elementary School to the East of downtown. No walking or biking facilities serve the neighborhood of Pine Mountain Lake, a private community of over 2600 residents located northeast of downtown off Ferretti Road.

Several trails have been proposed for the community, including the Hetch Hetchy Railroad grade, located just north of downtown.

3.5 EXISTING GAPS



Tuolumne County's rural communities generally lack connectivity of non-motorized facilities. The region features numerous routes for recreational bicycling and hiking but lacks safe paths and bikeways to provide connections for locals and tourists who walk or bike within or between communities.

3.4.1 State Route 49 Corridor

State Route (SR) 49 links numerous historic Gold Rush era communities in the Sierra Nevada foothills, including Jamestown, Sonora, and Columbia. There is a need for safe facilities for non-motorized travel between these three communities.

The community has voiced significant support for a trail connecting Sonora to Columbia College, and there is also community demand for a trail connecting Sonora to Jamestown.

3.5.2 Sonora

The Sonora Historic Downtown Core contains numerous businesses where locals and tourists shop, dine, and are employed. Washington Street, part of SR 49, is the main street in Downtown Sonora and is lined with historic buildings. Washington Street experiences a large volume of traffic, causing a need for safer pedestrian crossings. Crosswalks exist at most intersections, but the City of Sonora has proposed upgrading them to high visibility crosswalks due to frequency of pedestrian collisions. There are no designated routes for bicyclists.

Other roads which community members identified as lacking safe non-motorized facilities include Stockton Street, Racetrack Road, Greenley Road, Mono Way, Sanguinetti Road, Lyons Street / Bald Mountain Road, and Shaws Flat Road.

3.5.3 Columbia

Columbia has limited sidewalks and paths; those present are located mainly within Columbia College campus and Columbia State Historic Park. The community needs safe paths for residents and visitors to access Columbia Elementary School and Columbia College by walking and biking.

3.5.4 Jamestown

Jamestown has a limited network of existing sidewalks with gaps that still need to be filled, particularly along 5th Avenue by Jamestown Elementary School. Currently, there is continuous sidewalk to the south of Jamestown Elementary School along 5th Avenue, and east of the school along Willow Street. However, there is no sidewalk along 5th Avenue north of the school and no sidewalk on Seventh Street, Sixth Avenue, or Fourth Avenue in the immediate vicinity of the school. The lack of sidewalks or other walking facilities on 5th Avenue and adjacent streets may discourage students from walking to Jamestown Elementary from nearby neighborhoods, and puts students who do walk in danger.

3.5.5 Groveland

There are several barriers hindering pedestrian movement throughout the different parts of downtown Groveland including non-ADA compliant bridges and gaps up to 350 feet long between sidewalks. Some of the existing sidewalks have crumbled or are not ADA accessible. SR 120 bisects the town and vehicles travel at uncomfortable speeds for walkers and bikers despite travelling along a road that narrows as it comes into town. Pedestrians use the narrow shoulders to walk along both SR 120 and Ferretti Road.

The neighborhood of Pine Mountain Lake is located adjacent to Groveland's downtown core off Ferretti Road and contains 2,671 residents. Pine Mountain Lake has neither internal walking or biking facilities nor connections into Groveland.

3.5.6 Twain Harte

The community of Twain Harte is surrounded by recreational facilities but lacks non-motorized facilities within its downtown core and residential neighborhoods. Some sidewalks exist downtown, but they lack connectivity or safe crossings. Twain Harte's small downtown core contains all of the community's shops, restaurants, hotels, and park.

A new park, called Twain Harte Meadows Park, is being constructed adjacent to the downtown core and existing Eproson Park and Twain Harte Golf Course. Twain Harte Elementary School is located just outside the downtown business district. The Sugar Pine Railroad Trail is accessible southeast of downtown, and the Tuolumne Ditch Access trailhead is located on the north side of the community.

Currently, none of these destinations are connected by safe walkways or bikeways. No bikeways or sidewalks connect the downtown and school to the surrounding neighborhoods.

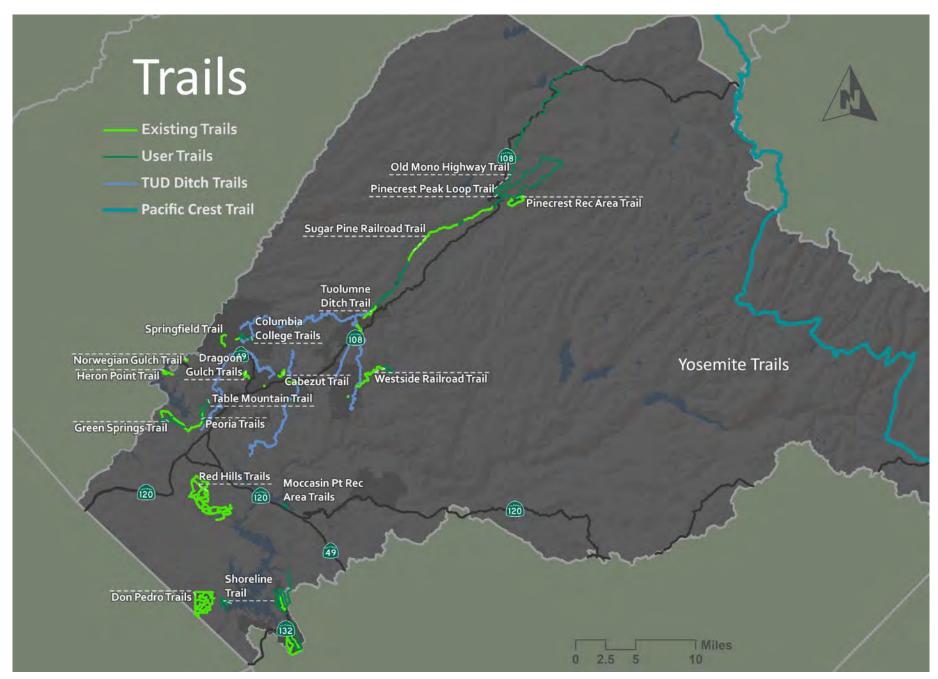
3.5.7 Tuolumne

The community of Tuolumne has sidewalks within its downtown core and some areas of residential streets. However, the community lacks non-motorized connectivity to Summerville High School, Black Oak Casino Resort, other community destinations, or regional connections.

3.6 TRAILS

Tuolumne County has an expansive network of recreational trails, displayed in Map 3.10. Trails are generally located near population centers including Sonora, Jamestown, Twain Harte, and Columbia. Others are located in popular recreation areas or between communities. A much broader network of trails has been proposed in previous planning documents, and information about them can be found in the projects list in Attachment D. Existing and proposed trails can be seen in more detail in the facilities maps for each community presented in Section 3.4.

The Pacific Crest Trail, which is maintained by the Pacific Crest Trail Association, is also displayed in Map 3.10. The Pacific Crest Trail crosses the East end of the County for approximately 50 miles, and straddles the border between Tuolumne and Mono Counties for several miles to the North. Additionally, Yosemite National Park contains a network of trails.



Map 3.10: Map of Trails and Bike Routes in Tuolumne County





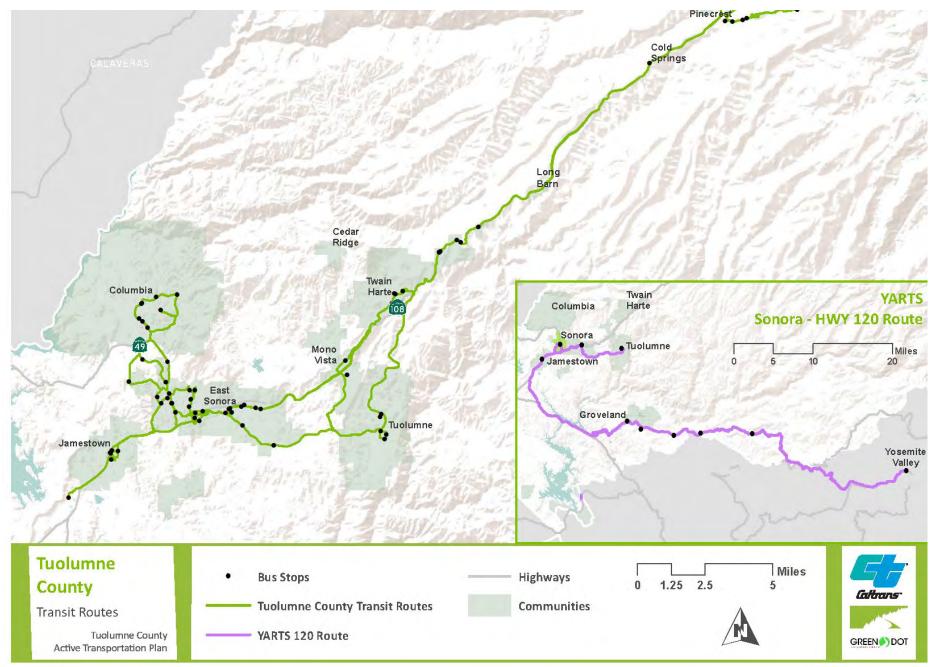
3.7 TRANSIT



Most Tuolumne County communities are served by Tuolumne County Transit. Routes 1-5 are year-round fixed routes with Dial-a-Ride service available Saturdays. Route 6 is Dial-a-Ride only. Pinecrest Bus, Adventure Trolley, and SkiBUS are seasonal fixed route bus services. Table 3.1 shows these services in detail, and Map 3.10 displays their general locations.

Table 3.1				
Tuolumne County Transit Routes				
Route Name	Service Area	Service Type	Days	Season
1. Sonora Loop	Downtown Sonora, shopping centers, So- nora High School, East Sonora	Fixed Route	Monday - Friday	Year-round
2. Sierra Village – Sonora	Sierra Village, Mi-Wuk Village, Sugar Pine, Twain Harte, Crystal Falls, Willow Springs, East Sonora	Fixed Route	Monday - Friday	Year-round
3. Jamestown – Sonora - Columbia	Sonora, Chicken Ranch, Jamestown, East Sono- ra, Columbia College	Fixed Route	Monday - Friday	Year-round
4. Sonora – Co- lumbia	Sonora, Columbia College, Columbia State Park, West Sonora	Fixed Route	Monday - Friday	Year-round
5. Sonora – Tu- olumne	East Sonora, Tuolumne, Black Oak Casino	Fixed Route	Monday - Friday	Year-round
6. Sonora – Crysta Falls	l Phoenix Lake - Sonora Meadows - Crystal Falls	General Public Dial-a-Ride	Monday - Friday	Year-round
Pinecrest Bus	Jamestown to Pinecrest	Fixed Route	Weekends and Holidays	Summer
Adventure Trolley	Sonora, Jamestown, Columbia	Fixed Route	Saturdays	Summer
SkiBUS	Sonora to Dodge Ridge	Fixed Route	Weekends and Holidays	Winter

In addition to Tuolumne County Transit, Yosemite Area Regional Transportation System (YARTS) offers seasonal service between Tuolumne, Sonora, Jamestown, Groveland, and Yosemite Valley on its Sonora – Hwy 120 Route.



Map 3.11: Tuolumne County Transit Routes

3.8 PARK AND RIDE FACILITIES

There is a single park and ride facility located on State Route 120 near Ponderosa Lane in Groveland at Mile Post 32.2. The facility provides eight parking spaces.

In March 2004, Caltrans District 10 published an updated Park and Ride Plan. That plan identified five new park and ride facilities planned for the county:

- Near the Bypass on State Route 108 between Standard Road and Via Este in the East Sonora Area between post mile 4.33 and 5.87
- Near the Bypass on State Route 108 between Via Este and Sunshine Road in the East Sonora Area between post mile 5.87 and 6.86
- Near State Route 49 in Jamestown at post mile 14.34
- Junction of State Route 129 and 108 at Yosemite Junction, post mile 12.08
- Near the Junction of SR-120 and Highway J-59 (La Grange Road), post mile 8.19

The City of Sonora's General Plan 2020 Circulation Element states that a park and ride facility could help alleviate some of the demands on the City's circulation system. Potential locations for such facilities might include, but are not limited to:

- Near the South Washington Street/Highway 108 intersection
- Near the Fir Drive/Mono Way/Bypass intersection (eastern city limits)
- Along Bergel Road, the extension of Phoenix Lake Road west of Hess. A bicycle and pedestrian connection from Bergel Road to Mono Way would be needed.
- Adjacent to the Tuolumne County Transit yard on Sanguinetti Road

3.9 COLLISIONS

Collision data for the years 2006 through 2018 was acquired from the UC Berkeley Transportation Injury Mapping System. According to this data, 4,283 collisions were recorded during these years. Of these collisions, 664 occurred in Sonora, while 3,619 happened in the unincorporated County. County-wide, 195 of all collisions involved pedestrians and 70 involved bicyclists. Locations of collisions involving bicyclists and pedestrians are displayed in Maps 3.12 through 3.19.

Figure 3.1 displays the number of collisions involving bicyclists and pedestrians and whether they occurred in Sonora or unincorporated Tuolumne County.

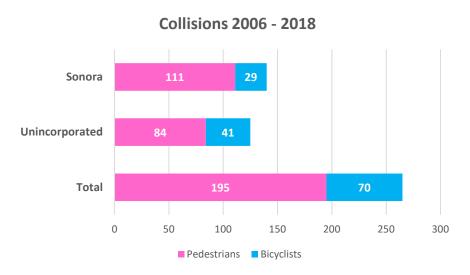


Figure 3.1: Collisions 2006-2018

Figure 3.2 breaks down the number of pedestrian collisions per year by collision severity. Figure 3.3 shows the number of bicycle collisions per year by severity. Map 3.12 displays the locations of bicycle and pedestrian collisions in Tuolumne County.

Pedestrian Collision Severity by Year

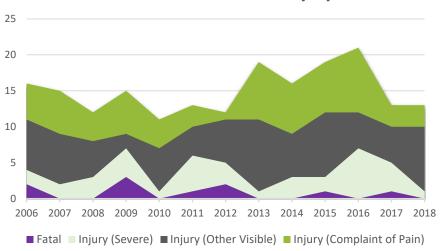


Figure 3.2: Pedestrian Collision Severity by Year

Bicyclist Collision Severity by Year

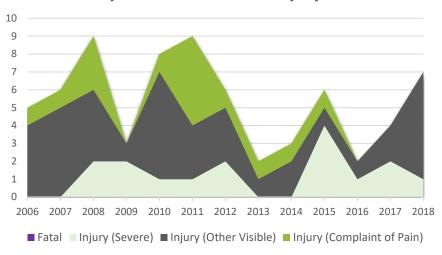


Figure 3.3 Bicyclist Collision Severity by Year



3.9.1 Sonora: Map 3.13

Sonora was the location of 140 bicycle and pedestrian collisions from 2006 through 2018. Figures 3.4 through 3.6 break down this number by parties involved and severity. The majority of these collisions occurred along Washington Street and Mono Way, as shown in Map 3.13. The Washington Street Downtown Core has the highest density of pedestrian and bicycle collisions in Sonora and Tuolumne County. Collisions have occurred along SR 49 that are not displayed in the map due to an error in the Transit Injury Mapping System

SONORA COLLISIONS

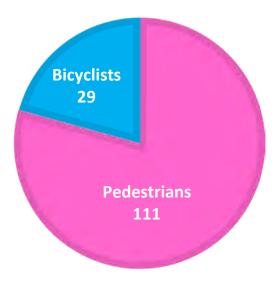


Figure 3.4: Sonora Collisions

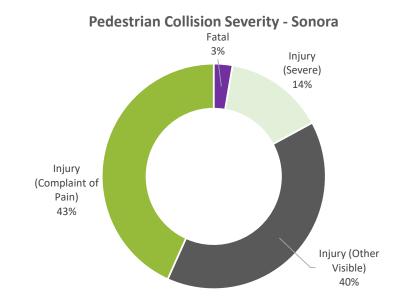


Figure 3.5: Pedestrian Collision Severity - Sonora

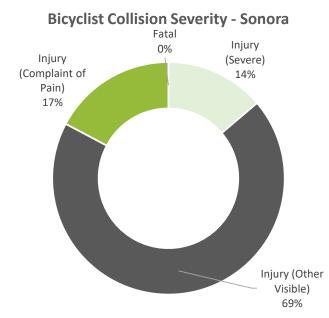


Figure 3.6: Bicyclist Collision Severity - Sonora



3.9.2 East Sonora: Map 3.14

In the communities of East Sonora and Standard, collisions occurred along Mono Way and Tuolumne Road. The SR 108 interchange and Sanguinetti Road/Loop intersection are shown in Map 3.14.

3.9.3 Mono Vista and Tuolumne: Map 3.15

Collisions occurred in various locations along SR 108 and in the community of Tuolumne.

3.9.4 Twain Harte: Map 3.16

Several bicycle and pedestrian collisions took place in residential areas of Twain Harte. Additionally, several collisions occurred along SR 108 in Mi-Wuk Village and Sierra Village.

3.9.5 Columbia: Map 3.17

Columbia, located just north of Sonora, has experienced several bicycle and pedestrian collisions within the community center and along SR 49.

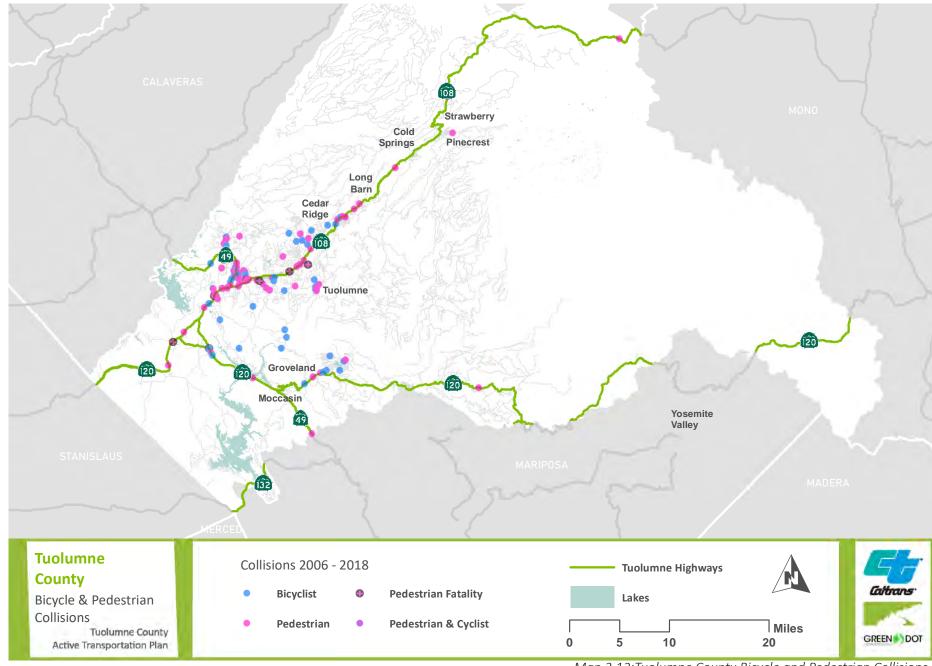
3.9.6 Chinese Camp – Intersection of SR 120 and SR 49: Map 3.18

A pedestrian injury and a cyclist injury occurred along SR 120/49 in Chinese Camp. A pedestrian fatality occurred outside this community along SR 108 near Obyrnes Ferry Road.

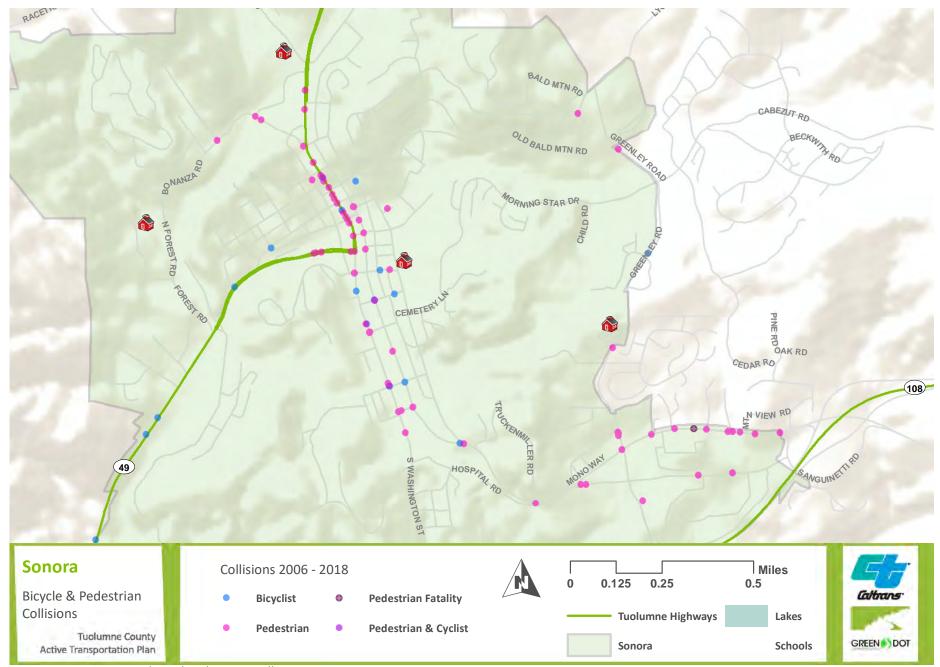
3.9.7 Groveland: Map 3.19

Two bicycle collisions occurred near the intersection of SR 120 / Main St and Ferretti Rd, while one pedestrian collision occurred in the downtown business district. All resulted in injuries. Several collisions also took place in residential areas of Groveland and the adjacent Pine Mountain Lake neighborhood.



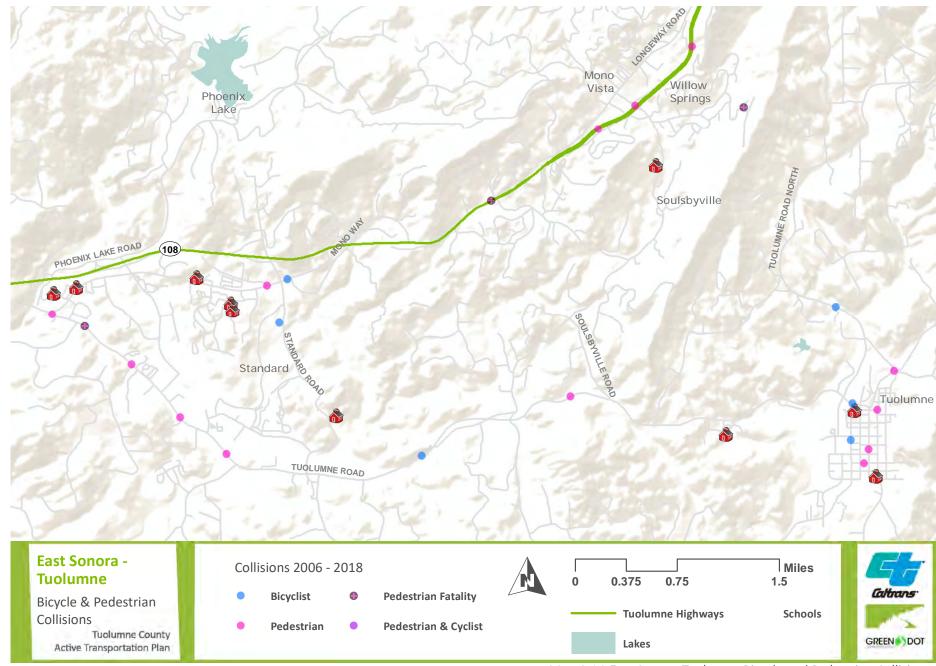


Map 3.12:Tuolumne County Bicycle and Pedestrian Collisions

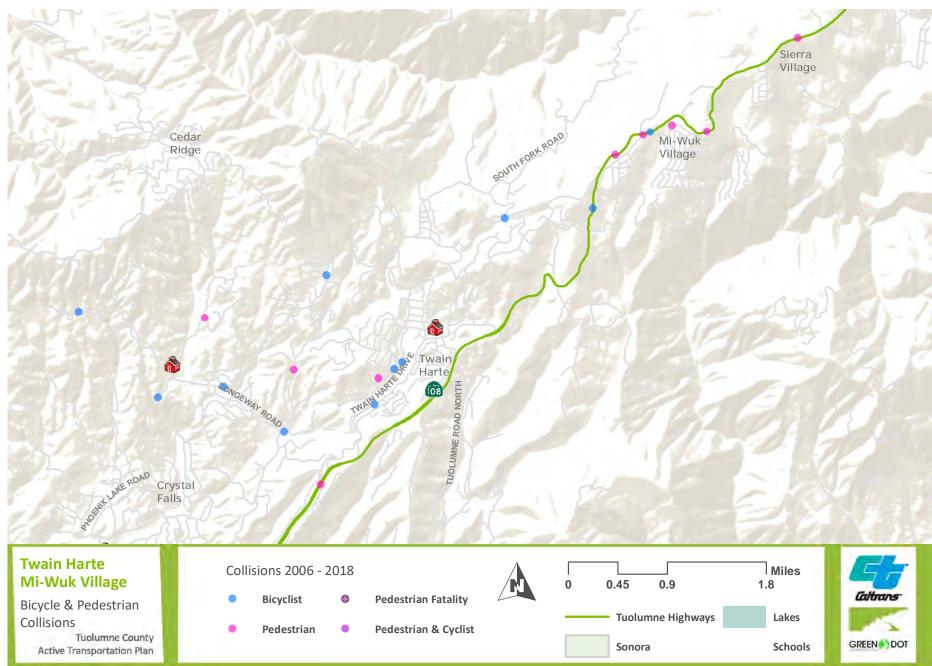


Map 3.13: Sonora Bicycle and Pedestrian Collisions

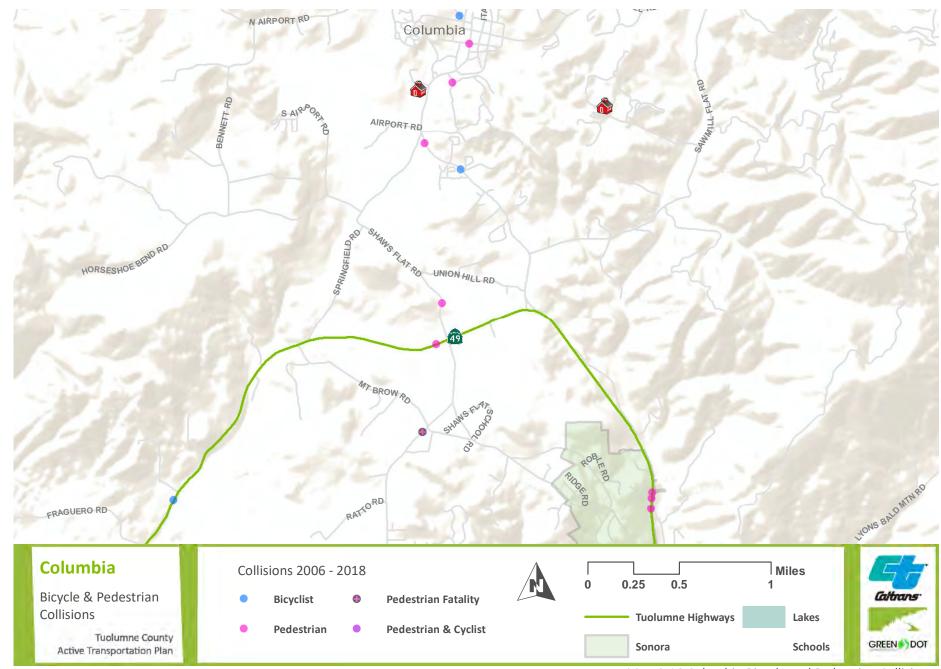




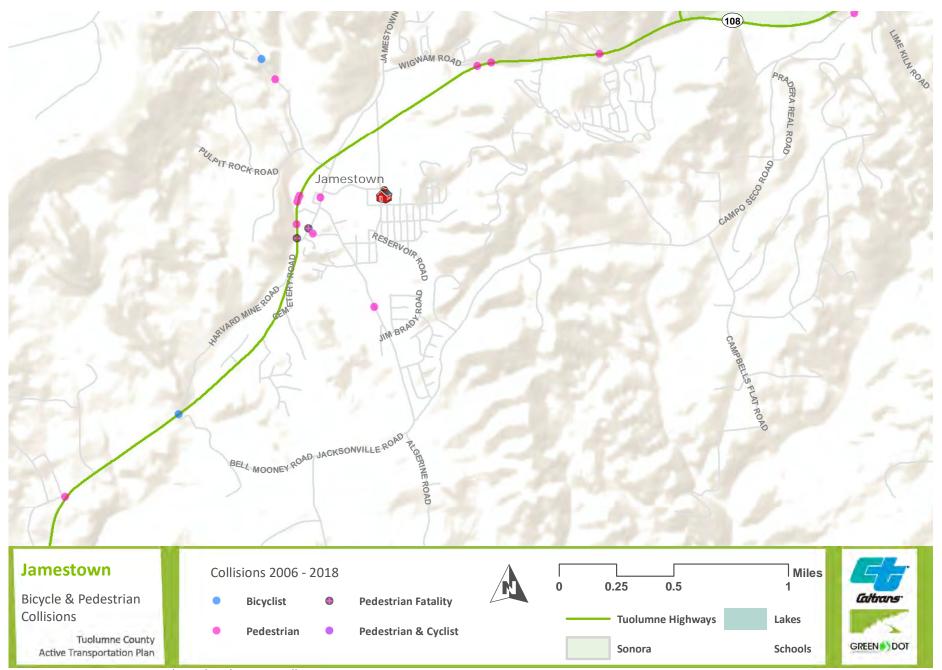
Map 3.14:East Sonora-Tuolumne Bicycle and Pedestrian Collisions



Map 3.15: Twain Harte Mi-Wuk Village Bicycle and Pedestrian Collisions

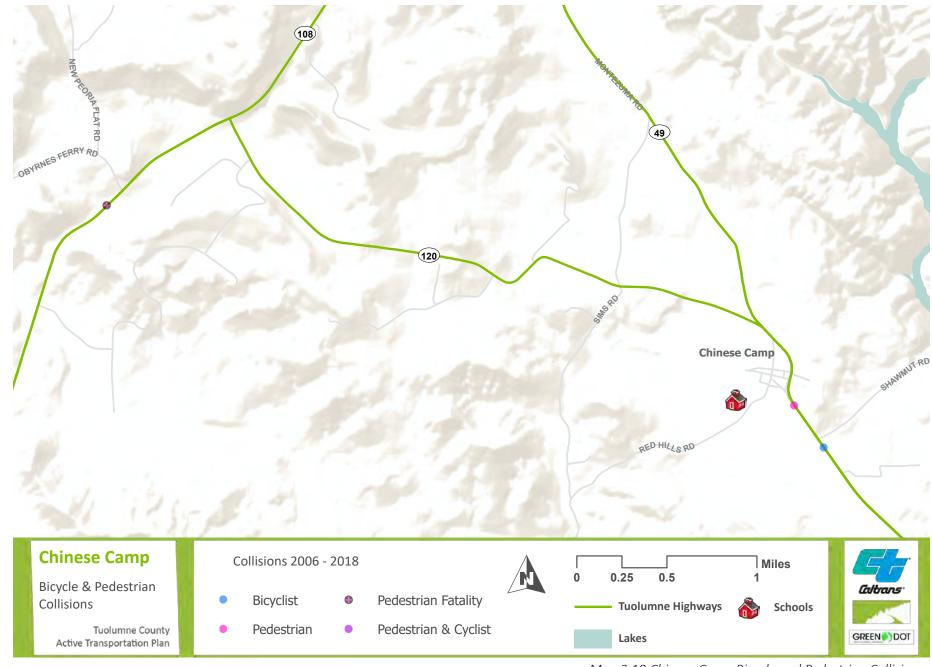


Map 3.16:Columbia Bicycle and Pedestrian Collisions

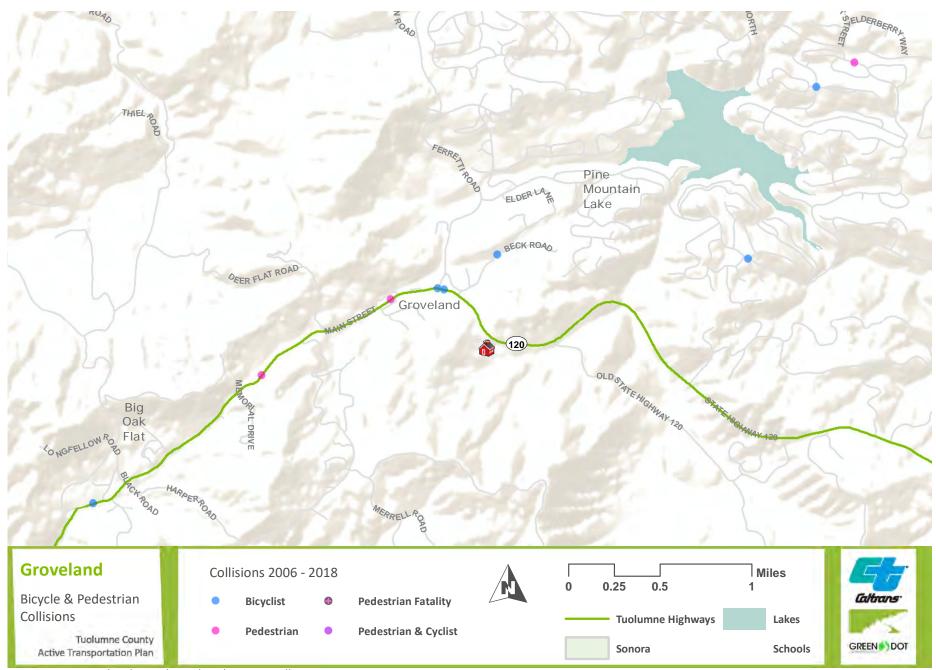


Map 3.17: Jamestown Bicycle and Pedestrian Collisions





Map 3.18:Chinese Camp Bicycle and Pedestrian Collisions



Map 3.19: Groveland Bicycle and Pedestrian Collisions





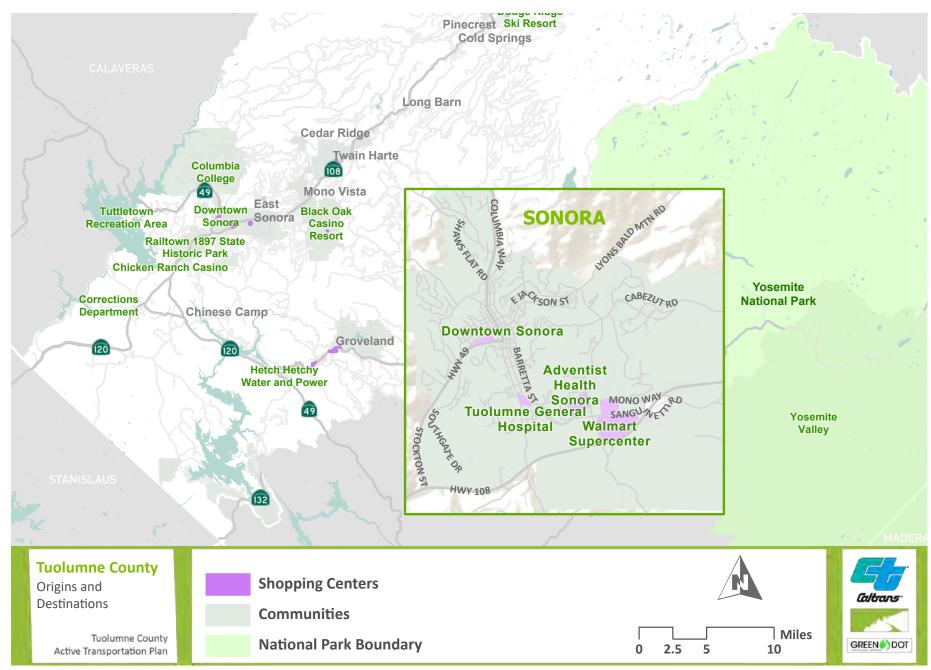
3.10 TRAVEL BEHAVIOR

Most Tuolumne County residents drive personal automobiles and do not feel comfortable walking and biking regularly. This is largely because communities are geographically far apart and lack safe nonmotorized facilities. Tuolumne County's rugged topography also discourages walking and biking. Some roads identified as existing or potential bicycle corridors have very steep hills that would be challenging for the average cyclist. Planning and constructing active transportation projects is made difficult by hills, ravines, and narrow roadways without shoulders.

According to the Safe Routes to School parent surveys, 5% of students walk to school and 1% of students bike to Sonora Elementary, Sonora High, Jamestown Elementary, Soulsbyville Elementary, and Twain Harte Elementary School.

Map 3.20 displays the locations of communities, destinations, and major employers in Tuolumne County. Regional destinations for travel are nearly all located in and around Sonora. The shopping centers on Mono Way, the Courthouse, the downtown core, and schools are all destinations which are currently accessed by walking and biking and could be more accessible if safe facilities and regional connections existed.

Columbia College is a significant regional destination for education and employment, with potential for regional trail connections. Adventist Health employs over 1,000 people in Sonora, and the Corrections Department employs over 1,000 in Jamestown. Other major employers in Tuolumne County are displayed in Table 2.5.



Map 3.20: Map of destinations for shopping, employment, and education.

3.11 PAST AND CURRENT PROJECTS

Prior planning efforts in Tuolumne County have identified necessary projects for improving walking, biking, and transit connections. Section 5 includes newly developed priority infrastructure projects and includes new and already-programmed projects in the Priority Projects List. The following active transportation projects have been programmed through previous planning efforts and are in various stages of development.

3.11.1 Jamestown to Columbia Regional Trail

A trail connecting the communities of Jamestown, Sonora, and Columbia was proposed in the 2005 Tuolumne County Bikeways and Trails Plan, and was supported by community members who took the Active Transportation Plan questionnaire or attended public outreach events. Several routes have been proposed for the trail.

The project proposed in the 2005 Tuolumne County Bikeways and Trails Plan is a trail or class II bikeway approximately 6.1 miles long from the vicinity of Jamestown Road to Shaws Flat Road, to Springfield Road, and on to Parrotts Ferry Road. This route would bypass Sonora.

This Active Transportation Plan proposes a trail with two main segments and one connecting trail. The first segment connects Jamestown to Sonora, where it connects to the proposed Dragoon Gulch Connector Trail, followed by the Sonora to Columbia Trail.

Jamestown to Sonora Trail

The 2005 Tuolumne County Bikeways and Trails Plan, 2016 RTP, and 2013 Vision Sonora Plan include a proposed trail connecting Jamestown and Sonora. The Plans call for construction of a bicycle and pedestrian path and a Class II bicycle path from the Fairgrounds to Jamestown. A feasibility study would determine route alternatives including following Stockton Road, following Woods Creek, or using other rights-of-way.

The 2002 Tuolumne County Recreation Master Plan and the Sonora

General Plan 2020 include the Woods Creek Trail as a programmed project. The trail would connect Sonora and Jamestown, as well as potentially continuing to Lake Don Pedro. The proposed Woods Creek Trail could serve as the Jamestown to Sonora Regional Trail.

Dragoon Gulch Connector Trail

The proposed Dragoon Gulch Connector Trail in Sonora would provide a safe connection between the two longer trail segments. The trail bypasses Downtown Sonora by following Woods Creek from the Fairgrounds north to Snell Street, where existing sidewalks connect to Sonora High School and North Washington Street. In addition to serving as a regional trail connection, the Dragoon Gulch Connector Trail provides a scenic and useful trail connection to destinations within Sonora including the High School, Fairgrounds, and Sonora Estates retirement community. The 2016 RTP lists the Dragoon Gulch Connector Trail as a Tier 2 priority project.

Sonora to Columbia Trail

The proposed Sonora to Columbia Trail would provide a safe multimodal connection between Sonora and Columbia College. Currently, there is no safe path for pedestrians walking to and from the College, as SR 49 and Sawmill Flat Road have extremely limited shoulders, sidewalks, or bike lanes.

The proposed trail route begins at the intersection of North Washington Street and Columbia Way near Sonora High School and ends at Columbia College, near the existing athletic field. The first segment of the route follows Columbia Way until it ends at SR 49. The second segment is routed along SR 49 until the intersection of Old Sonora Columbia Road. From there, the trail follows Old Sonora Columbia Road for approximately 0.5 miles until several alternate routes are encountered. Options include using the state highway right-of-way, using the TUD Shaws Flat ditch system, travelling along the Woods Creek drainage, crossing neighboring properties, and utilizing existing easements. Each of the optional routes eventually meets Sawmill Flat Road. The trail will follow Sawmill Flat Road to an existing TUD sanitary sewer easement which connects Sawmill Flat Road to the college property. An alternative route follows SR 49



and Sawmill Flat Road before using the TUD easement to Columbia College.

This proposed trail is heavily supported by community members, as seen in comments from outreach events and the questionnaire.

3.11.2 Sierra Railroad Trail

The Sierra Railroad is an active railway serving Tuolumne County. The railroad is centrally located to the communities of Jamestown, Sonora and Standard, and offers opportunity to create a Rails with Trails project. The main line begins in Oakdale (Stanislaus County) and terminates at Sierra Pacific Industries yard in Standard (Tuolumne County). There is informal pedestrian activity along the railroad grade currently, but the rail line has been the object of several planning studies, including one funded by the Rails-to-Trails Conservancy in 2004 which evaluated the entire 55-mile corridor. The Sierra Railroad Trail is proposed as two or more project sections including a Sonora Section and East Sonora Section.

3.11.3 Sonora Community Trail

Located on County property Sonora, the Sonora Community Trail will provide its visitors with a unique opportunity to stroll through the Mother Lode's oak woodlands. The Sonora Community Trail is a trail loop of approximately 1 mile. The trail is co-located on County owned property with complementary existing uses on site including the Tuolumne County Senior Center, Main Branch Tuolumne County Library, the Heaven-for-Kids Playground, and the Skate park. There is a natural drainage that runs through part of the property and great vistas that provide spectacular views of Bald Mountain and the surrounding Gold Country. The trail follows contour lines making it gently undulating and accessible to a wide variety of trail users.

Trail construction began in January 2019 in cooperation with the Forest Service Trail building team. The Project was put on hold during the Federal shutdown, but later resumed construction. The trail is currently on track to be open to the community in the Summer of 2020.

3.11.4 Ditch Sustainability Plan

The purpose of the Tuolumne Utilities District (District) Ditch Sustainability Project (DSSP) case study is to graphically identify high usage areas, usage conflicts, opportunities for improvements to protect water quality, provide public access, develop ditch trail standards to protect water quality from public use, and develop strategies to link the ditch system to heritage tourism and recreation.

3.11.5 Tuolumne County Recreation Master Plan (2002)

The 2002 Plan outlines various recreation needs in Tuolumne County, including new and upgraded trails. The Plan proposes construction or access improvements for 23 trails.

3.11.6 Tuolumne Band of Me-Wuk Indians Bicycle Plan (2003)

Five projects are programmed in the 2003 Tuolumne Band of Me-Wuk Indians Bicycle Plan. The projects are bicycle paths with bicycle parking, serving as a connection between Tribal community facilities and the Tuolumne townsite.

3.11.7 Tuolumne County Bikeways and Trails Plan (2005)

Seven projects are listed as priority projects in the Tuolumne County Bikeways and Trails Plan, adopted in 2005. These projects were prioritized by participants in a community workshop. Non-priority projects are included in the projects list of this document, and some have also been programmed in the 2016 RTP. These non-priority projects were originally included in the 1996 RTP and the 2002 Recreation Master Plan.



3.11.8 City of Sonora General Plan 2020 Parks & Recreation and Circulation Elements (2018)

Sonora General Plan 2020 Recreation and Circulation Elements include proposed routes for bicycle and pedestrian facilities in addition to those contained in the Tuolumne County Regional Transportation Plan. The Circulation Element includes a Non-Motorized Element addressing proposed bicycle and pedestrian routes and sidewalks, with several projects, some of which were included in the 1996 RTP and some which were not.

The Parks & Recreation Element includes a list of potential parks and trails including Woods Creek Trail, Sonora Creek Trail, Shaw's Flat Ditch Trail, Sierra Railroad Trail, and trail staging areas. These projects are included in the Projects List in this Active Transportation Plan, located in Section 5 and Attachment G.

3.11.9 Columbia Circulation Improvement Plan (2010)

The 2010 Plan proposes numerous projects that would improve circulation for people who walk, bike, drive, or ride transit. These projects are included in the projects list in this document.

Discusses a Columbia Community Plan (2009) which proposes the following bicycle and pedestrian projects:

- Sawmill Flat Road to Columbia College via Melones Water Line
- Parrotts Ferry Road from Marble Quarry Road to Jackson Street
- Parrotts Ferry Road from the Dondero Trail to Jackson Street
- Columbia College to Sonora via Sawmill Flat Road, Parrotts Ferry Road and SR 49
- Columbia to Sonora via Parrotts Ferry Road and SR 49
- Stage Coach Trail from Columbia State Historic Park to Columbia College
- Squabbletown Trail from Sawmill Flat Road to Browns Flat
- Columbia Airport Trail from Horseshoe Bend Road to North

Airport Road

Pedestrian only:

- Dondero Trail
- Bell Hill Trail from Columbia State Historic Park to Columbia College Par Course

3.11.10 Tuolumne Community Mobility Enhancement Study (2011)

The Plan outlines several potential projects for the community of Tuolumne including trails and sidewalk improvements.

Apple Colony Road, adjacent to the school, is popular for biking and walking. Many people park along the roadway adjacent to the school and use the area as a gathering point for walking and biking.

The Study proposes designating the bike paths (Carter, Pine, and Tuolumne Roads) within the community as a "Bike Boulevard" complete with signage and striping.

3.11.11 Dragoon Gulch Trail System

The Dragoon Gulch Trails Master Plan (2013) and 2016 RTP identify the need for expanding the Dragoon Gulch trail network. The 2016 RTP lists Dragoon Gulch Trail - Expansion - Phase II and Dragoon Gulch Connector Trail as Tier 2 priority projects.

3.11.12 Vision Sonora Projects

Funded by a grant from the California Department of Transportation (Caltrans) awarded to the Tuolumne County Transportation Council and sub-allocated to the City of Sonora, the Vision Sonora project was initiated to provide Sonora with a plan for a more vibrant community by directing physical improvements along the Highway 49 and Washington Street corridors. Several projects were developed as part of the Vision Sonora planning process, all with a focus on improving safety for pedestrians and bicyclists. Figure 3.7 displays the locations of Vision Sonora study areas as well as local landmarks. The Red Church Pedestrian and Traffic Improvement Project is a project developed as part of the Vision Sonora planning process. It was awarded funding and is currently in the design phase with construction to follow. This project consists of narrowing SR 49 to reduce motorist speed, improving pedestrian crossings, and creating a pocket park.

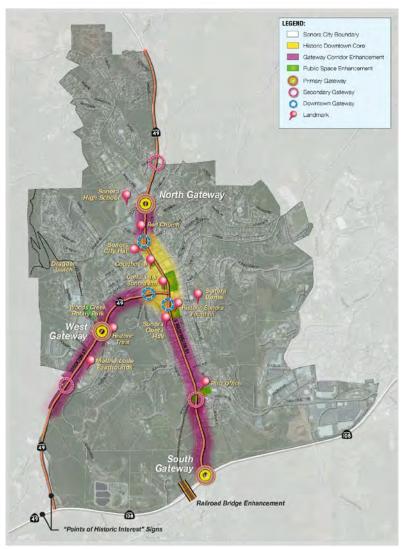


Figure 3.7: Map from Vision Sonora Plan showing locations of landmarks and projects.

3.11.13 Summerville Trail

The Summerville trail was originally envisioned as a connection between significant destinations in and around the Tuolumne townsite. Significantly, these include Summerville High School, Tuolumne townsite, and Black Oak Casino Resort. An approximately two mile multi-use trail would link the region's largest employment center and one of the largest educational institutions with a significant proportion of the local population. The trail will not only provide safe and healthy transportation options, but will also help mitigate traffic congestion. The Summerville Trail Feasibility Study (2014) considers various possible alignments for the trail.

3.11.14 Groveland Active Transportation Projects

The Groveland Active Transportation and Circulation Plan (2015) identifies active transportation behavior and needs in the community of Groveland. One need is for a pedestrian wayfinding program offering guidance to destinations including schools, parking, Mary Laveroni Park, the Yosemite National Park Ranger Station, landmarks, and civic buildings. Another need is for several infrastructure improvements in the core of the community, largely along SR 120 from downtown Groveland to Tenaya Elementary. Numerous small improvements such as crossings, bike racks, sidewalks, and wider shoulders are recommended.

The town of Groveland has existing sidewalks along segments of SR 120 and Ferretti Road, but the various lengths of sidewalks do not provide connectivity to each other or to certain locations in town. There are several barriers hindering pedestrian movement throughout parts of downtown Groveland such as non-ADA compliant bridges and gaps up to 350 feet long between sidewalks. Some of the existing sidewalks have crumbled or are not ADA accessible. SR 120 bisects the town and vehicles travel at high speeds. Pedestrians who wish to walk along both SR 120 and Ferretti Road must use the narrow and dangerous shoulders.

There are two significant ATP projects identified in Groveland: the Groveland Sidewalks Along SR 120 and Ferretti Road project and the Hetch Hetchy Railroad Trail project.

The Groveland Sidewalks project proposes to install sidewalks and pedestrian paths at strategic locations in order to provide complete connectivity for pedestrians in downtown Groveland. The new pedestrian facilities will be placed at various locations along SR 120 and Ferretti Road. The project also proposes to improve existing pedestrian facilities and provide new pedestrian improvements including high visibility crosswalks, flashing beacons warning motorists to watch for pedestrians, and radar speed feedback signs to calm traffic.

The Hetch Hetchy Railroad Trail project utilizes the historic Hetch Hetchy railroad alignment just north of SR 120 and downtown Groveland. The multi-use trail extends from the new Groveland Community Resilience Center near Pine Mountain Lake along the railroad grade through Groveland. This trail will provide bicycle and pedestrian connectivity and recreation opportunities to residents and visitors of Groveland.

3.11.15 2016 Regional Transportation Plan Projects

The 2016 RTP (adopted 2017) lists numerous projects within Tuolumne County, many of which are related to active transportation, and are included in the projects list in Section 5 of this document. Figure 3.8 displays the locations of these non-motorized projects.



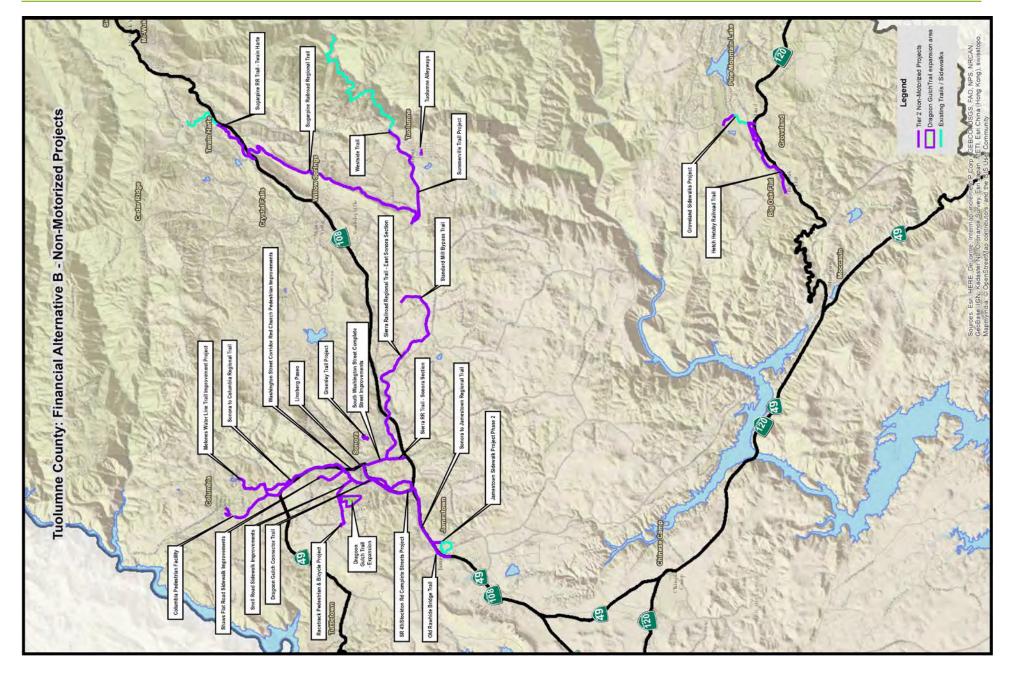


Figure 3.8: Map of non-motorized projects from 2016 RTP



4. NEEDS ASSESSMENT

The needs of people who walk, bike, or use other non-motorized methods of transportation were assessed through the infrastructure audit, community outreach, and previous planning efforts.

The infrastructure audit (described in Section 3.2) identified the locations of gaps in infrastructure as well as obstacles preventing people from using existing facilities. Due to Tuolumne County's rural nature, few areas have existing walking and biking facilities, and therefore needs are unique to each location and must be determined largely from community outreach.

The unique needs of Tuolumne County's communities were identified through community outreach, summarized in Section 1.4 and available in more depth in Attachment B.

4.1 Bicyclists' General Needs

4.1.1 Community Input

Participants of the questionnaire most commonly identified missing bike lanes / lack of shoulders as a challenge associated with biking. Speeding, aggressive driving, lack of nearby trails, distracted driving, and unsafe crossings were also frequently identified as challenges.

The following figure displays community responses to the question "Below are some challenges associated with bicycling. In your opinion, which ones discourage you and others in your area from biking? (check all that apply)" from the questionnaire.



A desire line where users have created an unofficial path in Columbia



Figure 4.1: Challenges Associated with Bicycling



4.1.2 Bikeway Design Standards

Several different types of bikeways including shared routes, lanes, and paths could be constructed in Tuolumne County. Each style serves different needs and has requirements such as minimum width. The Caltrans Highway Design Manual sets standards for bikeway design, as outlined below. However, there are other design guidelines that may be followed, including the FHWA Small Town and Rural Design Guide and the Urban Bikeway Design Guide by the National Association of City Transportation Officials. These resources allow planners and engineers some flexibility to address unique situations and include progressive design ideas.

Class I Bikeways - Bike Paths

A Class I path is a paved trail with space for both walking and bicycling, with an exclusive right-of-way. Design standards require at least 8 feet of path width, 2 feet of shoulder width on each side of the path, and 8 feet of vertical clearance. Class I bike paths are typically located in parks and greenways and alongside rural roadways and railroads. It should be assumed that bike paths will be used for two-way travel except for rare situations where one direction of travel is necessary.

A Class I path should include the following:

- Minimum 8 feet paved width for a two-way bike path, with 10 feet preferred.
- Minimum 5 feet paved width for a one-way bike path.
- Minimum 2 feet of shoulder, and 3 feet where feasible.
- Minimum 2 feet of horizontal clearance from the paved edge of a bike path to obstructions, and 3 feet should be provided when feasible.
- Vertical clearance to obstructions across a bike path shall be a minimum of 8 feet and 7 feet over shoulder. Where practical, a vertical clearance of 10 feet is desirable.

Figure 4.2 displays an ideal Class I bike path.

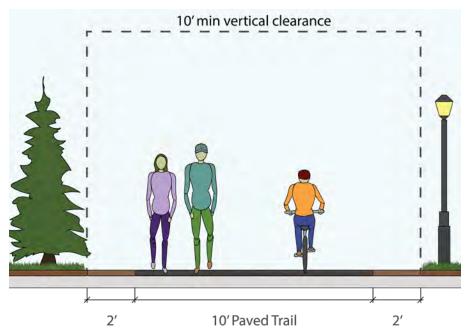


Figure 4.2: Class I - Bike Path

Class II Bikeways - Bike Lanes

Class II bikeways (bike lanes) are located within the roadbed, immediately adjacent to a traffic lane and separated by striping. A buffered bike lane may also be established within the roadbed, separated by a marked buffer between the bike lane and the traffic lane or parking lane. A bikeway located behind on-street parking, physical separation, or barrier within the roadway is a Class IV bikeway (separated bikeway), not a Class II bikeway.

Bike lanes are designed for bicycle travel in the same direction as adjacent vehicle traffic, although exceptions are allowed on oneway streets. Typical Class II bikeway configurations are illustrated in Figures 4.3, 4.4, and 4.5.

The minimum Class II bike lane width shall be 4 feet, except where:

- Adjacent to on-street parking, the minimum bike lane should be 5 feet.
- Posted speeds are greater than 40 miles per hour, the minimum bike lane should be 6 feet, or

On highways with concrete curb and gutter, a minimum width of 3 feet measured from the bike lane stripe to the joint between the shoulder pavement and the gutter shall be provided.

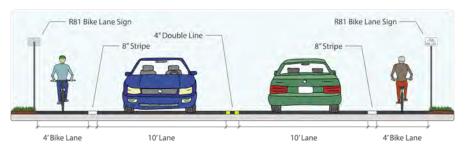


Figure 4.3: Class II - Buffered Bike Lane Without Curb and Gutter or Parking

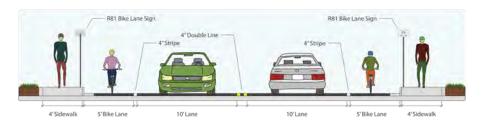


Figure 4.4: Class II – With Curb and Gutter and Without Parking

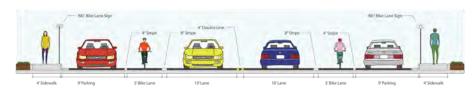


Figure 4.5: Class II - With Parking

Class III Bikeways – Bike Routes

Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are facilities shared with motor vehicles on the street, which may be indicated by placing bike route signs along roadways. Additional enhancement of Class III facilities can be provided by adding shared roadway markings, also known as "sharrows", along the route.

Bike routes should offer a higher degree of service to bicyclists than alternative streets. Routes should only be signed if they meet criteria such as providing through and direct travel or having removed street parking. Figure 4.6 displays a standard Class III bike route design.

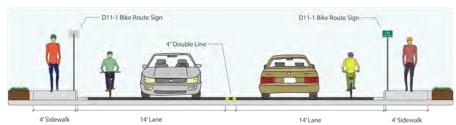


Figure 4.6 Class III - Bike Route

Class IV Bikeways – Separated Bikeways / Cycle Tracks

A Class IV bikeway is a bikeway separated from vehicle traffic behind on-street parking, physical separation, or a barrier within the roadway. Some Class IV bikeways are raised vertically to sit above the roadway, while other are separated by parked vehicles, painted buffers, or objects such as cubs or planter boxes. Class IV Bikeways are generally located in urban areas. Figures 4.7, 4.8, and 4.9 display potential Class IV Bikeway designs.

Separated bikeways typically operate as one-way bikeway facilities in the same direction as vehicular traffic on the same side of the roadway. However, two-way separated bikeways can also be used in specific settings.



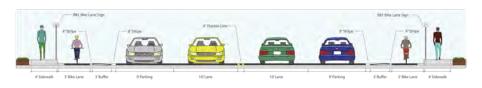


Figure 4.7: Class IV - Buffered Bike Lane

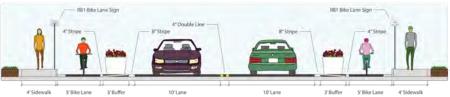


Figure 4.8: Class IV - Buffered Bike Lane with Physical Barrier



Figure 4.9: Class IV - Raised Cycle Track

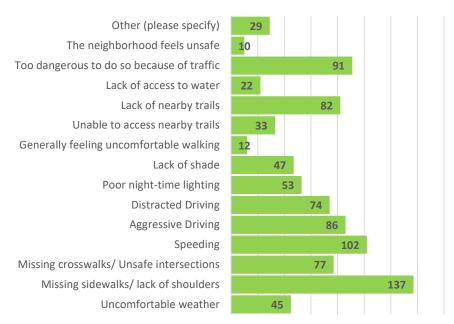
4.2 Pedestrians' General Needs

4.2.1 Community Input

Community members frequently commented that they do not feel safe walking because of lack of shoulders or sidewalks, unsafe crossings, speeding cars, and distance between destinations.

Questionnaire participants responded that many locations on streets and highways need safer crossings, sidewalks, and wider shoulders. Missing sidewalks/shoulders, speeding, dangerous traffic, aggressive driving, missing crosswalks / unsafe intersections, and lack of nearby trails were all identified by community members as walking-related challenges.

Challenges Associated with Walking





4.3 Trail Users' General Needs

The main need of trail users is connectivity. Pedestrians and cyclists would like to access trails without driving, feel comfortable walking or biking from their homes to trailheads, and have more trails available to them.

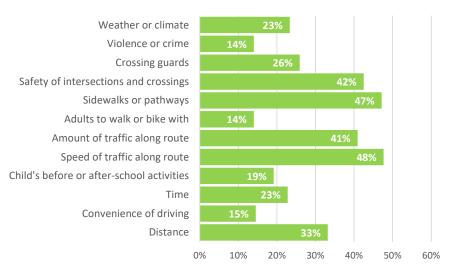
The focus of this Plan and its associated outreach is creating safer routes for daily walking and biking needs, rather than recreational trails. However, due to the rural nature of Tuolumne County, many proposed trail projects would also serve as routes for commuters and students, creating an overlap between their needs and those of recreational trail users. Multiple inter-community trails are included in the Projects List.

4.4 Electric Bicycle and Scooter Users' Needs

Electric bikes and scooters, also known as micromobility devices, are becoming more common throughout California. There is significant potential for increased use in Tuolumne County for recreation and commuting, especially in areas where steep hills and long distances have previously required residents to use cars.

The needs of these users are generally similar to those of cyclists, in that they may need separated facilities from vehicles along highspeed roadways. One concern brought forward during development of this Plan is the potential for issues with electric bikes and scooters traveling on multi-use paths. These devices can travel much faster than regular bicycles, and therefore could pose safety issues. The County and City of Sonora will likely have to decide whether to allow electric micromobility devices on mixed-use facilities.

Percentage of Respondents that Would let their Child Walk or Bike to School if Problem was **Addressed**



4.5 School Needs

The Project Team reached out to elementary, junior high, and high schools in Tuolumne County to gather information regarding active transportation usage and needs. As part of this outreach process, the schools were provided with surveys from the National Center for Safe Routes to School. Surveys were distributed to parents from Sonora Elementary, Sonora High, Soulsbyville Elementary, Jamestown Elementary, and Twain Harte Elementary School.

A total of 193 surveys were completed and returned. The majority of respondents expressed concerns over safety of sidewalks and infrastructure as the reason they would not let their child walk or bike to school. When asked to rate the how healthy walking or biking to/from school is for their child, 68% of parents viewed it as either healthy or very healthy.

The project team also contacted the administration of public elementary schools in Tuolumne County and interviewed available administrators by phone, asking the following questions:



- Do any students walk or bike to and from school?
- How many students walk? How many bike to school?
- Are there safe walking and biking facilities surrounding the school?
- What prevents students from walking or biking to school?
- Are there areas that need improvements such as new sidewalks, curb ramps, crosswalks, or bike lanes?
- Are there bicycle racks or other bike storage facilities? How many bikes can they fit? Are they in an easily accessible and safe location?

This exercise concluded that many schools are inaccessible to students who would like to walk or bike. This is in part due to Tuolumne County's rural geography and rugged topography, where most students live many miles from their school and physically cannot reach it by walking. Most students either take a school bus or are dropped off by a parent. However, pedestrian access is also limited by correctible issues such as lack of safe walking and biking paths.





5. RECOMMENDED **INFRASTRUCTURE PROJECTS**

The purpose of this Active Transportation Plan is to address Tuolumne County's active transportation needs. Taking into consideration community input and prior planning efforts, TCTC has identified a list of projects which will address the community's needs. Developing this Project List allows TCTC and other eligible applicants to pursue funding and construct projects.

Project Prioritization Methodology

Identifying projects for inclusion and prioritization began with a detailed study of past planning efforts. Projects from existing planning documents were compiled in the full Projects List, and additional projects were developed based on input from the public, County of Tuolumne, City of Sonora, and stakeholders.

The feedback collected during the community workshops and online community engagement during the development of the plan aided the project team in deciding which projects would be prioritized in this Plan. Significant criteria for prioritization included feasibility as well as completeness of project information including types of facilities, extents, and cost estimates. Projects were also assessed for competitiveness as Active Transportation Program grant applications.

Only a small fraction of the total projects were included in the final Priority Projects List. However, all projects are included in Attachment G.

5.1.1 Regional Routes

A goal of the Active Transportation Plan is to develop a regional network for walking and biking in Tuolumne County. Creating regional routes for active transportation will increase safety and provide a feasible option for travel other than driving a car. The following roadways have been identified as regional travel routes, and projects have been developed to ensure future connectivity along these roads.

- Parrotts Ferry Road
- Jamestown Road
- Tuolumne Road
- Tuolumne Road North
- Standard Road
- Mono Way
- Phoenix Lake Road

In addition to the need for safe facilities for walking and biking along regional routes, there is a rising need for facilities where users of electric bikes (E-bikes) can travel separately from vehicles. Improvements in technology will make longer distances possible for more users of E-bikes, spurring the need for facilities such as wide shoulders, buffered bike & E-bike lanes, and separated paths along regional routes.



Map 5.1: Regional Routes

5.2 Projects List

Table 5.1 lists prioritized active transportation projects in Sonora. Table 5.2 lists prioritized active transportation projects in unincorporated Tuolumne County, sorted by community. These tables include abbreviated project descriptions. For a full list of active transportation projects proposed for Tuolumne County, see Attachment G.

ATP Ready

Projects labled "ATP Ready" have been identified by the project team as the most competitive for Active Transportation Program (ATP) grant funding or other funding programs in the near future. ATP Ready projects have significant documented community support, have robust project information, and would address an identified need such as safe access to schools or residences.

Tier 1

Tier 1 projects have significant community and/or local agency support, have robust project information, and would address an identified need. Tier 1 projects are also likely to be competitive for ATP funding.

Tier 2

Tier 2 projects have received support from the community and/or local agencies, would address an identified need, and have adequate project information. Most Tier 2 projects require more community outreach and project information.

No Tier Listed

These projects have not been prioritized, but are included in the full projects list in Attachment G. Many of these projects have received community support and would be competitive for grant funding.



	Table 5.1 City of Sonora Active Transportation Projects										
Project Number	Location	State Highway	Extents	Title	Project Type	Description					
City of Sonora Priority Projects											
ATP-Sonora01	Woods Creek, Bonanza Rd, Snell St, School St	Yes	SR 49 x Woods Creek Park Dr to School St x SR 49	Dragoon Gulch Connector Trail	Multi-Use	Construct a new pedestrian and bicycle path that connects Dragoon Gulch Trail with Sonora High, Sonora Community Estates, Downtown Sonora, and the Fairgrounds. This trail would follow Woods Creek/Bonanza Road/Snell Street, and School Street from the intersection of SR 49/Woods Creek Park Drive to Intersection of School Street/SR 49. This project is a segment of the SR 49 Congested Corridor Study.					
ATP-Sonora02	Washington Street and Stewart Street	Yes	Snell St to Church St	Sonora Historic Downtown Core	Multi-Use	Improve the Washington Street streetscape and non-motorized facilities, and create a bikeway along Stewart Street. Improve crossings, signage, and other pedestrian facilities on Washington Street. Create an onstreet class III bike route by placing bike route signs and/or sharrows on Stewart Street and connecting streets. Connect route to Stockton Street to the west, Restano Way to the south, and Columbia Way to the north. Install bicycle racks within downtown Sonora					
ATP-Sonora03	Stockton Street	Yes	Fairgrounds to Green St	Stockton Street Improvements	Multi-Use	Build a multi-use trail from the Fairgrounds to downtown, along the east side of Stockton Street from Fairgrounds entrance to Green Street where the sidewalk begins.					
ATP-Sonora04	Intersection of Hwy 49, Shaws Flat Rd, Columbia Way, School St	Yes		Hwy 49/Shaws Flat Intersection Pedestrian/Bicycle Improvements	Multi-Use	Construct improvements to improve pedestrian/bicycle safety at the Hwy 49, Shaws Flat Rd., Columbia Way and School St. intersection.					
ATP-Sonora05	Mono Way	Yes	Mono Way from Sanguinetti Rd to SR 108	Mono Way Pedestrian Improvements	Pedestrian	Construct sidewalks and safe crosswalks on Mono Way, connecting existing sidewalks. Construct pedestrian entrances to Crossroads shopping center, Junction shopping center, Timberhills shopping center. Install crosswalk with ramps across Mono Way from Timberhills shopping center. Install or re-stripe crosswalks at Mono Way/SR 108 interchange, Sanguinetti Road/Loop, Tuolumne Road/Mono Way. Construct crosswalk islands at intersection of Sanguinetti Rd and Mono Way.					
ATP-Sonora06	Sonora	No	1.7 miles / 9000 feet	Sierra RR Trail - Sonora Section	Multi-Use	Construct a regional pedestrian and bicycle path from South Washington St. to Sanguinetti Rd in Sonora.					
ATP-Sonora07	S Washington Street	No	Restano Way to Hwy 108	South Washington Street Pedestrian & Bicycle Improvements	Multi-Use	Install pedestrian/bicycle path or sidewalks along both sides of S. Washington Street from Restano Way to Hwy. 108.					
ATP-Sonora08	Shaws Flat Rd	No	Sonora High School to Roble Rd	Shaws Flat Road Pedestrian & Bicycle Improvements	Multi-Use	Improve and enhance pedestrian/bicycle facilities along Shaws flat Rd. within the Sonora City Limits.					







Table 5.1 **City of Sonora Active Transportation Projects**

City of Soliota Active Hallsportation Flojects											
Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year						
City of Sonora Priority Projects											
2016 RTP, Dragoon Gulch Connector Trail Feasibility Study	\$1,250,000	2016	ATP Ready	ТСТС							
Vision Sonora, Questionnaire	TBD		ATP Ready	Community							
Vision Sonora	\$2,677,130	2013	ATP Ready	TCTC							
City of Sonora	TBD		Tier 1	City of Sonora							
Questionnaire, 2005 Bike & Trails Plan	TBD		Tier 1	Community							
2005 Bike & Trails Plan, ATP Key Projects List, 2016 RTP, Sonora 2020 General Plan	\$2,165,000	2016	Tier 1	TCTC							
City of Sonora	TBD		Tier 2	City of Sonora							
City of Sonora	TBD		Tier 2	City of Sonora							



	Table 5.2										
	Tuolumne County Active Transportation Projects										
Project Number	Location	State Highway	Extents	Title	Project Type	Description					
				County-Wide							
ATP-County01	Sonora, Columbia	Yes	Washington Street at Columbia Way to Columbia College	Sonora to Columbia Regional Trail	Multi-Use Regional Trail	Multi-use trail and Class II bicycle lane connecting Sonora with Columbia College and Columbia SHP. Begins at intersection of North Washington St and Columbia Way. Follows Columbia Way, SR 49, Old Sonora Columbia Road, undetermined path to Sawmill Flat Rd, and a TUD easement. Undetermined path to Columbia SHP.					
ATP-County02	County-Wide	No	County-Wide	Ditch Sustainability Plan	Plan	Graphically identify high usage areas, usage conflicts, opportunities for improvements to protect water quality, provide public access, develop ditch trail standards to protect water quality from public use, and develop strategies to link the ditch system to heritage tourism and recreation.					
ATP-County03	Sonora, Tuolumne	No	Tuolumne Rd from Mono Way to Tuolumne Rd N; Tuolumne Rd N	Tuolumne Road Pathway	Multi-Use	Widen shoulders and construct bike lanes or a multi-use path between Sonora and Tuolumne.					
ATP-County04	Sonora, Jamestown	Yes	Fairgrounds to Jamestown	Jamestown to Sonora Regional Trail	Multi-Use Regional Trail	Construct a bicycle and pedestrian and bicycle path from the Fairgrounds to Jamestown. Determine the feasibility of different routes including following Stockton, following Woods Creek, or using other rights-of-way.					
ATP-County05	Standard, Tuolumne, Sonora, East Sonora	No	3 segments	Sierra Railroad Trail	Multi-Use Regional Trail	Construct a regional pedestrian and bicycle path along the Sierra RR Grade. From South Washington St. to Sanguinetti Rd in Sonora. From Sanguinetti Rd to Hess Ave. From Tuolumne to Sierra Pacific Industries in Standard.					
ATP-County06	SR 108	Yes	County-Wide	SR 108 Bikeway	Bikeway	Install bikeways with 4-8' shoulders and buffers on SR 108 throughout Tuolumne County.					
ATP-County07	SR 120	Yes	County-Wide	SR 120 Bikeway	Bikeway	Install bikeways with 4-8' shoulders and buffers on SR 120 throughout Tuolumne County.					
ATP-County08	SR 49	Yes	County-Wide	SR 49 Bikeway	Bikeway	Install bikeways with 4-8' shoulders and buffers on SR 49 where possible in Tuolumne County. Lack of existing shoulders on much of this route will prevent complete connectivity.					
ATP-County09	Standard Rd	No	Entire length	Standard Road Pathway	Multi-Use	Walking and biking facilities along Standard Road.					
ATP-County10	Tuolumne Rd N	No	Entire length	Tuolumne Road North Pathway	Multi-Use	Walking and biking facilities along Tuolumne Road North.					





Table 5.2

Tuolumne County Active Transportation Projects												
Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year							
County-Wide												
ATP Key Projects List, 2016 RTP, 2005 Bike & Trails Plan, Questionnaire	\$5,044,000	2016	ATP Ready	Community, TCTC								
ATP Key Projects List	TBD		Tier 2	TCTC								
Questionnaire, Twain Harte Yard Sale	TBD		Tier 2	Community								
Recreation Master Plan, 2016 RTP, Vision Sonora, 2005 Bike & Trails Plan, Sonora 2020 General Plan Questionnaire	\$6,165,000	2016	Tier 2	Community								
2005 Bike & Trails Plan, ATP Key Projects List	TBD		Tier 2	ТСТС								
TCTC	TBD		Tier 2	ТСТС								
тстс	TBD		Tier 2	ТСТС								
TCTC	TBD		Tier 2	TCTC								
тстс	TBD		Tier 2	ТСТС								
TCTC	TBD		Tier 2	TCTC								

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County11	Jamestown Rd	No	N of Golf Links Rd	Jamestown Road Pathway	Multi-Use	Walking and biking facilities along Jamestown Road.
ATP-County12	Parrotts Ferry Rd	No	N of Columbia	Parrotts Ferry Road Pathway	Multi-Use	Walking and biking facilities along Parrotts Ferry Road.
				Columbia		
ATP-County13	Parrott's Ferry Rd, Rose Quartz Rd, Loop St	No	Sawmill Flat Rd to Elementary School to Columbia SHP to neighborhoods	Columbia Safe Routes to School	Multi-Use	Construct a Safe Routes to School project by constructing walking and biking facilities from the elementary school and airport trail to Columbia SHP and downtown. The County has considered three different methods: sidewalks with vertical curb, meandering sidewalks, and striped pedestrian path in the existing areas of asphalt. When crossing Parrotts Ferry, use ladder style crosswalks with Flashing LED Sign Pedestrian Crossing, near and around the school. Construct a designated striped path on Loop Street and Rose Quartz Road.
ATP-County14	Parrott's Ferry Rd	No	Sawmill Flat Rd to Columbia SHP	Parrotts Ferry Bikeway	Bikeway	Bikeway along Parrotts Ferry Road near apartments, trailer park, elementary school.
ATP-County15	Melones Waterline TUD Easement	No	Sawmill Flat Rd to Columbia Campus Dr	Melones Water Line Trail Improvement Project	Multi-Use	Construct a ten foot wide two-direction Class I bicycle and pedestrian facility along the existing Melones Waterline TUD easement from Sawmill Flat Road to Columbia College.
				East Sonora		
ATP-County16	Mono Way	Yes	SR 108 interchange to Peaceful Oak Rd	Mono Way 108 Interchange to Peaceful Oak Road Sidewalks	Pedestrian	Construct sidewalks on Mono Way from SR 108 interchange to Peaceful Oak Rd, connecting existing sidewalks.
ATP-County17	Mono Way, SR 108	Yes	108 interchange to Soulsbyville Road	Mono Way 108 interchange to Soulsbyville Road Class 2 Bike lane	Bikeway	Install Class 2 Bike lane Mono Way 108 interchange to Soulsbyville Road, on Mono Way and SR 108.
ATP-County18	SR 108	Yes	SR 108: High School Rd to Mono Way	SR 108 Pedestrian and Bicycle Path	Multi-Use	Construct safe walking and biking facility along the highway (49/108) between Mono Way in East Sonora and High School Road near Jamestown.
ATP-County19	Old Wards Ferry Rd	Yes	Highway 108 to Jacobs and Tannin	Old Wards Ferry Road Complete Street	Multi-Use	Complete street on Old Wards Ferry Road from Highway 108 to Jacobs and further into Tannin. Project will likely include wide shoulders and/or "share the road" signs. There are extensive right-of-way costs associated with this project which projected was approximately \$7.8 million.

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
ТСТС	TBD		Tier 2	ТСТС	
ТСТС	TBD		Tier 2	ТСТС	
		Colun	nbia		
2016 RTP, Questionnaire	\$1,870,000	2016	ATP Ready	Community	
Questionnaire	TBD		Tier 2	Community	
2016 RTP, 2010 CCIP	\$540,000	2016	Tier 2	TCTC	
		East So	nora		
ТСТС	TBD		Tier 1	ТСТС	
TCTC	TBD		Tier 1	ТСТС	
Questionnaire	TBD		Tier 2	Community	
County Public Works	TBD		Tier 2	TCTC	

Project Number	Location	State Highway	Extents	Title	Project Type	Description
				Groveland		
ATP-County20	Hetch Hetchy RR Grade	No	Deer Flat Rd to Feretti Rd at Pine Mountain Dr	Hetch Hetchy Railroad Trail Phase 1	Multi-Use	Construct a class I trail on GCSD property and former railroad ROW. Improve the Hetch Hetchy Railroad Grade for bicycle and pedestrian use from the Resilience Center to Deer Flat Road. Length may be reduced to only GCSD property if a permit from Hetch Hetchy RR is not attainable, ending the trail near Ponderosa Lane.
ATP-County21	SR 120, Ferretti Rd	Yes	SR 120, Ferretti Rd	Groveland Sidewalks Along SR 120 and Feretti Rd	Pedestrian	Improve existing facilities and install new sidewalks and pedestrian paths along SR 120 and Ferretti Rd in downtown Groveland. Construct sidewalks or paths through Downtown Groveland from the Yosemite Bank with access to the medical facility on the hill near Mountain Sage. Install crosswalks and traffic light at SR 120 and Ferretti Rd.
ATP-County22	Feretti Road, Hetch Hetchy RR Grade	Yes	SR 120 to Tioga High School	Groveland Tioga High School Trail	Multi-Use	Trail connecting downtown Groveland to Tioga High School along Feretti Road.
ATP-County23	SR 120	Yes	Ferretti Rd to Tenaya Elementary	Groveland Tenaya Elementary School Trail	Multi-Use	Construct walking and biking facilities from Downtown Groveland to Tenaya Elementary School.
				Jamestown		
ATP-County24	5th Ave, Jamestown Rd, Donovan St, 7th St, 9th St, 4th Ave, 6th Ave, Willow St	Yes	5th Ave, Jamestown Rd, and adjacent streets from Railtown SHP to SR 108 / 49 to Golf Links Rd; Donovan St	Jamestown Community Connectivity	Multi-Use	Construct new multi-use improvements along 5th Ave in Jamestown from Railtown SHP to Jamestown Rd, and Jamestown Rd from 5th Ave to Golf Links Rd. Sidewalk improvements on 7th & 9th Streets, 4th & 6th Avenues, Willow St, and Donovan Street.
ATP-County25	Jamestown	Yes	SR 49/108	Jamestown SR 108/49 Complete Streets	Pedestrian	Construct safe crossings on Highway 49 / 108 at Main Street / Jamestown Rd and at 5th Ave. Install multi-use path on one side of highway, with sidewalk on both sides of 49 in commercial corridor from Lemon Drop Ln to 5th Ave.
				Phoenix Lake		
ATP-County26	Phoenix Lake Rd	No	Phoenix Lake Rd, N Hess Ave, Bergel Rd from Mono Way to Paseo De Los Portales Rd	Phoenix Lake Road Improvements	Multi-Use	Construct safe walking and biking facilities along Phoenix Lake Rd, Bergel Rd, and Hess Ave from Mono Way to Phoenix Lake County Club Estates, potentially further with connections to Twain Harte. Project may consist of shoulder widening and installing "share the road" signs, or a multi-use path.

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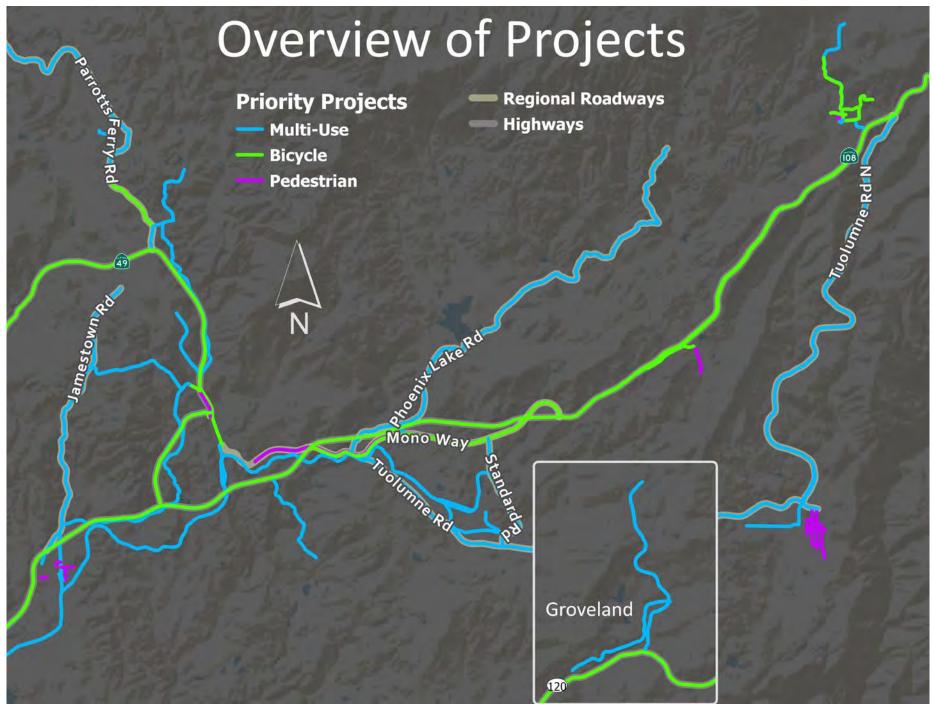
Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year						
Groveland											
2016 RTP, 1996 RTP, 2005 Bike & Trails Plan	\$5,150,000	2016	ATP Ready	TCTC							
ATP Key Projects List, 2016 RTP	\$2,880,000	2016	Tier 1	TCTC, Community							
Recreation Master Plan, 2005 Bike & Trails Plan, Questionnaire	\$2,642,128	2005	Tier 2	Community							
Questionnaire	TBD		Tier 2	Community							
		Jamest	town								
2016 RTP	\$2,200,000	2016	ATP Ready	Community							
Questionnaire, TCTC	TBD		Tier 1	Community							
		Phoenia	k Lake								
Questionnaire	TBD		Tier 2	Community							

Project Number	Location	State Highway	Extents	Title	Project Type	Description					
	Tuolumne Townsite										
ATP-County27	Tuolumne	No	Summerville High School to Black Oak Casino	Summerville Trail Project	Multi-Use	Construct a multi-use trail between Summerville High School, Tuolumne townsite, and Black Oak Casino Resort. Trail may use a combination of railroad grade, existing roadways and sidewalks, and new paths.					
ATP-County28	Tuolumne	No	Downtown	Tuolumne Downtown Sidewalks and Alleyways	Pedestrian	Improvements to downtown sidewalks and alleyways for pedestrian and wheelchair access.					
				Twain Harte							
ATP-County29	Joaquin Gully Rd, Middle Camp Rd, South Fork Rd, Twain Harte Dr, East Ave	No	Joaquin Gully Rd, Middle Camp Rd, South Fork Rd, Twain Harte Dr, and East Ave from Quaker Ln to Sugar Pine Trail Access	Twain Harte Multi- Use Trail	Multi-Use	Construct a walking and biking path along major roadways in Twain Harte: Joaquin Gully Rd, Middle Camp Rd, South Fork Rd, Twain Harte Dr, and East Ave. Connect Joaquin Gully Rd to new Twain Harte Meadows Park through shopping center.					
ATP-County30	Joaquin Gully Rd, Twain Harte Dr	No	Joaquin Gully Rd at Twain Harte Dr	Downtown Twain Harte Improvements	Pedestrian	Construct sidewalks, ADA curb ramps, and crosswalks to complete the downtown Twain Harte pedestrian network. Install lighting. Improve intersection signage and striping at intersection of Joaquin Gully Rd and Twain Harte Dr.					
				West Sonora							
ATP-School31	Racetrack Road	No	Jamestown Road to future entrance of Dragoon Gulch Trail	Racetrack Road Pedestrian & Bicycle Project	Multi-Use	Construct approximately 3,800 feet of sidewalk, curb and gutter, and Class II bike lanes along the south side of Racetrack Road, from Jamestown Road to the City of Sonora's Dragoon Gulch Recreation Area.					
				Schools							
ATP-School32	Soulsbyville	No	Willow Springs Rd to Soulsbyville Elementary	Soulsbyville Elementary School Access	Pedestrian	Maintain Soulsbyville Elementary School walking path and install high-visibility crosswalk connecting path to Willow Springs.					
ATP-School33	Twain Harte	No	Manzanita Dr, Joaquin Gully Rd, and Twain Harte Dr	Twain Harte SRTS	Bikeway	Construct bike lanes and bike paths on streets surrounding Twain Harte School.					



				21.11.12	2 V						
Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year						
Tuolumne Townsite											
ATP Key Projects List, 2016 RTP, questionnaire, Me-Wuk Bicycle Plan 2003	\$1,445,000	2016	ATP Ready	TCTC, Community							
County Public Works, 2010 Tuolumne Parking & Alleyway Study, 2016 RTP	TBD		Tier 2	Public Works							
		Twain I	Harte								
Questionnaire, Twain Harte Yard Sale, Twain Harte CSD	TBD		ATP Ready	Community							
Twain Harte Yard Sale	TBD		Tier 2	Community							
		West So	onora								
2016 RTP	\$1,553,000	2016	ATP Ready	Community							
		Scho	ols								
School Administration	TBD		Tier 2	Schools							
School Administration	TBD		Tier 2	Schools							
	420 400 400										

\$29,489,128

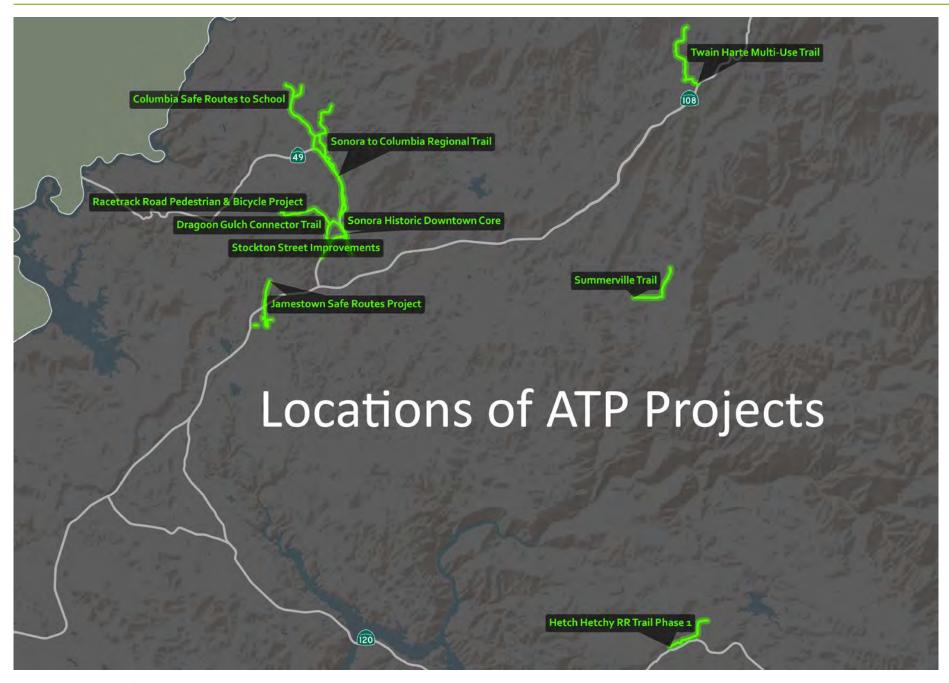


Map 5.2: Regional Overview of Projects

Priority Projects for the Active **Transportation Program**

10 projects were identified as priority candidates (ATP Ready) for Active Transportation Program (ATP) applications. The ATP is a statewide program further discussed in section 7: Funding. Several of these projects have been submitted for ATP funding previously. Projects were determined to be top priorities for funding through the ATP because of significant documented community support, ability to address active transportation needs, previous planning efforts confirming feasibility, and completeness of project information.

Conceptual designs, engineered plans, and cost estimates are required for a project to be ready for ATP submittal, and will be developed during the application writing process. Further details about the priority Active Transportation Program projects are available in Attachment E.



Map 5.3: Location of Priority Projects

5.3.1 Hetch Hetchy Railroad Trail Phase 1

The Hetch Hetchy Railroad Trail Phase 1 project is an eight-footwide accessible paved trail with support amenities, railcar bridge over Garrote Creek, benches, and lighting. The trail would extend from the Resilience Center to Deer Flat Road, providing the only non-motorized link between Pine Mountain Lake, the downtown Groveland business district, and Mary Laveroni Park. It will be the first phase in a larger planned trail project following the old Hetch Hetchy Railroad grade from Groveland to Big Oak Flat and potentially communities beyond.

5.3.2 Sonora to Columbia Regional Trail

The Sonora to Columbia Regional Trail would create a major multimodal link between downtown Sonora and Columbia College. Additionally, the trail would serve as a segment of the larger proposed Jamestown to Columbia Regional Trail.

Between Sonora and Columbia, SR 49 currently has a 1' to 2' shoulder, a dangerous route for pedestrians and bicyclists. Sawmill Flat Road has no shoulders and is a narrow, winding road.

The project consists of a multi-use trail and Class II bicycle lanes connecting Sonora with Columbia College. The trail begins at the intersection of North Washington Street and Columbia Way, with two proposed alignments north to Columbia College. One alignment follows Columbia Way, SR 49, Old Sonora Columbia Road, a path to Sawmill Flat Rd, and a TUD easement to Columbia College. The alternative route follows SR 49 and Sawmill Flat Road before using the TUD easement to Columbia College.

5.3.3 Dragoon Gulch Connector Trail

The Dragoon Gulch Connector Trail would provide an essential local and regional pedestrian and bicycle connection through Sonora. The multi-use path would connect Dragoon Gulch Trail with Sonora High, Sonora Community Estates, Downtown Sonora, commercial areas, and the Fairgrounds.

The proposed improvements begin with a sidewalk on the north side of SR 49 with a crosswalk to the Mother Lode Fairgrounds. A multiuse trail would begin at the intersection of SR 49/ Southgate Dr. and follow Woods Creek. The trail would cross the creek via a proposed bridge, then follow Bonanza Drive. A new crosswalk would connect the trail to an existing sidewalk on Snell Street. This project is a segment of the SR 49 Congested Corridor Study and the Jamestown to Columbia Regional Trail, which proposes a safe route for walking and biking from Jamestown to Columbia by way of Sonora.

5.3.4 Sonora Historic Downtown Core

This project aims to improve the Washington Street streetscape for pedestrians and create a parallel bikeway along Stewart Street. Pedestrian improvements will include safer crossings, signage, and potentially bulb-outs. Bicycle improvements will be minimal and include the necessary elements of a class III bike route, such as signage and adequate lane width, in addition to bicycle routes in Downtown Sonora. The bicycle route on Stewart Street will connect to Stockton Street to the west, Mono Way and Restano Way to the south, and Columbia Way to the north.

The County submitted a Cycle 4 ATP application for the project, using the name "Sonora - Washington Street (SR49) Pedestrian Safety Improvements". The application received 69 points out of 100 possible. The project has been changed to include bicycle improvements since this application was submitted.

5.3.5 Stockton Street Improvements

Construct a multi-use trail along Stockton Street (SR 49) from the Fairgrounds entrance at Southgate Drive to downtown at Green Street to create a safe and enjoyable bicycle and pedestrian travel path for local residents and visitors to access Downtown Sonora from the Fairgrounds. There are no current shoulders on Stockton Street in this section and adding a class I /Multi-use trail will encourage Fairground visitors to come downtown without having to re-park while providing a recreating amenity and valuable connection for residents.



5.3.6 Columbia Safe Routes to School

The Columbia Safe Routes to School project involves constructing safe walking and biking facilities from the elementary school and airport trail to Columbia State Historic Park and downtown. The County has considered three different methods: sidewalks with vertical curb, meandering sidewalks, and striped pedestrian path in the existing areas of asphalt. When crossing Parrotts Ferry, use ladder style crosswalks with Flashing LED Sign Pedestrian Crossing, near and around the school. Construct a designated striped path on Loop Street and Rose Quartz Road.

The County submitted a Cycle 3 ATP application for the project, using the name Columbia Pedestrian Facility. The application received 64 points out of 100 possible.

5.3.7 Summerville Trail Project

The Summerville Trail Project is a 1.5-mile multi-use/class I trail connecting Black Oak Casino to Summerville High School along North Tuolumne Road/Tuolumne Road. This trail will provide pedestrian and bicycle facilities along a collector road that currently does not have a designated bike lane or shoulder for cyclist and pedestrian use. The trail may use a combination of railroad grade, existing roadways, sidewalks, and new paths.

The County submitted a Cycle 3 ATP application for this project, using the name Tuolumne Pedestrian Trail. The application received 52 points out of 100.

5.3.8 Twain Harte Multi-Use Trail

The Twain Harte Multi-Use Path is a walking and biking path running alongside several main roads in Twain Harte, providing a safe connection to destinations prioritized by the community. The project will connect several destinations within Twain Harte: Twain Harte School, downtown businesses, Twain Harte Meadows Park, Sugar Pine Railroad Trail, and the Tuolumne Ditch Access at the north end of the project area. The path will be located along Joaquin

Gully Road, Middle Camp Road, South Fork Road, Twain Harte Drive, and East Avenue.

5.3.9 Racetrack Road Pedestrian & Bicycle Project

This project creates a safe and continuous pedestrian and bicycle travel path linking West Sonora neighborhoods to Sonora High School, the Dragoon Gulch Recreational Area, and Downtown Sonora. The existing roadway is narrow, curvy, and hilly, and pedestrian and bicycle infrastructure is inadequate, with extremely narrow or no shoulders on the sides of the roadway. New sidewalk, curb, gutter, and class II bicycle lanes will provide a safer path for walkers and bikers.

The County submitted a Cycle 3 ATP application for the project. The application received 37 points out of 100 possible.

5.3.10 Jamestown Sidewalks Project Phase 2

The Jamestown Sidewalks Project Phase 2 builds on previous efforts including the Jamestown Beautification project and Jamestown Sidewalks Project Phase 1 to increase pedestrian facilities and connectivity in a small, unincorporated, and low-income community. Previous projects have created a pedestrian-friendly environment along Main Street and adjoining streets in downtown Jamestown. However, these improvements do not connect to Jamestown Elementary School, surrounding residences, and other destinations.

The project will expand the existing pedestrian network and create safe and continuous pedestrian travel paths between residential areas, Jamestown Elementary School, public transit facilities, recreation opportunities, and businesses. The project includes approximately 3,600 lineal feet of new sidewalk, curb and gutter, ADA improvements, and crosswalks within the vicinity of Jamestown Elementary School. Parking stalls adjacent to school and district offices may be modified. In addition, there will be approximately 400 linear feet of sidewalk to close existing gaps allowing safe pedestrian travel to Downtown Jamestown.

The project also includes connectivity to residential neighborhoods north of SR 49/108 along Jamestown Rd, with approximately 4,100 linear feet of new separated multi-use path providing safe multimodal travel south to historic downtown Jamestown and Jamestown Elementary School. The proposed project will connect with the proposed Caltrans intersection improvements at the 5th Ave and SR 49/108 junction.

The purpose of the project is to complete Jamestown's walking and biking network, thereby creating a safer environment and encouraging non-motorized transportation. Designated facilities for walking and biking are expected to reduce the potential for collisions and increase the number of students and other community members who walk and bike along 5th Avenue and adjacent streets.

The County applied for ATP funding for the project in Cycle 2 and Cycle 3. The Cycle 2 application received 65 points and the Cycle 3 application scored 63 points out of 100 possible. The County is applying for Cycle 5 ATP funds for the project.

5.4 Mode Shift and VMT Benefits Analysis

The Caltrans California Life-Cycle Benefit/Cost Analysis Active Transportation Model was used to measure the benefits associated with each project. The model uses multiple factors to estimate the benefits associated with an ATP project being built such as: emissions reduction, increased journey quality, health benefits, and induced active transportation trips (switching from vehicles to walking/biking). This model was chosen because it is comprehensive but requires minimal inputs, which can be useful for projects in rural areas that lack comprehensive transportation data.

Lack of data was problematic for several projects. Some projects analyzed are still being developed, the data presented is considered preliminary. Most data, such as cost, length, and improvement characteristics can be found in the projects list. The Tuolumne ATP questionnaire distributed by the project team was also used to estimate the current amount of bicycle/pedestrian daily trips, growth rate of these trips over a 20-year period, and purpose of the trip. Safe Routes to School (STRS) surveys were distributed to K-12 schools in the county and are also used to estimate the daily student trips taken. Other assumptions in the model are based on previous transportation studies and statewide data.

The outputs of this process allow analysis of how many vehicle miles traveled (VMT) will be reduced over time, assuming that more community members will switch to alternative modes of travel due to the increase in bicycle and pedestrian infrastructure in the area.

Tables 5.3 and 5.4 display the inputs and results of estimating the increase in bicycle and pedestrian trips over 20 years, after project construction is complete. Respondents in the project areas were asked how frequently they bike or walk for recreation or commute purposes, and if they would walk/bike more often if active transportation infrastructure was developed in their area. The responses were used to project an annual trip growth rate for each area, using the change between those who said they currently never walk/bike, but would if active transportation infrastructure was improved, for percentage growth calculation.

It is important to note that the questionnaire provided a small sample size and did not ask questions about specific project locations. Therefore, some projects, particularly the Summerville Trail project, have very limited data regarding current and future walking and biking trips. A very small number of residents of the communities of Tuolumne and Groveland participated in the questionnaire, affecting the accuracy of the Summerville Trail and GCSD Trail projects, respectively.

Additionally, three Priority Projects for the Active Transportation Program were not included in the analysis. The Jamestown Sidewalks Phase 2 project was not prioritized at the time the analysis was completed. The Twain Harte Multi-Use Trail and Columbia Safe Routes to School projects were under development at this time and therefore lacked sufficient data.



Table 5.3Estimated Increase in Bicycle Trips Over 20 Years										
Projects*	Current Daily Bicycle Trips	Projected Trips Year 1		Growth Rate						
Sonora Historic Downtown Core	5	6	78	14.0%						
Dragoon Gulch Connector Trail	5	6	78	14.0%						
Racetrack Road Pedestrian & Bicycle Project	5	5	69	14.0%						
GCSD Trail	1	1	207	28.0%						
Stockton Street Improvements	5	6	78	14.0%						
Sonora to Columbia Regional Trail	7	6	78	14.0%						
Summerville Trail Project	2	2	4	3.0%						

^{*}Note: Twain Harte Multi-Use Trail & Columbia Safe Routes to School projects were excluded from analysis due to insufficient project data.

Table 5.4Estimated Increase in Pedestrian Trips Over 20 Years							
Projects*	Daily Trips, Pedestrian	Projected Trips Year 1	Projected Trips Year 20	Growth Rate			
Sonora Historic Downtown Core	43	49	674	14.0%			
Dragoon Gulch Connector Trail	43	49	674	14.0%			
Racetrack Road Pedestrian & Bicycle Project	43	43	597	14.0%			
GCSD Trail	2	4	500	28.0%			
Stockton Street Improvements	43	49	674	14.0%			
Sonora to Columbia Regional Trail	48	49	674	14.0%			
Summerville Trail Project	5	5	9	3.0%			

^{*}Note: Twain Harte Multi-Use Trail & Columbia Safe Routes to School projects were excluded from analysis due to insufficient project data.

Table 5.5 Summarized Model Results							
Projects*	Benefit Cost Ratio	Cost	Benefit	Net			
Sonora Historic Downtown Core	21	\$0	\$3.92	373.0%			
Dragoon Gulch Connector Trail	2.9	\$1	\$3.56	231.0%			
Racetrack Road Pedestrian & Bicycle Project	2.5	\$2	\$3.90	230.0%			
GCSD Trail	2.2	\$3	\$5.93	325.0%			
Stockton Street Improvements	1.3	\$3	\$3.47	82.0%			
Sonora to Columbia Regional Trail	0.9	\$5	\$4.28	-57.0%			
Summerville Trail Project	0	\$1	\$0.01	-140.0%			

^{*}Note: Twain Harte Multi-Use Trail & Columbia Safe Routes to School projects were excluded from analysis due to insufficient project data.

Table 5.5 displays the summarized results of the model, sorted from highest to lowest benefit-cost ratio. A ratio greater than one means the benefits outweighs the costs, while a ratio less than one means the costs outweigh the benefits associated with the project. Several projects located in Sonora had similar outputs for their estimates. This is because input data collected from Sonora, such as current active transportation users, is all the same regardless of project. The Summerville Trail Project was not included in the final analysis of VMT and emissions saved because zero emission benefits were calculated due to a low amount of predicted daily trips. However, as noted previously, the small sample size of participants and lack of transportation data may have negatively affected the results of the model.

Figure 5.1 displays the estimated VMT that will be saved each year, for 20 years if the given project is built. Sonora projects had the most VMT saved due to their projected higher number of induced trips over time for their projects compared to others in Tuolumne County. The results in Figure 5.1 display the tons of carbon monoxide saved over time if the specified project is built. The results were calculated by comparing the current projection of emissions in the project area to the projection of emissions if the project was built, given a certain amount of users would switch from vehicle transportation to a form of active transportation with the project built. The results in Figure 5.1 correlate with Figure 5.2, with Sonora projects overall having more emissions reductions, because those projects had the largest value of projected trips.

The Summerville trail has an unbalanced ratio due to the low amount of potential future users in the area, while Sonora to Columbia Regional Trail has a high project cost that comes close to breaking even with the benefits. All projects other than those two were found to have a higher amount of benefits associated with their project characteristics than the cost of the project, including additional safety benefits, health benefits and emission cost savings.

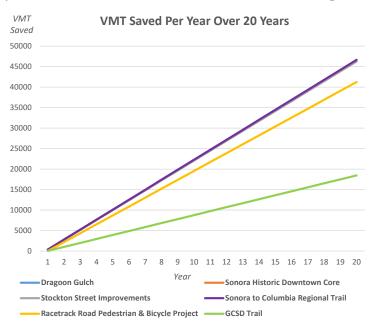


Figure 5.1:VMT Saved Per Year Over 20 Years. *Note: Twain Harte Multi-Use Trail & Columbia Safe Routes to School projects were excluded from analysis due to insufficient project data.

CO2 Emissions in Tons Saved, 20 Year Period

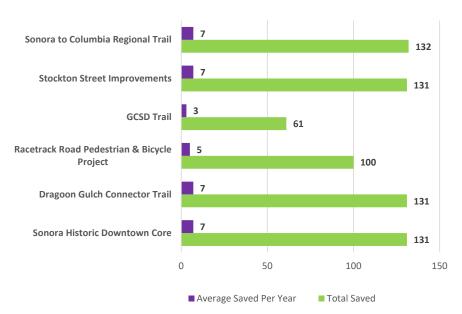


Figure 5.2: CO2 Emissions in Tons Saved, 20 Year Period. *Note: Twain Harte Multi-Use Trail & Columbia Safe Routes to School projects were excluded from analysis due to insufficient project data.

The model and the results presented here are a preliminary analysis. As each project is developed, traffic data, community input, project scope, and costs will change and affect the project's predicted benefits.

5.5 Performance Monitoring

To ensure that projects proposed in this Active Transportation Plan meet their objectives after implementation, they must be evaluated using the goals and objectives outlined in Section 1.3 of this document as a basis. Performance monitoring results should be able to inform decision makers and the public of project successes, illustrate areas that can be improved, demonstrate how funds are



being used, and promote related projects for public support.

It is recommended that projects and programs be evaluated quantitatively by collecting data from bicycle and pedestrian counts, motor vehicle speed/volume counts, and bike parking/ amenity assessments. TCTC needs to implement regional bike and pedestrian counts that will help communities and local agencies gain a better understanding of their active transportation network. Traffic counters will be installed with a goal of obtaining short and long duration count data. The data will help establish trends and travel patterns which will be applied when planning future projects and evaluating the success of current ones.

Through data collection and analysis, project successes and weaknesses can be identified. If a project does not meet its projected bicycle or pedestrian use, TCTC can determine the causes of the shortfall and develop more accurate projections for future projects.

5.6 State Highway Projects

Several priority projects are located fully or partially on State Highways 49, 108, and 120. To increase efficiency in future planning efforts, these projects were identified and are summarized in the following table. While some projects are located fully along State Highways, others are related through corridor studies or intersection improvements on a State Highway. Additionally, several projects included have the potential to affect a State Highway through increased pedestrian or bicycle traffic. State Highway projects are displayed in more detail in Table 5.1 and Table 5.2.

In addition to the prioritized projects in this Plan, TCTC encourages the inclusion of complete street elements in Caltrans projects. A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Deputy Directive 64-R2, first signed in October 2008 and renewed in October of 2014, directs Caltrans to implement complete streets.







	State	Highway <i>i</i>	Table 5.6 Active Transport	tation Projects	
Γitle	Project Type	State Highway	Relationship	Location	Extents

Title	Project Type	State Highway	Relationship	Location	Extents	Community	Priority
			Sonora				
Dragoon Gulch Connector Trail	Multi-Use Trail	49	Part of SR 49 Congested Corridor Study. Affects two intersections.	Woods Creek, Bonanza Rd, Snell St, School St	SR 49 x Woods Creek Park Dr to School St x SR 49	Sonora	ATP Ready
Sonora Historic Downtown Core	Sidewalks, Crossings, Bikeway	49	Along route	Washington Street and Stewart Street	Snell St to Church St	Sonora	ATP Ready
Stockton Street Improvements	Multi-Use Trail	49	Along route	Stockton Street	Fairgrounds to Green St	Sonora	ATP Ready
Hwy 49/Shaws Flat Intersection Pedestrian/Bicycle Improvements	Crossings	49	Intersection	Intersection of Hwy 49, Shaws Flat Rd, Columbia Way, School St		Sonora	Tier 1
Mono Way Pedestrian Improvements	Multi-Use	108	Improvements to intersection of on ramps	Mono Way	Mono Way from Sanguinetti Rd to SR 108	Sonora	Tier 1
			Regional				
Sonora to Columbia Regional Trail	Multi-Use Trail	49	Along route and part of SR 49 Congested Corridor Study	Sonora, Columbia	Washington Street at Columbia Way to Columbia College	Sonora, Columbia	ATP Ready
Jamestown to Sonora Regional Trail	Multi-Use Trail	49	Along route and/or part of SR 49 Congested Corridor Study	Sonora, Jamestown	Fairgrounds to Jamestown	Sonora, Jamestown	Tier 2
SR 108 Bikeway	Bikeway	108	Along route	SR 108 Bikeway	Bikeway	County-Wide	Tier 2
SR 120 Bikeway	Bikeway	120	Along route	SR 120 Bikeway	Bikeway	County-Wide	Tier 2
SR 49 Bikeway	Bikeway	49	Along route	SR 49 Bikeway	Bikeway	County-Wide	Tier 2
East Sonora							
Mono Way 108 Interchange to Peaceful Oak Road Sidewalks	Pedestrian	108	Begins at interchange	SR 108	SR 108 interchange to Peaceful Oak Rd	East Sonora	Tier 1
Mono Way 108 interchange to Soulsbyville Road Class 2 Bike lane	Bikeway	108	Along route	SR 108	108 interchange to Soulsbyville Road	East Sonora	Tier 1

Table 5.6: State Highway Active Transportation Projects

SR 108 Pedestrian and Bicycle Path	Multi-Use Trail	108	Along route	SR 108	SR 108: High School Rd to Mono Way	East Sonora	Tier 2
Old Wards Ferry Road Complete Street	Complete Street	108	Start/end at SR	SR 108	Highway 108 to Jacobs and Tannin	East Sonora	Tier 2
			Groveland				
Groveland Sidewalks Along SR 120 and Feretti Rd	Sidewalks	120	Along route	SR 120, Ferretti Rd	SR 120, Ferretti Rd	Groveland	Tier 1
Groveland Tioga High School Trail	Multi-Use Trail	120	Start/end at SR	SR 120	SR 120 to Tioga High School	Groveland	Tier 2
Groveland Tenaya Elementary School Trail	Multi-Use Trail	120	Along route	SR 120	Ferretti Rd to Tenaya Elementary	Groveland	Tier 2
			Jamestown				
Jamestown Community Connectivity	Sidewalks, Multi-Use Trail	108/49	Crosses SR	Jamestown	Willow St to SR 108 / 49	Jamestown	ATP Ready
Jamestown SR 108/49 Complete Streets	Crossings	108/49	Intersections	Jamestown	SR 49/108	Jamestown	Tier 1



6.ACTIVE TRANSPORTATION PROGRAMS AND RECOMMENDATIONS

Comprehensive active transportation initiatives involve more than simply construction projects. The Safe Routes to School National Partnership outlines a strategy for getting more people to regularly walk, bicycle, and use other methods of non-motorized transportation including a wheelchair, non-motorized scooter, or skateboard. The Safe Routes Partnership promotes 6 E's: Education, Encouragement, Engagement, Engineering, Evaluation, and Equity. Each of the 6 E's can be applied to further the goals of this Active Transportation Plan. This section focuses on the 5 E's not addressed in previous sections: Education, Encouragement, Engagement, Evaluation, and Equity. Engineering was included in the construction projects outlined in Section 5.

6.1 Engagement

The Safe Routes to School National Partnership recommends that all Safe Routes to School initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure. Engagement is essential to all active transportation projects, including plans and studies.

6.2 Education

Students in Tuolumne County will benefit greatly from active transportation safety education. According to community input, many residents felt uneasy walking or biking. Most parents who participated in the School Surveys were very concerned about the safety of letting their children walk or bike to school. and the California Active Transportation Resource Center (ATRC) proposes classroom education, assemblies, bike rodeos, mock cities and traffic gardens, walking field trips, and group skill rides to educate and engage students in active transportation.

In addition to aiding students, safety education will be valuable in the long-term as the region's population ages and becomes reliant on public transportation.

Another potential need is driver education regarding safety laws and awareness of multimodal users. If electric bicycles and scooters become more commonly used in the County, Local Transportation funds may be used to buy TV commercials that teach drivers how to share roadways with these users.

6.3 Encouragement

Community driven events aid in encouraging greater use of active transportation methods. The bike rodeo sponsored by the local Motherlode Bicycle Coalition in conjunction with the California Highway Patrol, Sonora Cyclery, and Sonora Chrysler Dodge Jeep Ram Dealership teaches bike handling skills to children ages 5 and up, along with basic bike maintenance skills and helmet donations. A similar program for adults and children aged 16 and higher is ran in parallel with the bike rodeo. Motherlode Bicycle Coalition advertised the bike rodeo through fliers sent to local schools, and community coverage in the form of press releases.

Community bike events like these prompt participants to be mindful of their own bike handling abilities, as well as the physical state of their bike. Having an understanding of the limitations of their bike may help prevent future collisions or accidents. Newer or younger bike riders will build better habits in ensuring the components, especially the brakes, are in functioning condition. Moreover, they will also learn how to maneuver hazards in a confident manner.

These events do not require many resources to run or participate in. Safe Routes Partnership, a national non-profit, publishes a check-list guide that advises how to setup and run a bike rodeo or equivalent event.

The Statewide Active Transportation Program and federal Safe Routes to School program (SRTS) all offer opportunities to acquire funding for education and encouragement. These programs seek to eliminate hurdles for children that walk or bike to school, whether they are caused by infrastructure and non-infrastructure factors.

6.3.1 Encouragement Examples Elsewhere

The city of Santa Barbara holds a month-long encouragement event in May called "CycleMAYnia". This bicycling focused event is led by *Traffic Solutions* in collaboration with different organizations, agencies, businesses, and community volunteers from Santa Barbara County. CycleMAYnia organizes 40 bike rides and events for participants of all age and skill groups.

Additionally, the city of Santa Barbara hosts a month-long bike challenge that invites teams of cyclists to compete for points gained by commuting to work by bicycle. Points accrued go towards earning donations for a team's chosen non-profit organization.

The City of Portland hosts a program called Sunday Parkways, which consists of a series of five free events opening the city's largest public space - its streets - to walk, bike, roll, and discover active transportation while fostering civic pride, stimulating economic development, and representing Portland's vitality, livability, and diversity. Each event takes place on a different Sunday in a different section of the City, along a designated route.

The Los Angeles Department of Transportation presents useful information about walking and biking in the City to residents through their Livable Streets website (https://ladotlivablestreets.org/). Hosting a community blog containing safety education and encouragement projects helps centralize information on past and upcoming events for the public to see.

6.3.2 Open Streets Initiatives

Since 1974 the city of Bogotá, Colombia closes off certain main

streets to cars and other motor vehicles every Sunday from 7 am to 2pm. This event, Ciclovía ("Bike ways" in English), invites residents to use the newly freed space for leisure, whether they be biking, walking, or otherwise. Today, event infrastructure allows upwards of 1 million people to attend. This concept has been copied in other countries to positive reaction under the more generalized name Open Streets, and can be scaled to the appropriate population or space size.

6.4 Evaluation

The creation of safety programs is one vital step towards improving bicycle and pedestrian habits. These programs benefit from pairing with local agencies (e.g. law enforcement departments), as well as from gathering and tracking public opinions or thoughts on the programs. Data collection in the form of surveys or questionnaires following events will support improvements of the programs in the future. Questions such as "Does your child utilize their bike more often after attending a Bike Rodeo?", or "Do you or your child feel confident in riding your bike with traffic?" could be asked in post-event questionnaires.

Classroom bicycle and pedestrian tallies, parent surveys, and bike/ped counts can help determine program success by quantifying increases in walking and biking. Examining collision data lends insight into the long-term effectiveness of safety programs.

However, as Tuolumne County is primarily rural with a low population, examining data from these methods may not verify the effectiveness of education and encouragement programs. Rather, objective results may require several years of data to best understand improvements in safety made by education and encouragement programs.

6.5 Equity

Disadvantaged communities tend to be the most dependent on active transportation and transit to connect them to economic opportunities and resources. Low-income Californians have the highest rates of walking and bicycling, including walking to and from transit. Engaging disadvantaged communities is vital. Agency staff must support real, meaningful community engagement for both governmental and organizational decision-making, projects, and programs.

The ATRC recommends the following steps toward addressing equity and engaging disadvantaged communities in active transportation efforts:

- Involve the community in the planning process by partnering with local not-for-profit and/or community groups.
- Provide opportunities to meet and talk in informal settings, such as local community centers, religious centers, coffee shops, etc., in addition to government offices.
- Consider 'piggybacking' onto existing or ongoing local events.
- Carefully evaluate the use of technology in community engagement to not exclude anybody.
- Share information and announcements in ways that people actually receive information, which may include posting fliers, connecting to community networks, using social media, and other outreach methods.
- Provide opportunities for residents to participate during weekday and weekend times.
- Host events at schools, when parents can drop by after picking up their children.
- Provide childcare at meetings or make events family friendly.
- Give surveys in multiple languages and consider the needs of people who are blind or have low vision and those who are deaf or hard of hearing. Anticipate diverse reading levels.
- Host pop-ups that include demonstration projects for more interactive engagement.





7. FUNDING

Competitive grant programs make up the bulk of funding sources for bicycle and pedestrian projects. However, some regions utilize regular formula funding to construct or supplement active transportation projects. Projects that receive funding typically have well developed foundations, have robust community support, and are priority projects in the region.

7.1 Federal

Most Federal funding sources are administered through the Federal Highway Administration (FHWA). Many of these programs allocate funds to state level agencies for regional and local distribution. The Federal Transit Administration and various non-profit organizations also provide funding and technical assistance for non-motorized facilities and programs.

7.1.1 Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) program is an FHWA-administered program that provides funding for projects that will contribute to the attainment or maintenance of national air quality standards for ozone, carbon monoxide, and particulate matter. Although primarily used for transit and alternative fuels projects, Tuolumne County receives a small amount of CMAQ funding annually for active transportation projects. Tuolumne County's small annual CMAQ apportionment usually needs to be saved up over multiple cycles in order to make a viable project. In order to preserve funding.

7.2 State

Various State of California agencies administer state funding sources including Caltrans and the California Transportation Commission. Revenue is generated through sales and gas tax proceeds and allocated to the States transportation funding programs, including the Active Transportation Program.

7.2.1 Active Transportation Program (ATP)

The Active Transportation Program (ATP) is a statewide competitive funding program and is the main expected source of funds for active transportation projects in this Plan. ATP funding is sourced through Senate Bill 1 (SB1), leveraging \$100,000,000 of revenues annually from the Road Maintenance and Rehabilitation Account. The amount of funds to be allocated in Cycle 5 (2021) is expected to be \$450,000,000 statewide.

SB 1, passed in 2017, increased the gas tax and directs an additional \$100 million each year to the Active Transportation Program, or about \$223 million annually. The distribution of funds is highly competitive and is managed with the guidance of the ATP Program Guidelines developed by the California Transportation Commission (CTC). Funds are distributed using a competitive basis and eligible recipients submit applications to the CTC based on the following categories:

- 50% to the State for statewide competitive program.
- 40% to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 for large urbanized area competitive programs.
- 10% to small urban and rural regions with populations of 200,000 or less for small urban and rural area competitive programs.

Tuolumne County is a rural county, and therefore eligible for the 60% of ATP funds available for small urban/rural and statewide projects. Due to the highly competitive nature of this grant program, 17 applications have been submitted for projects in Tuolumne County and only 1 project was awarded funding. However, the California Transportation Commission worked with stakeholders to revise the program guidelines for Cycle 5 to make rural projects more competitive. This should help projects in Tuolumne County compete in the Active Transportation Program.



7.2.2 STIP

The State Transportation Improvement Program (STIP) is a five-year capital improvement program for transportation projects funded with revenues from the Transportation Investment Fund and other sources. The STIP is updated and adopted by the California Transportation Commission (CTC) every two years. The STIP programming cycle begins with the release of a fund estimate in July of odd-numbered years and adoption typical occurs in August. The fund estimate identifies the amount of new funds available for the programming of transportation projects.

7.2.3 Local

TCTC

The TCTC allocates 5% of the anticipated Local Transportation Funds each year to the Pedestrian/Bicycle Facilities LTF Reserve for future projects. Only 2% is required to be allocated for bicycle and pedestrian projects.

Trail Me About It Fund

Trail Me About It is a local grant making program designed to support small scale improvements driven by community or social service organizations. Improvements may include trail planning, construction, maintenance, interpretive signage, trail maps and brochures, amenities, and access improvements. The Fund is managed by the Sonora Area Foundation.

Board of Supervisors

The Tuolumne County Board of Supervisors recently established a new policy regarding the inclusion of bicycle and pedestrian improvements on local road projects as well as significantly enhance Standard Road.

Policy 4.B.2 of the Policy & Implementation Programs of the General Plan states that the County shall expand and improve pedestrian sidewalks and facilities with a focus on safety, connectivity, and

accessibility. This policy was adopted to implement the goal of encouraging alternate means of transportation by providing safe bicycle and pedestrian facilities within urban development boundaries.

The Board of Supervisors directed staff to incorporate multi-modal elements into the Standard Road Reconstruction Project. The Board voted unanimously to direct staff to apply for Active Transportation Program (ATP) funding and change the scope of the project to include Class II bike lanes to the planned reconstruction of Standard Road, in addition to Americans with Disabilities Act (ADA) improvements.





Tuolumne County Active Transportation Plan Stakeholder List **Title** Name **Agency Email Phone** 209-533-7401 **Tuolumne County Health Department** health@tuolumnecounty.ca.gov Darrell Slocum Sonora Area Foundation **Executive Director** darrell@sonora-area.org 209-533-2596 Kim MacFarlane **Tuolumne County Public Works Public Works Director** kmacfarlane@co.tuolumne.ca.us 209-533-5604 Tanya Sanguinetti County of Tuolumne Public Works tallen@co.tuolumne.ca.us **Engineering Manager** 209-533-5903 (Allen) Mary Rose Rutikanga City of Sonora City Administrator mrutikanga@sonoraca.com 209-532-4541 Community Development Director Rachelle Kellogg City of Sonora rkellogg@sonoraca.com 209-532-3508 Brent Carkeet Sonora Cyclery Owner sonoracyclery@mlode.com 209-532-6800 Tuolumne Band of Me Wuk dbietz@mewuk.com Dore Bietz Planner 209-928-5304 Kevin Schroder Caltrans District 10 Rural Planning kevin.schroder@dot.ca.gov 209-941-1947 Jack Becker Motherlode Bicycle Coalition **Executive Director** jckbecker@gmail.com Carl Baker Motherlode Bicycle Coalition **Board Member** carlbaker99@sbcglobal.net **Tuolumne Utilities District** Ed Pattison General Manager customersvc@tudwater.com 209-532-5536 **Tuolumne County Visitors Bureau** Lisa Mayo **Executive Director** lisa@gotuolumne.com 209-533-4420 **Dwight Follien Groveland Trail Heads** Club President dwight@grovelandtrailheads.org 831-239-5963 Tom Clawson Yosemite Chamber of Commerce President 209-962-0429 info@groveland.org **Schools** Tuolumne County Superintendent of Schools County Superintendent Cathy Parker cparker@tcsos.us 209-536-2000 John Baker Sonora Elementary School Principal/Superintendent ibaker@sesk12.org 209-532-3159 Terri Bell Curtis Creek Elementary School Principal/Superintendent tbell@ccreekmustangs.com 209-533-1083 Ext. 353 dcroy@jespanthers.org David Croy Jamestown Elementary School Principal 209-984-4058 Ext. 3150 Carla Haakma Belleview Elementary School Superintendent chaakma@mybelleview.org 209-586-5510 Ext. 323 Suzanne Mohr 209-532-0202 Columbia Elementary School Principal smohr@cusd49.com Soulsbyville Elementary School jwinfield@soulsbyvilleschool.com 209-532-1419 Ext. 3363 Jeff Winfield Superintendent



Tuolumne County Active Transportation Plan

Stakeholder List				
Name	Agency	Title	Email	Phone
Ben Howell	Summerville Elementary School	Superintendent	bhowell@sumel.org	209-928-4291 Ext. 1295
Gabe Wingo	Twain Harte Middle School	Superintendent	gwingo@twainharteschool.com	209-586-3266
Wynette Hilton	Tenaya Elementary School	Principal	whilton@bofg.org	209-962-7846 Ext. 1012
David Croy	Chinese Camp Elementary School	Principal	dcroy@jespanthers.org	209-984-5421
Lynn Zaldua	Pinecrest Elementary School	Principal	lynnzaldua@dadeschools.net	209-586-3265
Ronald Hamilton	Gold Rush Charter School	Principal	rhamilton@goldrushcs.org	209-532-9781 Ext. 324
Michael Merrill	Summerville High District Office	District Superintendent	mmerrill@summbears.net	209-928-3498
Ryan Dutton	Tioga High School	Principal	rdutton@bofg.org	209-962-4763
Adam Bailey	Sonora High School	Principal	abailey@fjuhsd.org	209-532-5511
Kenny Farrell	Summerville High School	Principal	kefarrell@dorchester2.k12.sc.us	209-928-4228 Ext. 232
		Board of Supervisors		
Sherri Brennan	District 1	Supervisor	sbrennan@co.tuolumne.ca.us	209-533-5521
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Outreach Summary

A variety of tools were used to engage the Tuolumne County community including community workshops, pop-ups, individual stakeholder communication, a project specific website, and a questionnaire.

Outreach Events List			
Туре	Date	Time	Location
Community Workshop	July 22, 2019	5:30-7:00PM	Groveland Community Hall
	July 23, 2019	5:30-7:00PM	Jamestown Community Hall
	January 9, 2020	5:30-7:00PM	Tuolumne County Senior Center, Sonora
Pop-Up Event	May 18, 2019	9:00AM- 7:00PM	"Tuolumne Relay for Life 17807 Tuolumne Rd, Tuolumne"
	June 8, 2019	8:00AM- 3:00PM	"Twain Harte Community Yard Sale Downtown Twain Harte Village"
	June 22, 2019	9:00AM- 1:00PM	"Bike Rodeo Sonora Chrysler Dodge, Sonora"
	July 13, 2019	5:00-8:00PM	"2nd Saturday Art Night In front of Union Democrat, Sonora"

Stakeholders

Stakeholders included city council members, the County board of supervisors, elementary and middle school officials, school district superintendents, prominent community members and agency staff.

Pop-Up Outreach

The project team visited popular locations and events in Tuolumne County communities to gather input by setting up a booth with educational materials, large scale maps, comment cards, and

questionnaires. This approach reached the average citizen instead of only those already aware of transportation planning efforts. The project team held a pop-up outreach booth at the Tuolumne Relay for Life, Twain Harte Community Yard Sale, Sonora Bike Rodeo, and Sonora 2nd Saturday Art Night.



Tuolumne Relay for Life

The project team held a pop-up outreach booth at the Tuolumne Relay for Life on Saturday, May 18, 2019. The event was located at Westside Pavilion in Tuolumne. The booth included large scale maps of Tuolumne County, infographics, comment cards, questionnaires, and upcoming community outreach flyers. The Relay for Life was a great venue for collecting community input from a physically active crowd. Attendants were knowledgeable of current sidewalk and bike lane conditions and used the large scale maps to identify faulty infrastructure throughout Tuolumne County.



Twain Harte Community Yard Sale

A pop-up outreach booth was held at the Twain Harte Community Yard Sale on Saturday, June 8, 2019. The booth was located along Fuller Rd, across from the Twain Harte Chamber of Commerce. Twain Harte residents identified common walking and biking routes, current barriers to mobility, and transportation needs. Four hard-copy questionnaires were completed. The project team recorded various verbal comments made by Twain Harte Community Yard Sale attendees. The comments are displayed in the table below.

Common running routes include Fuller Rd to Meadow Dr and Eproson Park.

Twain Harte has uneven, low shoulders along Hwy 108.

Wildcat Ridge Road has potholes and dirt on the road. Homeowners, mailmen, and construction trucks cannot get to the houses.

Middle Camp has poor drainage and floods constantly in the winter.

Joaquin Gully Rd needs improvements (sidewalks, bike lanes, pothole fills).

There are lots of bikers in Twain Harte, but they are interested in having more bus connections to Sonora and the lake. The bus from Twain Harte only runs two times a day.

The bus to Yosemite is a great option.

Twain Harte has a lot of distracted drivers and speeding along Hwy 108. There should be a mandatory class on driving laws. Motorcyclists aren't safe at the intersections.

The County should invest in green, energy efficient cars and buses.

Tourists and children from the Bay Area and Modesto drive into Twain Harte on Hwy 108 and stop on the road/shoulders to play in the snow. They are constantly blocking off Hwy 108 and causing traffic.

Twain Harte should invest in a bike trail along the water in Twain Harte to the lake. It will be an attraction for tourist and local businesses and get residents to drive less. A bike trail along the farm roads is perfect for farm walks.

The Tuolumne County Bike Trails website should be advertised more often. Residents and tourists don't know where to bike.

Twain Harte needs more public restrooms for people walking and biking and those not from town. Signage is only visible from the main intersection.

The intersection of Joaquin Gully Rd and Twain Harte Dr is confusing. There are many collisions because people think it's a 4-way stop. The intersection needs better signage and warning before the stop.

Mountain Misery Rd has potholes and needs improvements. The road is warped from winter rain and snow.

Twain Harte has a large active community that uses community news websites. These should be used for advertising the upcoming community workshops.

Speeding along Hwy 108, Twain Harte Dr, and Joaquin Gully Rd discourages residents from walking and biking.

There needs to be a walking dirt trail off the road from South Fork/Middle Camp to downtown Twain Harte. Residents don't walk because the roads are unsafe.

Twain Harte needs flatter bike trails away from traffic. Perhaps a river trail or wider shoulders on main roads.

A bike trail in downtown Twain Harte is needed.

Find a location for a walking trail in Tuolumne County that is a straight path and not hilly.

Downtown Twain Harte lacks connections in sidewalks and bike lanes.

A multi-use path away from the main roads is needed. I walk and bike often, but I need a designated area and route to feel safer.

Twain Harte isn't wheel chair accessible.



I don't want to walk or bike anywhere during the day because of low visibility at night. Twain Harte lacks sidewalks and lights.

The bus system from Twain Harte to Sonora is good. Connections to Tuolumne County are reliable.

There are no connections to Calaveras transit. You have to transfer. The County needs to prioritize community events and allow bus stops in Calaveras County.

There is no transit access to the Mi-Wuk area. The bus stops at Sierra.

There needs to be a trail connection to the lake.

Twain Harte needs wayfinding and maps of existing trails and bike lanes to draw in tourists and support local businesses.

The 7-11 bus stop is very reliable.

Leisure Dr, off of Hwy 108, is tore up with potholes.

Great places for a multi-use path: railroad grade, between East Ave and the cement bridge, Lyons Lake

Use Tuolumne mountain biking Facebook pages/groups when advertising community workshops.

Twain Harte Eproson Park is in the middle of improvements. It is going to include a multi-use path along the park.

Twain Harte needs more trails for community hikes and walks. Information on existing trails needs to be easier to find.

There is an unnecessary stop sign on Hess Ave in Sonora.

Tuolumne Rd in Sonora needs wider shoulders. It is currently unsafe for bikers.

The outskirts of Sonora needs better connections.

There needs to be more options for crossing Hwy 108 (Soulsbyville and Strawberry). Cyclists have to drive their car to Jamestown.

Frequently used bike trail in Twain Harte: Joaquin Gully Rd to South Fork Rd to Main Tuolumne Ditch trail

Need bike lanes between Tuolumne and Sonora (Tuolumne Rd).

Pinecrest roads are too narrow and lack shoulders. No one bikes here.

Bike trails east of Long Barn need better maintenance and visibility. There are intimidating for women to bike on.

Tuolumne County should have a loop bike route. There is no major route as of right now. This would help draw in the biking community and connect the cities.

There is a desire line along Fuller Rd. People walk here often and it floods during the winter.

The is a large ditch/pothole on the corner of Fuller Rd and Joaquin Gully Rd.

The curbs and sidewalks in Twain Harte are not ADA/accessible. There are too many sidewalk drop offs that lead into pot holes.

Bike Rodeo

A pop-up outreach booth was held at the Sonora Bike Rodeo on Saturday, June 22, 2019 at the Sonora Chrysler Dodge Jeep Ram car dealership. The event was originally scheduled for Memorial Day weekend and had to be rescheduled due to rain, resulting in lower-than-expected turnout. The health and safety Bike Rodeo was coordinated and hosted by the California Highway Patrol and the Motherlode Bicycle Coalition and included an obstacle course set up to teach Bike Rodeo participants traffic safety rules and to build confidence in young riders.

The booth was set up near the course and included hard-copy bike tally surveys, comment cards, and large-scale maps of Sonora and other communities in Tuolumne County for community members to use to locate preferred routes, areas of concerns, and to write in any other comments about the bicycle/pedestrian infrastructure in the County. The project team recorded various verbal comments made by Bike Rodeo participants as well as input submitted through the comment cards and survey/tally. The comments are displayed in the table below.



Rides their bike in Tuolumne County.

Bike routes: Tuolumne to Cherry Lake and Big Hill Rd in Columbia

The project team walked around the Bike Rodeo and conducted a bike survey. The following table shows the bike tally results.

How often do you bike?	Just starting	Daily
Where?		Work, Recreational trails, Columbia College
Why do you like biking?	Health benefits, Being outdoors, Social	Health benefits, Being outdoors
What discourages you?	Speeding/ distracted drivers, No bike lanes, Uncomfortable	Speeding/ distracted drivers
What would make you feel safer?	More bike lanes, Better lighting, Safer drivers	More bike lanes

Sonora 2nd Saturday Art Night

A pop-up outreach booth was held at the Sonora 2nd Saturday Art Night on Saturday, July 13, 2019. The event was hosted by the Sonora Chamber of Commerce and 2nd Saturday Art Night Committee. The booth was located in front of the Union Democrat on the corner of S Washington and Linoberg Streets. The centralized location resulted in a high amount of foot traffic from 5:00-8:00 pm. Two hard-copy questionnaires and one comment form were completed. The project team recorded various verbal comments made by Sonora community members. Many community members voiced their concerns with bicycle safety in Sonora and Columbia. A common theme was a need for wider shoulders, designated bike lanes, and restriping. The comments are displayed in the table below.

J-59 needs to have double yellow striping redone since it is not visible on both sides in some sections. – Tom Oarrington

Common running trails: TUD ditch, Dragoon Trail, Pinecrest, Lions Lake, Parrots Ferry trail, Duckwall Mountain

Common biking trails: Bald Mountain, Bighill, Dragoon Gulch Trail, Parrots Ferry trail, Pinecrest, Lions Lake Road

Columbia to Sonora, on Highway 49, needs safer crossings.

Mono Way, Tuolumne Road, Phoenix Lake Road, and Jamestown Road need sidewalks.

Too much car traffic on S Washington Street 24/7.

Hard to see crosswalks during rush hour. I feel uncomfortable and unsafe when crossing the street.

Sidewalks in downtown Sonora are wheel chair accessible.

Large trucks and big rigs come up and down S Washington at high speeds.



People in Sonora are proactive when it comes to pedestrian safety. Cars stop frequently and locals yell at speeding cars.

Downtown Sonora is great for walking. I live downtown and walk it every day.

Don't do anything to slow down traffic. It is fine as is. We are a large walking friendly community.

I'm visiting Sonora, but I am a cyclist. Downtown Sonora is pretty bike friendly, but Highway 108 is intimidating.

I live on Racetrack Road. It needs wider shoulders and bike lanes so people feel safer.

Sonora needs places for people to bike. Maybe a park with trails or making a map of existing trails available to the public.

Columbia Way leading into downtown Sonora: Needs wider shoulders for bikes. A biker was killed recently on an electric bike.

Speed control or traffic calming is needed from Highway 108 to S Washington Street. Cars drive in at 65 mph.

Highway 108 and 49 need wider shoulders, restriping, and better pavement.

We need connector routes to get into downtown Sonora other than the highways. There are too many dead ends and no connections in neighborhoods.

The roads only have 3-6 inch shoulders. We need wider shoulders for bikers.

Sidewalks, bike lanes, wider shoulders, and bike signage are needed on all Sonora road. Not just downtown Sonora roads.

Roads leading to Columbia need wider shoulders. Maybe a recreation path leading to the college. Students and families would be able to use it. A biker died recently heading from Sonora to Columbia.

There are many transportation projects in place, but no funding or initiative. I worked on Vision Sonora and no planned projects have happened.

We need a loop bike route for recreation.

I just bought a bike and have been wanting to bike around Sonora, but I feel unsafe doing so and I don't know where the routes are.

I don't walk or bike. The roads aren't even wide enough for cars. You have to be a defensive driver.

Common hiking trails include the Tuolumne Railroad Grade, Pinecrest, and Lions Lake. You have to drive to all of them. We need more walking paths, trails, and connections to existing trails.

Sonora schools are open to the public. You can run and bike there. We need pedestrian and bike connections to these destinations. They are incentives to be active and socialize.

My kids didn't learn to bike until they were much older. It's just unsafe to do so around here.

The north end of Highway 49 has no shoulders. My father was killed while biking on the intersection of Preston Place.



School Outreach

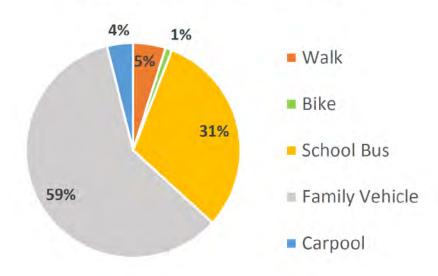
School Surveys

The project team reached out to elementary, junior high, and high schools in Tuolumne County to gather information regarding active transportation usage and needs. As part of this outreach process, the schools were provided with surveys from the National Center for Safe Routes to School (www.saferoutesinfo.org). The surveys are available in two formats: a questionnaire for parents regarding how their children travel to school, and a student travel tally sheet for teachers. The parent survey is available in English and Spanish. Teachers provided the parent surveys through students' take-home materials. Teachers also conducted the survey on student travel behavior to and from school.

Returned surveys were scanned and returned to the project team, who entered the survey responses in the online form. The Parent Survey was also made available for parents to complete online. The data was analyzed to determine school zones with high frequency of walking and biking, as well as to identify barriers and locations for potential projects.

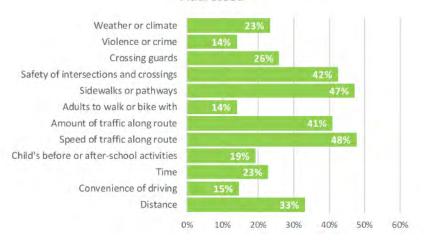
A total of 183 completed surveys were received from Sonora Elementary, Sonora High, Soulsbyville Elementary, and Twain Harte Elementary School. 52% of parents reported that their children live less than two miles from their school, but less than 1% of students ride their bikes to school. 5% of parents reported that their students walk to school. No parents reported that their children took public transportation to school or used other means such as skateboarding.

Modes of Transportation to School



The majority of respondents expressed concerns over safety of sidewalks and infrastructure as the reason they would not let their child walk or bike to school. When asked to rate the how healthy walking or biking to/from school is for their child, 68% of parents viewed it as either healthy or very healthy.

Percentage of Respondents that Would let their Child Walk or Bike to School if Problem was Addressed



School Interviews

The project team contacted the administration of public elementary and middle schools in Tuolumne County during July of 2019. The project team then interviewed available administrators by phone, asking the following questions:

- Do any students walk or bike to and from school?
- How many students walk? How many bike to school?
- Are there safe walking and biking facilities surrounding the school?
- What prevents students from walking or biking to school?
- Are there areas that need improvements such as new sidewalks, curb ramps, crosswalks, or bike lanes?
- Are there bicycle racks or other bike storage facilities? How many bikes can they fit? Are they in an easily accessible and safe location?

The project team gathered from multiple interviews that many schools are inaccessible to students who would like to walk or bike.

This is in part due to Tuolumne County's rural geography and rugged topography, where most students live many miles from their school and physically cannot reach it by walking or biking. Most students either take a school bus or are dropped off by a parent. However, pedestrian and bike access is also limited by correctible issues such as lack of safe walking and biking paths.

The superintendent of Soulsbyville Elementary School explained that approximately 8 to 12 students walk and bike to the school. Many walk from the Willow Springs neighborhood along a path on the West side of Soulsbyville Road, but there is no crosswalk at Willow Springs Road, the entry road into the subdivision. In addition to constructing a high-visibility crosswalk, the existing path needs to be maintained better. No students walk in the areas south of Soulsbyville Elementary, as there are no safe places to walk. The school has bike racks and is a safe place for students to keep their bikes.

The Executive Director of Tuolumne County's Special Education Local Plan Area (SELPA) informed the project team that many students walk to Sonora High School, but other schools in the County have only a small population of students who walk or bike. Most schools have few or no facilities for walking and biking near the school, and many students live too far to walk. Jamestown Elementary is an exception in that there are new sidewalks connecting the school to downtown and along multiple residential streets. More bike lanes, school buses, and coordination between school districts would improve access for students.

The principal of Twain Harte School expressed a concern with unsafe roadway conditions. The roads surrounding the school lack sidewalks, bike lanes, wide shoulders, school zone striping, and crosswalks. The school prefers installing a bike lane leading to the school along Manzanita Drive and Joaquin Gully Road. Bike lanes would provide ample space for students both walking and riding to school. To address unsafe crossing conditions, the school has partnered with a local organization to provide crossing guards for students to safely cross the narrow roadways.



Community Workshops

The Tuolumne County Transportation Council and project team hosted three workshops to introduce the Active Transportation Plan and solicit feedback from the community. The meetings included a presentation on the benefits of walking and biking, existing conditions and barriers to mobility, and solutions for improving opportunities to walk and bike in Tuolumne County. After the presentation, community members had the opportunity to break into small groups and interact with the planners and discuss the Plan in greater detail. Community members were given the opportunity to develop priority projects, identify concerns with existing bicycle and pedestrian infrastructure, and voice their concerns. Maps and surveys were made available at the meeting to help attendees identify specific areas throughout the project area that present a concern or opportunity for safe bicycle or pedestrian travel.

Groveland, July 22, 2019

The first Active Transportation Plan community workshop was held at the Groveland Community Hall on Monday, July 22, 2019 from 5:30 - 7:00 pm. Meeting attendants expressed a concern with pedestrian safety along SR 120. The lack of sidewalks and crosswalks encourage pedestrians to walk and cross wherever they want to. The intersection of Ferretti Road and 120 was identified as a major hazard. Pedestrians and cyclists have to cross a long distance on the blind curve.

The following projects were brought up during the community workshop:

- 1. Hetch Hetchy interpretive path.
- 2. Hetch Hetchy railroad grade.
- 3. Groveland ADA Caltrans project; striping, new high visibility crosswalk and ADA ramp, new sidewalk section, speed feedback signs.
- 4. Culvert extension and pavement widening in front of fire station

- was complete and another one in front of the hotel is coming soon. There was some indication that if shoulders or other pedestrian/bike improvements were wanted, they should be transmitted to Caltrans soon before the project design gets too far.
- 5. Left turn pocket on Ferretti Road/SR 120 east intersection. This is presumed to be removing big trees, remove "goldfine path" and is perceived as not a necessary improvement.
- 6. Trail all the way to Yosemite National Park.

Two comment cards were filled out at the meeting. The comments are displayed in the table below.

Sidewalks in Tuolumne City. Many children walk on the roads and must move quickly off the road. So dangerous.

In working with the State Transportation Commission to level the playing field between urban and rural areas, might it be possible to address the needs of the grayer older communities? Many, including Tuolumne County, are very gray counties. Tuolumne County ranks in the top 3 last time I looked. This may be a leverage point in getting a grant for the more rural areas.

Jamestown, July 23, 2019

The second community workshop was held at the Jamestown Community Hall on Tuesday, July 23, 2019 from 5:30 – 7:00 pm. Three main concerns were identified during the meeting: emergency access points, cyclist safety, and educational campaigns. Residents living in cul-de-sacs desire critical connectivity paths and emergency egress routes. Storm drain crossbars need to be installed to keep cyclists safe when riding in Jamestown. The community believes the Bike Rodeo was successful and looks forward to attending more educational campaigns that promote safe biking and walking.

The following projects came up during the community workshop:

- 1. A linked bike/ped facility between Jamestown and Sonora.
- 2. Rawhide Road is a heavily used roadway for walkers and

occasional bike riders and equestrians.

- 3. The speed limit was increased and it's very dangerous and uncomfortable now. Residents out here have nowhere to walk or ride.
- 4. Parrots Ferry and a connection to Columbia College would be a fantastic asset to the students and faculty of the College. There was an old connection that has been obstructed or abandoned that could be a possible resurrection and viable connection.
- 5. Racetrack Road needs bike and walking facilities. Lots of families using and or living on this road.
- 6. Bike racks are needed at all the schools and throughout the county.

Sonora, January 9, 2020

The third community workshop was held at the Tuolumne County Senior Center in Sonora on Thursday, January 9th from 5:30 - 7:00 PM. The meeting was originally planned to take place at the adjacent Tuolumne County Library branch. 18 community members attended the meeting, which consisted of a presentation on walking and biking benefits, safety, and projects. Maps and draft project lists were available in addition to surveys and comment. Several community members had attended prior meetings.

The public critiqued the projects presented at the meeting, voiced support and criticism for specific projects, and pointed out areas that need improvement and don't already have projects planned. One community member noted that a collision map presented in the PowerPoint did not include a fatality that occurred on Hwy 49 in 2018. Another participant discussed the need to make walking and biking safer throughout the community so that people will feel comfortable walking and biking on existing roads and facilities. He also suggested a planning study for the Sierra Railroad and Mono Way corridor from Sonora to Standard. Other comments included the need to match vehicle speeds to cyclist speed on County Road J59 on Saturdays, and the need for regional connection projects.

Community members noted their support for the following projects on the printed Draft Priority Projects List:

- Hwv 49/Shaws Pedestrian/Bicycle Flat Intersection Improvements
- Stockton Street Improvements
- Sonora to Columbia Regional Trail
- Sierra Railroad Trail
- Melones Water Line Trail Improvement Project

Community members noted their support for the following projects on the printed Draft Priority Projects Maps:

Fairgrounds Entrance Intersection Enhancement

Community members found the following projects to be unnecessary or overly ambitious in the form presented:

- Phoenix Lake Road Improvements
- Old Wards Ferry Rd Complete Streets.

A full list of comments:

Location	Comment
Howser Lane	Howser Lane - back entrance to college (fire road) Have a barricaded bike GATE? Almost impossible to get over it. BUT EASY fix.
Columbia	Two small trail segments (purple) would open up these residential areas to walking/biking to school and shopping. Currently the Parrotts Ferry / Horseshoe Springfield Bennett Airport loop is 5 miles and used as a mostly safe walking/biking loop. These segments would help walkers / bikers keep off Springfield and Parrott's Ferry - PLUS all on County property (airport).
Jamestown Road	Shoulder widening sharrows
Shaws Flat Road	Passing area possible with recent construction on water lines
Parrott's Ferry Road	Yes! Connect [Parrott's Ferry Bikeway to Sonora to Columbia Regional Trail]
Sawmill Flat Road	Shoulder improve?
	Google Maps trail?
East Sonora	Planning Study Mono Way / Sierra RR
Old Wards Ferry Rd	Why? Mtn Springs Mitigation
Phoenix Lake Rd, Hess Ave	Hess to Phx Lake Bergel Rd Connection

SR 108 E of Mono Way	Narrow section no shoulder
Pine Mountain Lake	Private?
Joaquin Gully	No safe ped [N of downtown Twain Harte]
Snell Street	Speeding
Snell Street x Bonanza Rd	Ped issue
49 / Shaws Flat / Columbia / School St	Hazardous Intersection, Elkins is dangerous
Fairgrounds Intersection	(circled)
S Washington x Gold St	Ped issue
S Washington x Lytton St	Ped issue
Restano Way at Washington and Stewart	Change to no right on red
S Washington St at Restano Way	Make a crosswalk here too (it takes too long time to cross here)
Stewart and S Washington	Sonora Bikeway should include Washington St too! Add sharrows or Bikes May Use Full Lane signage
Sierra RR in East Sonora	(line drawn approximately along route from hospital to eastern edge of map. Section by Timberhills and Walmart circled.)
SR 108 East Sonora	Need connectivity to Law and Justice, new Courthouse





Two comment cards were filled out at the meeting. The comments are displayed in the table below:

Phoenix Lake Rd Improvement is not feasible past lake or Country Club estates.

Old Wards Ferry Rd Complete Streets: ADT is not high enough to warrant complete streets. Maybe signs? "Share the Road". Developer wants it for planned community to the south.

- 1. Eliminate 85th percentile speed limit determination.
- 2. Limit max speed limit to 25 mph when pedestrians + cars share roadways.
- 3. More zebra crosswalks + put speed bumps on streets with known speeding problems / parking lots.
- 4. More traffic enforcement in heavy pedestrian areas.
- 5. More PSAs on how to dress as pedestrian especially at night no black pants shirts and hoodies.
- 6. "Daylight" intersections by replacing on-street parking with open spaces and visibility.
- 7. Pedestrian priority intersection crossings Washington/ Stockton Rd + all traffic stopped + all pedestrians cross at some (same?) time.
- 8. Restano / Mono / Washington make all no right turn on red.
- 9. Fix the sidewalks.
- 10. Repaint striping most fine in Sonora.
- 11. Crosswalk Stockton Rd @ fairgrounds. Limited visibility on north side – can't see from east – uphill + curve (2 fatalities there).

Online Engagement

Questionnaire

A questionnaire was developed to facilitate participation and gather community input. The questionnaire presented questions intended to gauge the community's travel behavior and provide a space for specific input, such as areas in need of walking and biking improvements. The questionnaire was made available online through SurveyMonkey and presented in paper format for community meetings and pop-ups.

Website

A project website was created to display project information, community workshop notifications, agency information, documents, a feedback form, and a link to the online questionnaire. The website contained a direct feedback form as well as links to project information and other means of submitting feedback, including social media handles and meeting information.



The Tuolumne County Active Transportation Plan A PLANT OF THE REAL PROPERTY OF THE PROPERTY AND ADDRESS OF THE PARTY OF THE PARTY

Social Media

The project team developed an online presence by creating the Tuolumne County Active Transportation Plan Facebook page. The project-specific Facebook page distributed project information online, engaged community members, provided plan development information, and advertised upcoming community meetings. Posts included upcoming community meeting flyers, links to surveys, links to the project website, conceptual design examples, and links to articles on the benefits of active transportation.

Existing Tuolumne County Facebook groups and pages were utilized when possible for reposting meeting fliers and survey links.

Community Input Summary

183 questionnaires were completed and 111 responses were completed through comment cards and other printed materials. Respondents desire safer crossings, wider shoulders, bike lanes, and sidewalks. The most common comment topics are displayed in the table below.

Tuolumne ATP Community Input

Source	Responses
Survey Monkey	183

Common comments:

Safer crossings, wider shoulders, bike lanes, sidewalks:

- 1. Hwy 49: Sonora to Columbia
- 2. Sonora: Washington St, Greenley Rd, Mono Way
- 3. Groveland: Hwy 120/Main St, Ferretti Rd

Comment Cards / Other	111
Comments	

Common comments:

- 1. Twain Harte downtown improvements: ADA improvements, multi-use trail to Middle Camp/S Fork
- 2. Regional: Sonora to Columbia Regional Trail
- 3. Sonora: Tuolumne Road wider shoulders, Washington Street safer crossings

Tuolumne ATP Comments		
SurveyMonkey		
Where do you walk, hike, jog and/or run?		
Location	Quantity	
Sonora		
Dragoon Gulch	47	
Washington Street - Downtown	36	
Lyons Bald Mountain Road	5	
Sonora High School	5	
Indigeny Reserve	4	
Tuolumne City		
Westside Trail	19	
Main Tuolumne Ditch Trail	7	
National Parks		
Stanislaus National Forest	12	
Yosemite National Park	5	
Twain Harte		
TUD Ditch	12	
Downtown	3	
East Sonora		
Highway 108 Trails	12	
Pinecrest	9	
Pine Mountain Lake	9	
Jamestown		
Red Hills	8	
Table Mountain Road	5	
Columbia		
Columbia College	8	
Columbia State Park	6	
High Country	7	
Groveland		
Main Street/Highway 120	6	



Big Creek Shaft Trail	4	
Which challenges discourage you from walking?		
Missing sidewalks/ lack of shoulders	137	
Speeding	102	
Too dangerous to do so because of traffic	91	
Aggressive Driving	86	
Lack of nearby trails	82	
Missing crosswalks/ Unsafe intersections	77	
Distracted Driving	74	
Where do you ride a bicycle?		
Location	Quantity	
Mi-Wuk Village		
Lyons Resevoir/Dam	15	
Tuolumne City		
Westside Trail	8	
National Parks		
Yosemite National Park	6	
Sonora		
Washington Street - Downtown	6	
Columbia	5	
Twain Harte		
Downtown	3	
Sugar Pine Trail	3	
TUD Ditch	3	
Groveland		
Main Street/Highway 120	3	
Pinecrest	5	
Which challenges discourage you from biking?		
Missing bike lanes/lack of shoulders	124	
Speeding	83	

Aggressive Driving	81
Distracted Driving	77
Lack of nearby trails to ride on	73
Unsafe crossings and intersections	59
I would consider riding my bike	more if
there were bike lanes on roads	121
there were wider shoulders on roads	108
there were more paved trails	107
there was a separation between me and the vehicles	97
there were more dirt trails	72
Where do there need to be safe	r street or highway crossings?
Location	Quantity
Sonora	
Washington Street - Downtown	11
Sonora to Columbia/Columbia Community College	7
Highway 108/S Washingtion Street	6
W Stockton Street/Mother Lode Fairgrounds Gate	6
Sanguinetti Road	5
Highway 108/Lime Kiln Road	4
W Stockton Street	4
Highway 49/W School Street or Sonora High School	4
Groveland	
Highway 120/Ferretti Road	5
Highway 120/Main Street	5
Pine Mountain Drive	4
Jamestown	
Highway 49/Rawhide Road	4

Where do there need to be wider shoulders and bike lanes?		
Location	Quantity	
Sonora		
Highway 49: Sonora to Columbia/ Columbia Community College	18	
Washington Street - Downtown	9	
Highway 108: Sonora to Jamestown	7	
Phoenix Lake Road	5	
Tuolumne Road - Sonora to Tuolumne	6	
Greenley Road	4	
Mono Way	4	
Groveland		
Ferretti Road	7	
Highway 120/Main Street	5	
Pine Mountain Lake	5	



School Outreach

School Interviews

Tuolumne County Active Transportation Plan

School Outreach Questions
School Outreach Questions

Do any students walk or bike to and from school?

Of Course. Galrag South 15 treacherans. County Wallow Sperrage Subdavision North.

How many students walk? How many bike to school?

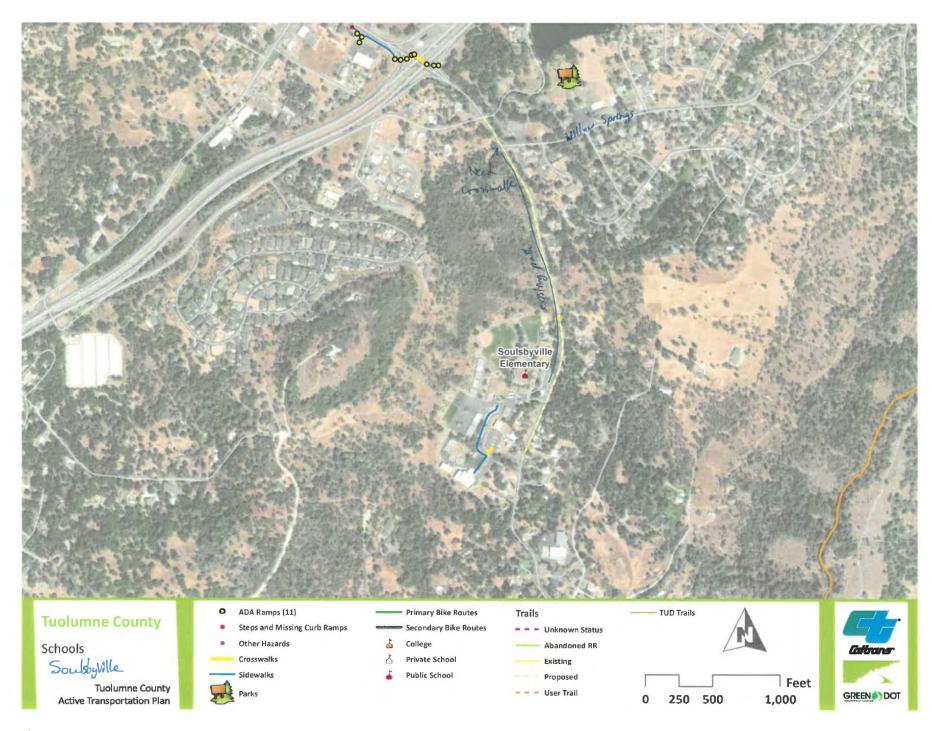
Many parents brive. Good boxs system

Are there safe walking and biking facilities surrounding the school?

What prevents students from walking or biking to school?

Are there areas that need improvements such as new sidewalks, curb ramps, crosswalks, or bike lanes?

Are there bicycle racks or other bike storage facilities? How many bikes can they fit? Are they in an easily accessible and safe location



different schools throughout county, start to solvers **Tuolumne County Active Transportation Plan** at a SELPA Sentas Courch: Provides

School Outreach Questions

population of stud probably School - large Do any students walk or bike to and from school? walk Some Sonora

How many students walk? How many bike to school?

Farestour Are there safe walking and biking facilities surrounding the school?

Maybe Not really.

School. Pox rats What prevents students from walking or biking to school? Distance.

Are there areas that need improvements such as new sidewalks, curb ramps, crosswalks, or bike lanes? NA SA

lanes, but crowdh School buses No coordination Zot bila Ken

Are there bicycle racks or other bike storage facilities? How many bikes can they fit? Are they in an easily accessible and safe location 000 THIK



Re: Tuolumne County Active Transportation Plan - School Coordination

1 message

Gabe Wingo <gwingo@twainharteschool.com>
To: Bryce Goldstein

Spryce@greendottransportation.com>

Wed, Aug 7, 2019 at 3:25 PM

Sorry I missed you. I had a parent come in unexpectedly to deal with a sensitive situation. I have answered your questions in red below.

Thanks

Gabe Wingo Principal Twain Harte School 586-3266

On Wed, Aug 7, 2019 at 2:46 PM Bryce Goldstein bryce@greendottransportation.com wrote:

Hello again,

I called but I seem to have missed you. Feel free to call me back this afternoon if you have time. Or, if it's more convenient for you to just answer by email, here are the basic questions we've been asking school administration:

- . Do any students walk or bike to and from school? Yes
- How many students walk? 10-15 How many bike to school? 3-5
- Are there safe walking and biking facilities surrounding the school? No, the shoulders on the roads are very
 narrow making it difficult for our students to walk or ride their bikes to school safely. We have
 partnered with a community organization to provide crossing guards for our students to safely cross the
 roads.
- Are there areas that need improvements such as new sidewalks, curb ramps, crosswalks, or bike lanes? We
 also, until recently, have had limited crosswalk and school zone striping on the roads. The county roads
 department has recently been working to remedy this situation but there is still work to do. There are
 only sidewalks in the downtown area and the majority of our students who walk live on the other side of
 town. There are no bike lanes leading to our school and it would be a great assett to our school if there
 were as it would provide ample space for our students to ride or walk to school.
- Are there bicycle racks or other bike storage facilities? How many bikes can they fit? Are they in an easily
 accessible and safe location? Yes we have racks available for up to 15 bicycles. They are located in front
 of the school near the entrance.



School Surveys

Parent Survey About Walking and Biking to School



About the Survey

The Tuolumne County Transportation Council is developing an Active Transportation Plan. The Plan supports efforts to increase walking, bicycling, and access to public transit.

The Parent Survey About Walking and Biking to School is being distributed to schoolchildren parents in order to collect pertinent data on schoolchildren travel patterns. The information collected will help improve pedestrian and bicycle facilities to meet the needs of schoolchildren walking and biking to school.

Help us make safer routes to school in Tuolumne County by taking the attached survey. Please

have your child return the survey to his/her teacher. If you prefer to take the survey online, visit our website:

www.ActiveTuolumneCounty.com

Benefits of Walking and Biking







PREVENT Diabetes Heart disease Arthritis Obesity Cancer

INCREASE

Social interaction Tension Energy level Muscle tone Anxiety Endurance Flexibility Emissions

REDUCE

Body fat levels Depression

Upcoming Events

National Walk to School Day October 2, 2019

National Bike Month May 2020

National Bike to School Day May 6, 2020



www.ActiveTuolumneCounty.com Tyler Summersett 209-533-5603 tsummersett@co.tuolumne.ca.us

Parent Survey

TUOLUMNE ACTIVE TRANSPORTATION **PARENT SURVEY**

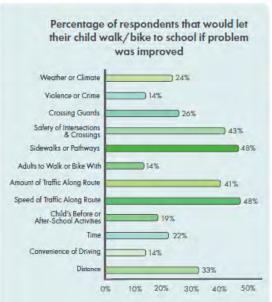
The Tuolumne County Transportation Council is developing an Active Transportation Plan. The Plan supports efforts to increase walking, bicycling, and access to public transit. The Parent Survey About Walking and Biking to School was distributed to schoolchildren parents in order to collect pertinent data on schoolchildren travel patterns. The information collected will help improve pedestrian and bicycle facilities to meet the needs of schoolchildren walking and biking to school.

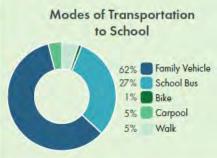
Sonora High Soulsbyville Elementary

Twain Harte Elementary













TCTC 2 S. Green Street

Sonora, CA 95370

Or by e-mail:: tsummersett@co.tuolumne.ca.us

Return to:





Community Outreach Materials

TUOLUMNE COUNTY Active Transportation Plan



MONDAY, JULY 22, 2019 • 5:30 pm - 7:00 pm

Groveland Community Hall 18720 Main St, Groveland, CA











TUOLUMNE COUNTY Active Transportation Plan



COMMUNITYWORKSHOP

TUESDAY, JULY 23, 2019 • 5:30 pm - 7:00 pm

Jamestown Community Hall

18250 Main St, Jamestown, CA











☐ A few times a year ☐ I do not ride a bicycle

Tuolumne County Active Transportation Plan

. Which general area do you live in or travel from most often?	Approximately how often do you walk in Tuolumne County (Including recreational or utilitarian trips)?
☐ Sonora ☐ Jamestown ☐ Twain Harte ☐ Groveland ☐ Tuolumne ☐ Columbia ☐ East Sonora ☐ Elsewhere in Tuolumne County	☐ 7 days a week ☐ 5-6 days a week ☐ 3-4 days a week ☐ 1-2 days a week ☐ A few times a month ☐ A few times a year ☐ I do not go for walks
☐ I don't live in Tuolumne County	6. How far do you commute to work, school or other frequent destinations? Less than 1 mile
2. How often do you drive a vehicle, on average?	☐ 1-2 miles ☐ 2-5 miles
☐ 7 days a week ☐ 5-6 days a week ☐ 3-4 days a week ☐ 1-2 days a week ☐ A few times a month ☐ A few times a year	6-15 miles 16-30 miles 30-50 miles 50-99 miles 100+ miles
☐ I do not drive 3. Approximately how often do you use public transit in Tuolumne County?	7. If you have school-aged children, how far do they commute to school?
7 days a week 5-6 days a week 1-2 days a week A few times a month A few times a year Ido not take public transit in Tuolumne County	I do not have school-aged children living in my house hold Less than 1 mile 1-2 miles 2-5 miles 6-15 miles 16-30 miles 30-50 miles 50-99 miles
4. Approximately how often do you ride a bicycle in Tuolumne County (Including recreational or utilitarian trips)? 7 days a week 5-6 days a week 3-4 days a week 1-2 days a week A few times a month	100+ miles Where do you walk, hike, jog and/or run for recreation or transportation?

COUNTY OF TUOLUMNE Active Transportation Plan



The Tuolumne County Active Transportation Plan serves as the planning blueprint to guide active transportation investments in Tuolumne County. The ATP supports efforts to increase walking, bicycling and access to public transit. During the project process, community input will be collected through a variety of methods such as public meetings, event pop-ups, informational interviews and a questionnaire. The final product will be concept designs of bicycle and pedestrian projects and an implementation plan to move the projects forward.

> For more information, visit us at www.activetuolumnecounty.com



Do you walk, bike or ride transit in **Tuolumne County?**

Your input is needed!

Attend an Upcoming Community Workshop

MONDAY, JULY 22

TUESDAY, JULY 23

5:30 - 7:00 pm

Groveland Community Hall 18720 Main Street Groveland, CA

5:30 - 7:00 pm

Jamestown Community Hall 18250 Main Street Jamestown, CA

Visit our website and take our Questionnaire

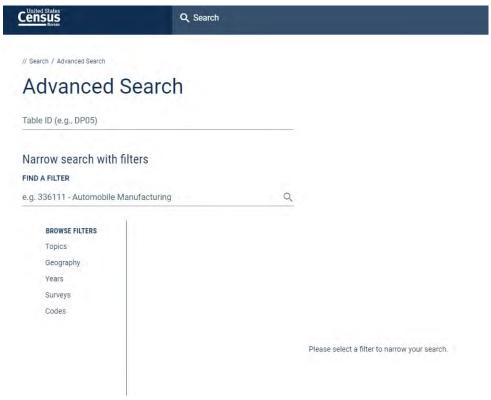
www.ActiveTuolumneCounty.com



Existing Conditions Data Update Guide

Guide to Updating Census Data for Existing Conditions Tables

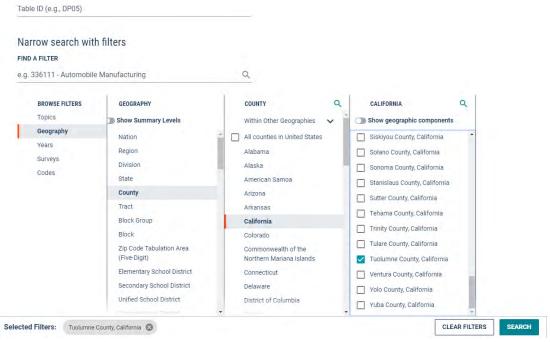
- 1. Go to https://data.census.gov/cedsci/
- 2. Select "Advanced Search" under the homepage search bar. The page you are brought to should look like the screenshot below.



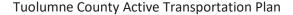
3. Select the Geography Filter > County > California > Tuolumne County



Existing Conditions Data Update Guide

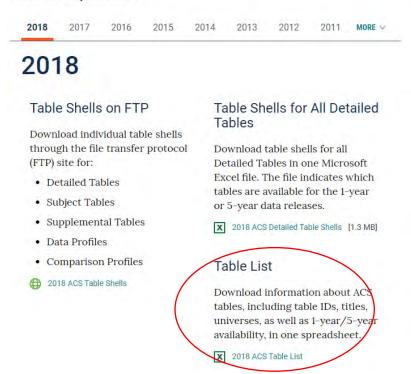


- 4. Visit the link, https://www.census.gov/programs-surveys/acs/technical-documentation/table-shells.html
- 5. Select the desired year, then download "[YEAR] ACS Table List"



Existing Conditions Data Update Guide

New for 2018--The ACS table list contains columns with the table IDs, table titles, table universes, and 1-year/5-year availability for all Detailed Tables, Supplemental Estimate Tables, Comparison Profiles, Data Profiles, and Subject Tables in one spreadsheet.

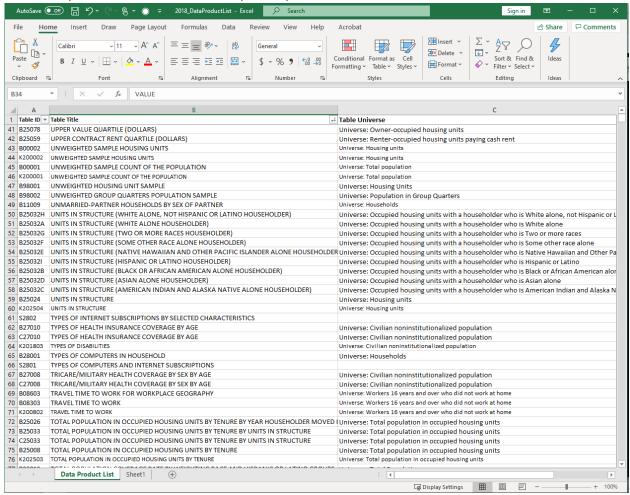


This list contains the table number of every single dataset the census has available for that year. The example provided in this document will be that dataset used to create Figure 2.8 "Poverty" in the ATP document.



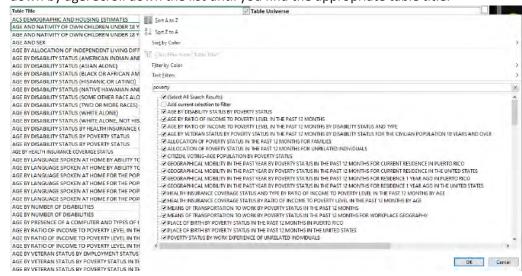
Existing Conditions Data Update Guide

6. Once the spreadsheet download is complete, open the file. Select all the data & click "filter".



Existing Conditions Data Update Guide

7. In "Table Title" header, search in the filter for the desired table. There will be multiple tables, very similar in title, so make sure the table is the right one before proceeding. As the screenshot below shows, there are several tables for poverty. The table we want is broken down by age. Scroll down the list until you find the appropriate table title.

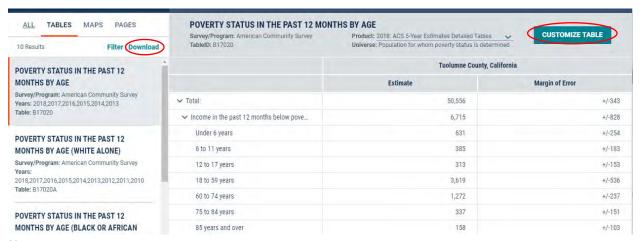


8. Once you have found the desired table, record the Table Title & Table ID listed



- 9. Return to your Census search webpage from step 3
- 10. Underneath the "Advanced Search" type in the Table ID of the desired dataset, then select search.
 - a. Make sure your geography filter is still set to Tuolumne County
- 11. The dataset will be the first table listed in the results, if you have the correct table ID. Click on the table title to bring you to the download page.
- 12. Click the download button to download the excel file. There is also the "Customize Table" option on this page, which allows you to change/add years & geographies without restarting your search.

Existing Conditions Data Update Guide



Notes:

The purpose of steps 4-8 is to simplify the process of searching for specific tables, but is not absolutely needed. The new Census search engine implemented in 2020 is still in development and has not been perfected at the time of writing the instructions. You can search by title/topic in their search bar, but will take longer to search through results for the exact table, leading to potential error in dataset selection. By looking up the dataset by Table ID, it guarantees an exact match without having to sift through pages of results.





City of Sonora Active Transportation Projects								
Project Number	Location	State Highway	Extents	Title	Project Type	Description		
			City of	Sonora Priority	Projects			
ATP-Sonora01	Woods Creek, Bonanza Rd, Snell St, School St	Yes	SR 49 x Woods Creek Park Dr to School St x SR 49	Dragoon Gulch Connector Trail	Multi-Use	Construct a new pedestrian and bicycle path that connects Dragoon Gulch Trail with Sonora High, Sonora Community Estates, Downtown Sonora, and the Fairgrounds. This trail would follow Woods Creek/Bonanza Road/Snell Street, and School Street from the intersection of SR 49/Woods Creek Park Drive to Intersection of School Street/SR 49. This project is a segment of the SR 49 Congested Corridor Study.		
ATP-Sonora02	Washington Street and Stewart Street	Yes	Snell St to Church St	Sonora Historic Downtown Core	Multi-Use	Improve the Washington Street streetscape and non-motorized facilities, and create a bikeway along Stewart Street. Improve crossings, signage, and other pedestrian facilities on Washington Street. Create an on-street class III bike route by placing bike route signs and/or sharrows on Stewart Street and connecting streets. Connect route to Stockton Street to the west, Restano Way to the south, and Columbia Way to the north. Install bicycle racks within downtown Sonora		
ATP-Sonora03	Stockton Street	Yes	Fairgrounds to Green St	Stockton Street Improvements	Multi-Use	Build a multi-use trail from the Fairgrounds to downtown, along the east side of Stockton Street from Fairgrounds entrance to Green Street where the sidewalk begins.		
ATP-Sonora04	Intersection of Hwy 49, Shaws Flat Rd, Columbia Way, School St	Yes		Hwy 49/Shaws Flat Intersection Pedestrian/Bicycle Improvements	Multi-Use	Construct improvements to improve pedestrian/bicycle safety at the Hwy 49, Shaws Flat Rd., Columbia Way and School St. intersection.		
ATP-Sonora05	Mono Way	No	Mono Way from Sanguinetti Rd to SR 108	Mono Way Pedestrian Improvements	Pedestrian	Construct sidewalks and safe crosswalks on Mono Way, connecting existing sidewalks. Construct pedestrian entrances to Crossroads shopping center, Junction shopping center, Timberhills shopping center. Install crosswalk with ramps across Mono Way from Timberhills shopping center. Install or re-stripe crosswalks at Mono Way/SR 108 interchange, Sanguinetti Road/Loop, Tuolumne Road/Mono Way. Construct crosswalk islands at intersection of Sanguinetti Rd and Mono Way.		
ATP-Sonora06	Sonora	No	1.7 miles / 9000 feet	Sierra RR Trail - Sonora Section	Multi-Use	Construct a regional pedestrian and bicycle path from South Washington St. to Sanguinetti Rd in Sonora.		
ATP-Sonora07	S Washington Street	No	Restano Way to Hwy 108	South Washington Street Pedestrian & Bicycle Improvements	Multi-Use	Install pedestrian/bicycle path or sidewalks along both sides of S. Washington Street from Restano Way to Hwy. 108.		

TCTC

City of Sonora







City of Sonora Active Transportation Projects									
Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year				
		City of Sonora P	riority Projects						
2016 RTP, Dragoon Gulch Connector Trail Feasibility Study	\$1,250,000	2016	ATP Ready	ТСТС					
Vision Sonora, Questionnaire	TBD	ATP Ready	ATP Ready	Community					
Vision Sonora	\$2,677,130	2013	Tier 1	ТСТС					
City of Sonora	TBD		Tier 1	City of Sonora					
Questionnaire, 2005 Bike & Trails Plan	TBD		Tier 1	Community					

Tier 1

Tier 2

2005 Bike & Trails Plan, ATP Key

Projects List, 2016 RTP, Sonora 2020 General Plan

City of Sonora

\$2,165,000

TBD

2016

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-Sonora08	Shaws Flat Rd	No	Sonora High School to Roble Rd	Shaws Flat Road Pedestrian & Bicycle Improvements	Multi-Use	Improve and enhance pedestrian/bicycle facilities along Shaws flat Rd. within the Sonora City Limits.
ATP-Sonora09	Stewart Street		School St to Mono Way	Sonora Bikeway	Bikeway	Create an on-street class III bike route through Downtown Sonora using Stewart Street or Washington Street. Bike routes established by placing bike route signs and sharrows. Connect route to Stockton Street to the west, Mono Way and Restano Way to the south, and Columbia Way to the north. Install bicycle racks within downtown Sonora.
ATP-Sonora10	Washington Street		Snell St to Church St	Washington Street Historic Downtown Core	Pedestrian	Improve the Washington Street streetscape and non-motorized facilities. Add corner and mid-block pop-outs, additional crosswalk markings, pedestrian-scaled street lighting.
ATP-Sonora11	Stockton Street		Intersection with S Forest, Woods Creek, Southgate	Fairgrounds Entrance Intersection Enhancement	Pedestrian	Create a mini-park around the Shay Engine #3. Stripe pedestrian crossings across S. Forest, Woods Creek, and Southgate. Install a high visibility crosswalk across Stockton with pedestrian activated flashing beacons. Install a pedestrian walkway along Woods Creek Drive.
			City of So	onora Non-Priori	ty Projects	
ATP-Sonora12	Downtown Sonora			Red Church Pedestrian and Traffic Improvement Project		Improve the Snell & Washington intersection by creating a mini-park and improving pedestrian crossings. Narrow SR 49 to reduce vehicle speed and decrease pedestrian crossing distance.
ATP-Sonora13	Stewart Street and Church Street			Bus Transfer Station		Construct a bus transfer facility in the northeast corner of the Stewart Street and Church Street intersection.
ATP-Sonora14	S Washington Street			South Washington Gateway		Install entry signage/artwork on railroad bridge; Enhance streetscape and pedestrian environment north from SR 108 to Hospital Rd.
ATP-Sonora15	S Washington Street			Washington Street and Hospital Road		Enhance the streetscape at the Washington Street & Hospital Road intersection.
ATP-Sonora16	S Washington Street			South Washington Street Corridor		Enhance the streetscape and pedestrian environment from Hospital Road north to June Street.
ATP-Sonora17	Washington St and Church St			Washington and Church Mini Park		Provide a mini-park with pedestrian amenities north of Church St. Widen the pedestrian zone on the east side of Washington Street north of Church Street to create a better alignment with the southeast corner of the intersection and provide space for street trees, street lights, and pedestrian amenities such as an information kiosk, public art, benches, and a waste receptacle.



Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
City of Sonora	TBD		Tier 2	City of Sonora	
Vision Sonora, Questionnaire, City of Sonora	TBD		Tier 1	Community	
Vision Sonora	\$188,195	2013	Tier 1	Community	
Vision Sonora	\$451,908	2013	Tier 2	Community	
		City of Sonora Non	-Priority Projects		
Vision Sonora	\$395,608	2013			2020
Vision Sonora	\$1,139,315	2013			2020
Vision Sonora	\$119,182	2013			
Vision Sonora	\$231,829	2013			
Vision Sonora	\$1,984,177	2013			
Vision Sonora	\$510,128	2013			

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-Sonora18	Stockton Street			Stockton Street — West Gateway Corridor (Jackson Street to Green Street)		Improve the pedestrian experience and aesthetics along Stockton Street to the downtown approach. Install sidewalk, landscaped parkways, trees, and lighting.
ATP-Sonora19	Downtown Sonora			Intersection of Washington St and Stockton St		Improve the pedestrian environment and sense of arrival through improvements around the intersection of Stockton Street and South Washington. Widen sidewalks and create diagonal parking. Improve trail access by striping pedestrian crossings. Install street trees. Improve the Stockton & Washington intersection by installing curb extensions and improving landscaping.
ATP-Sonora20	Downtown Sonora			Stewart Street Historic Downtown Core Pedestrian Improvements		Make phased pedestrian improvements on Stewart Street. Install wider sidewalks, street trees, street lights, curb extensions, crosswalks.
ATP-Sonora21	Downtown Sonora			Linoberg Paseo		Construct new pedestrian and bicycle access onlyImprovements on Linoberg Street between North Washington (SR 49) & Steward St.
ATP-Sonora22	Stockton Street			"Stockton Street West Gateway Corridor Entry Enhancement"		Improve the entry experience from SR 108 by enhancing aesthetics of the SR 108 underpass and the commercial corridor south and west of the fairgrounds. Install sidewalks and a landscaped parkway along the fairgrounds.
ATP-Sonora23				North Washington - North Gateway Corridor (City Boundary to Shaws Flat)		Improve aesthetics at North Gateway, improve pedestrian environment on SR-49 near Sonora High School, improve Shaws Flat & School Street intersection
ATP-Sonora24	Downtown Sonora			Historic Downtown Core (Stewart Street) Plaza		Create a public plaza between Stewart and Shepherd Streets with additional shops, tuckunder parking, and a parking structure. Enhance restroom access. Daylight Sonora Creek to create a small park. Widen Bradford Street.
ATP-Sonora25	Downtown Sonora			Stewart and Theall Convertible Streets		Make segments of Stewart and Theall Streets into convertible streets using removable bollards and decorative pavement.
ATP-Sonora26	Downtown Sonora			Coffill Park Improvements		Improve the appeal and usability of the park by creating a three-level park space.
ATP-Sonora27	Sonora			Transit Stop Relocation and Improvement		Relocate transit stops as needed. Install signage at transit stops. Install bus shelters and waiting area improvements.
ATP-Sonora28	Sonora			SR 49 - Stockton Rd Complete Streets Project		Construct new sidewalks and add pedestrian and bicycle path improvements that help connect Downtown Sonora with the Motherlode Fairgrounds.

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Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
Vision Sonora	\$909,833	2013			
Vision Sonora	\$754,394	2013			
Vision Sonora	\$219,845	2013			
Vision Sonora, 2016 RTP	\$251,865	2013			
Vision Sonora					
Vision Sonora					
Vision Sonora					
Vision Sonora					
Vision Sonora					
Vision Sonora					
2016 RTP	\$3,570,000	2016		16-2	5

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-Sonora29	Sonora			Snell Road Sidewalk Improvements		Construct sidewalk improvements along the Snell Rd from Racetrack Road to east of School Street.
ATP-Sonora30	Sonora		1.4 miles / 7200 feet	Sonora Creek Trail		Along Sonora Creek (detours at some points are anticipated) from Greenley Road to the confluence of Sonora Creek with Woods Creek. Includes recommendations for re-exposure of some portions of the creek. 7,200 feet (1.4 miles)
ATP-Sonora31			0.6 mile / 3000 feet	Shaws Flat Ditch Trail		Approximately 3,000 feet (.6 mile) from the TUD facility on Assessor's Parcel 44-140-08 north/northeastward to the northern city limits, then through the United States Bureau of Land Management parcel 44-020-21 (adjacent to the city limits) and along that portion of the ditch to a terminus in the vicinity of 44-020-04.
ATP-Sonora32				Trail Staging Areas		Parking and access sites for trail system (Woods Creek, Sonora Creek, Dragoon Gulch, Shaw's Flat Ditch, Sierra RR, Campo Seco, Bald Mountain,)
ATP-Sonora33			0.7 +			"Woods Creek DrBonanza. Provide striping for bicycle and pedestrian facilities from Stockton Road's intersection with Woods Creek Drive, across Woods Creek and onto Bonanza Road. This route should continue along Bonanza to its intersection with proposed facilities at Snell."
ATP-Sonora34	"(Completed except for final connection to downtown)"		0.8 +			"Sunrise Hills/Cabezut Extension. Connect Greenley Basin with downtown Sonora. Bicycle/pedestrian facilities shall be constructed along the interior roadways, including the Cabezut extension (Morningstar Drive), through the Sunrise Hills Subdivision by the developer. A preferred route from the terminus of the Cabezut extension's intersection with Barretta should be constructed to connect Barretta with, preferably, Stewart St. The preferred route for this addition is to connect Barretta with Shepherd and then to Stewart along Theall."
ATP-Sonora35			0.5 +			"Stockton Road. Widen shoulders along Stockton Road from the entrance to the fairgrounds to Washington Street."
ATP-Sonora36			0.8)			"Shaw's Flat Road/ School Street. Connect Banner/Elk Dr. subdivision with downtown Sonora and Sonora High School. Provide bicycle and pedestrian facilities from the Banner/Elk Drive intersection with Shaw's Flat Road and along Shaw's Flat to School St. and intersecting with facilities on Bonanza and Snell. Shoulders should be widened and facilities should use an asphaltic curb to separate heavy traffic areas from non-motorized facilities."

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
2016 RTP	\$1,200,000	2016		16-2	5
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-Sonora37			2.0±	"Woods Creek Trail (See General Plan 2020 Appendix 12E)"		(See Regional Transportation Plan) Woods Creek from the southwestern corner of the High School to Woods Creek Park at the west end of the By-pass. Approximately 10,800 linear feet.
ATP-Sonora38			35.0±	"S-1 Dragoon Gulch Park & Trail"		"Assessor's Parcel Numbers: 34-090-07 (10.0 acs), 34-100-04 (10.0 acs), 001-120-25 (15 acs) [35 acres total size; 0.5 mile trail proposed with interpretive sites]"
ATP-Sonora39			1.4±	"S-2 Sonora Creek Trail"		Along Sonora Creek (detours at some points are anticipated) from Greenley Road to the confluence of Sonora Creek with Woods Creek. Includes recommendations for re-exposure of some portions of the creek. Approximately 7,200 feet.
ATP-Sonora40			0.6±	"S-3 Shaw=s Flat Ditch Trail and Staging Park"		From the TUD water treatment facility on Bald Mountain Road approximately 0.6± mile east to the City limits. A staging area in the vicinity to the intersection of Greenley Road and Lyons Bald Mountain to Shaw=s Flat Ditch should be considered in final design.
ATP-Sonora41			1.7 ±	"S-4 Sierra Railroad Trail"		Trail along the Sierra Railroad. Length indicates only that portion of the trail within the City Limits. It is anticipated that the trail will continue both east and west of the City Limits.
ATP-Sonora42				"Trail Staging Areas (See General Plan 2020, Appendix 12A)"		Parking and access sites for trail system (Woods Creek, Sonora Creek, Dragoon Gulch, Shaw's Flat Ditch, Sierra RR, Campo Seco, Bald Mountain)
ATP-Sonora43			0.8±	"O. Morningstar"		"(See Regional Transportation Plan, Sunrise Hills). Along Morningstar Drive from Barretta Street to Greenley Road. Connections from Barretta to Downtown Sonora should be added."
ATP-Sonora44			1.8±	"13. Racetrack Road"		See Regional Transportation Plan
ATP-Sonora45			0.8±	"Q. Shaw's Flat Road"		See Regional Transportation Plan
ATP-Sonora46			1.1±	"9. Greenley Road"		See Regional Transportation Plan (project nearly complete)
ATP-Sonora47			0.8±	"S-5 Lyon's Street"		Lyon's from Stewart to Greenley Road
ATP-Sonora48			Undetermined	"Jamestown Road (not mapped)"		"Reconstruct Jamestown/Shaws Flat Road from S.R. 49 to S.R. 108/49 to allow increased traffic flow west of Sonora (Western Bypass)"
ATP-Sonora49			Undetermined	"S.R. 49 (not mapped)"		"Along S.R. 49 from the northern City Limits to the connection with the North/South Connector, if that facility is integrated with S.R. 49"

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
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Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-Sonora50			0.7±	"S-6 Ponderosa Drive Extension to Gibbs Estates"		Ponderosa Drive extension to Leland Drive (Gibbs Estates)
ATP-Sonora51			0.1±-0.3±	"S-7 Southgate Drive Extension to Highway"		Connecting Southgate Drive to the Sonora Bypass
ATP-Sonora52			0.4±	"S-8 Lytton to Stockton Road Connector"		"Connect Church Street/Knowles Drive (or Lytton Street) to Stockton Road in proximity to Forest/Stockton Road intersection to serve Segerstrom property as it develops"
ATP-Sonora53			0.3±	"S-9 Delnero Drive to Child Lane Connector"		"Extend Delnero Drive/Truckenmiller connection to Child/ Morningstar— attempt to connect elementary school to Morningstar to alleviate traffic onto Greenley"
ATP-Sonora54			0.1±	"S-10 Truckenmiller Extension"		Connect Mono Way to Delnero Drive via Truckenmiller
ATP-Sonora55			Undetermined	"North/South Connector (not mapped, studies pending)"		North/South Connector
ATP-Sonora56			0.3±	"S-11 Cemetery Lane Extension to Delnero Drive"		Extend Cemetery Lane to Child/Morningstar and integrate with Delnero Drive Connector
ATP-Sonora57	Sonora		Greenley Rd	Greenley Road Sidewalk	Pedestrian	Greenley Road has one strip in front of the Forest Service office that has no sidewalk. This would be the last infill for this pedestrian corridor. Also from Sylva Lane to Lyon's Bald Mountain.

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Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
Sonora 2020 General Plan					
County Public Works					
	\$11,926,280				



Project Number	Location	State Highway	Extents	Title	Project Type	Description
	Priori	ty Tuolu	ımne Cou	inty Active	Transpo	rtation Projects
			County of	Tuolumne Prior	ity Projects	
ATP-County01	Sonora, Columbia	Yes	Washington Street at Columbia Way to Columbia College	Sonora to Columbia Regional Trail	Multi-Use Regional Trail	Multi-use trail and Class II bicycle lane connecting Sonora with Columbia College and Columbia SHP. Begins at intersection of North Washington St and Columbia Way. Follows Columbia Way, SR 49, Old Sonora Columbia Road, undetermined path to Sawmill Flat Rd, and a TUD easement. Undetermined path to Columbia SHP.
ATP-County02	County-Wide	No	Hwy 49/ Shaws Flat Intersection	Ditch Sustainability Plan	Plan	Graphically identify high usage areas, usage conflicts, opportunities for improvements to protect water quality, provide public access, develop ditch trail standards to protect water quality from public use, and develop strategies to link the ditch system to heritage tourism and recreation.
ATP-County03	Sonora, Tuolumne	No	Tuolumne Rd from Mono Way to Tuolumne Rd N; Tuolumne Rd N	Tuolumne Road Pathway	Multi-Use	Widen shoulders and construct bike lanes or a multi-use path between Sonora and Tuolumne.
ATP-County04	Sonora, Jamestown	Yes	Fairgrounds to Jamestown	Jamestown to Sonora Regional Trail	Multi-Use Regional Trail	Construct a bicycle and pedestrian and bicycle path from the Fairgrounds to Jamestown. Determine the feasibility of different routes including following Stockton, following Woods Creek, or using other rights-of-way.
ATP-County05	Standard, Tuolumne, Sonora, East Sonora	No	3 segments	Sierra Railroad Trail	Multi-Use Regional Trail	Construct a regional pedestrian and bicycle path along the Sierra RR Grade. From South Washington St. to Sanguinetti Rd in Sonora. From Sanguinetti Rd to Hess Ave. From Tuolumne to Sierra Pacific Industries in Standard.
ATP-County06	SR 108	Yes	County-Wide	SR 108 Bikeway	Bikeway	Install bikeways with 4-8' shoulders and buffers on SR 108 throughout Tuolumne County.
ATP-County07	SR 120	Yes	County-Wide	SR 120 Bikeway	Bikeway	Install bikeways with 4-8' shoulders and buffers on SR 120 throughout Tuolumne County.
ATP-County08	SR 49	Yes	County-Wide	SR 49 Bikeway	Bikeway	Install bikeways with 4-8' shoulders and buffers on SR 49 where possible in Tuolumne County. Lack of existing shoulders on much of this route will prevent complete connectivity.
ATP-County09	Standard Rd	No	Entire length	Standard Road Pathway	Multi-Use	Walking and biking facilities along Standard Road.
ATP-County10	Tuolumne Rd N	No	Entire length	Tuolumne Road North Pathway	Multi-Use	Walking and biking facilities along Tuolumne Road North.



Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
	Priority Tuol	umne County Ac	tive Transportat	ion Projects	
		County of Tuolumne	e Priority Projects		
ATP Key Projects List, 2016 RTP, 2005 Bike & Trails Plan, Questionnaire	\$5,044,000	2016	Tier 1	Community, TCTC	
ATP Key Projects List	TBD		Tier 2	TCTC	
Questionnaire, Twain Harte Yard Sale	TBD		Tier 2	Community	
Recreation Master Plan, 2016 RTP, Vision Sonora, 2005 Bike & Trails Plan, Sonora 2020 General Plan Questionnaire	\$6,165,000	2016	Tier 2	Community	
2005 Bike & Trails Plan, ATP Key Projects List	TBD		Tier 2	TCTC	
тстс	TBD		Tier 2	ТСТС	
ТСТС	TBD		Tier 2	ТСТС	
ТСТС	TBD		Tier 2	TCTC	
ТСТС	TBD		Tier 2	ТСТС	
TCTC	TBD		Tier 2	ТСТС	

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County11	Jamestown Rd	No	N of Golf Links Rd	Jamestown Road Pathway	Multi-Use	Walking and biking facilities along Jamestown Road.
ATP-County12	Parrotts Ferry Rd	No	N of Columbia	Parrotts Ferry Road Pathway	Multi-Use	Walking and biking facilities along Parrotts Ferry Road.
				Columbia		
ATP-County13	Parrott's Ferry Rd, Rose Quartz Rd, Loop St	No	Sawmill Flat Rd to Elementary School to Columbia SHP to neighborhoods	Columbia Safe Routes to School	Multi-Use	Construct a Safe Routes to School project by constructing walking and biking facilities from the elementary school and airport trail to Columbia SHP and downtown. The County has considered three different methods: sidewalks with vertical curb, meandering sidewalks, and striped pedestrian path in the existing areas of asphalt. When crossing Parrotts Ferry, use ladder style crosswalks with Flashing LED Sign Pedestrian Crossing, near and around the school. Construct a designated striped path on Loop Street and Rose Quartz Road.
ATP-County14	Parrott's Ferry Rd	No	Parrotts Ferry Rd	Parrotts Ferry Bikeway	Bikeway	Bikeway along Parrotts Ferry Road near apartments, trailer park, elementary school.
ATP-County15	Melones Waterline TUD Easement	No	Sawmill Flat Rd to Columbia Campus Dr	Melones Water Line Trail Improvement Project	Multi-Use	Construct a ten foot wide two-direction Class I bicycle and pedestrian facility along the existing Melones Waterline TUD easement from Sawmill Flat Road to Columbia College.
				East Sonora		
ATP-County16	Mono Way	Yes	SR 108 interchange to Peaceful Oak Rd	Mono Way 108 Interchange to Peaceful Oak Road Sidewalks	Pedestrian	Construct sidewalks on Mono Way from SR 108 interchange to Peaceful Oak Rd, connecting existing sidewalks.
ATP-County17	Mono Way, SR 108	Yes	108 interchange to Soulsbyville Road	Mono Way 108 interchange to Soulsbyville Road Class 2 Bike lane	Bikeway	Install Class 2 Bike lane Mono Way 108 interchange to Soulsbyville Road, on Mono Way and SR 108.
ATP-County18	SR 108	Yes	SR 108: High School Rd to Mono Way	SR 108 Pedestrian and Bicycle Path	Multi-Use	Construct safe walking and biking facility along the highway (49/108) between Mono Way in East Sonora and High School Road near Jamestown.
ATP-County19	Old Wards Ferry Rd	Yes	Highway 108 to Jacobs and Tannin	Old Wards Ferry Road Complete Street	Multi-Use	Complete street on Old Wards Ferry Road from Highway 108 to Jacobs and further into Tannin. Project will likely include wide shoulders and/or "share the road" signs. There are extensive right-of-way costs associated with this project which projected was approximately \$7.8 million.

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
ТСТС	TBD		Tier 2	тстс	
тстс	TBD		Tier 2	ТСТС	
		Colun	nbia		
2016 RTP, Questionnaire	\$1,870,000	2016	ATP Ready	Community	
Questionnaire	TBD		Tier 2	Community	
2016 RTP, 2010 CCIP	\$540,000	2016	Tier 2	ТСТС	
		East Sc	onora		
ТСТС	TBD		Tier 1	TCTC	
TCTC	TBD		Tier 1	TCTC	
Questionnaire	TBD		Tier 2	Community	
County Public Works	TBD		Tier 2	TCTC	

Project Number	Location	State Highway	Extents	Title	Project Type	Description
				Groveland		
ATP-County20	Hetch Hetchy RR Grade	No	Deer Flat Rd to Feretti Rd at Pine Mountain Dr	Hetch Hetchy Railroad Trail Phase 1	Multi-Use	Construct a class I trail on GCSD property and former railroad ROW. Improve the Hetch Hetchy Railroad Grade for bicycle and pedestrian use from the Resilience Center to Deer Flat Road. Length may be reduced to only GCSD property if a permit from Hetch Hetchy RR is not attainable, ending the trail near Ponderosa Lane.
ATP-County21	SR 120, Ferretti Rd	Yes	SR 120, Ferretti Rd	Groveland Sidewalks Along SR 120 and Feretti Rd	Pedestrian	Improve existing facilities and install new sidewalks and pedestrian paths along SR 120 and Ferretti Rd in downtown Groveland. Construct sidewalks or paths through Downtown Groveland from the Yosemite Bank with access to the medical facility on the hill near Mountain Sage. Install crosswalks and traffic light at SR 120 and Ferretti Rd.
ATP-County22	Feretti Road, Hetch Hetchy RR Grade	No	SR 120 to Tioga High School	Groveland Tioga High School Trail	Multi-Use	Trail connecting downtown Groveland to Tioga High School along Feretti Road.
ATP-County23	SR 120	Yes	Ferretti Rd to Tenaya Elementary	Groveland Tenaya Elementary School Trail	Multi-Use	Construct walking and biking facilities from Downtown Groveland to Tenaya Elementary School.
				Jamestown		
ATP-County24	5th Ave, Jamestown Rd, Donovan St, 7th St, 9th St, 4th Ave, 6th Ave, Willow St	Yes	5th Ave, Jamestown Rd, and adjacent streets from Railtown SHP to SR 108 / 49 to Golf Links Rd; Donovan St	Jamestown Community Connectivity	Multi-Use	Construct new multi-use improvements along 5th Ave in Jamestown from Railtown SHP to Jamestown Rd, and Jamestown Rd from 5th Ave to Golf Links Rd. Sidewalk improvements on 7th & 9th Streets, 4th & 6th Avenues, Willow St, and Donovan Street.
ATP-County25	Jamestown	Yes	SR 49/108	Jamestown SR 108/49 Complete Streets	Pedestrian	Construct safe crossings on Highway 49 / 108 at Main Street / Jamestown Rd and at 5th Ave. Install multi-use path on one side of highway, with sidewalk on both sides of 49 in commercial corridor from Lemon Drop Ln to 5th Ave.
				Phoenix Lake		
ATP-County26	Phoenix Lake Rd	No	Phoenix Lake Rd, N Hess Ave, Bergel Rd from Mono Way to Paseo De Los Portales Rd	Phoenix Lake Road Improvements	Multi-Use	Construct safe walking and biking facilities along Phoenix Lake Rd, Bergel Rd, and Hess Ave from Mono Way to Phoenix Lake County Club Estates, potentially further with connections to Twain Harte. Project may consist of shoulder widening and installing "share the road" signs, or a multi-use path.
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Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year						
	Groveland										
2016 RTP, 1996 RTP, 2005 Bike & Trails Plan	\$5,150,000	2016	ATP Ready	ТСТС							
ATP Key Projects List, 2016 RTP	\$2,880,000	2016	Tier 1	TCTC, Community							
Recreation Master Plan, 2005 Bike & Trails Plan, Questionnaire	\$2,642,128	2005	Tier 2	Community							
Questionnaire	TBD		Tier 2	Community							
		Jamest	own								
2016 RTP	\$2,200,000	2016	ATP Ready	Community							
Questionnaire, TCTC	TBD		Tier 1	Community							
		Phoenix									
Questionnaire	TBD		Tier 2	Community							
		Tuolumne ⁻	Townsite								

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County27	Tuolumne	No	Summerville High School to Black Oak Casino	Summerville Trail Project	Multi-Use	Construct a multi-use trail between Summerville High School, Tuolumne townsite, and Black Oak Casino Resort. Trail may use a combination of railroad grade, existing roadways and sidewalks, and new paths.
ATP-County28	Tuolumne	No	Downtown	Tuolumne Downtown Sidewalks and Alleyways	Pedestrian	Improvements to downtown sidewalks and alleyways for pedestrian and wheelchair access.
				Twain Harte		
ATP-County29	Joaquin Gully Rd, Middle Camp Rd, South Fork Rd, Twain Harte Dr, East Ave	No	Joaquin Gully Rd, Middle Camp Rd, South Fork Rd, Twain Harte Dr, and East Ave from Quaker Ln to Sugar Pine Trail Access	Twain Harte Multi- Use Trail	Multi-Use	Construct a walking and biking path along major roadways in Twain Harte: Joaquin Gully Rd, Middle Camp Rd, South Fork Rd, Twain Harte Dr, and East Ave. Connect Joaquin Gully Rd to new Twain Harte Meadows Park through shopping center.
ATP-County30	Joaquin Gully Rd, Twain Harte Dr	No	Joaquin Gully Rd at Twain Harte Dr	Downtown Twain Harte Improvements	Pedestrian	Construct sidewalks, ADA curb ramps, and crosswalks to complete the downtown Twain Harte pedestrian network. Install lighting. Improve intersection signage and striping at intersection of Joaquin Gully Rd and Twain Harte Dr.
				West Sonora		
ATP-County31	Racetrack Road	No	Jamestown Road to future entrance of Dragoon Gulch Trail	Racetrack Road Pedestrian & Bicycle Project	Multi-Use	Construct approximately 3,800 feet of sidewalk, curb and gutter, and Class II bike lanes along the south side of Racetrack Road, from Jamestown Road to the City of Sonora's Dragoon Gulch Recreation Area.
				Schools		
ATP-School32	Soulsbyville	No	Willow Springs Rd to Soulsbyville Elementary	Soulsbyville Elementary School Access	Pedestrian	Maintain Soulsbyville Elementary School walking path and install high-visibility crosswalk connecting path to Willow Springs.
ATP-School33	Twain Harte	No	Manzanita Dr, Joaquin Gully Rd, and Twain Harte Dr	Twain Harte SRTS	Bikeway	Construct bike lanes and bike paths on streets surrounding Twain Harte School.

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
ATP Key Projects List, 2016 RTP, questionnaire, Me-Wuk Bicycle Plan 2003	\$1,445,000	2016	ATP Ready	TCTC, Community	
County Public Works, 2010 Tuolumne Parking & Alleyway Study, 2016 RTP	TBD		Tier 2	Public Works	
		Twain	Harte		
Questionnaire, Twain Harte Yard Sale, Twain Harte CSD	TBD		ATP Ready	Community	
Twain Harte Yard Sale	TBD		Tier 2	Community	
		West So	onora		
2016 RTP	\$1,553,000	2016	ATP Ready	Community	
		Scho	ools		
School Administration	TBD		Tier 2	Schools	
School Administration	TBD		Tier 2	Schools	
	\$29,489,128				



Project Number	Location	State Highway	Extents	Title	Project Type	Description	
	Non-Pr	iority Tu	olumne C	ounty Activ	ve Trans	portation Projects	
County of Tuolumne Non-Priority Projects							
ATP-County34	Jamestown, Columbia		Jamestown to Columbia	Jamestown to Columbia Regional Trail	Multi-Use Regional Trail	Construct a trail or class II bikeway approximately 6.1 miles long from Jamestown to Columbia via the vicinity of Jamestown Rd. to Shaws Flat Rd, to Springfield Rd, to Parrotts Ferry Rd.	
ATP-County35	Pine Mountain Lake		Pine Mountain Drive	Pine Mountain Lake Walking and Biking Improvements	Multi-Use	Install walking and biking trail loop around Pine Mountain Lake, including Pine Mountain Drive. Install crosswalks at key intersections.	
ATP-County36	Standard-Tuolumne			Sierra Railroad Trail - Tuolumne to Standard		Construct a Rails-with-Trails multi-use path along Sierra Railroad from Tuolumne to Sierra Pacific Industries in Standard.	
ATP-County37	East Sonora			Sierra Railroad Regional Trail - East Sonora Section		Construct a regional pedestrian and bicycle trail along the Sierra RR (Rails with Trails) from Sanguinetti Rd to Hess Ave.	
ATP-County38	East Sonora			Highway 108 Corridor		Provide better bicycle, pedestrian, and possibly equestrian facilities on bypassed roadways along the Highway 108 corridor in East Sonora.	
ATP-County39				Sugar Pine Railroad Interpretive Trail		Twain Harte to Lyons Reservoir	
ATP-County40	Twain Harte			Sugar Pine RR Trail - Twain Harte		Construct a Class I trail from SR 108/Lava Rd to East Ave.	
ATP-County41	Twain Harte, Tuolumne		Twain Harte to Tuolumne Road	Sugar Pine Railroad Regional Trail		Construct a regional pedestrian and bicycle trail on the former railroad ROW from Twain Harte to Tuolumne Road.	
ATP-County42				Bicycle Tourism Plan (4 counties) projects		Bicycle Tourism Plan (4 counties) projects	
ATP-County43	Sonora			Courthouse Park Improvements		Permanently close Jackson street to become part of Courthouse park. In the park, trim shrubs or replace them with lower-growing shrubs, and new benches can be installed.	
ATP-County44	Columbia			Columbia Pedestrian Facility		Construct a Safe Routes to School project by adding new sidewalks along Parrotts Ferry Rd.	
ATP-County45	Jamestown			Old Rawhide Bridge Trail		Reuse the soon to be abandoned bridge and use the right of way for part of the Angels Spur Trail.	



Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
	Non-Priority Tu	olumne County	Active Transpo	ortation Projects	
		County of Tuolumne	Non-Priority Projects		
2005 Bike & Trails Plan	\$2,830,440	2005	Tier 1	Community	
Questionnaire			Tier 2	Community	
2005 Bike & Trails Plan	\$8,143,228	2005			
2016 RTP	\$3,140,000	2016			16-25
2005 Bike & Trails Plan	\$8,030,907	2005			
2016 RTP	\$1,044,000	2016			0-15
2016 RTP, 2005 Bike & Trails Plan	\$3,450,000	2016			16-25
Vision Sonora					
2016 RTP	\$1,870,000	2016			0-15
2016 RTP	\$500,000	2016			0-15

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County46	Tuolumne			Tuolumne Alleyways		Construct a paved pedestrian alleyway project.
ATP-County47	Groveland			Hetch Hetchy Railroad Trail		Construct a regional trail on the former railroad ROW from Big Oak Flat to east of Groveland.
ATP-County48	Sonora			South Washington Street Improvements		Construct a new pedestrian and bicycle improvements along South Washington St from Church St to Restano Way.
ATP-County49	East Sonora			Standard Mill Bypass Trail		This proposed trail would bypass the Sierra Pacific Industries mill site and create a new non-motorized trail connecting Standard township with East Sonora.
ATP-County50	Tuolumne			Westside Trail Extension		Construct a bicycle and pedestrian path along the Westside RR right of way from Mira Monte Road to the intersection of Tuolumne Rd & Cherry Valley Blvd.
ATP-County51						
ATP-County52	Tuolumne			Tuolumne school connectivity		Construct walking and biking facilities between Summerville Elementary, residences, and shopping.
ATP-County53	Tuolumne		Community Center to Tuolumne Plaza Shopping Center	Me-Wuk Bicycle Project 1		Construct a 0.3 mile class 3 bikeway on Mi Wu Street from the Community Center to beginning of the primitive path, a 0.1 mile class 1 bikeway from Mi Wu Street to Tuolumne Road North, a 0.1 mile class 3 bikeway on Tuolumne Road North from Black Oak Casino to the Historic Pedestrian Path, and a 0.6 mile class 3 bikeway from Tuolumne Road North to the Tuolumne Plaza Shopping Center.
ATP-County54	Tuolumne Road		Tuolumne Plaza to Summerville High School	Me-Wuk Bicycle Project 2		Construct a 0.7 mile class 3 bikeway from Tuolumne Plaza to Summerville High School along Tuolumne Road.
ATP-County55	Tuolumne Road & Carter Street		Tuolumne Plaza to Post Office	Me-Wuk Bicycle Project 3		Construct a 0.3 mile class 3 bikeway from Tuolumne Plaza Shopping Center to the Post Office along Tuolumne Road and Cater Street.
ATP-County56	Tuolumne Road		Tuolumne Plaza to Summerville High School	Me-Wuk Bicycle Project 4		Construct a 0.7 mile class 1 or 2 bikeway between Tuolumne Plaza and Summerville High School.
ATP-County57	Tuolumne		Tuolumne Road North to Tuolumne Plaza	Me-Wuk Bicycle Project 5		Construct a 0.7 mile class 1 bikeway between Tuolumne Road North and Tuolumne Plaza Shopping Center.

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
2016 RTP	\$700,000	2016		0-	15
2016 RTP	\$5,150,000	2016		16	5-25
2016 RTP	\$1,590,000	2016		16	5-25
2016 RTP	\$5,690,000	2016		16	5-25
2016 RTP	\$1,150,000	2016		16	5-25
Me-Wuk Bicycle Plan 2003	\$1,335,000	2003		SF	oort
Me-Wuk Bicycle Plan 2003	\$3,000	2003		Sł	nort
Me-Wuk Bicycle Plan 2003	\$2,000	2003		M	ledium
Me-Wuk Bicycle Plan 2003	\$200,000	2003		Lo	ong
Me-Wuk Bicycle Plan 2003	\$50,000	2003		Lo	ong

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County58				Planned Projects found in the Tuolumne County Recreational Master Plan		
ATP-County59	Jamestown		0.48 mi +	Angels Spur Trail		Begins at Railtown 1897 State Park and heads northward toward Highway 49/108 along an old railroad spur. The trail would end at the proposed Woods Creek Trail north of Highway 49/108.
ATP-County60	Columbia		0.62 mi +	Bell Hill Trail		Connects Columbia township near Marble Quarry R.V. Resort on Yankee Hill Road eastward to the existing trail around Columbia College.
ATP-County61	Groveland – Hwy. 120 Corridor		3.93 mi +	Big Creek Trail		This trail would travel along the Hetch Hetchy Railroad grade along Big Creek east of the Pine Mountain Lake subdivision. The trail would connect with the Hetch Hetchy Bypass grade in the Stanislaus National Forest.
ATP-County62	Columbia – Twain Harte		16.98 mi +	Columbia – Main Tuolumne Ditch Trail		The trailhead would be located at Lyons Dam, then southeasterly past Twain Harte Golf Course, and westerly across Kewin Mill Road. At approximately the top of Big Hill Road, the Main Tuolumne Ditch follows this ditch to near Italian Bar Road, and follows to its intersection with the San Diego Ditch in Columbia.
ATP-County63	Long Barn – Pinecrest		9.63 mi +	Emigrant Trail		From the easterly point at the Summit Ranger Station, this proposed trail would go southwest along the ridge parallel to Highway 108, through Cold Springs. At Stoddard Springs, the trail follows Forest Service Road 3N87 to where it ends at the northeast limit of Long Barn.
ATP-County64	Jamestown		1.84 mi +	Golden Pond Trail		Connects the Tuolumne County property commonly known as "Golden Pond" west of Jamestown with the existing and proposed Melones Lake Trail system. The Golden Pond property will provide a major hub trailhead for users wishing to access the Melones Lake Trail System, Woods Creek, and Sierra Railroad Trails. The Recreational Master Plan proposes the Golden Pond property be developed into a major recreational area.
ATP-County65	Groveland		5.62 mi +	Hetch Hetchy Bypass Trail		Connects the population centers along Highway 120 to the Stanislaus National Forest. The proposed trail would link the Hetch Hetchy Railroad Trail where it enters the Pine Mountain Lake subdivision to the grade where it resumes within the National Forest, east of Pine Mountain Lake.

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County66	Moccasin – Groveland		12.93 mi +	Hetch Hetchy Railroad Trail		"This trail follows the old Hetch Hetchy Railroad grade from Moccasin, through Big Oak Flat and Groveland, to the west boundary of the Stanislaus National Forest near Buck Meadows, and beyond to Yosemite National Park and the Pacific Crest Trail. The proposed Hetch Hetchy Bypass Trail would connect the two sections of the railroad grade divided by Pine Mountain Lake subdivision."
ATP-County67	"New Melones Reservoir"		23.80 mi +	Melones Trail System		Under the jurisdiction of the US Bureau of Reclamation, this trail system is being built by volunteers.
ATP-County68	Strawberry – Kennedy Meadows		32.73 mi. +	Old Mono Highway Trail		This is the original historic route of the Sonora-Mono Toll Road over the Sierra Nevada. It connects the Sugar Pine Railroad terminus in Strawberry with campgrounds along Highway 108 to Kennedy Meadows.
ATP-County69	Don Pedro		18.94 mi. +	Red Hills—Don Pedro Connector Trail		This trail starts on Old Don Pedro Road near the south trail head in the Red Hills BLA land, proceeds south along old county road rights-of-way a distance of about 7 miles, crossing Hetch Hetchy Railroad grade and connects with a series of old roads leading to the Blue Oak Recreational Area. From here, the trail will follow Bonds Flat Road to the Don Pedro subdivision.
ATP-County70	"Stanislaus Co. Line – Tuolumne"		36.39	Sierra Railroad Trail		This trail follows the Sierra Railroad from the Stanislaus-Tuolumne County Line through Jamestown, Sonora and Standard to Tuolumne, where it will connect to the Westside Railroad Trail.
ATP-County71	Columbia – Sonora		0.92 mi +	Squabbletown Trail		This proposed trail would start where the Woods Creek Trail ends near Sonora High School. It would connect Sonora to Columbia College and eventually Columbia via the Bell Hill Trail.
ATP-County72	Standard		2.16 mi +	Standard Mill Bypass Trail		This proposed trail bypasses the Sierra Pacific Industries mill site, creating a safe non-motorized trail that would connect the Standard township, Curtis Creek School and Standard Park. This trial utilizes the old Sierra Railroad grade that leaves the main line in Section 4, goes adjacent to Standard Park and crosses Standard Road. From there, it skirts southeast of the County road, behind Curtis Creek School, and reconnecting with the main line east of Standard township.
ATP-County73	Pinecrest		0.53 mi +	Sugar Pine Connector Trail		This proposed trail connects the eastern terminus of the Sugar Pine Railroad Trail with the Stanislaus National Forest Summit Ranger Station and other trails that leave from the Pinecrest area.
ATP-County74	Twain Harte – Pinecrest		25.83 mi +	Sugar Pine Railroad Trail		This trail follows the route of the old Sugar Pine Railroad grade from Ralph's Station, through Twain Harte into the west boundary of the Stanislaus National Forest, ending at Strawberry. The California Dept. of Parks and Recreation passed a resolution to recognize it as a major historical trail.

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan		2002			

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County75	Groveland		1.64 mi. +	Tioga High School Trail		This trail connects the Hetch Hetchy Railroad grade at its present terminus across Ferretti road from the Pine Mountain Lake subdivision entrance. It then runs somewhat parallel on the west side of Ferretti Road to Leon Rose Field, and then on to Tioga High School.
ATP-County76	Tuolumne		7.84	Westside Railroad Trail		This trail begins at the Westside Mill site and proceeds east into the Stanislaus National Forest, following the old West Side Railroad grade.
ATP-County77	Jamestown – Sonora		9.3	Woods Creek Trail		This proposed trail follows Woods Creek from Sonora High School, through Jamestown, and possibly all the way to where the creek enters Lake Don Pedro.
ATP-County78	East Sonora		Old Wards Ferry Rd	Old Wards Ferry Road Complete Street	Multi-Use	Complete street on Old Wards Ferry Road from Highway 108 to Jacobs and further into Tannin. There are extensive right-of-way costs associated with this project which projected was approximately \$7.8 million.
			Co	lumbia CCIP Pro	ects	
ATP-County79	Columbia		Pedro Wye - SR49 and Parrotts Ferry Rd	Pedro Wye Intersection Improvement Study	Study	Study alternative intersection geometry options to improve safety for motorists and pedestrians
ATP-County80	Columbia		Parrotts Ferry Rd, Howser Ln, Springfield Rd, Airport Rd Intersection	Columbia 'Star' Intersection Improvement Study	Study	Study intersection improvements to increase bicycle/pedestrian safety & increase economic viability of adjacent parcels
ATP-County81	Columbia		Parrotts Ferry Rd and Sawmill Flat Rd	Sawmill and Parrotts Ferry Intersection Modification Study	Study	Study intersection improvements to increase bicycle/pedestrian safety as adjacent improvements warrant.
ATP-County82						
ATP-County83	Columbia		Pedro Wye - SR49 and Parrotts Ferry Rd	Columbia Community Gateway Monument Project		Install one (1) community entry monumentation per approved design and location
ATP-County84	Columbia		Parrotts Ferry Rd and Sawmill Flat Rd	Parrotts Ferry Rd and Sawmill Flat Rd Crossing Project		Install enhanced crossing facility designs

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
Recreation Master Plan		2002			
Recreation Master Plan		2002			
Recreation Master Plan, Sonora 2020 General Plan		2002			
County Public Works					
		Columbia CCIP P	rojects		
2010 CCIP	\$25,000	2009			Short-term
2010 CCIP	\$25,000	2009			Short-term
2010 CCIP	\$25,000	2009			Short-term
2010 CCIP	\$100,000	2009			Short-term
2010 CCIP	\$90,000	2009			Mid-term

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County85	Columbia		Parrotts Ferry Rd/Broadway St and Columbia St	Columbia State Historic Park Gateway Enhancement Project South		Install enhanced crossing facility designs as an improved safety and traffic calming measure
ATP-County86	Columbia		Parrotts Ferry Rd/Broadway St and State St	State and Broadway Intersection Enhancement Project		Install enhanced crossing facility designs as an improved safety and traffic calming measure
ATP-County87	Columbia		"Parrotts Ferry Rd/Broadway St and N. Gold St"	Columbia State Historic Park Gateway Enhancement Project North		Install enhanced crossing facility designs as an improved safety and traffic calming measure
ATP-County88	Columbia		Sawmill Flat Rd and Columbia College Dr	Sawmill Flat Rd and Columbia College Dr Crossing Project		Install enhanced crossing facility designs
ATP-County89	Columbia		Parrotts Ferry Rd at East End of Dondero Trial	Columbia Elementary Crossings Project		Install enhanced crossing facility designs, north and south of school
ATP-County90	Columbia		Yankee Hill Rd at North end of Bell Hill Trail	Bell Hill Trail Crossing Project		Install county standard crossing facilities
ATP-County91	Columbia		Sawmill Flat Rd at North End of Squabbletown Trail	Squabbletown Trail Crossing Project		Install county standard crossing facilities
ATP-County92	Columbia		Sawmill Flat Rd at South End of Columbia College Bicycle/ Pedestrian South Entry	Melones Waterline Trail Project, Columbia College Bicycle/Pedestrian South Entry Crossing Project		Install county standard crossing facilities
ATP-County93	Columbia		Parrotts Ferry Rd at Marble Quarry Rd	Parrotts Ferry and Marble Quarry Crossing Project		Install county standard crossing facilities

ATP-County94



Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
2010 CCIP	\$73,000	2009			Short-term
2010 CCIP	\$69,000	2009			Short-term
2010 CCIP	\$105,000	2009			Short-term
2010 CCIP	\$76,000	2009			Mid-term
2010 CCIP	\$10,000	2009			Short-term
2010 CCIP	\$1,000	2009			Mid-term
2010 CCIP	\$2,000	2009			Mid-term
2010 CCIP	\$1,000	2009			Mid-term
2010 CCIP	\$3,000	2009			Mid-term

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County95	Columbia		Parrotts Ferry Road – SR49 to Sawmill Flat Rd (Union Hill Rd to Sawmill Flat only priced here - see project description)	Sonora to Columbia College Bicycle/Pedestrian Connector		Segment B, Columbia to Sonora Bicycle/Pedestrian Connector (Segment D): install 4' (min) - 6' (preferred) class II bicycle/pedestrian facilities.
ATP-County96	Columbia		Parrotts Ferry Road – Airport Rd to Sawmill Flat Rd	Columbia to Sonora Bicycle/ Pedestrian Connector (Segment C)		Install 4' (min) - 6' (preferred) class II bicycle/pedestrian facilities.
ATP-County97	Columbia		Parrotts Ferry Road — Columbia St to Airport Rd	Columbia to Sonora Bicycle/ Pedestrian Connector Segment B		Install 4' (min) - 6' (preferred) class II bicycle/pedestrian facilities.
ATP-County98	Columbia		Parrotts Ferry Road – N Gold St to Columbia St	Columbia to Sonora Bicycle/ Pedestrian Connector (Segment A)		Install 4' (min) - 6' (preferred) class II bicycle/pedestrian facilities. 'natural looking alternative'
ATP-County99	Columbia		Parrotts Ferry Road – N Gold St to Marble Quarry Road	Columbia to Marble Quarry Bicycle/Pedestrian Connector		Install 4' (min) - 6' (preferred) class II bicycle/pedestrian facilities.
ATP-County100	Columbia		Sawmill Flat Rd – Parrotts Ferry Rd to Columbia College Dr	Sonora to Columbia College Bicycle/Pedestrian Connector Segment C		Install 4' (min) - 6' (preferred) class II bicycle/pedestrian facilities.
ATP-County101	Columbia		Airport Rd — Parrotts Ferry Rd to Columbia Airport Parking Lot	Airport Rd Bicycle/ Pedestrian Improvement Project		Install 4' (min) - 6' (preferred) class II bicycle/pedestrian facilities.



Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
2010 CCIP	\$102,000	2009			Short-term
2010 CCIP	\$1,259,000	2009			Short-term
2010 CCIP	\$602,000	2009			Short-term
2010 CCIP	\$322,000	2009			Short-term
2010 CCIP	\$762,000	2009			Mid-term
2010 CCIP	\$1,177,000	2009			Mid-term
2010 CCIP	\$222,000	2009			Short-term

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County102	Columbia		Squabbletown Trail – Sawmill Flat Rd to Hwy 49 at Browns Flat	Squabbletown Trail Improvement Project		Install 10' wide multi- use bicycle/pedestrian facility
ATP-County103	Columbia		Melones Water Line — Sawmill Flat Rd to Columbia College	Melones Water Line Trail Improvement Project, Columbia College Bicycle/ Pedestrian South Entry Project		Install 10' wide multi-use bicycle/pedestrian facility
ATP-County104	Columbia		Stagecoach Trail - Columbia State Historic Park to Columbia College	Stagecoach Trail Improvement Project		Install 10' wide multi- use bicycle/pedestrian facility.
ATP-County105	Columbia		Columbia Airport Trail - Horseshoe Bend Road to North Airport Road	Columbia Airport Trail Improvement Project		Install 10' wide multi-use facility.
ATP-County106						
ATP-County107	Columbia		Columbia State Historic Park - location/s TBD pending site visit and coordination with CSHP	Columbia State Historic Park Bicycle Parking Facilities		Install 4 bicycle parking facility/s at various locations
ATP-County108	Columbia		Columbia Airport - location/s TBD pending site visit and coordination with Airport	Columbia Airport Bicycle Rental and Parking Facilities		Provide bicycle rental opportunities and install bicycle parking facilities
ATP-County109						

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Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
2010 CCIP	\$817,000	2009			Long-term
2010 CCIP	\$540,000	2009			Long-term
2010 CCIP	TBD	2009			Mid-term
2010 CCIP	\$981,000	2009			Long-term
2010 CCIP	\$18,000	2009			Short-term
2010 CCIP	\$14,000	2009			Short-term

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County110	Columbia		Bell Hill Trail – Yankee Hill Rd at Jackson St to Columbia College	Bell Hill Trail Improvement Project		Install 4' wide pedestrian facility and shoulders. Partial 'natural looking alternative'
ATP-County111	Columbia		Dondero Trail — Columbia Airport Parking Lot to Parrotts Ferry Rd	Dondero Trail Pedestrian Improvement Project		Install 4' wide pedestrian facility
ATP-County112	Columbia		TBD	Columbia Trails Wayfinding Signage Improvement Project		Install 10 enhanced trail signs at various locations around Columbia indicating lengths and destinations
ATP-County113						
ATP-County114	Columbia		Focus: Parrotts Ferry Road and Columbia SHP Areas.	Columbia Streetscape Master Plan		Establish master plan for street trees, focal points, street lighting standards, , etc.
ATP-County115	Columbia			Pedestrian Loop		Walkable loop along Parrotts Ferry Rd., Sawmill Flat Rd. and Yankee Hill Rd. This was a notable project mentioned in the community workshop. The cost/constructability of this project along segments of Sawmill Flat Rd north of Columbia College Dr. and Yankee Hill Rd. east of Bigler are believed to outweigh the benefits at this time. The project is recommended to be retained as part of a long-range planning effort.
		1996 R	TP and 2005 E	Bike & Trails Plan	Non-Priorit	y Projects
ATP-County116	Columbia		0.6+			Widen shoulders along Broadway (Parrotts Ferry) from Airport Road to the entrance of Columbia State Historic Park for combined bicycle and pedestrian use.
ATP-County117	Columbia		0.5 +			Provide bicycle and pedestrian facilities from the Columbia Airport to downtown Columbia. Along Airport Road, then overland through the Steiner parcel along Mormon Creek to Parrotts Ferry Road near Columbia Elementary School and connecting with Parrotts Ferry Road facilities.
ATP-County118	Columbia		1.0 +			Widen shoulders along Parrotts Ferry Road from Sawmill Flat Road to Airport Road for bicycle use.

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
2010 CCIP	\$349,000	2009			Mid-term
2010 CCIP	\$81,000	2009			Mid-term
2010 CCIP	\$11,000	2009			Short-term
2010 2017	400.000				
2010 CCIP	\$80,000	2009			Mid-term
Columbia Circulation Improvement Plan 2010		2010			
	1996 R	TP and 2005 Bike & Trails Plan N	Ion-Priority Projects		
1996 RTP, 2005 Bike & Trails Plan			Non	-Priority	
1996 RTP, 2005 Bike & Trails Plan			Non	-Priority	
1996 RTP, 2005 Bike & Trails Plan			Non	-Priority	

Project Number	Location	State Extents Highway	Title	Project Type	Description
ATP-County119	Columbia	0.7 +			Connect Columbia College to downtown Columbia. Improve the existing path from Columbia College to downtown Columbia for bicycle and pedestrian use. NOTE: This area is under State and private ownership and negotiations to obtain permission to use the path to avoid conflict with stagecoach and horses should be discussed extensively with the State and private owners to determine the most appropriate design standards and any potential deviations needed along the route.
ATP-County120	Groveland	0.6 +			Improve the Hetch Hetchy Railroad Grade for bicycle and pedestrian use from Wayside Park to Deer Flat Road.
ATP-County121	Groveland	0.5 +			Construct new and improve existing pedestrian facilities along Highway 120 through the central downtown district. Construct combination bicycle and pedestrian facilities from Wayside Park along Highway 120 to connect wit the existing route to Tenaya Elementary school originating west of Elder Lane.
ATP-County122	Groveland	1.0 +			Connect Tioga High School with the Leon Rose Ballpark (Flint Court), Pine Mountain Lake Subdivision and downtown Groveland. Widen shoulders for bicycle and pedestrian facilities from Tioga High School along Ferretti Road to Flint Court and along Ferretti from Flint Court to facilities beginning on Ferretti at is intersection with Pine Mountain Drive.
ATP-County123	Jamestown	0.4 +			Complete bicycle and pedestrian facilities along Fifth Avenue from Willow to State Highway 108. Continue facilities from the Fifth Avenue/Hwy 108 intersection to Main Street along Hwy 108.
ATP-County124	Jamestown	0.4 +			Construct new and improve existing pedestrian facilities along the entire portion of Main Street.
ATP-County125	Jamestown	0.2 +			Construct pedestrian facilities along Donovan between Main and Seco. Construct pedestrian facilities along the west side of Seco Street between Donovan and Main Streets.
ATP-County126	Jamestown	0.3 +			Construct bicycle and pedestrian facilities along the east side of Highway 108. Connecting both entrances of Main Street.
ATP-County127	Jamestown	0			Construct a pedestrian underpass from Main Street under Hwy 108.
ATP-County128	Phoenix Lake Basin / Belleview Oaks	0.8 +			Connect Belleview Oaks Subdivision with Sullivan Creek Elementary School. Create a bike path along Belleview Creek from Acorn Drive to Phoenix Lake Road as it passes through the Belleview Oaks Subdivision. At Belleview Creek's intersection with Phoenix Lake Road, create a pedestrian/bicycle crossing and/or overpass. At this point, Belleview Creek enters Sullivan Creek. Continue the pedestrian/bicycle path along the southern side of Sullivan Creek (a road grade exists) to Hidden Valley Drive and to the Sullivan Creek Elementary School.

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Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	

Project Number	Location	State Extents Highway	Title	Project Type	Description
ATP-County129	Phoenix Lake Basin / Crystal Falls	1.7+			"Create a bicycle /pedestrian path along Sullivan Creek from its intersection with Crystal Falls Drive (near Crystal Falls Court) to the bridge across Sullivan Creek on Hidden Valley Road. Continue the facility from this bridge to the Sullivan Creek school along the east side of Hidden Valley Road. NOTE: If right of way acquisition estimates prove too costly for this route, the route should be relocated to the shoulders of Crystal Falls Drive to Crestview to Creekside to service residents of Crystal Falls traveling to Sullivan Creek School."
ATP-County130	Pinecrest	1.5			Construct network of Class I bicycle and pedestrian trails in the Pinecrest basin.
ATP-County131	Sonora	0.7 +			Provide striping for bicycle and pedestrian facilities from Stockton Road's intersection with Woods Creek Drive, across woods Creek and onto Bonanza Road. This route should continue along Bonanza to its intersection with proposed facilities at Snell.
ATP-County132	Sonora	0.8+			Connect Greenley Basin with downtown Sonora. Bicycle / pedestrian facilities shall be constructed along the interior roadways, including the Cabezut extension, through the Sunrise Hills subdivision by the developer. A preferred route from the terminus of the Cabezut extension's intersection with Barretta should be constructed to connect Barretta with, preferably, Stewart Street. The preferred route for this addition is to connect Barretta with Shepherd and then to Stewart along Theall.
ATP-County133	Sonora	0.5 +			Widen shoulders along Stockton Road/Hwy 49 from the entrance to the fairgrounds to Washington Street.
ATP-County134	Sonora	0.8 +			Connect Banner/Elk Drive subdivisions with downtown Sonora and Sonora High School. Provide bicycle and pedestrian facilities from the Banner/Elk Drive intersection with Shaw's Flat Road and along Shaw's Flat Road to School Street and intersection with facilities on Bonanza and Snell. Shoulders should be widened and facilities should use an asphalitc curb to separate heavy traffic areas from non-motorized facilities.
ATP-County135	Sonora	1.8 +			Connect Gibbs Ranch Subdivision, Rancho Sonora Subdivision and Sonora Knolls Subdivision with downtown Sonora and Sonora High School. Widen shoulders along Snell Street from Washington Street to Racetrack Road. Continue widening along Racetrack Road to Jamestown Road. Combination bicycle and pedestrian facilities should be provided and an asphaltic curb, at minimum, should separate the non-motorized facility from motorized traffic.

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Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1536 NT, 2005 BIKE & THAIS THAI				Non Thomas	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County136	Sonora	1.1 +	+			Connect Lyons Street to Mono Way along Greenley Road. Pedestrian facilities currently exist along most of the route. Bicycle routes should be added where they do not already exist by widening shoulders and striping. Along sections that receive high use from school children, an asphaltic barrier should be constructed between the bicycle lanes and motorized traffic. A traffic signal at the Cabezut/Greenley intersection already exists. Striping at this intersection should be planned to accommodate bicycle and pedestrian crossings.
ATP-County137	Sonora / East Sonora	0.4 +	t			Connect Greenley Road to the Junction Shopping Center. Complete bicycle/pedestrian facilities along Mono Way from Greenley Road to Loop Road then along Loop Road and continue back onto Highway 108 to the Junction Shopping Center.
ATP-County138	Twain Harte	0.6 +	÷			"Widen shoulders along Joaquin Gully and proceed with bicycle and pedestrian facilities along Manzanita through to Twain Harte Elementary School (am improved crossing over Twain Harte Drive should be in place from a preciously proposed project on this list). From the school, create facilities behind the baseball field and on the Tiffeni Drive. Continue facilities along Tiffeni Drive from the baseball field to Twain Harte Drive. Continue facilities along Twain Harte Drive's frontage to Black Oak Elementary School. Separate bicycle and pedestrian facilities should be provided along Twain Hare Drive from Tiffeni Drive and along the frontage of Black Oak Elementary School."
ATP-County139	Twain Harte	0.7 +	+			Widen shoulders along Fuller Road from Mark Twain Road, across Joaquin Gully and down Cedar to Twain Harte Elementary School for bicycle and pedestrian use.
ATP-County140	Twain Harte	0				Improve intersections along roads connecting major subdivisions near downtown Twain Harte to the Twain Harte Elementary School. Improve the intersections of Joaquin Gully / Little Fuller and Joaquin Gully / Tiffeni and Twain Harte Drive by painting or repainting and signing crosswalks to allow safer crossings for bicyclists and pedestrians traveling from this area to both existing and proposed school.
			Comm	unity-Identified	Projects	
ATP-County141	Pine Mountain Lake	TBD		Pine Mountain Lake Trail	Construction	Install walking and biking trail loop around Pine Mountain Lake, potentially including Pine Mountain Drive.
ATP-County142	Pine Mountain Lake	Pine Drive	Mountain e	Pine Mountain Drive Improvement	Construction	Install pedestrian and bicycle facilities including multi-use path, bike lanes, and/or sidewalks along Pine Mountain Drive. Install crosswalks at key intersections.

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
1996 RTP, 2005 Bike & Trails Plan				Non-Priority	
		Community-Identified	l Projects		
Questionnaire (several comments)			- Hojects		
Questionnaire					

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County143	Soulsbyville		Draper Mine Rd	Draper Mine Rd Improvement	Construction	Install safer crossings, wider shoulders, and/or bike lanes.
ATP-County144	Sonora		Cabezut Rd x Covey Rd	Cabezut and Covey Safe Crossing	Construction	Install crosswalk and sidewalks surrounding high school bus stop at the corner of Cabezut Rd and Covey Cir in Sonora.
ATP-County145	Columbia-Sonora		SR 49	Columbia-Sonora Multi-Use Path	Construction	Install trail and safe crossings for walking and biking between Sonora and Columbia, along SR 49 and Parrott's Ferry Rd. Combine South segment on SR 49 with Sonora to Columbia College trail.
ATP-County146	Sonora		Lyons St from Greenley Rd to Stewart St	Lyons St and Greenley Rd Improvements	Construction	Install walking and biking facilities on Lyons Bald Mountain Rd from Greenley Rd to Stewart St, and Greenley Rd from Lyons St to Sylvia Ln. Install crosswalks at intersection of Lyons at Greenley and as needed.
ATP-County147	Don Pedro		Merced Falls Rd x SR 132	Merced Falls Improvements	Construction	Install wider shoulders, bike lanes, or a multi-use path along Merced Falls Rd. Improve SR 132, Avenida Central, Ranchito Dr, Enramada Dr, Arbolada Dr, and Zarzamora St. Improve road surface and potentially install traffic calming measures.
ATP-County148	Sonora		Lyons St x Hope Ln / Terrace Ave	Lyons St Crossing	Construction	Install crosswalks and traffic calming features at Lyons St intersection with Terrace/Hope Lane.
ATP-County149	Sonora			Dragoon Gulch Parking Improvement	Construction	Increase parking at Stockton Road entrance to Rotary Park and Dragoon Gulch.
ATP-County150	Phoenix Lake		Phoenix Lake Rd	Phoenix Lake Road Improvements	Construction	Construct safe walking and biking facilities along Phoenix Lake Rd.
ATP-County151	Sonora		Campo Seco Rd	Campo Seco Rd Shoulder Widening	Construction	Widen shoulders and install crosswalks on Campo Seco Rd
ATP-County152	Sonora		Lime Kiln Rd	Lime Kiln Rd Shoulder Widening	Construction	Widen shoulders and install crosswalks on Lime Kiln Rd
ATP-County153	Jamestown		Algerine Rd	Algerine Rd Shoulder Widening	Construction	Widen shoulders and install crosswalks on Algerine Rd
ATP-County154	East Sonora		Old Wards Ferry Rd	Old Wards Ferry Rd Crossings	Construction	Construct safe crossings on Old Wards Ferry Road for students walking to/from bus stop.
ATP-County155	Columbia		Parrotts Ferry Rd	Columbia SRTS	Construction	Construct walking and biking facilities from the elementary school and airport trail to Columbia SHP and downtown.
ATP-County156	Sonora and Jamestown		SR 108	SR 108 Crossings	Construction	Construct crosswalks at Hwy 108 & Rawhide Rd; Hwy 108 & Lime Kiln Road
ATP-County157	Jamestown		Main St	Jamestown Main Street Sidewalks	Construction	Construct sidewalks along entirety of Main St in downtown Jamestown
ATP-County158	Sonora and East Sonora		Washington St to Standard Rd	Mono Way Bikeway	Construction	Construct class II bike lane connecting Sonora, East Sonora, and Mono Village along Mono Way

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
Questionnaire					

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County159	Downtown Sonora		Washington St and Stewart St	Downtown Sonora Bicycle Improvements	Construction	Construct bike lanes in downtown Sonora. Install bike racks on each block of Washington Street and near other major destinations.
ATP-County160	East Sonora		Library to Greenley Rd	Library Sidewalks	Construction	Construct sidewalks connecting Library to Greenley Road.
ATP-County161	East Sonora		W end of Sanguinetti Rd from Mono Way to Old Wards Ferry Rd	Sanguinetti Rd Pedestrian Improvements	Construction	Construct crosswalk islands at intersection of Sanguinetti Rd and Mono Way. Construct sidewalk on Sanguinetti from Mono Way to Old Wards Ferry Rd.
ATP-County162	SR 108		Sullivan Creek Bridge	Sullivan Creek Bridge Sidewalk	Construction	Construct sidewalk on Sullivan Creek bridge.
ATP-County163						
ATP-County164	Greenley Rd		Sylva Ln	Greenley Crosswalk Improvement	Construction	Improve crossing at entrance to medical center next to cemetery on Greenley.
ATP-County165	Sonora, Tuolumne		Tuolumne Rd from Mono Way to Tuolumne Rd N	Tuolumne Road Bikeway	Construction	Widen shoulders and construct bike lanes or a multi-use path between Sonora and Tuolumne.
ATP-County166	Greenley Rd			Greenley Road Bikeway	Construction	Widen shoulders and stripe bike lanes along both sides of Greenley Rd.
ATP-County167	Racetrack Rd		Jamestown Rd to Spring Hill Rd	Racetrack Road Improvements	Construction	Construct sidewalks and bike lanes or multi-use path on Racetrack Road and potentially Snell St.
ATP-County168	Jamestown		SR 49 and Main Street	Jamestown Crossings	Construction	Construct safe crossings on Highway 49 / 108 and Main Street including 5th Ave for Jamestown Elementary students.
ATP-County169	Parrots Ferry Rd			Parrotts Ferry Bikeway	Construction	Parrotts Ferry Road. I see pedestrians and bikes from the trailer parks and apartments all of the time. They are usually walking/riding to the store or to the school. It is a shame how easy it would be to fix that. There are already pounded down dirt paths along that route, could be made safer for kids.
ATP-County170	Columbia		Airport Rd at Parrotts Ferry Rd	Airport Rd Crossing	Construction	Install crosswalk across airport road entrance.
ATP-County171	Sonora			Dragoon Gulch Bike Accessibility	Construction	Construct bike routes to/from Dragoon Gulch, specifically along Bonanza Rd. (Sidewalk ends suddenly at Snell Rd).

Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
Questionnaire					
Questionnaire, Twain Harte Yard Sale					
Questionnaire					

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County172	Mono Way		Flynn Ln to Sonora Ford	Mono Way at SR 108 Pedestrian Improvements	Construction	Construct sidewalks and safe crosswalks on Mono Way, connecting existing sidewalks.
ATP-County173	Twain Harte, Sonora			Twain Harte to Sonora Bikeway	Construction	Construct a bikeway connecting Twain Harte to Sonora via Phoenix Lake Rd, Middle Camp Rd, Joaquin Gully Rd, and Longeway Rd.
ATP-County174	Twain Harte, Columbia			Columbia to Twain Harte Bikeway	Construction	Construct a bikeway connecting Twain Harte to Columbia along Big Hill Rd, Middle Camp Rd, Joaquin Gully Rd, and Longeway Rd.
ATP-County175	Twain Harte			Twain Harte Sidewalks	Construction	Construct sidewalks along Middle Camp/South Fork and Joaquin Gully Rd to downtown Twain Harte.
ATP-County176	Sonora		Hope Ln	Hope Lane Sidewalks	Construction	Construct sidewalks on Hope Lane.
ATP-County177	Big Oak Flat		SR 120	Big Oak Flat Crosswalks	Construction	Install crosswalks in central Big Oak Flat
ATP-County178	Big Oak Flat, Groveland		SR 120	Big Oak Flat to Groveland Trail	Construction	Construct walking and biking facilities along Highway 120 between Big Oak Flat and Groveland.
ATP-County179	Groveland		SR 120 at Ferretti Rd	Groveland Traffic Light and Crosswalks	Construction	Install crosswalks and traffic light at SR 120 and Ferretti Rd.
ATP-County180	SR 108		Harvard Mine Rd	Harvard Mine Rd Crossings	Construction	Install crosswalks on SR 108 in Jamestown at each end of Harvard Mine Rd.
ATP-County181	Groveland		SR 120 and Ferretti Rd	Groveland Bikeway	Construction	Construct a bikeway through downtown Groveland up to the Tenaya Elementary School and along Ferretti Road to the Tioga High School from each side of Ferretti.
ATP-County182	Groveland		SR 120	Groveland Pedestrian Improvements	Construction	Construct sidewalks or paths through Downtown Groveland from the Yosemite Bank to Tenaya Elementary School with access to the medical facility on the hill near Mountain Sage.
ATP-County183	Columbia		Italian Bar Rd	Italian Bar Shoulder Improvement	Construction	Widen shoulders or install multi-use path between 49er RV park and Columbia State Park on Italian Bar Road.
ATP-County184				Walking and Biking Destigmatization Program	Program	Marketing campaign to change attitudes to destigmatize and normalize walking in combination with efforts to increase walkability. Right now there is stigma (typically associated with poverty or substance use) associated with walking through parts of town.
ATP-County185	Strawberry			Strawberry Sidewalks	Construction	Construct sidewalks in Strawberry, primarily serving elderly year round residents.

2020 TUOLUMNE COUNTY ACTIVE TRANSPORTATION PLAN & 1



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Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
Questionnaire					

Project Number	Location	State Highway	Extents	Title	Project Type	Description
ATP-County186	S Washington Street		Hospital Rd	S Washington at Hospital Rd Crosswalks	Construction	Install crosswalks at intersection.
ATP-County187	SR 108		Stockton St or Lime Kiln Rd	SR 108 Pedesrian Crossing	Construction	Pedestrian overpass or underpass at SR 108 and Stockton St. or 108 and Lime Kiln Rd.
ATP-County188	Stockton Street			Stockton St / SR 49 Walkway	Construction	Sidewalks or trail along Stockton St from Washington St to SR 108.
ATP-County189	Jamestown		Seco St	Seco St Sidewalks	Construction	Sidewalks along Seco St and surrounding streets in Jamestown.
ATP-County190	Green St		Yaney Ave to Snell St	Green St Sidewalks	Construction	Sidewalks on Green St around County parking.
ATP-County191	Rawhide Rd			Rawhide Rd Improvements	Construction	Construct walking and biking facilities on Rawhide Road.
ATP-County192				Twain Harte Golf Course Bikeway	Construction	Bikeway along the golf course in Twain Harte to Twain Harte lake from downtown.
ATP-County193	SR 108		Twain Harte	Twain Harte SR 108 Shoulder Improvement	Construction	Improve shoulders on SR 108 to improve walkability.
ATP-County194	Twain Harte			Joaquin Gully Improvements	Construction	Construct sidewalks and bike lanes or multi-use path and repair potholes.
ATP-County195	Twain Harte			Multi-Modal Safety Improvements	Program	Educate drivers about sharing the road with pedestrians, bicyclists, and motorcyclists especially on SR 108.
ATP-County196	Twain Harte			Route 2 Improvements	Transit	Increase bus routes and stops from Twain Harte to Sonora and Twain Harte Lake.
ATP-County197	Twain Harte		Twain Harte to Yosemite	Twain Harte to Yosemite Bus	Transit	Provide bus service to Yosemite
ATP-County198	Twain Harte			Fleet Electrification	Transit	Purchase energy efficience and/or electric buses and other county vehicles.
ATP-County199	Twain Harte		Twian Harte Lake	Twain Harte Lake Bikeway	Construction	Bike trail from downtown Twain Harte to around the lake and along farm roads.
ATP-County200	Twain Harte			Twain Harte Public Restroooms	Construction	Construct public restrooms for people who walk and bike in the community.
ATP-County201	Twain Harte		Joaquin Gully at Twain Harte Dr	Joaquin Gully at Twain Harte Dr Improvements	Construction	Improve intersection signage and striping.
ATP-County202	Twain Harte			Twain Harte to Columbia Bus Route	Transit	Provide direct bus connection to Columbia, where riders can transfer to Calaveras Transit.

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Source	Cost Estimate	Year of Cost Estimate	Priority	Prioritized By	Const. Year
Questionnaire					
Twain Harte Yard Sale					
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Twain Harte Yard Sale					

ATP-County203	Twain Harte		Twain Harte / Tuolumne County Wayfinding	Wayfinding Program	Design maps, website, and signage for trails in Tuolumne County and/ or Twain Harte to encourage use of trails and local businesses by residents and tourists.
ATP-County204	Tuolumne Rd and Tuolumne Rd N		Tuolumne Road Shoulder Improvement	Construction	Widen shoulders on Tuolumne Rd for bicyclist safety.
ATP-County205	SR 108		Soulsbyville SR 108 Crossing	Construction	Provide bicycle and pedestrian crossing at Soulsbyville.
ATP-County206	Pinecrest		Pinecrest Shoulder Improvements	Construction	Widen shoulders or construct multi-use paths for walking and biking in Pinecrest.
ATP-County207	Long Barn – Pinecrest		Long Barn Bike Trails Improvements	Construction	Bike trails east of Long Barn need better maintenance and visibility to create a safe environment for bicyclists.
ATP-County208			Tuolumne County Loop Bike Route	Study	Plan for creating a county-wide bike trail loop to encourage inter- community biking and tourism.
ATP-County209	Fuller Rd		Fuller Road Path	Construction	Pave path where people currently walk as shown by desire line. Floods during winter.
		Tuolum	ne County Transi	t Projects	
ATP-County210	Serving Community of Columbia				Columbia Intra-Connector Shuttle Feasibility Study: recommend be completed with next County transit plan
ATP-County211	Columbia Planning Area				Columbia Transit Service Deficiency Survey: Survey current population to see where new transit services would be beneficial. recommend be completed with next County transit plan.
ATP-County212	Parcel immediately south of Howser Lane; Leti's Fruit Stand				Columbia Inter-Agency Transit Shelter Project: install transit shelter along with site modifications as identified in the grant application.
ATP-County213	Parcel immediately south of Howser Lane; Leti's Fruit Stand				Columbia Park 'n Ride Facility Project (30 spaces)
ATP-County214	Twain Harte		Route 2 Improvements	Transit	Increase bus routes and stops from Twain Harte to Sonora and Twain Harte Lake.
ATP-County215	Twain Harte	Twain Harte to Yosemite	Twain Harte to Yosemite Bus	Transit	Provide bus service to Yosemite
ATP-County216	Twain Harte		Fleet Electrification	Transit	Purchase energy efficience and/or electric buses and other county vehicles.
ATP-County217	Twain Harte		Twain Harte to Columbia Bus Route	Transit	Provide direct bus connection to Columbia, where riders can transfer to Calaveras Transit.





Twain Harte Yard Sale			
Twain Harte Yard Sale			
Twain Harte Yard Sale			
Twain Harte Yard Sale			
Twain Harte Yard Sale			
Twain Harte Yard Sale			
Twain Harte Yard Sale			
		Tuolumne County Transit Projects	
2010 CCIP	\$15,000		Mid-term
2010 CCIP	\$5,000		Mid-term
2010 CCIP	\$206,000	2009	Mid-term
2010 CCIP	\$157,000	2009	Mid-term
Twain Harte Yard Sale			
Twain Harte Yard Sale			
Twain Harte Yard Sale			
Twain Harte Yard Sale			
	\$368,000		





Active Transportation Priority Projects

The following 10 projects were identified as priority candidates (ATP Ready) for Active Transportation Program (ATP) applications. The ATP is a statewide program further discussed in Chapter 7, Funding of the Active Transportation Plan. Several of these projects have been submitted for ATP funding previously. Projects were determined to be top priorities for funding through the ATP because of significant documented community support, ability to address active transportation needs, previous planning efforts confirming feasibility, and completeness of project information.

Attachment E is intended to show the components of each project application and level of completeness. Conceptual designs, engineered plans, and cost estimates are required for a project to be ready for ATP submittal.

Information in this attachment is formatted to approximately match the questions in the Active Transportation Program Cycle 5 Application. Many projects are still under development, and therefore there are sections left blank.



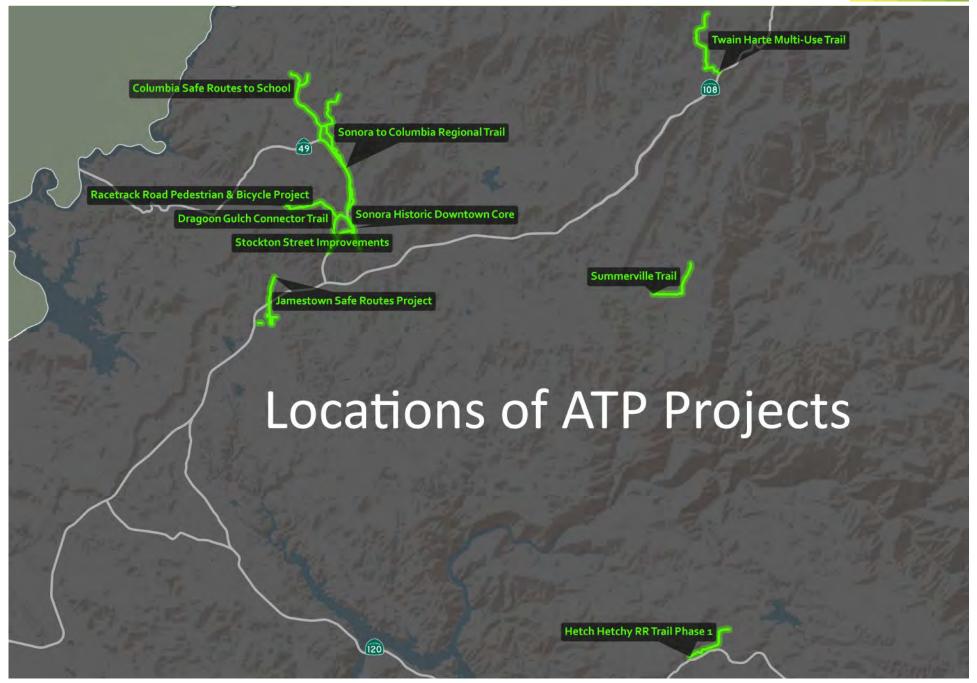




Table of Contents

Columbia Safe Routes to School	97
Dragoon Gulch Trail	105
GCSD Trail	113
Jamestown	121
Racetrack Road Pedestrian & Bicycle Project	131
Sonora Historic Downtown Core	141
Sonora to Columbia Regional Trail	149
Stockton Street Improvements	157
Summerville Trail Project	165
Twain Harte Multi-Use Trail	173





a. Project Name

Columbia Safe Routes to School

b. Summary of Project Scope

Construct a Safe Routes to School project by constructing walking and biking facilities from the elementary school and airport trail to Columbia SHP and downtown. The County has considered three different methods: sidewalks with vertical curb, meandering sidewalks, and striped pedestrian path in the existing areas of asphalt. When crossing Parrotts Ferry, use ladder style crosswalks with Flashing LED Sign Pedestrian Crossing, near and around the school. Construct a designated striped path on Loop Street and Rose Quartz Road.

c.Project Description

PS&E, ROW and CON funding required in order to construct approximately 4,700 feet of sidewalk or decomposed granite path along Parrotts Ferry Road, 900 feet of pathway along Rose Quartz Road and Perierra, and 1,200 feet along Parrotts Ferry Road include curb ramps, crosswalks, and drainage facilities.

d. Project Location

Along Parrotts Ferry Road from Columbia Dr. (Columbia Vista Estates) to Columbia Elementary School, from Columbia Elementary School to Columbia Historic State Park. Along Perierra St., Rose Quartz Road from Columbia E. to the Affordable Housing with assisted rent control to over 40 units in Columbia.

2. Project Type

a. Infrastructure

• Small

b. Percentage of Project for Bikes vs. Pedestrians

- 10% Bicvcle
- 90% Pedestrian

c.Schools that Benefit from the Project

Columbia Elementary

22540 Parrotts Ferry Rd.

Columbia Union School District, 22540 Parrotts Ferry Rd.

• K-8

Project Improvements maximum distance from school: 0.9 mile

Total School Enrollment: 517

Total # of students that currently walk or bike to school: 20

Approximate # of students living along route proposed for improvement: 120

Project # of students that will walk/bike to school after project: 50 Percentage of students eligible for free or reduced meal programs: 57%

Springfield Community Day School

22540 Parrotts Ferry Rd.

Columbia Union School District, 22540 Parrotts Ferry Rd.

• K-8

Project Improvements maximum distance from school: 0.9 mile



Total School Enrollment: 6

Total # of students that currently walk or bike to school: 0

Approximate # of students living along route proposed for improvement: 5

Project # of students that will walk/bike to school after project: 5

Percentage of students eligible for free or reduced meal programs: 100%

PART B - NARRATIVE QUESTIONS

3. Disadvantaged Communities

a. Map of Project Boundaries



b. Identification of Disadvantaged Community

Median Household Income

Population: 2.217

• MHI: \$35,977

(American Community Survey, 2014-2018)

c.Direct Benefit

How project closes gap, provides connection to or addresses a deficiency an ATP network or meets an important community need.

The project constructs pedestrian pathways to link the downtown commercial and residential center to various recreation trails school, Columbia Airport and Columbia State Historic Park. Filling the connectivity gap which has prevented non-motorized users from reaching these attractive destinations.

How the disadvantaged community residents will have physical access to project

This project will provide a facility completely within a Severely Disadvantaged Community and provide means of transportation that directly connects to the frontage of all shopping hubs, entertain, recreation and schools to airports and residential areas.

d. Project Location

Is your project located within a disadvantaged community?

Fully

e. Severity

Auto-calculated

4. Potential for Increased Walking and Cycling

a. Statement of Project Need

The proposed Columbia Pedestrian Facility project consists of two adjacent components: Parrots Ferry Road (between the subdivision located at Columbia Village Dr. and Columbia Historic State Park, at Washington Street) and a smaller segment located along Loop Street, Rose Quartz Road and Perierra Road that connects Columbia Elementary School (fronting Parrots Ferry Road) to the Subsidized Housing along Perierra Road (sierra Commons).

The approximate mile-long Parrots Ferry Road frontage on this project is very pedestrian unfriendly and historically discouraged pedestrian use. In its peak hours, pedestrian and bike counts are under 40, and yet it still services over six subdivisions, many commercial store fronts, lodging, health care facility, recreational parks, public swimming pool, provides connectivity to an existing trail (Dondero) at Columbia Airport, many other recreation trails, Columbia Elementary School, Columbia College, two transit stops and Columbia Historic State Park. This proposed facility will provide intermodal transportation for aviators traveling to Columbia walking to their accommodations. In addition, a safe route for the local residents traveling to Columbia Elementary School and other shopping hubs along Parrots Ferry Rd.

The corridor is fairly wide with existing right of way ranging up to a maximum of eighty feet. Columbia was one of the first settlements that sprang up during the exciting years of the Gold Rush. Most of the region was transformed by the hydraulic mining that occurred during the 1800's and Parrotts Ferry Road brought connectivity to towns such as Tuttletown and Valencia. The moderate rolling terrain with native oaks provides a scenic region with ambient climates that encourage users to enjoy the recreational uses in the community.

This facility will address the needs identified in the Columbia

Circulation Improvement Plan (CCIP)(Stantec, 2010) and complete gap closure in the current pathways within the community of Columbia providing prosperity and safe means of travel to the Severely Disadvantage Community.

Columbia is located in Tuolumne County census tract 41.00. According to the Healthy Places Index (HPI) indicators, this tract has healthier community conditions than 50.4% of other California census tracts. This tract has healthier economic conditions than just 23.2% of other California census tracts, largely because of its low employment rate. This tract has healthier transportation conditions than 28.4% of other California census tracts. The active commuting indicator ranks higher than only 16.5% of other California census tracts due to low use of walking, biking, or transit for commuting. This suggests a need for increased active transportation connections.

b. Describe how will the project address the active transportation need.

Close gap? Creation of new routes? Remove barrier to mobility?

Number of gaps: 4 / Total length of gaps: 6,800 ft.

The infrastructure along Parrots Ferry Rd. will provide separation between the motorized users and non-motorized users by constructing sidewalks with vertical curbs. Crosswalks will be installed on Parrots Ferry Rd with advance warnings using LED flashing lights.

Describe how project links or connects existing routes to transportation related and community identified destinations where an increase in active transportation modes can be realized.

The proposed Columbia Pedestrian Facility project creates a new route within the residential and commercial areas and Columbia State Historic Park. Facilities will be located along a scenic route that is heavily used by motorists and pedestrians, where no pedestrian facilities currently exist. This route will provide a safe path for walking to shopping, Columbia Elementary School, medical offices, post office, farmers market, airport, churches, theater, picnic facilities, and other everyday uses. It also provides visitors a safe route for

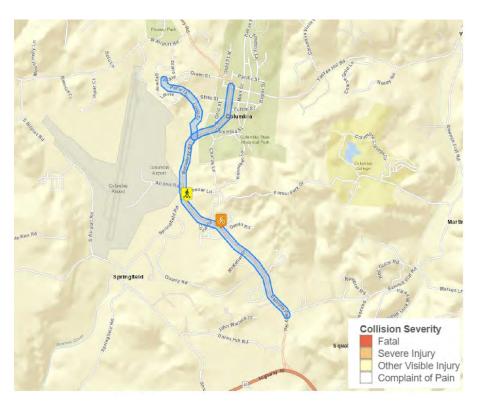


exploring the historic community of Columbia and the State Historic Park.

5. Potential for Reducing # of Pedestrian Fatalities and Injuries

a. Description of project locations history of ped and bike collisions resulting in fatalities and injuries

One pedestrian and one bicyclist were injured in collisions from 2008 through 2018 in the project area. These collisions are displayed in the following map and table of bicycle and pedestrian collisions from TIMS.



Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	1	0	0	1
Pedestrian	0	0	1	0	1

Safety Countermeasures

How will the project remedy the safety hazards?

- Speed reduction No
- Improves sight distance No
- Eliminates potential conflict pts

Heavy traffic uses Parrotts Ferry Rd in excess of 25mph. Current paved shoulders are less than 1 foot in width beyond the striped fog line. Creating sidewalks or decomposed granite pathways with vertical curb will help create barriers to ensure physical separation between motorized and non-motorized users.

- Improves compliance No
- Addresses inadequate vehicular traffic control No
- Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate - Yes

Creating sidewalks or decomposed granite pathways with vertical curb will help create barriers to have physical separation between motorized and non-motorized users.

6. Public Participation

a. Described community based public participation

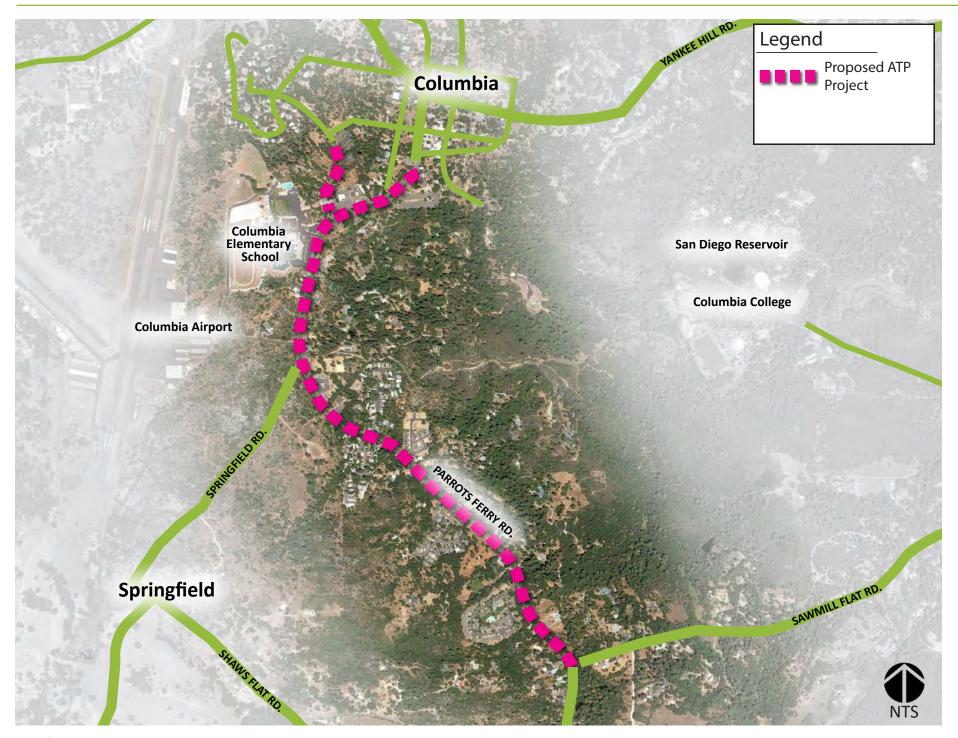
During the process of developing the 2020 Tuolumne County Regional Transportation Plan, community meetings and pop-up outreach were held in Tuolumne County communities. Additionally, a questionnaire was available online for community members to

voice their input and suggest improvements to the County's active transportation network. Several community members responded to the questionnaire stating that Parrott's Ferry Road needs improvements for walking and biking.

Circulation needs for Columbia were also addressed in the development of the Columbia Circulation Improvement Plan, which engaged three groups of stakeholders during the planning process. The groups included transportation planning stakeholders, organized groups of individuals, and interested parties.

7. Past Performance ATP Funded Projects

If the agency applying for funding has previously received funding through the ATP program and required an amendment or a scope change, the ATP application for this project may receive a lower score.





a. Project Name

Dragoon Gulch Connector Trail

b. Summary of Project Scope

Construct a new pedestrian and bicycle path that connects Dragoon Gulch Trail with Sonora High, Sonora Community Estates, Downtown Sonora, and the Fairgrounds. This trail would start at the intersection of SR 49/ Southgate Dr. and follow Woods Creek/Bonanza Road to Snell Street, from the intersection of SR 49/Woods Creek Park Drive to the intersection of School Street/SR 49. This project is a segment of the SR 49 Congested Corridor Study, which proposes a safe route for walking and biking from Jamestown to Columbia by way of Sonora.

c.Project Description

The City of Sonora is applying for funds to construct a new multi-use pathway from the Tuolumne County Fairgrounds on Stockton Street / SR 49 to the vicinity of Sonora High School. The project would also provide connections to Sonora Community Estates, existing Dragoon Gulch Trail network, commercial areas, schools and residential neighborhoods. Stockton Street / SR 49 lacks designated spaces for walking and biking and has been the site of collisions involving pedestrians and bicyclists. Bonanza Road, located north of Woods Creek, also lacks designated spaces for walking or biking.

The proposed multi-use path would start at the south end of the commercial area along the north side of SR 49, approximately 900 feet southwest of Ponderosa Lane. The path would follow SR 49 to Woods Creek Drive, then travel through Woods Creek Rotary Park to the existing Dragoon Gulch path. The project would follow the unimproved existing pathway and cross Woods Creek by way of a newly constructed pedestrian bridge at its terminus. The path would then connect to W Bonanza Road, requiring grading. Grading will also be required for a connection to the existing path toward Sonora Community Estates. The pathway would terminate at the intersection of Snell Street and W Bonanza Road, where a new crosswalk would be installed to help users cross to the existing sidewalk on the north side of Snell Street which leads to Sonora High School.

The project will increase safety and access for pedestrians and bicyclists by creating a safer route through Sonora. Providing a direct, protected path through the community will allow people to avoid walking and biking along high-traffic State Route 49, thus reducing the potential for collisions and encouraging community members to walk or bike. The natural beauty of the trail's location is also expected to promote recreational walking and biking.

d. Project Location

Along Woods Creek Dr. from SR 49 to Snell St. via Woods Creek and from Woods Creek Dr. south along SR 49.



2. Project Type

a. Infrastructure

Small

b. Percentage of Project for Bikes vs. Pedestrians

- 50% Bicycle
- 50% Pedestrian

c. Schools that Benefit from the Project

Sonora High School

430 N. Washington St., Sonora, CA

Sonora Union High, 100 School Street, Sonora, CA 95370

Grades 9-12

Project Improvements maximum distance from school: 0.73 Mile

Total School Enrollment: 2,000

Total # of students that currently walk or bike to school: 20

Approximate # of students living along route proposed for improvement: 120

Project # of students that will walk/bike to school after project: 50

Percentage of students eligible for free or reduced meal programs: 41.5%

PART B - NARRATIVE QUESTIONS

3. Disadvantaged Communities

a. Map of Project Boundaries





b. Identification of Disadvantaged Community

Median Household Income

- Tuolumne County Census Tract 11 is not a DAC. Median household income is \$58,558 (2018 ACS). Census Tract 11, Census Block Group 4, which contains approximately half of the Dragoon Gulch Trail, has a MHI of \$43,719, qualifying as a DAC. Block Group 3 contains a portion of the project are and has a MHI of \$58,269. Block Group 2 contains a portion of the project are and has a MHI of \$68,344.
- Sonora CDP Population: 4,822 (2018 ACS)
- Sonora CDP MHI: \$41,130 (2018 ACS)

(American Community Survey, 2014-2018)

c.Direct Benefit

How project closes gap, provides connection to or addresses a deficiency an ATP network or meets an important community need.

The project constructs pedestrian pathways to link Sonora Community Estates and other neighborhoods to the downtown commercial core and to various recreation trails, residential areas, fairgrounds, and Sonora High School. Filling this connectivity gap would provide nonmotorized users options to access these destinations. The project also serves as a regional connection when paired with the proposed Sonora to Columbia Regional Trail and the Jamestown to Sonora Regional Trail.

How the disadvantaged community residents will have physical access to project

The low-income retirement community Sonora Community Estates is located adjacent to the project, on N Forest Road. Numerous other residences are located off of Calaveras Way and Snell Street, and can easily access the improvements from their homes.

d. Project Location

Is your project located within a disadvantaged community?

Fully

e. Severity

Auto-calculated

4. Potential for Increased Walking and Cycling

a. Statement of Project Need

The proposed Dragoon Gulch Connector Trail is comprised of two segments that are needed to connect the downtown core of Sonora and Sonora Union High School to residential neighborhoods and the fairgrounds along SR/49 southeast of the downtown core. The segment before the existing decomposed granite path along Woods Creek Drive is pedestrian unfriendly and can currently only be accessed by vehicle. There currently is no connection to Bonanza Rd. from the existing trail which dead-ends where a previous bridge was located. The second segment along Bonanza Rd. is currently without a sidewalk or any other type of pedestrian friendly services to access the Sonora Union High School. These new facilities would address the needs identified in the 2016 Tuolumne County RTP. nections.

b. Describe how will the project address the active transportation need.

Close gap? Creation of new routes? Remove barrier to mobility?

Number of gaps: 2 / total length of gaps:

The proposed Dragoon Gulch Connector Trail creates a new route and closes gaps within the residential and commercial areas just outside of downtown Sonora. The proposed new route will provide safe



pedestrian access from Sonora High School and downtown Sonora to surrounding residential neighborhoods and the fairgrounds.

Access across Woods Creek will remove the barrier from Bonanza Rd to the existing decomposed granite trail. Crosswalks will be installed across Bonanza Rd. at the access point to Sonora High school which will have advance warnings using LED flashing lights.

Describe how project links or connects existing routes to transportation related and community identified destinations where an increase in active transportation modes can be realized.

The project will provide connections between residential neighborhoods, the Sonora downtown core, Sonora High School, the fairgrounds, and Woods Creek Park. The project also serves as a regional active transportation connection when paired with the proposed Sonora to Columbia Regional Trail and the Jamestown to Sonora Regional Trail. Additionally, walking and biking paths have been proposed along Stockton Street, Racetrack Road, and SR 49 which would create broader non-motorized connections within Sonora.

5. Potential for Reducing # of Pedestrian Fatalities and Injuries

a. Description of project locations history of ped and bike collisions resulting in fatalities and injuries

Two pedestrians were hit and injured in the years of 2008 through 2018, as shown in the following map and table from TIMS. No other collisions were recorded in the project area during this time frame. However, it is useful to note the intensity of collisions along the SR 49 corridor shown in the TIMS heatmap, as the Dragoon Gulch Trail would provide a safe alternative route.

b. Safety Countermeasures

How will the project remedy the safety hazards?

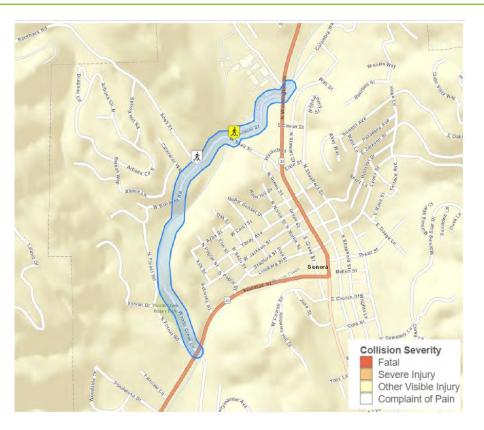
- Speed reduction No
- Improves sight distance No
- Eliminates potential conflict pts

The Dragoon Gulch Trail would create an off-street pathway and crossings on low-traffic streets, avoiding the SR 49 corridor through downtown Sonora. The Washington Street downtown core has a high density of pedestrian and cyclist collisions, which could be reduced by diverting pedestrians and bicyclists to the new trail.

- Improves compliance No
- Addresses inadequate vehicular traffic control No
- Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate - Yes

Creating sidewalks or decomposed granite pathways with vertical curb will help create barriers to have physical separation between motorized and non-motorized users.





Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	0	0	0	0
Pedestrian	0	0	1	1	2

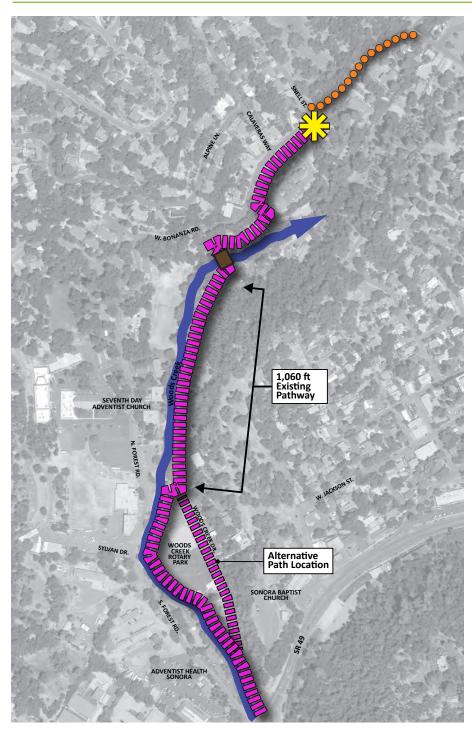
6. Public Participation

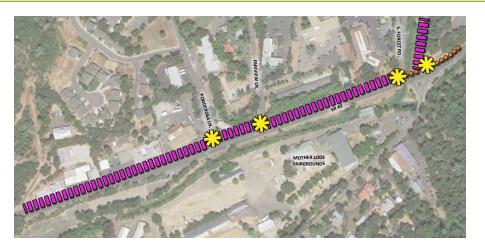
a. Described community based public participation Details to be developed.

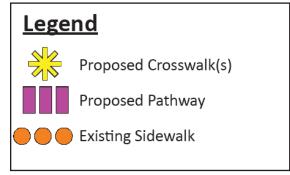
7. Past Performance ATP **Funded Projects**

The City of Sonora was awarded ATP funding for the Red Church Pedestrian & Circulation Improvement Project, and later had to amend the project. This past performance issue may affect how the Project is scored.

Details to be developed.













a. Project Name

Hetch Hetchy Railroad Trail Phase 1

b. Summary of Project Scope

The Hetch Hetchy Railroad Trail Phase 1 Project involves the construction of a 1.25 mile handicapped accessible paved trail, support amenities, railcar bridge over Garrote Creek, benches, and lighting. This eight-foot-wide paved trail provides the only nonmotorized linkage between the major population areas of the region (Pine Mountain Lake) to the downtown Groveland business district and Mary Laveroni Park. This will be the first phase in a larger trail project planned over the next 20 years following the old Hetch Hetchy Railroad grade from Moccasin, through Big Oak Flat and Groveland to the west boundary of the Stanislaus National forest and beyond to Yosemite Park and the Pacific Crest Trail. The trail will also be convertible to a single-lane emergency evacuation road.

c.Project Description

The Hetch Hetchy Railroad Trail Phase 1 is a multi-use trail connecting several destinations in the Groveland community core and serving as an emergency evacuation route. The proposed trail will begin at the Groveland Community Resilience Center, planned for future construction by the County of Tuolumne in partnership with Groveland Community Services District (GCSD). The trail extends from the Resilience Center southwest, crossing the Garrote Creek by way of railcar bridge and then along the historic Hetch Hetchy Railroad trail. Along the trail, connections to downtown Groveland and Mary Laveroni Park will be installed. This phase of the trail would then terminate at Deer Flat Rd.

The trail will be convertible to a single-lane road in case of emergency, such as a wildfire. The emergency road could be used as a single-direction evacuation route or a road for emergency service vehicles.

d. Project Location

The trail will be located on GCSD property and potentially Hetch Hetchy Railroad property. The trail will follow the Hetch Hetchy Railroad grade to downtown Groveland and terminate at Deer Flat Rd.

The GCSD property's western boundary is close to Ponderosa Lane, creating the need to obtain a permit from Hetch Hetchy Railroad to extend through their property to Deer Flat Road. If GCSD cannot get rights to extend the trail before the Cycle 5 ATP application development, then Phase 1 will be located on GCSD property only.

2. Project Type

a. Infrastructure

Medium

b. Percentage of Project for Bikes vs. Pedestrians

- 50% Bicycle
- 50% Pedestrian

c. Schools that Benefit from the Project

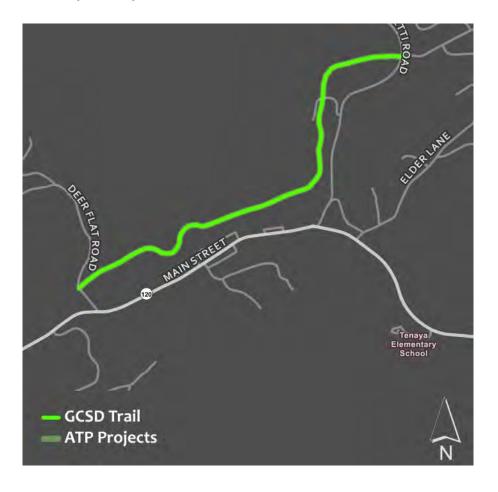
Tenaya Elementary School **Groveland High School**



PART B - NARRATIVE QUESTIONS

3. Disadvantaged Communities

a. Map of Project Boundaries



b. Identification of Disadvantaged Community

Median Household Income

Groveland CDP MHI: \$20,406

• Groveland CDP Population: 307

• Pine Mountain Lake

(American Community Survey, 2014-2018)

c.Direct Benefit

How project closes gap, provides connection to or addresses a deficiency an ATP network or meets an important community need.

The project will create a new route for pedestrians and cyclists, linking the Groveland downtown commercial core with residences in Pine Mountain Lake and other neighborhoods. The project will also provide access by bike, foot and wheelchair to recreational and natural resources, complete with educational signage.

How the disadvantaged community residents will have physical access to project

This project will provide a facility completely within a severely disadvantaged community and provide a direct connection between residential neighborhoods and the Groveland downtown core. Residents can access the trail from Deer Flat Rd, Ferretti Rd, Pine Mountain Lake, or from destinations in downtown Groveland. Project Location

d. Project Location

Is your project located within a disadvantaged community?

Fully

e. Severity

Auto-calculated

4. Potential for Increased Walking and Cycling

a. Statement of Project Need

There currently are no pedestrian or bicycle connections between the largest residential community of 3,500 homes in the Groveland area to resources in downtown. The right of way along Ferretti Rd has no shoulder or bike lane and is very high in traffic volume. Community members have voiced the need for walking and biking facilities in Groveland, particularly in the downtown core. As documented in the Tuolumne County Trails and Bikeways Plans, Regional Transportation Plan and Groveland Area Circulation and Active Transportation Plan, the Project meets the high priority need for non-motorized linkage of the disconnected communities in the Groveland region.

The project site is located in the Sierra Nevada Mountains at an elevation of approximately 3100 feet. This area is at high risk for wildfire. The Trail will be designed so that it can be used as a oneway road for evacuation, providing much-needed emergency ingress and egress for Pine Mountain Lake and other residential neighborhoods in Groveland. Tuolumne County has been advocating for a local road alternative to SR 120, largely to increase capacity for fire evacuations, while the community has requested a walking and biking path. Constructing a 10-foot path with a vehicle gate for conversion to an evacuation road would provide a solution to the community's needs for both active transportation connections and emergency egress.

b. Describe how will the project address the active transportation need.

Close gap? Creation of new routes? Remove barrier to mobility?

The project involves the construction of a new route in the form of

approximately 3,000 feet of accessible, paved walking, biking and sightseeing trail along an existing railroad right-of-way, linking the largest residential community in the region to the local community park and downtown Groveland business district. The trail project improves existing parking in downtown Groveland, provides for the historic preservation of an abandoned railroad corridor, and provides the only non-motorized route from the Pine Mountain Lake community to the Tuolumne County Resilience Center, Mary Laveroni Park and downtown Groveland.

The addition of a multi-use trail adjacent to Ferretti Rd which is a high traffic thoroughfare with no pedestrian facilities, would remove the pedestrian barrier between residential communities north of the town and provide a necessary connection to the resources and amenities Downtown Groveland provides

Describe how project links or connects existing routes to transportation related and community identified destinations where an increase in active transportation modes can be realized.

The proposed trail will provide an essential active transportation connection between neighborhoods including Pine Mountain Lake and resources in the Groveland community core. Destinations in the Groveland community core include businesses and Mary Laveroni Park. The trail would also facilitate walking and biking to Tenaya Elementary along the existing roadside path, and could connect to Groveland High School in the future.

This project will be the first phase in a larger trail project planned over the next 20 years following the old Hetch Hetchy Railroad grade from Moccasin, through Big Oak Flat and Groveland to the west boundary of the Stanislaus National forest and beyond to Yosemite Park and the Pacific Crest Trail. Three phases of the project are planned for creating a trail between Gorveland and Big Oak Flat, of which this project is the first phase.

The trail will also be convertible to a single-lane emergency evacuation road, to be used for emergency vehicles or for evacuating residents in the case of a wildfire.



5. Potential for Reducing # of Pedestrian Fatalities and Injuries

a. Description of project locations history of ped and bike collisions resulting in fatalities and injuries

Bicycle and Pedestrian Collisions from 2008 through 2018 are displayed in the following map and table from TIMS. Two bicycle collisions occurred near the intersection of SR 120 / Main St and Ferretti Rd, while one pedestrian collision occurred in the downtown business district. All resulted in injuries.



Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	1	0	1	2
Pedestrian	0	0	0	1	1

b. Safety Countermeasures

How will the project remedy the safety hazards?

- Speed reduction No
- Improves sight distance No
- Eliminates potential conflict pts

Creation of a new route will allow bicyclists and pedestrians a safe way to travel through Groveland or into the downtown core without crossing or travelling along major roads. People walking or biking from Pine Mountain Lake will be able to access downtown Groveland without using the Ferretti Rd / Main St intersection, where two bicyclists were previously injured.

- Improves compliance No
- Addresses inadequate vehicular traffic control No
- Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate - Yes

Creating sidewalks or decomposed granite pathways with vertical curb will help create barriers to have physical separation between motorized and non-motorized users.



6. Public Participation

a. Described community based public participation

During the community outreach process for the Tuolumne County Active Transportation Plan, several community members voices a need for walking and biking facilities in downtown Groveland inperson or through the online questionnaire. Several specifically requested sidewalks and crossings in the community core or improved crossing at the SR 120 / Ferretti Rd intersection, and others asked for broader community connections. Several community members asked for a trail or path in Pine Mountain Lake, a private residential neighborhood of 2,671 residents who shop, work, attend school, and use services in Groveland. The GCSD Trail would provide a safe walking and biking connection from Pine Mountain Lake to downtown Groveland that bypasses major roads and intersections.

7. Context Sensitive Bikeways

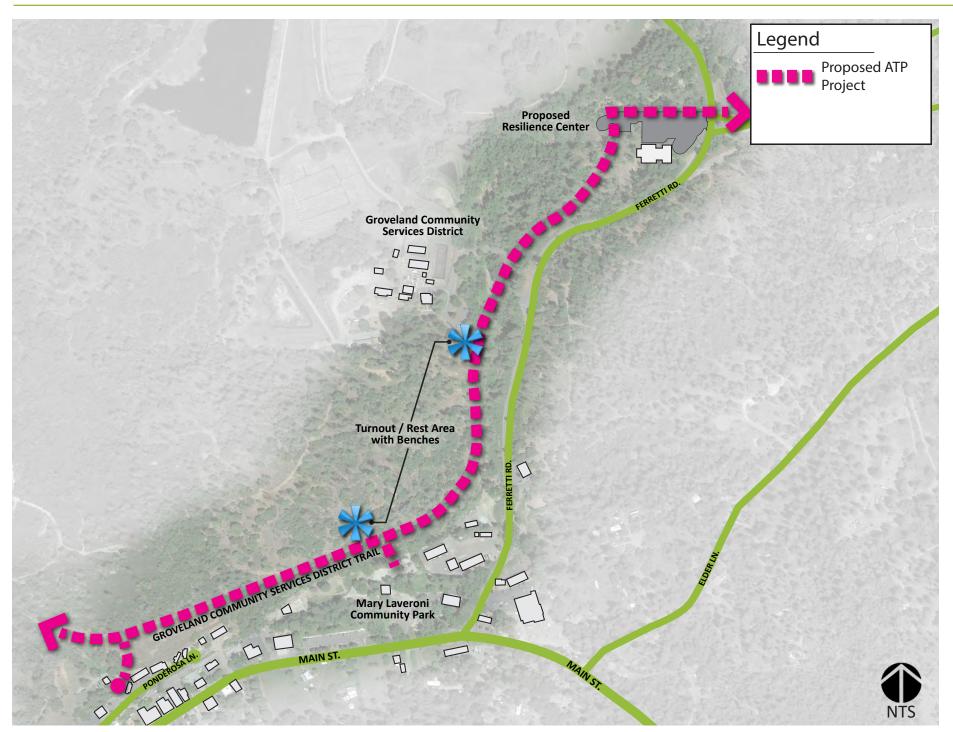
Details to be developed.

8. Leveraging Funds

Details to be developed.

9. Past Performance ATP Funded Projects

If the agency applying for funding has previously received funding through the ATP program and required an amendment or a scope change, the ATP application for this project may receive a lower score.





a. Project Name

Jamestown Safe Routes to School Project

b. Summary of Project Scope

Currently, there is continuous sidewalk to the south of Jamestown Elementary School, along Fifth Avenue, and east of the school, along Willow Street. However, there is no sidewalk along Fifth Avenue north of the school and no sidewalk on Seventh Street, Sixth Avenue or Fourth Avenue in the immediate vicinity of the school. The project will construct approximately 3,600 lineal feet of new sidewalk, curb and gutter, ADA improvements, crosswalks, 800 lineal feet of asphalt pedestrian walkway, 4,100 linear feet of separated multi-use pathway and associated storm drain improvements on various streets in Jamestown, CA. The project will close gaps in as well as expand the existing pedestrian network and create a safe and continuous pedestrian travel path between residential areas, Jamestown Elementary School, public transit facilities and other recreational and commercial facilities.

c.Project Description

The Jamestown Safe Routes to School project builds on previous efforts including the Jamestown Beautification project and Jamestown Sidewalks projects to increase pedestrian facilities and connectivity in a small, unincorporated, and low-income community. Previous projects have created a pedestrian-friendly environment along Main Street and adjoining streets in downtown Jamestown. However, these improvements do not connect to Jamestown Elementary School, surrounding residences, and other destinations.

The project will expand the existing pedestrian network and create

safe and continuous pedestrian travel paths between residential areas, Jamestown Elementary School, public transit facilities, recreation opportunities, and businesses. The project includes approximately 3,600 linear feet of new sidewalk, curb and gutter, ADA improvements, and crosswalks within the vicinity of Jamestown Elementary School. Parking stalls adjacent to school and district offices may be modified. In addition, there will be approximately 400 linear feet of sidewalk to close existing gaps allowing safe pedestrian travel to Downtown Jamestown.

The project also includes connectivity to residential neighborhoods north of SR 49/108 along Jamestown Rd, with approximately 4,100 linear feet of new separated multi-use path providing safe multimodal travel south to historic downtown Jamestown and Jamestown Elementary School. The proposed project will connect with the proposed Caltrans intersection improvements at the 5th Ave and SR 49/108 junction.

The purpose of the project is to complete Jamestown's walking and biking network, thereby creating a safer environment and encouraging non-motorized transportation. Designated facilities for walking and biking are expected to reduce the potential for collisions and increase the number of students and other community members who walk and bike along 5th Avenue and adjacent streets.

d. Project Location

On Fifth Avenue, from Golf Links Road to Seventh Street and from Eighth Street to Ninth Street; on Seventh Street, from Fifth Avenue to Eighth Avenue; and on portions of Fourth Avenue, Sixth Avenue, Donovan Street, Seco Street, Willow Street, and Ninth Street in Jamestown, CA.



2. Project Type

a. Infrastructure

Small

b. Percentage of Project for Bikes vs. Pedestrians

• 100% - Pedestrian

c.Schools that Benefit from the Project

School Name: Jamestown Elementary School

School Address: 18299 Fifth Avenue, Jamestown CA, 94327

District Name: Jamestown School District

District Address: 18299 Fifth Avenue, Jamestown CA, 94327

Co.-Dist.-School Code: 55 72363 6054902

School Type: K-8

Project improvements maximum distance from school 0.9 mile

Total student enrollment: 297

Total # of students that currently walk or bike to school: 90

Approximate # of students living along route proposed for

improvement: 140

Projected # of students that will walk/bike to school after the project: 140

Percentage of students eligible for free or reduced meal programs** 76 %

3. Disadvantaged Communities

a. Map of Project Boundaries



PART B – NARRATIVE QUESTIONS



b. Identification of Disadvantaged Community

Median Household Income

• Census Tract/Block: Jamestown CDP, California

• Population: 2,687

• MHI: \$38,359 (2018 ACS)

(American Community Survey, 2014-2018)

c.Direct Benefit

How project closes gap, provides connection to or addresses a deficiency an ATP network or meets an important community need.

The proposed project will close gaps in and expand the existing sidewalk network in Jamestown. Improvements will provide a safe and continuous sidewalk for pedestrians in mainly residential areas, providing a safe connection to the Jamestown Elementary School, transit facilities, health clinic, and recreational and commercial facilities.

How the disadvantaged community residents will have physical access to project

The proposed project is located almost exclusively along residential streets, closing gaps in and expanding the existing sidewalk network in Jamestown. Users will have direct access to the project from their residences, and/or through the existing sidewalk network.

d. Project Location

Is your project located within a disadvantaged community?

Fully

e. Severity

Auto-calculated

4. Potential for Increased Walking and Cycling

a. Statement of Project Need

The roadways included in this project are mostly non-standard widths, with undeveloped shoulders and no pedestrian improvements. However, many non-motorized users currently travel on the roadway shoulder or in the roadway itself to access the Jamestown Elementary School, public transit facilities, health clinic, and recreational and commercial facilities. Non-motorized users often cross the street illegally and unsafely in areas where there are no crosswalks. Unimproved intersections currently don't have ADA improvements, further restricting access for non-motorized users. While some areas adjacent to the project do have pedestrian facilities, there are gaps in the existing pedestrian network, forcing users to travel on the roadway or shoulder in the gap.

Jamestown is located in Tuolumne County census tract 51.00. According to the Healthy Places Index (HPI) indicators, this tract ranks in the lowest 32.7% of California census tracts. This tract has healthier economic conditions than just 19.5% of other California census tracts, largely because of its low employment rate. This tract has healthier transportation conditions than 38.5% of other California census tracts. The active commuting indicator ranks higher than only 15.5% of other California census tracts due to low use of walking, biking, or transit for commuting. This suggests a need for increased active transportation connections.

b. Describe how will the project address the active transportation need.

Close gap? Creation of new routes? Remove barrier to mobility?

This project will also extend the existing pedestrian network to

provide access to additional residential areas, especially in the vicinity of the school. This expanded network will allow students to walk to school safely, rather than being driven or walking on the roadway or shoulder. Constructing a comprehensive and continuous pedestrian network will encourage non-motorized users to use sidewalks and marked crosswalks, discouraging walking in the roadway and unsafe crossing actions.

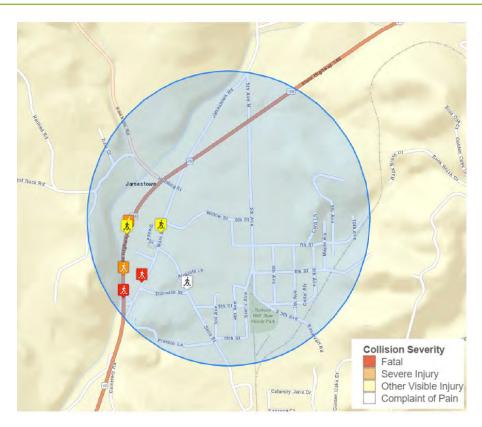
Describe how project links or connects existing routes to transportation related and community identified destinations where an increase in active transportation modes can be realized.

his project will construct over a mile of new pedestrian facilities in the vicinity of the Jamestown Elementary School. These new facilities will improve connectivity and mobility in these areas that currently have no adequate walking routes. Students and other users will be connected to the existing pedestrian network and will be able to access the school, public transit facilities, health clinic, Railtown1897 State Park, public park and trail system, and the Main Street commercial corridor including post office and grocery stores. The addition of crosswalks and ADA improvements will insure mobility and access for wide variety of users.

5. Potential for Reducing # of Pedestrian Fatalities and Injuries

a. Description of project locations history of ped and bike collisions resulting in fatalities and injuries

One pedestrian was injured within the project area between the years of 2008 and 2018, at the intersection of Donovan Street and Seco Street. Several more pedestrians were injured or killed along Main Street and SR 108, near the project area.



Involved Wit	h Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	0	0	0	0
Pedestrian	2	2	2	1	7

b. Safety Countermeasures

How will the project remedy the safety hazards?

Speed reduction

The roadways included in this project are often non-standard widths with undeveloped shoulders, providing no physical separation between motorized and non-motorized users. The project area is semi-rural and consists of moderate hilly and winding terrain, with little or no shoulder or clear zone in many areas. Currently, many nonmotorized users travel on the roadway shoulder or in the roadway itself, but many more do not walk because of safety concerns.

• Improves sight distance

The roadways included in this project are often non-standard widths with undeveloped shoulders, providing limited visibility between motorized and non-motorized users. Currently, many non-motorized users walk or bike on the roadway shoulder or in the roadway itself. The project area is semi-rural and consists of moderate hilly and winding terrain with low visibility for motorized users.

• Eliminates potential conflict pts

The roadways included in this project are often non-standard widths with undeveloped shoulders, providing no physical separation between motorized and non-motorized users. Currently, many nonmotorized users travel on the roadway shoulder or in the roadway itself. The project area is semi-rural and consists of moderate hilly and winding terrain, with little or no shoulder or clear zone in many areas.

The construction of sidewalk, curb and gutter, and improved striping will physically separate non-motorized users from motorized users, eliminating potential conflict points. Constructing a comprehensive and continuous pedestrian network will encourage nonmotorized users to use sidewalks and marked crosswalks, discouraging walking in the roadway and unsafe crossing actions.

• Improves compliance

The construction of sidewalk, curb and gutter, and crosswalks will discourage non-motorized users from walking in the wrong direction on streets and will discourage non-motorized users from unsafe crossing actions.

• Addresses inadequate vehicular traffic control

The roadways included in this project, for the most part, lack sidewalk, curb and gutter, standard striping, and standard road widths. Sidewalk, curb and gutter, and striping all provide a barrier between motorized and non-motorized users. Roadway shoulders provide an

area for non-motorized users outside the travel way. Without these traffic controls there is little to no separation between motorized and non-motorized users.

• Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate

The project will construct sidewalk, curb and gutter, pedestrian walkway, improve striping, and standardize roadway geometry.

6. Public Participation

a. Described community based public participation

This project is consistent with the Tuolumne County General Plan. The General Plan consists of two components – the Countywide General Plan and Community Plans which relate to specific areas of the unincorporated area of the County. The Jamestown Community Plan, included in the General Plan, specifically identifies the major components of this project. The Jamestown Area Planning Commission, consisting of residents within the boundaries of the Jamestown Community Plan, oversaw the development of the Jamestown Community Plan and project list. The Tuolumne County Bikeways and Trail Plan, which also identifies the major project components, was developed through a series of public community workshops. This project was presented and discussed at the County Board of Supervisors public meeting, in April 2015 and again in April 2016. Additionally, the project was discussed at a public outreach meeting held in downtown Jamestown in October 2015. All meetings are ADA accessible and noticed on the County's website.



7. Context Sensitive Bikeways

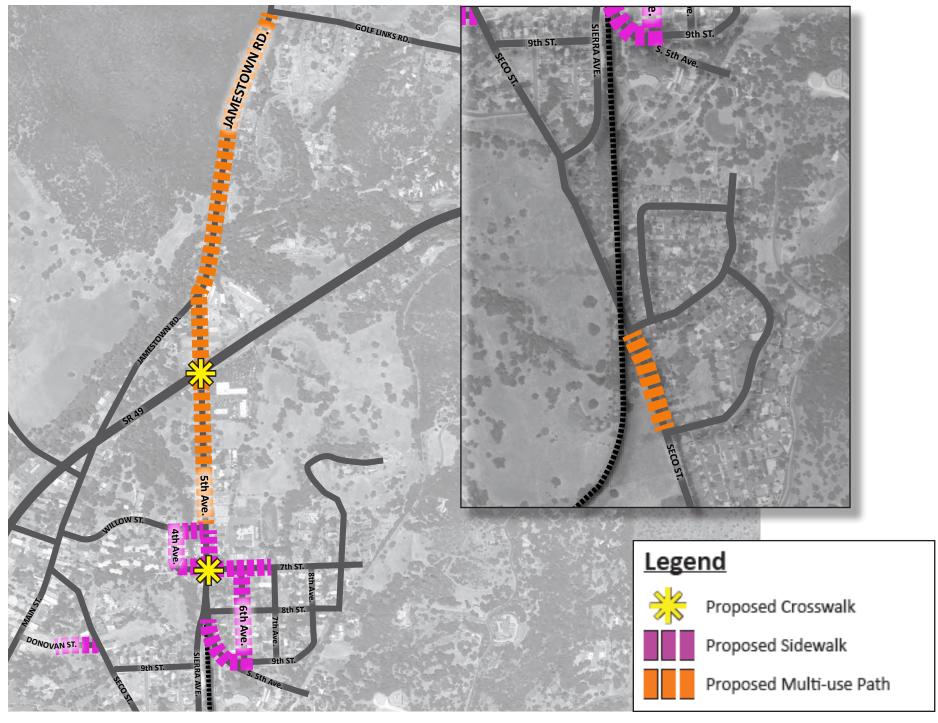
Details to be developed.

8. Leveraging Funds

Details to be developed.

9. Past Performance ATP **Funded Projects**

If the agency applying for funding has previously received funding through the ATP program and required an amendment or a scope change, the ATP application for this project may receive a lower score.







a. Project Name

Racetrack Road Pedestrian and Bicyclist Improvement Plan

b. Summary of Project Scope

This project constructs new sidewalk, curb, gutter, and class II bicycle lanes on a curvy segment of semi-rural collector roadway which links two large residential subdivisions to the immediate vicinity of Sonora High School and the downtown Sonora commercial and historic district, and the roadway to a popular recreational shareduse trail location. The existing roadway is narrow, curvy, and hilly, and pedestrian and bicycle infrastructure is inadequate, with extremely narrow or no shoulders on the sides of the roadway. The project would open up a point of access and create a new trail head for walkers and cyclists to the existing Dragoon Gulch shared-use recreational trail, and increase the usership on that trail.

c.Project Description

Construct new sidewalk, curb and gutter, Class II bike lanes, and drainage improvements to create a safe and continuous pedestrian and bicycle travel path for local residents accessing public transit and the Dragoon Gulch Recreational Area.

d. Project Location

On Racetrack Road, near Sonora, CA.

2. Project Type

a. Infrastructure

Small

b. Percentage of Project for Bikes vs. Pedestrians

- 50% Bicycle
- 50% Pedestrian

c.Project Details

- Bicycle Transportation: Class II: 7,000 linear feet
- Pedestrian Transportation: New (4'-8'): 7,000 linear feet
- Multi-use trail: 2,800 (New, 8'wide)



PART B - NARRATIVE QUESTIONS

3. Disadvantaged Communities

a. Map of Project Boundaries



b. Identification of Disadvantaged Community

Median Household Income

- Tuolumne County Census Tract 11 is not a DAC. Median household income is \$58,558 (2018 ACS). Census Tract 11, Census Block Group 1, which contains part of the Dragoon Gulch Trail, has a MHI of \$61,944. Block Group 3 contains a portion of the project are and has a MHI of \$58,269. Block Group 2 contains a portion of the project are and has a MHI of \$68,344. None of these census block groups qualify as disadvantaged.
- The project is located partially within the Sonora CDP, which has a population of 4,822 and MHI of \$41,130 (2018 ACS).
- Other metrics should be considered to determine whether or not the project is located in a DAC.

(American Community Survey, 2014-2018)

c.Direct Benefit

How project closes gap, provides connection to or addresses a deficiency an ATP network or meets an important community need.

The project establishes sidewalks and bike lanes on a highly-used collector street, linking two larger subdivisions with the immediate vicinity of the town's high school campus and downtown commercial region.

How the disadvantaged community residents will have physical access to project

The project consists of infrastructure improvements for pedestrians and bicyclists on a collector street located within a DAC area. There are several surface street access points, as well as a trailhead to a recreational trail park. Residents of the neighborhoods along Racetrack Road will be able to access the improvements from their neighborhood streets.





Is your project located within a disadvantaged community?

• No, based on MHI and Healthy Places Index. However, there may be another metric to determine this.

e. Severity

Auto-calculated

4. Potential for Increased Walking and Cycling

a. Statement of Project Need

Project # of users: 100 pedestrian, 30 bicycle (1 year after completion) Methodologies Used to establish current count data:

As there are no pedestrian or bicycle infrastructure improvements currently existing on the project footprint, no formal count was undertaken. However, it has been noted that many students use this corridor to walk from their homes within the two subdivisions along the frontage of the project, towards Sonora and Sonora High School. The project would also open up a point of connection or trailhead to the Dragoon Gulch trail, which has an average daily usership count of 94 pedestrians and cyclists on an average day (measured 5/20/2016-5/31/2016).

This project will establish safe sidewalks for pedestrians, Class II bicycle lanes, and a trailhead connection to a popular existing recreational trail along a collector road corridor in a relatively densely populated area of the County. Despite the lack of safe pedestrian or bicycle facilities along this corridor, it is still used by many high school students to get to school at nearby Sonora High School. The establishment of a new trailhead to Dragoon Gulch Park will also

encourage recreational walking and cycling, as well as establish a "shortcut" for pedestrians and cyclists who live in the subdivisions on the western end of the project to access other park lands and nearby destinations in the downtown Sonora area (including medical facilities), via the existing pedestrian and bicycle-only multi-user trail.

b. Describe how will the project address the active transportation need.

Close gap? Creation of new routes? Remove barrier to mobility?

The unsafe nature of Racetrack Road for pedestrians and bicyclists makes an obvious collector street path between two large residential subdivisions and Sonora High School and downtown Sonora ridiculously unusable for what should otherwise be a short and pleasant walk or ride to school for many students. This project would build sidewalks and establish bike lanes, and also open up a trailhead to the existing Dragoon Gulch trail system, which would encourage further exercise among the local residents.

There are currently no sidewalks, improved shoulders, or bicycle lanes along Racetrack Road, a collector street which links two residential subdivisions with downtown Sonora, and also Dragoon Gulch Trail, an existing shared-use recreational trail. There are three Tuolumne County Transit bus stops along this stretch of road. This segment of Racetrack Road is also narrow, curvy, and hilly, and vehicles on it seem to usually travel in excess of the posted speed limit of 40 mph. It is generally perceived as a dangerous road on which to walk, run, or ride a bicycle.

Describe how project links or connects existing routes to transportation related and community identified destinations where an increase in active transportation modes can be realized.

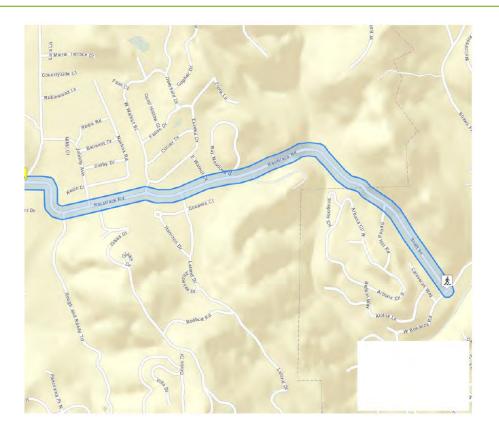
With new bicycle and pedestrian improvements along Racetrack Road, a collector street, two residential subdivisions will be safely linked with downtown Sonora, and also Dragoon Gulch Trail, an existing shared-use recreational trail. Construction of sidewalks and bicycle lanes will make this route safer for cyclists and pedestrians to walk or bike to nearby Sonora High School, the commercial area of downtown, and health care facilities in the immediate vicinity, and also give easier access by bike or foot to three existing bus stops along the route. The proposed Sonora to Columbia Regional Trail, Dragoon Gulch Connector Trail, and Sonora Downtown Core Bikeway would provide increased active transportation connections from Racetrack Road.

5. Potential for Reducing # of Pedestrian Fatalities and Injuries

a. Description of project locations history of ped and bike collisions resulting in fatalities and injuries

A pedestrian was hit by a motorist while crossing Racetrack Road at the intersection of Racetrack and Jamestown Roads on February 26, 2012. It was a felony hit-and-run accident, in which the pedestrian was injured. Another collision occurred at the intersection of Racetrack Road and Bonanza Road in November 2012, resulting in injury to a pedestrian.

These collisions are displayed in the following map and table of bicycle and pedestrian Collisions from 2008 through 2018 from TIMS. No other collisions were recorded in the project area during this time frame.



Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	0	0	0	0
Pedestrian	0	0	1	1	2



b. Safety Countermeasures

How will the project remedy the safety hazards?

- Speed reduction No
- Improves sight distance No
- Eliminates potential conflict pts

Current conflict point:

There are currently no defined pedestrian or bicycle paths along this route, and no physical barriers that might prevent or discourage motor vehicles from encroaching on the narrow roadway shoulders which pedestrians or cyclists currently use.

Improvement that would address conflict point:

The project will construct vertical curb and gutter adjacent to the proposed sidewalks, to discourage vehicles from leaving the roadway and crossing the pedestrian path.

- Improves compliance No
- Addresses inadequate vehicular traffic control

There are currently no sidewalks or bike lanes along this route, and shoulders are too narrow or unimproved for safe pedestrian or cycling use. The project will construct sidewalks for pedestrians, and Class II bicycle lanes.

• Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate - Yes

Creating sidewalks or decomposed granite pathways with vertical curb will help create barriers to have physical separation between motorized and non-motorized users.

6. Public Participation

a. Described community based public participation

The project scope and need was identified via a series of public community workshops, in conjunction with the County General Plan update and development of the County Bikeways and Trail Plan, as well as the City of Sonora's Dragoon Gulch Trail Master Plan, which analyzed options and identified the best solution, as represented in the project scope.

The Tuolumne County General Plan and was developed in accordance with Government Code Section 65300 et seq. Developing the General Plan is an extensive process which includes multiple daytime and nighttime public meetings, steering committees consisting of members of the public, and review and adoption at the public Board of Supervisors meeting.

Development of the Tuolumne County Bikeways and Trail Plan included sending notices to various community organizations, a notice in the local

newspaper, and radio announcements, inviting people to the initial daytime public meeting. Two additional public workshops were held, both of which were advertised in a manner similar to the initial meeting. The City of Sonora adopted the Dragoon Gulch Trails Master Plan, discussing the development of pedestrian and bicyclist improvements along Racetrack Road.

The Dragoon Gulch Trails Master Plan was developed after extensive community outreach and two community meetings which included multiple stakeholders.

Stakeholder feedback was considered and incorporated into both the Tuolumne County Bikeways and Trail Plan and the Dragoon Gulch Trails Master Plan. By far, the largest concern was safety. Many people stated that they did not feel safe walking or bicycling on County roads with narrow shoulders and heavy traffic. Many participants stated they would bicycle more if safety was improved. Overall, public

participation refined general concepts (i.e., pedestrian or bicyclist safety) into tangible, specific ideas for precise road locations, such as Racetrack Road.

Improved Public Health

The 2013 Tuolumne County Community Health Assessment (County of Tuolumne Public Health Department, November 11, 2013) assessed countywide health issues and statistics. Countywide, in 2012, approximately 40% of the County's 5th, 7th, and 9th grade students tested met the California Fitness Standards (2013 Tuolumne County Community Health Assessment, County of Tuolumne Public Health Department, November 11, 2013, p.11), and in testing performed in 2010, 29.5% of the County's students were considered overweight or obese, far in excess of the national average of 17% (2013

Tuolumne County Community Health Assessment, County of Tuolumne Public Health Department, November 11, 2013, p.12). These students are considered the prime target demographic for promoting exercise to, via walking or cycling -especially to school. This project will provide a safe venue for exactly that, and also benefit the remainder of tl1e community via improved access to the local recreation trail, by establishing a new trailhead to Dragoon Gulch Park, closer to residential centers along Racetrack Road.

Construction of the Racetrack Road Pedestrian and Bicyclist Improvement Project will promote use of the Dragoon Gulch trails and facilities, promoting regular physical activity and improving health, as well as make walking or cycling to school a safer possibility for the students who live near Racetrack Road.

During development of the 2020 Tuolumne County Active Transportation Plan, several community members voiced a need for safer facilities on Racetrack Road in Sonora.

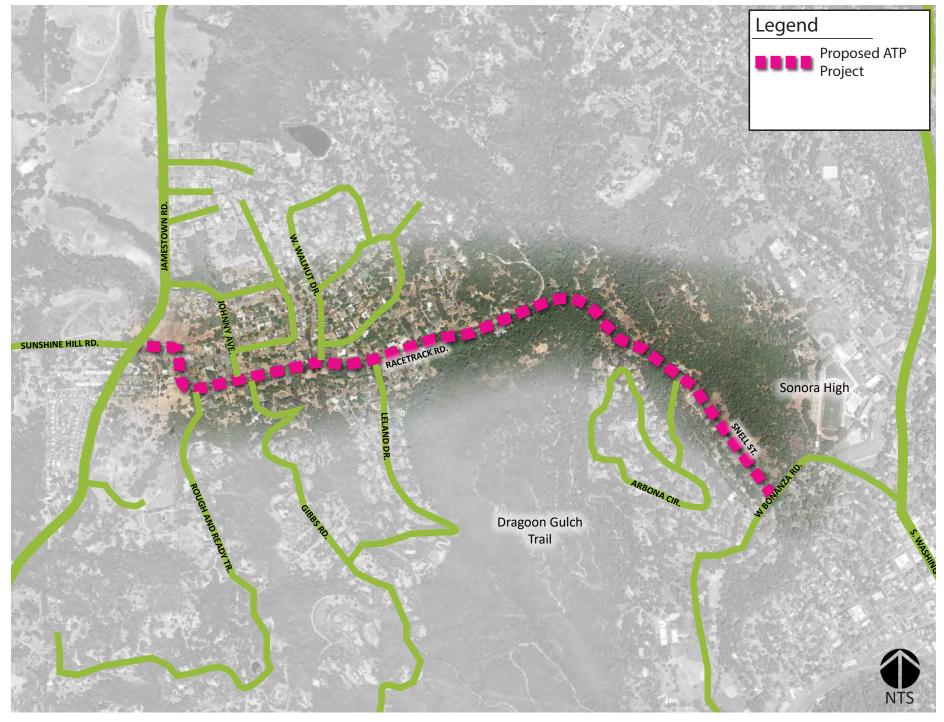
Cost Effectiveness

One of the County's goals in developing this project was to minimize right-of-way acquisition, which can be costly, contentious, and time consuming. Another goal was to minimize costly construction, such as extensive earthwork and construction of retaining walls. The ability to connect to existing and future non-motorized facilities in the City of Sonora was also considered; while the City of Sonora is a separate agency, connectivity of the overall nonmotorized network is a common goal. All of these considerations, reducing right-of-way acquisition, minimizing costly construction, and connectivity to other facilities, ensure a more cost-efficient project.

7. Past Performance ATP **Funded Projects**

The City of Sonora was awarded ATP funding for the Red Church Pedestrian & Circulation Improvement Project, and later had to amend the project. This past performance issue may affect how the Project is scored.







1. General Project Information

a. Project Name

Sonora Historic Downtown Core

b. Summary of Project Scope

This project combines two Vision Sonora projects: Washington Street Historic Downtown Core and Sonora Bikeway. During the Tuolumne County Active Transportation Plan development process, community members requested pedestrian and bicycle improvements along Washington Street. However, Washington Street is too narrow to include bike facilities in addition to the existing highway, parking, and sidewalks. Therefore, the City of Sonora and County of Tuolumne determined it would be most feasible to construct a class III bikeway along Stewart Street in addition to pedestrian improvements on Washington Street. The Bikeway on Stewart Street would cross Washington and continue on Snell Street to connect with the Dragoon Gulch Connector Trail. Additionally, a section of the bikeway would cross Washington along Church Street and then follow Green Street to connect with the proposed trail along Stockton Street.

Bicycle improvements will be minimal and include the necessary elements of a class III bike route, such as signage and adequate lane width. Pedestrian improvements will include safer crossings, signage, and potentially bulb-outs. Bulb-outs were proposed in Vision Sonora, but community members opposed them. Other improvements removed from the project include lighted signs and parklets.

c.Project Description

Improve the Washington Street streetscape and non-motorized facilities and create a parallel bikeway along Stewart Street. Improve crossings, signage, and other pedestrian facilities on Washington Street. Create an on-street class III bike route by placing bike route signs and/or sharrows on Stewart Street and connecting streets. Connect route to Stockton Street to the west, Mono Way and Restano Way to the south, and Columbia Way to the north. Install bicycle racks within downtown Sonora.

d. Project Location

The project is located in the historic downtown core of Sonora, a community of 5,000 and the only incorporated city in Tuolumne County.

Pedestrian improvements will be located on Washington Street from Snell Street to Church Street.

Bicycle improvements will be located along Stewart Street from Restano Way to Elkin Street, where the designated bicycle route will cross Washington Street and follow Snell Street to connect with the proposed Dragoon Gulch Connector Trail. An additional segment of the bikeway would cross Washington along Church Street and then follow Green Street to connect with the proposed Stockton Street multi-use improvements.

2. Project Type

a. Infrastructure

Small

b. Percentage of Project for Bikes vs. Pedestrians

• The majority of improvements will be for pedestrians. However, length of bicycle improvements account for approximately 75% of project length.



c. Schools that Benefit from the Project

- Sonora High School, 430 N Washington St
- Dario Cassina High / Theodore Bird High

PART B – NARRATIVE QUESTIONS

3. Disadvantaged Communities

a. Map of Project Boundaries



b. Identification of Disadvantaged Community

Median Household Income

- Tuolumne County Census Tract 12, median household income \$36,815 (2018 ACS).
- Sonora CDP Population: 4,822 (2018 ACS)
- Sonora CDP MHI: \$41,130 (2018 ACS)

(American Community Survey, 2014-2018)

c.Direct Benefit

How project closes gap, provides connection to or addresses a deficiency an ATP network or meets an important community need.

Pedestrian improvements on Washington Street will provide a safe walking route through the economic and social core of Sonora, removing a barrier for community members who rely on walking. The Sonora Bikeway will provide connections to neighborhoods and local unofficial routes used by cyclists for commuting and recreation.

How the disadvantaged community residents will have physical access to project

Residents of Sonora use the Historic Downtown Core for shopping, dining, employment, and connections to other parts of the community. The project is located in the center of the community, with residences and schools surrounding the Washington Street / Highway 49 corridor. Residents and students currently walk from the neighborhoods and schools into downtown.

d. Project Location

Is your project located within a disadvantaged community?

Fully

e. Severity

Auto-calculated



4. Potential for Increased Walking and Cycling

a. Statement of Project Need

The Sonora Historic Downtown Core contains numerous businesses where locals and tourists shop, dine, and are employed. Washington Street, part of SR 49, is the main street in Downtown Sonora and is lined with historic buildings. Washington Street experiences a large volume of traffic, causing a need for safe pedestrian crossings, but it currently lacks safe crossings for pedestrians and has no designated routes for bicyclists. The region features numerous routes for recreational bicycling but lacks safe on-street bikeways to provide connections for locals and tourists who bike.

b. Describe how will the project address the active transportation need.

Close gap? Creation of new routes? Remove barrier to mobility?

The Project will create new routes for pedestrians and cyclists by constructing safer crossings and sidewalks on Washington Street and a bikeway on Stewart Street and connecting streets. These routes will allow residents and visitors of Sonora to travel into and through the community core.

The Project will close gaps by providing safe crossings on Washington Street for pedestrians and cyclists, where it is currently dangerous to cross due to high vehicle speeds.

Describe how project links or connects existing routes to transportation related and community identified destinations where an increase in active transportation modes can be realized.

Improved crossings on Washington Street will provide much-needed connections for pedestrians travelling through or within downtown. The bikeway portion of the project will create a route for commuters, students, and visitors to cycle safely through Sonora. The bikeway will connect to other proposed multi-use paths on roadways including the Sonora to Columbia Regional Trail, Stockton Street multi-use path, and the Dragoon Gulch Connector Trail.

5. Potential for Reducing # of Pedestrian Fatalities and Injuries

a. Description of project locations history of ped and bike collisions resulting in fatalities and injuries

Bicycle and Pedestrian Collisions from 2008 through 2018 are displayed in the following map and table from TIMS. The Washington Street Downtown Core has the highest density of pedestrian and bicycle collisions in Sonora and Tuolumne County. 35 pedestrians and 6 bicyclists were injured in the project area during this time period.



Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	4	16	5	25
Pedestrian	4	16	35	40	95

b. Safety Countermeasures

How will the project remedy the safety hazards?

- Speed reduction No
- Improves sight distance No
- Eliminates potential conflict pts
- Improves compliance No
- Addresses inadequate vehicular traffic control

The project will improve safety by increasing visibility of pedestrian crossings, shortening crossing distance, and providing a safe alternative route for bicyclists.

 Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate - Yes

6. Public Participation

a. Described community based public participation

A previous design for the project featured bulb-outs, parklets, and lighted pedestrian signs and crossings on Washington Street. This project was brought to a public hearing by Sonora's City Council, where community members voiced concern that these elements didn't align with Sonora's historic aesthetics. The City responded by developing more context-sensitive designs.

Numerous community members responded through the Questionnaire and other means that they wished to see safer facilities for pedestrians and bicyclists in downtown Sonora.

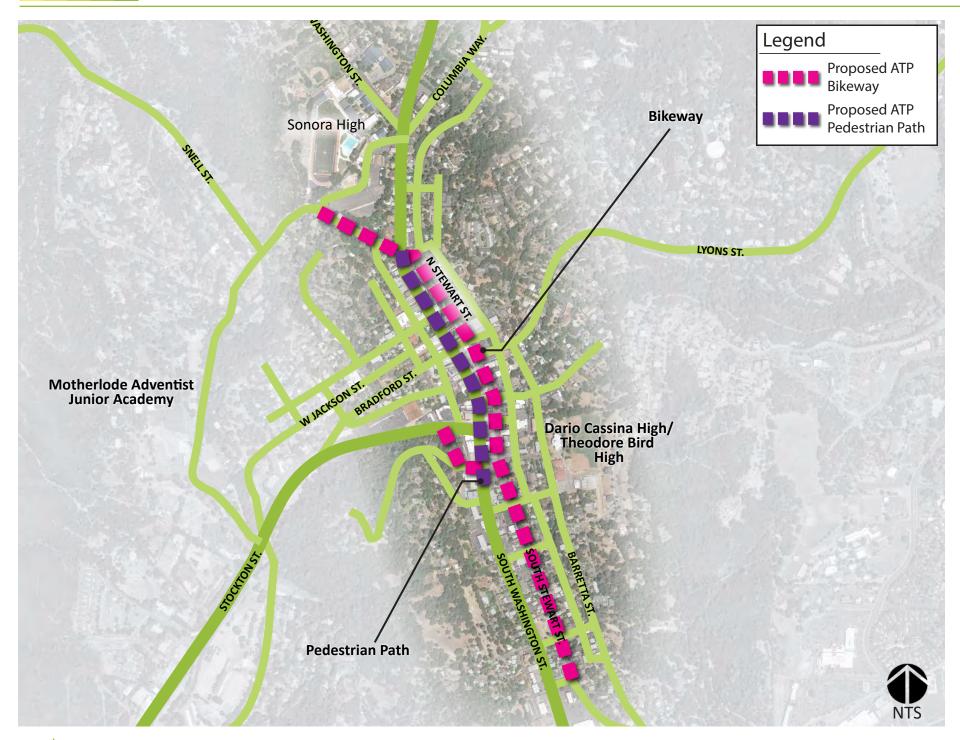
During the Tuolumne County Active Transportation Plan development process, several community meetings and pop-up outreach events were held. An online questionnaire was made available through SurveyMonkey and paper versions were available during community outreach. The questionnaire received 171 responses.

15 questionnaire responses noted a need for sidewalks on Washington Street in downtown Sonora. 11 responses requested safer crossings on Washington Street, and 3 commented on Hwy 49 / Washington Street, likely referring to the intersection of Washington and Stockton Streets. 9 noted a need for bicycle facilities on Washington Street. 3 additional comments were made at community meetings noting the need for safer crossings on Washington Street.



7. Past Performance ATP Funded Projects

The City of Sonora was awarded ATP funding for the Red Church Pedestrian & Circulation Improvement Project, and later had to amend the project. This past performance issue may affect how the Project is scored.







1. General Project Information

a. Project Name

Sonora to Columbia Regional Trail

b. Summary of Project Scope

The Sonora to Columbia Regional Trail involves construction of a 2.25 mile Multi-Use paved trail, 2.5 mile Class II and support amenities creating a major active transportation link between downtown Sonora and Columbia College. The route will bypass or run alongside SR 49 in sections where there is currently only a 1' to 2' shoulder.

The project consists of a multi-use trail and/or Class II bicycle lane connecting Sonora with Columbia College. The trail begins at the intersection of North Washington St and Columbia Way, with two proposed alignments north to Columbia College. One alignment follows Columbia Way, SR 49, Old Sonora Columbia Road, a path to Sawmill Flat Rd, and a TUD easement to Columbia College. The alternative route follows SR 49 and Sawmill Flat Rd before using the TUD easement to Columbia College.

c.Project Description

The Sonora to Columbia Regional Trail is a proposed 2.25 mile class I path connecting Downtown Sonora to Columbia College. The trail begins at Washington St and Columbia Way, then follows Columbia Way adjacent to SR 49, then connects to Old Sonora Columbia Rd, intersects with Sawmill Flat Rd, then continues on a TUD easement to Columbia College. A second proposed alignment of the Sonora to Columbia Regional Trail is a 2.5-mile Class II bikeway following SR 49 from the intersection of North Washing St and Columbia Way to Parrots Ferry Rd, where it turns to follow Sawmill Flat Road and then the TUD easement to Columbia College.

The existing route between Downtown Sonora and Columbia College is unsafe for pedestrians and bicyclists. SR 49 currently has a 1' to 2' shoulder, providing no space for cyclists and pedestrians to travel between Sonora and Columbia or access Columbia Community College.

d. Project Location

Columbia way, Old Sonora Columbia Rd, Sawmill Flat Rd, TUD easement.

Alternative alignment: SR 49, Sawmill Flat Rd, TUD easement.

2. Project Type

a. Infrastructure

Medium

b. Percentage of Project for Bikes vs. Pedestrians

N/A

c. Schools that Benefit from the Project

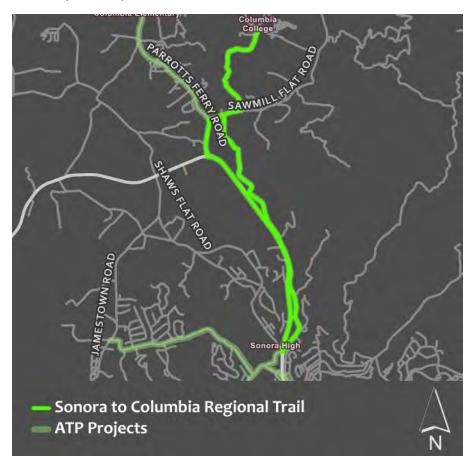
- Sonora High School
- Columbia College



PART B - NARRATIVE QUESTIONS

3. Disadvantaged Communities

a. Map of Project Boundaries



b. Identification of Disadvantaged Community

Median Household Income

• The project will be located in Tuolumne County Census Tracts 12 and 21, with a small portion located in a sliver of Tract 11. MHI of Census Tract 12 is \$36,815 (2018 ACS), and MHI of Census Tract 21 is \$38,750 (2018 ACS), both of which qualify as disadvantaged based on ATP cycle 5 guidelines. Tract 11 MHI is \$58,558 and does not qualify as a DAC.

(American Community Survey, 2014-2018)

c.Direct Benefit

How project closes gap, provides connection to or addresses a deficiency an ATP network or meets an important community need.

The proposed pedestrian pathways will link Sonora's downtown commercial and residential center to businesses and residences along the SR 49 corridor north to Columbia College. The regional trail would fill the connectivity gap, allowing non-motorized users to reach Columbia College and the community of Columbia safely. Columbia College is a community college which proves higher educational opportunities and employment for the region. Providing a safe, nonmotorized connection to the college from low-income communities and neighborhoods is a great community need.

How the disadvantaged community residents will have physical access to project

This project would provide a facility within a disadvantaged community and provide safe means of transportation between shopping hubs, entertainment, recreation, schools, and residential areas. Disadvantaged community residents would be able to access the project from roadways adjacent to or near Sawmill Flat Rd, SR 49, and Columbia Way. A series of other active transportation paths are proposed which would feed into the Sonora to Columbia Trail, including the Columbia Safe Routes to School, Racetrack Road Improvements, Dragoon Gulch Connector Trail, and Sonora Historic Downtown Core improvements.



d. Project Location

Is your project located within a disadvantaged community?

Fully

e. Severity

Auto-calculated

4. Potential for Increased Walking and Cycling

a. Statement of Project Need

Sonora is a small City of less than 5,000 in Tuolumne County, containing most of the County's resources for employment, shopping, and education. Columbia is an even smaller community a few miles north of Sonora. Columbia College is the County's only institution for higher education, and is only accessible from Sawmill Flat Rd, a narrow and winding rural road.

Many residents of these communities do not have access to vehicles or live close enough to walk or bike to the College, Sonora High School, or Downtown Sonora. There are currently no pedestrian or bicycle facilities between Sonora and Columbia College, and SR 49 and Sawmill Flat Rd have inadequate shoulders for bicycling or walking. A safe path is necessary to provide residents of Sonora and surrounding communities with access to Columbia Community College and Downtown Sonora.

b. Describe how will the project address the active transportation need.

Close gap? Creation of new routes? Remove barrier to mobility?

This project will establish a new separated multi-use path connection from downtown Sonora and Sonora High School north to Columbia

Community College.

SR 49 is a main collector for vehicle traffic between Downtown Sonora and Sawmill Flat Road, but it lacks facilities for safe travel by pedestrians and bicyclists.. This project would provide a safe separated path, eliminating this connectivity barrier.

Describe how project links or connects existing routes to transportation related and community identified destinations where an increase in active transportation modes can be realized.

With new bicycle and pedestrian improvements along the SR 49 corridor, important destinations including Columbia College, Sonora High School, and Downtown Sonora will be safely linked to adjacent neighborhoods. This new trail section will also give residents in the vicinity easier access by bike or foot to existing bus stops along the route.

A series of other active transportation paths are proposed which would feed into the Sonora to Columbia Trail, creating more regional connections to destinations. These proposed projects include the Columbia Safe Routes to School, Racetrack Road Improvements, Dragoon Gulch Connector Trail, and Sonora Historic Downtown Core improvements. Columbia College is the only Tuolumne County connection to Calaveras Transit, so construction of the route would facilitate bike travel between Sonora and Calaveras County.

5. Potential for Reducing # of Pedestrian Fatalities and Injuries

a. Description of project locations history of ped and bike collisions resulting in fatalities and injuries

3 pedestrians and 1 bicyclist were injured in the project area during the years 2008 through 2018. The collisions are displayed in the following map and table from TIMS, excepting the location of one



pedestrian incident. The TIMS map does not show the occurrence of a bicyclist fatality at the north intersection of SR 49/Sonora Columbia Road.



Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	1	0	0	1
Pedestrian	0	2	1	0	3

b. Safety Countermeasures

How will the project remedy the safety hazards?

- Speed reduction
- Improves sight distance
- Eliminates potential conflict pts

The Sonora to Columbia Regional Trail would create an off-street pathway and crossings on low-traffic streets and/or alongside major roads, creating a safe alternative path for walkers and bikers who otherwise must use travel lanes and shoulders. The SR 49 corridor is dangerous and has been the location of bicycle and pedestrian collisions, which could be reduced by diverting pedestrians and bicyclists from the roadway to the new trail.

- Improves compliance
- Addresses inadequate vehicular traffic control
- Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate

6. Public Participation

a. Described community based public participation

During development of the 2020 Tuolumne County Active Transportation Plan, the two most commonly-identified needs by community members were for safer facilities on SR 49 in Sonora and for a connection to Columbia College. 16 community members identified Sonora to Columbia or Columbia College as a need when asked "Where do there need to be wider shoulders and bike lanes?" when completing the outreach questionnaire. This location received the highest number of mentions for any location in this question, while Washington Street received 8 mentions, the second highest number of votes. The project has also received public support during past planning studies, and was funded in the 1990s.



7. Context Sensitive Bikeways

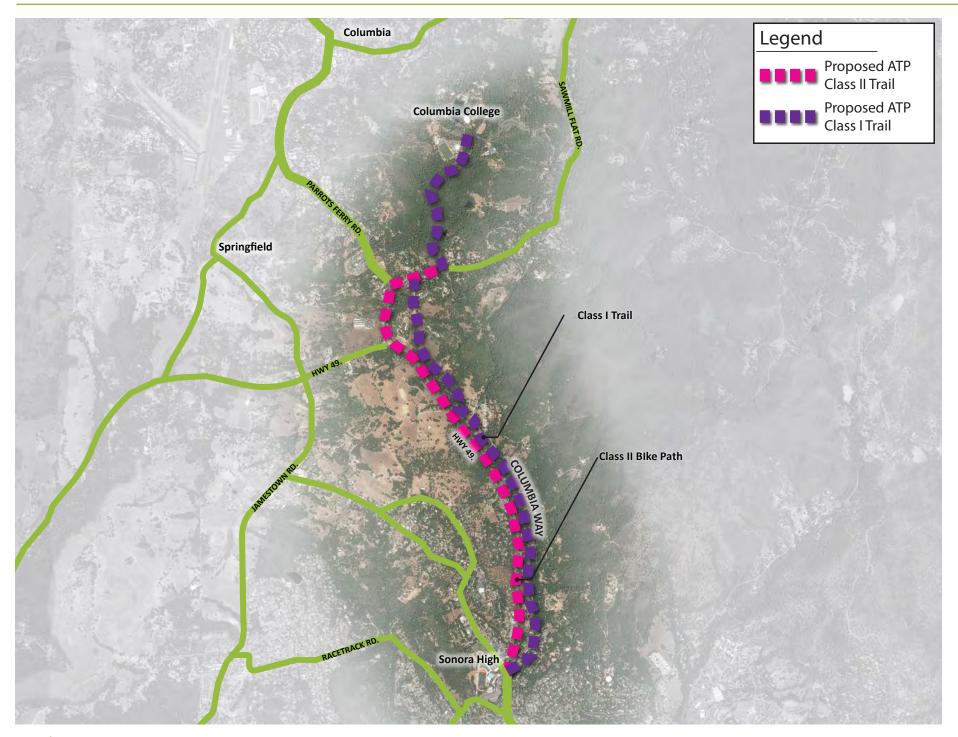
Details to be developed.

8. Leveraging Funds

Details to be developed.

9. Past Performance ATP Funded Projects

If the agency applying for funding has previously received funding through the ATP program and required an amendment or a scope change, the ATP application for this project may receive a lower score.







1. General Project Information

a. Project Name

Stockton Street Improvements

b. Summary of Project Scope

Extend a multi-use trail along Stockton Street (SR 49) from the Fairgrounds at Fairview Lane/SR 49 to downtown at Green Street to create a safe and enjoyable bicycle and pedestrian travel path for local residents and visitors to access Downtown Sonora from the Fairgrounds.

c.Project Description

This project constructs a new Class I/Multi-use trail on a segment of Stockton Street that currently does not contain adequate modes of pedestrian and bicycle transportation from the Fairgrounds to Downtown Sonora. There are no current shoulders on Stockton St. in this section and adding a class I /Multi-use trail will encourage Fairground visitors to come downtown without having to re-park while providing a recreating amenity and valuable connection for residents.

d. Project Location

Stockton Street (SR 49) from the Fairgrounds at Fairview Lane/SR 49 to downtown at Green Street.

2. Project Type

- a. Infrastructure
 - Medium
- b. Percentage of Project for Bikes vs. Pedestrians
 - 50% Bicycle, 50% pedestrian
- c.Schools that Benefit from the Project

Details to be developed.



PART B - NARRATIVE QUESTIONS

3. Disadvantaged Communities

a. Map of Project Boundaries



b. Identification of Disadvantaged Community

Median Household Income

- The project is located along Stockton Road, which straddles two census tracts: Tuolumne County Census Tracts 11 and 12. Tract 12 median household income is \$36.815 (2018 ACS).
- Tuolumne County Census Tract 11 is not a DAC. Median household income is \$58,558 (2018 ACS). Census Tract 11, Census Block Group 4, which covers the North side of the project area, has a MHI of \$43,719, qualifying as a DAC. Therefore the project is located fully in a disadvantaged community.
- Sonora CDP Population is 4,822, and Sonora CDP MHI is \$41,130 (2018 ACS)

(American Community Survey, 2014-2018)

c.Direct Benefit

How project closes gap, provides connection to or addresses a deficiency an ATP network or meets an important community need.

This project establishes a Multi-use trail along a highly used collector street, linking the Fairgrounds to downtown Sonora. This will encourage fairground visitors to go downtown without having to re-park, as well as provide a recreational amenity and valuable connection for residents.

How the disadvantaged community residents will have physical access to project

The project consists of infrastructure improvements for pedestrians and bicyclists on a collector street located within a DAC area. There are several surface street access points, and trailheads at the fairgrounds. S Forest Road, Southgate Drive, and Bradford Street, and Green Street all enter the project area from low-income residential neighborhoods. Sonora Community Estates, located along N Forest Rd, is a low-income retirement community. This community has an existing walking path along N Forest Rd connecting Woods Creek Park on Stockton Road to the Dragoon Gulch Trailhead.



d. Project Location

Is your project located within a disadvantaged community?

Fully

e. Severity

Auto-calculated

4. Potential for Increased Walking and Cycling

a. Statement of Project Need

Details to be developed.

b. Describe how will the project address the active transportation need.

Close gap? Creation of new routes? Remove barrier to mobility?

This project will establish an extensive multiuse trail connection from the fairgrounds to downtown Sonora. The new trail will provide a recreation opportunity while providing a portion of a larger trail plan from the Fairgrounds to Jamestown and other path opportunities throughout the Sonora downtown. This multi-use trail will complement an existing sidewalk on the north side of Stockton Street.

Stockton Street is currently unsafe for pedestrians and bicyclists to traverse due to high vehicle volumes and speeds. This creates a conflict point and barrier for residents of the adjacent neighborhoods and users of the Fairgrounds to access downtown Sonora without a vehicle. The proposed multi-use path will remove that barrier by providing a safe path from the fairgrounds to restaurants, shops and other amenities downtown.

Describe how project links or connects existing routes to transportation related and community identified destinations where an increase in active transportation modes can be realized.

The proposed multi-use path will provide connections between neighborhoods, Woods Creek Park, a low-income retirement community, the fairgrounds, and the downtown Sonora core. S Forest Road, Southgate Drive, and Bradford Street, and Green Street all enter the project area from residential neighborhoods in the project area. Woods Creek Park provides recreational opportunities, and in the future will connect to Sonora High School by way of the Dragoon Gulch Connector Trail. There is an existing walking path along N Forest Rd connecting Woods Creek Park on Stockton Road to the Dragoon Gulch Trailhead.

5. Potential for Reducing # of Pedestrian Fatalities and Injuries

- a. Description of project locations history of ped and bike collisions resulting in fatalities and injuries
- **b.** Safety Countermeasures



Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	0	0	0	0
Pedestrian	0	0	0	2	2

How will the project remedy the safety hazards?

- Speed reduction
- Improves sight distance
- Eliminates potential conflict pts

The current sidewalk along Stockton Street does not contain any physical barrier that would prevent or discourage vehicles from encroaching on the zone that pedestrians use and along with the small shoulder currently used for bicycles. Adding a physical barrier

between Stockton Street and the proposed multi-use path along the south side will eliminate this potential conflict.

- Improves compliance
- Addresses inadequate vehicular traffic control
- Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate

6. Public Participation

a. Described community based public participation

During development of the 2020 Tuolumne County Active Transportation Plan, several community members voiced a need for safer facilities on SR 49 in Sonora and for a connection to the fairgrounds.



7. Context Sensitive Bikeways

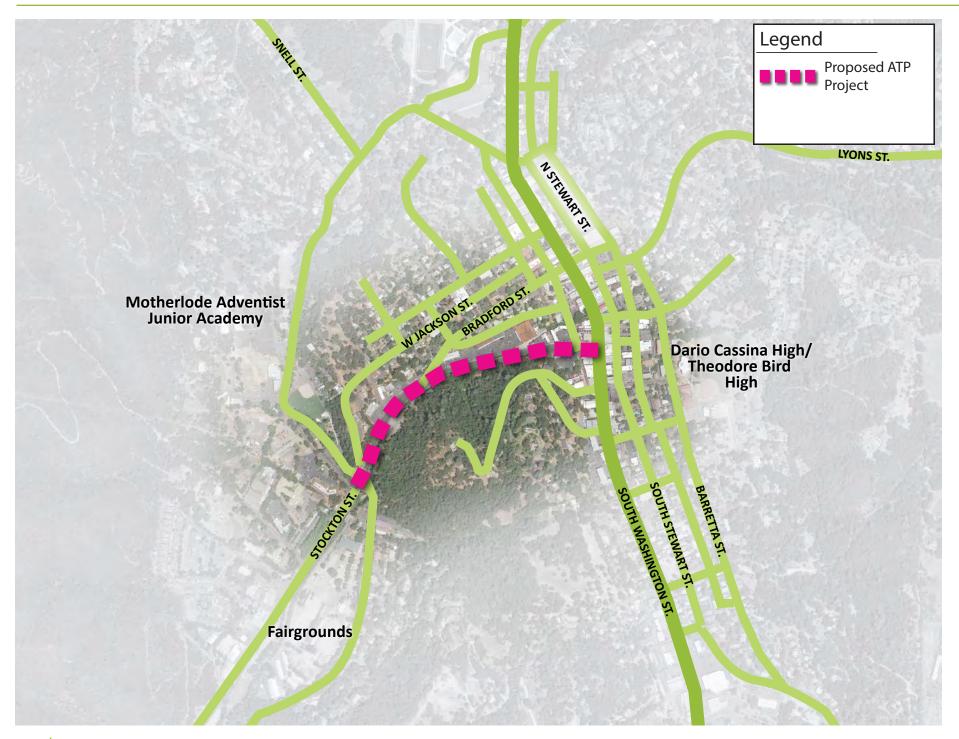
Details to be developed.

8. Leveraging Funds

Details to be developed.

9. Past Performance ATP Funded Projects

The City of Sonora was awarded ATP funding for the Red Church Pedestrian & Circulation Improvement Project, and later had to amend the project. This past performance issue may affect how the Project is scored.







1. General Project Information

a. Project Name

Summerville Trail Project

b. Summary of Project Scope

Construct a 1.5-mile multi-use trail between Summerville High School, Tuolumne townsite, and Black Oak Casino Resort. Trail may use a combination of railroad grade, existing roadways and sidewalks, and new paths.

c.Project Description

The Summerville Trail Project is a proposed multi-use trail connecting the Tuolumne community core with Summerville High School and Black Oak Casino Resort. The path will follow North Tuolumne Road, then connect to Summerville High School through the community and the proposed golf course. This trail will provide safe pedestrian and bicycle facilities along a collector road that currently does not have a designated bike lane or shoulder for pedestrian use.

d. Project Location

Class I route along the west side of North Tuolumne Road between Black Oak Casino and Tuolumne townsite, where it converts to a sidewalk and bicycle lanes along Cherry Valley Blvd N to Bay Ave. A Class I route will then run west through the proposed golf course to Summerville High School.

2. Project Type

- a. Infrastructure
 - Small
- b. Percentage of Project for Bikes vs. Pedestrians
 - 50% bikes, 50% pedestrians
- c.Schools that Benefit from the Project

Details to be developed.



PART B - NARRATIVE QUESTIONS

1. Disadvantaged Communities

a. Map of Project Boundaries



b. Identification of Disadvantaged Community

Median Household Income

• MHI of Tuolumne CDP is \$37,614 (2018 ACS)

(American Community Survey, 2014-2018)

c.Direct Benefit

The project will provide a necessary connection between Tuolumne, Black Oak Casino, and Summerville High School by creating a safe path for walking and biking.

How the disadvantaged community residents will have physical access to project

The proposed trail is located within a few blocks of most residences in the community of Tuolumne. Residents can access the improvements by walking on existing sidewalks or biking on residential streets.

d. Project Location

Is your project located within a disadvantaged community?

• Fully

e. Severity

Auto-calculated



2. Potential for Increased Walking and Cycling

a. Statement of Project Need

Tuolumne is a small, unincorporated disadvantaged community. The community core features a dense street grid, many blocks of which contain sidewalks. However, the community is surrounded by rural roads that are not safe for walking or biking. Summerville High School serves Tuolumne's students and is located one mile from the community along Tuolumne Road. There is currently not a safe route for students to walk or bike to the high school. Black Oak Casino Resort is located less than a mile north of Tuolumne, and employs residents of the community who could walk or bike if a safe path existed.

b. Describe how will the project address the active transportation need.

Close gap? Creation of new routes? Remove barrier to mobility?

The Summerville Trail Project will create a new route in the form of a multi-use trail connecting the Tuolumne community core with Summerville High School and Black Oak Casino Resort. The path will provide safe pedestrian and bicycle facilities along a collector road that currently does not have a designated bike lane or shoulder for pedestrian use.

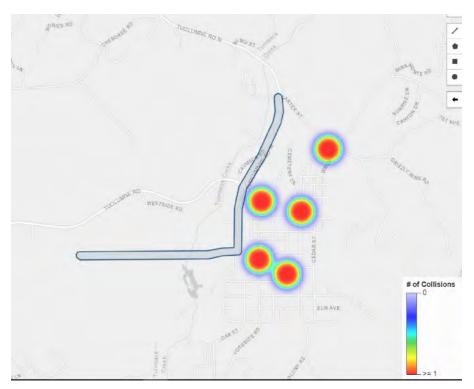
Describe how project links or connects existing routes to transportation related and community identified destinations where an increase in active transportation modes can be realized.

The trail will be accessible from within the Tuolumne community core, where many streets have existing sidewalks. The trail will also provide a connection to Summerville High School and Black Oak Casino Resort. There are other trails proposed for the area, including trails within the proposed golf course west of the townsite.

3. Potential for Reducing # of Pedestrian Fatalities and Injuries

a. Description of project locations history of ped and bike collisions resulting in fatalities and injuries

Bicycle and Pedestrian Collisions from 2008 through 2018 are displayed in the following map and table from TIMS. The Washington Street Downtown Core has the highest density of pedestrian and bicycle collisions in Sonora and Tuolumne County. 35 pedestrians and 6 bicyclists were injured in the project area during this time period.





a. Safety Countermeasures

How will the project remedy the safety hazards?

- Speed reduction No
- Improves sight distance No
- Eliminates potential conflict pts
- Improves compliance No
- Addresses inadequate vehicular traffic control

The Summerville Trail will create a new route, eliminating the need for walking or biking along Tuolumne Road, a major roadway with potential conflict points.

 Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate - Yes

1. Public Participation

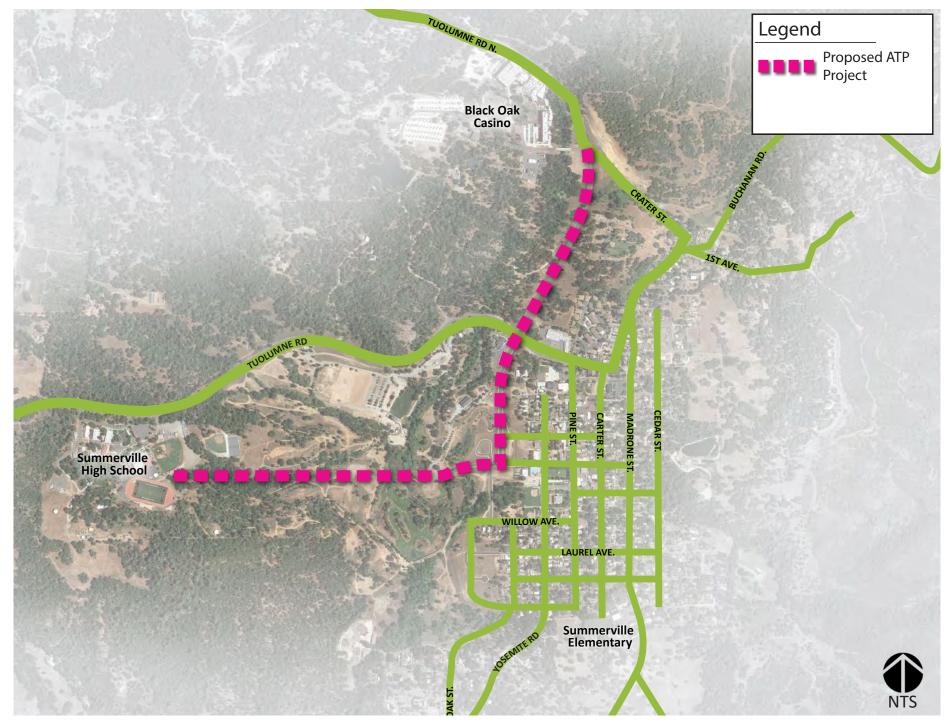
a. Described community based public participation

Details to be developed.

2. Past Performance ATP Funded Projects

If the agency applying for funding has previously received funding through the ATP program and required an amendment or a scope change, the ATP application for this project may receive a lower score.









1. General Project Information

a. Project Name

Twain Harte Multi-Use Path

b. Summary of Project Scope

Construct a walking and biking path along major roadways in Twain Harte: Joaquin Gully Rd, Middle Camp Rd, South Fork Rd, Twain Harte Dr, and East Ave. Connect Joaquin Gully Rd to new Twain Harte Meadows Park through shopping center. Multi-use path will follow one side of major roads and include safe crossings at intersections.

c.Project Description

The Twain Harte Multi-Use Path is a walking and biking path running alongside several main roads in Twain Harte, providing a safe connection to destinations prioritized by the community. The project will connect several destinations within Twain Harte: Twain Harte School, downtown businesses, Twain Harte Meadows Park, Sugar Pine Railroad Trail, and the Tuolumne Ditch Access at the north end of the project area.

d. Project Location

Joaquin Gully Rd, Middle Camp Rd, South Fork Rd, Twain Harte Dr, and East Ave.

2. Project Type

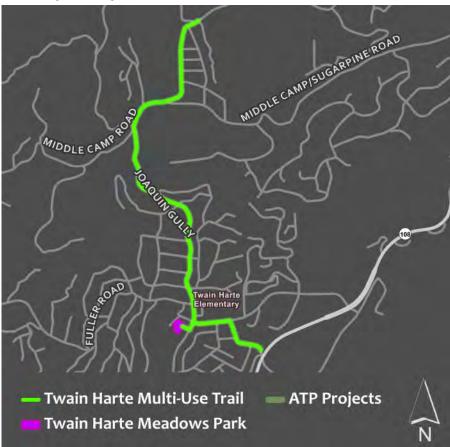
- a. Infrastructure
 - Small
- b. Percentage of Project for Bikes vs. Pedestrians
 - 50% bikes, 50% pedestrians
- c.Schools that Benefit from the Project
 - Twain Harte School.



PART B - NARRATIVE QUESTIONS

1. Disadvantaged Communities

a. Map of Project Boundaries



b. Identification of Disadvantaged Community

Median Household Income

 Median Household Income (MHI) of the Twain Harte CDP is \$53,940, which is less than 80% of the statewide median based
 Attachment E: ATP Project Information on the 2014-2018 American Community Survey (<\$56,982). According to the Cycle 5 ATP guidelines, communities with a population less than 15,000 may use data at the Census Block Group level and unincorporated communities may use data at the Census Place level. Further analysis of census block groups in the project area may find varying MHI.

c.Direct Benefit

How the disadvantaged community residents will have physical access to project

The Twain Harte Multi-Use Path provides walking and biking connections within a rural disadvantaged community that contains almost no existing facilities. All community members in Twain Harte use the downtown core for shopping or other reasons, and many use the school, park, and trails. A new park, called Twain Harte Meadows Park, is being constructed in the community core adjacent to the existing Eproson Park and Twain Harte Golf Course. During community outreach for designing the new park, community members expressed a desire for walking and biking connectivity.

Many residential neighborhoods are accessed from Joaquin Gully Rd, Twain Harte Drive, and other roads which the path will be located along. These neighborhoods are relatively safe to walk and bike within, but residents are afraid to leave without a vehicle due to lack of shoulders and high vehicle speeds. The project would allow residents of Twain Harte the opportunity to safely walk or bike from their homes to downtown, Twain Harte Meadows Park, Twain Harte Elementary, and local trails.

d. Project Location

Is your project located within a disadvantaged community?

• Fully

e. Severity

Auto-calculated

2. Potential for Increased Walking and Cycling

a. Statement of Project Need

Twain Harte is a small rural community of 2,523 residents in the Sierra Nevada region, comprised of residential neighborhoods surrounding a small downtown core and K-8 school. There are very few facilities for walking and biking in Twain Harte. Only a few disconnected sidewalks exist in the community core, and no bikeways or sidewalks connect the downtown and school to the surrounding neighborhoods. Twain Harte's small downtown core contains all of the community's shops, restaurants, hotels, and park. A new park, called Twain Harte Meadows Park, is being constructed adjacent to the downtown core and existing Eproson Park and Twain Harte Golf Course. Twain Harte Elementary School is located just outside the downtown business district. Currently, none of these destinations are connected by safe walkways or bikeways.

The Twain Harte Multi-Use Path was developed to provide safe walking and biking connections between neighborhoods and destinations in Twain Harte. The path will be located along Joaquin Gully Rd, Twain Harte Drive, and other roads which connect to most of Twain Harte's residential neighborhoods. These neighborhoods are relatively safe to walk and bike within, but residents are afraid to leave without a vehicle due to lack of shoulders and high vehicle speeds. The Path would create a safe route for residents and visitors to walk or bike from neighborhoods to downtown, Twain Harte Meadows Park, Twain Harte Elementary, and local trails. It will also provide tourists with a safe connection between trails and local businesses.

Twain Harte is located in Tuolumne County census tract 31.00. According to the Healthy Places Index, this tract has healthier community conditions than 35.9% of other California census tracts. This tract has healthier economic conditions than just 17% of other California census tracts, largely because of its low employment rate. This tract has healthier transportation conditions than 26.5% of other California census tracts. The active commuting indicator ranks higher than only 12% of other California census tracts due to low use of walking, biking, or transit for commuting. This suggests a need for increased active transportation connections.

b. Describe how will the project address the active transportation need.

Close gap? Creation of new routes? Remove barrier to mobility?

The project will provide a new, safe connection to destinations in the community core including Twain Harte School, downtown businesses, Twain Harte Meadows Park, Sugar Pine Railroad Trail, and the Tuolumne Ditch Access at the north end of the project area. Creating the new path will also help close gaps in the existing, limited walking and biking network in the downtown core by creating safer crossings.

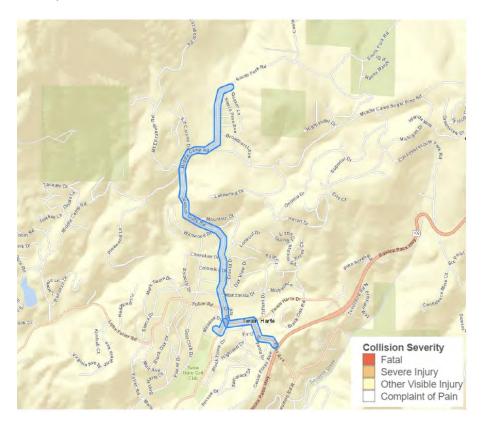
Describe how project links or connects existing routes to transportation related and community identified destinations where an increase in active transportation modes can be realized.

Twain Harte Meadows Park is being constructed in the community core adjacent to the existing Eproson Park and Twain Harte Golf Course. Extensive community outreach was conducted when designing the new park, at which point community members expressed a desire for walking and biking connectivity, especially between the new park and the Sugar Pine Railroad Trail. The Path will also provide access between the downtown core, Twain Harte Elementary School, residential neighborhoods, and the Tuolumne Ditch Access.

1. Potential for Reducing # of Pedestrian Fatalities and Injuries

a. Description of project locations history of ped and bike collisions resulting in fatalities and injuries

There were no bicycle or pedestrian collisions recorded directly in the project location from 2008 through 2018, as shown in the following heatmap from TIMS. This is likely due to lack of reporting in rural areas and the tendency for people to avoid walking or biking due to safety concerns.



b. Safety Countermeasures

How will the project remedy the safety hazards?

- Speed reduction No
- Improves sight distance No
- Eliminates potential conflict pts

Creating a separated pathway for pedestrians and bicyclists will reduce conflict points with vehicles. The project has the potential to prevent collisions involving people walking or biking to and from the new Twain Harte Meadows Park, Eproson Park, Twain Harte Golf Course, residential neighborhoods, downtown businesses, Twain Harte Elementary School, and trails. Neighborhoods in Twain Harte generally have low vehicle traffic volumes, but residents need a safe path for walking and biking from their neighborhoods into the community core.

- Improves compliance No
- Addresses inadequate vehicular traffic control
- Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate - Yes



2. Public Participation

a. Described community based public participation

This project was formed entirely from synthesized community input. During development of the Tuolumne County Active Transportation Plan, community members voiced support for walking biking facilities in central Twain Harte at the Community Yard Sale and through an online questionnaire. Specific comments were made suggesting connections to downtown and Twain Harte School, as well as neighborhoods to the north along Joaquin Gully Rd and Middle Camp Rd.

Twain Harte Community Services District (THCSD) accomplished significant community outreach during the development of conceptual designs for Twain Harte Meadows Park. THCSD held several public meetings and design workshops. A design booth was created to enable people to vote on a draft conceptual design and to put their own ideas up on the board for others to vote on. THCSD took the board to the elementary school (middle schoolers), the Rotary Crapper Derby, Eproson Park on an afternoon with Supervisor Kirk holding open office hours, and to the annual Twain Harte Homeowners meeting. Overall, 471 people interacted with the board and cast a vote of some sort. Of the ideas people put on the board (separate from the design), the following two were applicable to walking and biking improvements:

- 117 wanted a multi-use trail that connected Eproson Park to the railroad grade trail and ditch trail.
- 103 wanted a safe trail to connect the park to downtown and to the school.

Other frequent comments from this outreach effort included a desire for:

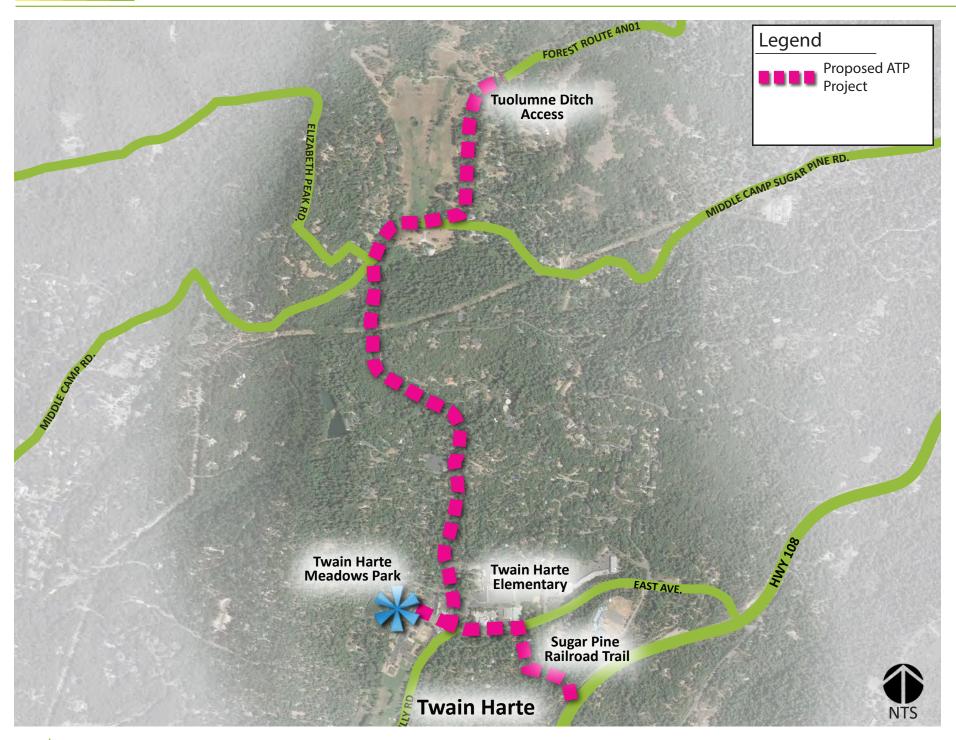
- Sidewalks and safe pedestrian access throughout downtown and to the shopping center.
- Replace the TH Drive/Joaquin Gully intersection with a

roundabout

- Create safe bike paths to the school and especially crossing Twain Harte Drive
- Make Joaquin Gully a one-way street through downtown to make it safer and create more room for pedestrian walkways and safer parking.

3. Past Performance ATP **Funded Projects**

If the agency applying for funding has previously received funding through the ATP program and required an amendment or a scope change, the ATP application for this project may receive a lower score.





Introduction

The Tuolumne County Active Transportation Plan is currently in draft form, under review by the Tuolumne County Transportation Council (TCTC). The Plan outlines a strategy for improving Tuolumne County's walking and biking networks. As part of the planning effort, projects were prioritized for funding or further study.

Prioritization Methodology

Identifying projects for inclusion and prioritization began with a detailed study of past planning efforts. Projects from existing planning documents were compiled in the full Projects List, and additional projects were developed based on input from the public, County of Tuolumne, City of Sonora, and stakeholders.

The feedback collected during the community workshops and online community engagement during the development of the plan aided the project team in deciding which projects would be prioritized in this Plan. Significant criteria for prioritization included feasibility as well as completeness of project information including types of facilities, extents, and cost estimates. Projects were also assessed for competitiveness as Active Transportation Program grant applications.

Projects Overview

Several priority projects are located fully or partially on State Highways 49, 108, and 120. To increase efficiency in future planning efforts, these projects were identified and are summarized in the following table. While some projects are located fully along State Highways, others are related through corridor studies or intersection improvements on a State Highway. Additionally, several projects included have the potential to affect a State Highway through increased pedestrian or bicycle traffic. State Highway projects are displayed in more detail in Table 5.1 and Table 5.2 of the Active Transportation Plan.

In addition to the prioritized projects in this Plan, TCTC encourages the inclusion of complete street elements in Caltrans projects. A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Deputy Directive 64-R2, first signed in October 2008 and renewed in October of 2014, directs Caltrans to implement complete streets.



State Highway Active Transportation Projects						
Title	Project Type	State Highway	Relationship	Location	Extents	Community
Sonora						
Dragoon Gulch Connector Trail	Multi-Use Trail	49	Part of SR 49 Congested Corridor Study. Affects two intersections.	Woods Creek, Bonanza Rd, Snell St, School St	SR 49 x Woods Creek Park Dr to School St x SR 49	Sonora
Sonora Historic Downtown Core	Sidewalks, Crossings, Bikeway	49	Along route	Washington Street and Stewart Street	Snell St to Church St	Sonora
Stockton Street Improvements	Multi-Use Trail	49	Along route	Stockton Street	Fairgrounds to Green St	Sonora
Hwy 49/Shaws Flat Intersection Pedestrian/Bicycle Improvements	Crossings	49	Intersection	Intersection of Hwy 49, Shaws Flat Rd, Columbia Way, School St		Sonora
Mono Way Pedestrian Improvements	Multi-Use	108	Improvements to intersection of on ramps	Mono Way	Mono Way from Sanguinetti Rd to SR 108	Sonora
Regional						
Sonora to Columbia Regional Trail	Multi-Use Trail	49	Along route and part of SR 49 Congested Corridor Study	Sonora, Columbia	Washington Street at Columbia Way to Columbia College	Sonora, Columbia
Jamestown to Sonora Regional Trail	Multi-Use Trail	49	Along route and/or part of SR 49 Congested Corridor Study	Sonora, Jamestown	Fairgrounds to Jamestown	Sonora, Jamestown
East Sonora						
SR 108 Pedestrian and Bicycle Path	Multi-Use Trail	108	Along route	SR 108	SR 108: High School Rd to Mono Way	East Sonora
Old Wards Ferry Road Complete Street	Complete Street	108	Start/end at SR	SR 108	Highway 108 to Jacobs and Tannin	East Sonora
Groveland						
Groveland Sidewalks Along SR 120 and Feretti Rd	Sidewalks	120	Along route	SR 120, Ferretti Rd	SR 120, Ferretti Rd	Groveland
Groveland Tioga High School Trail	Multi-Use Trail	120	Start/end at SR	SR 120	SR 120 to Tioga High School	Groveland
Groveland Tenaya Elementary School Trail	Multi-Use Trail	120	Along route	SR 120	Ferretti Rd to Tenaya Elementary	Groveland
Jamestown						
Jamestown Sidewalk Project Phase 2	Sidewalks	108/49	Start/end at SR	Jamestown	Willow St to SR 108 / 49	Jamestown
Jamestown SR 108/49 Complete Streets	Crossings	108/49	Intersections	Jamestown	SR 49/108	Jamestown

Project Descriptions

This section outlines the scope of proposed projects, as well as how they are expected to affect State Highways.

Dragoon Gulch Connector Trail

Project Description

The Dragoon Gulch Connector Trail is a proposed new pedestrian and bicycle path connecting Dragoon Gulch Trail with Sonora High, Sonora Community Estates, Downtown Sonora, and the Fairgrounds. This trail would start at the intersection of SR 49/ Southgate Dr. and follow Woods Creek/Bonanza Road/Snell Street, and School Street from the intersection of SR 49/Woods Creek Park Drive to the intersection of School Street/SR 49.

Effect on State Highway

This project is a segment of the SR 49 Congested Corridor Study and the Jamestown to Columbia Regional Trail, which proposes a safe route for walking and biking from Jamestown to Columbia by way of Sonora. Each end of the project adjoins SR 49, while the trail serves as a route for pedestrians and bicyclists to bypass the highway and Downtown Sonora. Once open, the trail would likely increase the number of pedestrians and cyclists crossing SR 49 at the intersections of Woods Creek/Southgate Drive and School Street. The number of non-motorized users may also increase along SR 49 in the proximity of the trail entrances.

Sonora Historic Downtown Core

Project Description

This project aims to improve the Washington Street streetscape for pedestrians and create a parallel bikeway along Stewart Street. Pedestrian improvements will include safer crossings, signage, and potentially bulb-outs. Bicycle improvements will be minimal and include the necessary elements of a class III bike route, such as signage and adequate lane width, in addition to bicycle routes in

Downtown Sonora. The bicycle route on Stewart Street will connect to Stockton Street to the west, Mono Way and Restano Way to the south, and Columbia Way to the north.

Effect on State Highway

Proposed pedestrian improvements would be located on SR 49 / Washington Street in Downtown Sonora. High visibility crosswalks and other proposed improvements have the potential to slow vehicle traffic and reduce pedestrian collisions. The bikeway portion of the project could divert cyclists from travelling along SR 49, but may also increase the number of cyclists crossing the highway at Snell Street and Stockton Street.

Stockton Street Improvements

Project Description

Build a multi-use trail from the Fairgrounds to Downtown Sonora, along the east side of Stockton Street from Fairgrounds entrance to Green Street where the sidewalk begins.

Effect on State Highway

The project will be constructed in the right-of-way on the southeast side of Stockton Street / SR 49. The trail has the potential to reduce the number of pedestrians and cyclists travelling in the roadway or shoulder by providing a safe designated path. Non-motorized users may cross SR 49 at destinations including shopping centers, Woods Creek Drive, Forest Road, and the Fairgrounds entrance at Southgate Drive.

Hwy 49/Shaws Flat Intersection Pedestrian/Bicycle Improvements

Project Description

Construct facilities to improve pedestrian/bicycle safety at the SR 49, Shaws Flat Rd., Columbia Way and School St. intersection. The project will provide a safe crossing for Sonora High School students and users of adjacent proposed trails.



Effect on State Highway

The project will be constructed within the intersection of SR 49 and Shaws Flat Road, Columbia Way, and School Street. Highway traffic would be slowed by crosswalks, signage, and/or traffic lights, and pedestrian/bicycle use may increase.

Mono Way Pedestrian Improvements

Project Description

Construct sidewalks and safe crosswalks on Mono Way, connecting existing sidewalks. Construct pedestrian entrances to Crossroads shopping center, Junction shopping center, Timberhills shopping center. Install crosswalk with ramps across Mono Way from Timberhills shopping center. Install or re-stripe crosswalks at Mono Way/SR 108 interchange, Sanguinetti Road/Loop, Tuolumne Road/ Mono Way. Construct crosswalk islands at intersection of Sanguinetti Rd and Mono Way.

Effect on State Highway

Crosswalks will be installed at highway on-ramps.

Sonora to Columbia Regional Trail

Project Description

Multi-use trail and Class II bicycle lane connecting Sonora with Columbia College and Columbia SHP. Begins at intersection of North Washington St and Columbia Way, Follows Columbia Way, SR 49, Old Sonora Columbia Road, undetermined path to Sawmill Flat Rd, and a TUD easement. Undetermined path to Columbia SHP. An alternative alignment would follow SR 49 and Sawmill Flat Road.

Effect on State Highway

This project is a segment of the SR 49 Congested Corridor Study and the Jamestown to Columbia Regional Trail, which proposes a safe route for walking and biking from Jamestown to Columbia by way of Sonora. The trail will likely increase non-motorized traffic where it intersects with or adjoins SR 49 at Columbia Way.

If the route follows SR 49 for any distance, the trail may be built within the SR 49 right-of-way.

Jamestown to Sonora Regional Trail

Project Description

Construct a bicycle and pedestrian and bicycle path from the Fairgrounds to Jamestown. Determine the feasibility of different routes including following Stockton, following Woods Creek, or using other rights-of-way.

Effect on State Highway

This project is a segment of the SR 49 Congested Corridor Study and the Jamestown to Columbia Regional Trail, which proposes a safe route for walking and biking from Jamestown to Columbia by way of Sonora. The trail will likely increase non-motorized traffic where it intersects with or adjoins SR 49 in Jamestown and at the Fairgrounds entrance in Sonora.

SR 108 Pedestrian and Bicycle Path

Project Description

Construct safe walking and biking facility along the highway (49/108) between Mono Way in East Sonora and High School Road near Jamestown.

Effect on State Highway

Path would be constructed within SR 49/108 right-of-way. Creating a safe designated path has the potential to reduce the number of pedestrians and cyclists travelling in the roadway or shoulder.

Old Wards Ferry Road Complete Street

Project Description

Complete street on Old Wards Ferry Road from Highway 108 to Jacobs and further into Tannin. Project will likely include wide shoulders and/or "share the road" signs. There are extensive right-of-way costs associated with this project which projected was approximately \$7.8 million.



Effect on State Highway

The project adjoins SR 108, potentially increasing non-motorized traffic on the highway in the vicinity of the project.

Groveland Sidewalks Along SR 120 and Feretti Rd

Project Description

Improve existing facilities and install new sidewalks and pedestrian paths along SR 120 and Ferretti Road in downtown Groveland. Construct sidewalks or paths through Downtown Groveland from the Yosemite Bank with access to the medical facility on the hill near Mountain Sage. Install crosswalks and traffic light at SR 120 and Ferretti Road.

Effect on State Highway

Improvements will be constructed within SR 120 right-of-way. The project has the potential to reduce the number of pedestrians walking in the roadway or shoulder by providing safer designated walking facilities.

Groveland Tioga High School Trail

Project Description

Trail connecting downtown Groveland to Tioga High School along Feretti Road.

Effect on State Highway

The project intersects with SR 120, potentially increasing nonmotorized traffic at that intersection and on the highway toward downtown Groveland.

Groveland Tenaya Elementary School Trail

Project Description

Construct walking and biking facilities from Downtown Groveland to Tenaya Elementary School.

Effect on State Highway

Path would be constructed within SR 120 right-of-way. Creating a safe designated path has the potential to reduce the number of pedestrians and cyclists travelling in the roadway or shoulder.

Jamestown Sidewalk Project Phase 2

Project Description

Construct new sidewalk improvements along Fifth Ave in Jamestown from Willow St to SR 108/49. Also 7th, 8th, & 9th Streets and 6th, 7th, & 8th Avenues.

Effect on State Highway

The project adjoins SR 108, potentially increasing non-motorized traffic on the highway in the vicinity of the project.

Jamestown SR 108/49 Complete Streets

Project Description

Construct safe crossings on Highway 49 / 108 at Main Street / Jamestown Rd and at 5th Ave.

Effect on State Highway

The project will be constructed within two intersections of SR 108/49 and local roads. Highway traffic would be slowed by crosswalks, signage, and/or traffic lights, and pedestrian/bicycle use may increase.