

Amador County Pedestrian and Bicycle Plan Survey Results

Survey Methodology

From September 23th to December 31st, 2016 a walking and biking survey was available for public input. It was advertised through the walkbikeamador.com website and was promoted through facebook, community meetings, the newspaper, the radio, and through networks of local organizations and news channels. A printable version of the survey and a Spanish version were also available. Printable surveys were distributed at community meetings.

The questionnaire addressed the following issues:

- Purpose and preferences of walking and bicycling trips
- Barriers to walking and bicycling
- Locations that residents are currently walking and bicycling

The respondents were given the opportunity to sign up for email updates related to the planning process, and were notified of upcoming meetings.

Survey Results

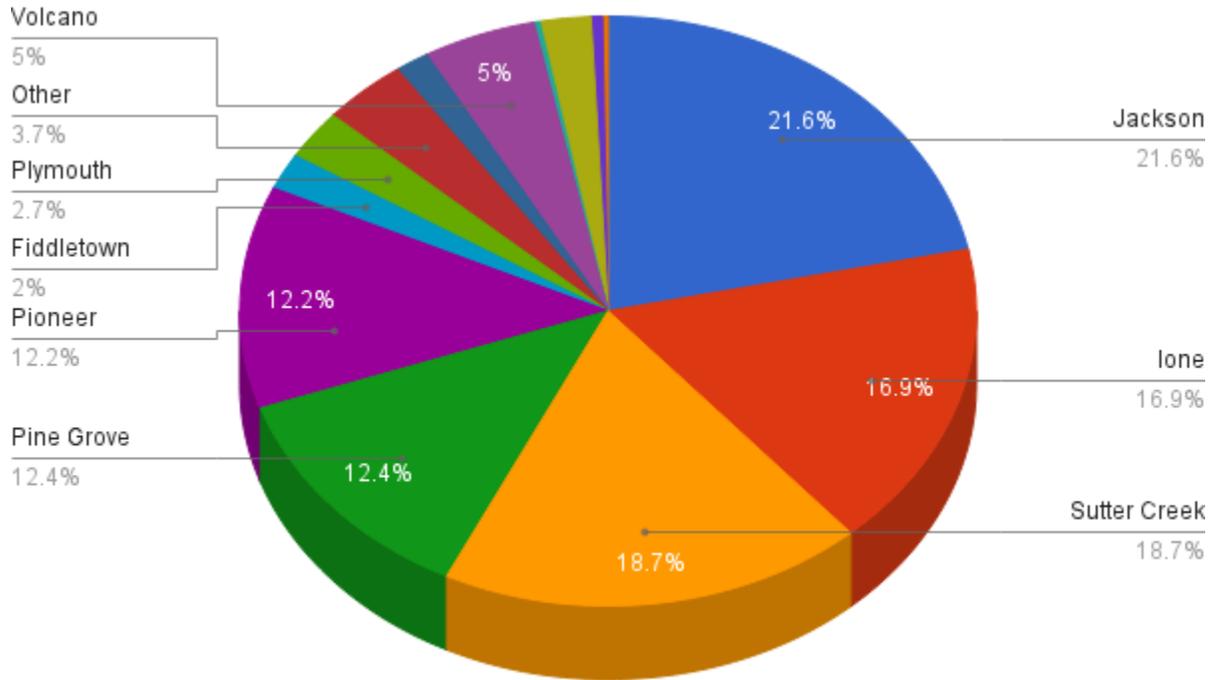
There were a total of 414 respondents to the survey, 94% of whom identified as current residents of Amador County. When considering the County's total population as approximately 35,000, this sample size represents a 95 percent confidence level with a +/-5 percent margin of error. Respondents appeared to live in various parts of the County that match the demographic composition of the County. Jackson and Lone residents had the highest response rates, 22% and 17% respectively, followed by Sutter Creek, Pine Grove, Pioneer, Volcano, and Amador City. However, the results may not be completely representative of the population given respondents were not randomly selected. Nonetheless, the following discussion outlines key observations regarding the 414 respondents' walking and bicycling habits and constraints.

Respondent Characteristics

Respondents were not asked to share their age or gender, however they were asked to identify the community or city they live in. The majority of respondents, 94%, identified that they live in Amador County. Of those who identified as not living in the County, some noted that they had lived in the County previously or are currently away for school. Locations of residence that were commonly mentioned among those who identified as not living in the County included: Calaveras, Stockton, Lodi, El Dorado, and Sacramento, which are all represented in the "Other" category of the following chart. The following chart demonstrates the frequency of residence location identified by respondents, once they had been categorized, for example some respondents identified as living "outside of Jackson" and were therefore categorized into the Jackson category. This helped to demonstrate to the planning team the quantity of residents that live in the rural midways between cities and communities.

Amador County Pedestrian and Bicycle Plan Survey Results

Figure 1: What city or community do you live in? (407 responses)



Those marked as “Other” represent respondents that identified as living in areas that are not located within Amador or Calaveras County.

Not labeled:

- Calaveras: 1.5%
- Upcountry: 0.5%
- River Pines: 0.2%
- Drytown: 0.2%

Reasons to Invest

What is the most important reason for investing in walking and biking?

Respondents were asked to rank their top reasons for investing in walking and biking by indicating from a list of reasons with their respective level of importance: “Extremely Important”, “Important”, “Somewhat Important”, and “Not at all Important”. The reasons for investing in walking and biking that were identified as most important were:

- 1. Improving safety of walking/biking:** 68% ranked as extremely important
- 2. Creating safe routes to schools for walking and biking:** 62% ranked as extremely important
- 3. Increasing health and physical activity:** 60% ranked as extremely important

Amador County Pedestrian and Bicycle Plan Survey Results

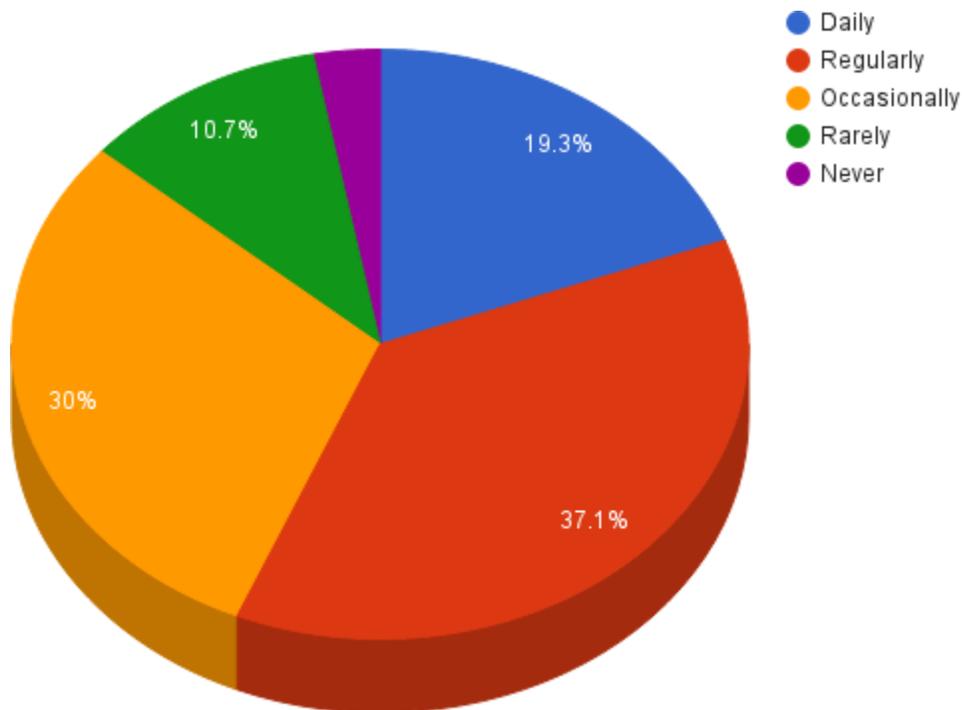
- 4. **Providing independent transportation for youth, seniors, people with disabilities, and others with limited access to a private vehicle:** 40% ranked as extremely important

Walking Preferences

How often do you walk for transportation or recreation in Amador County?

The majority of respondents (56%) indicated that they walk at least regularly, if not daily in Amador County. Thirty percent indicated that they walk occasionally and 2.9 percent of respondents indicated that they never walk in Amador County.

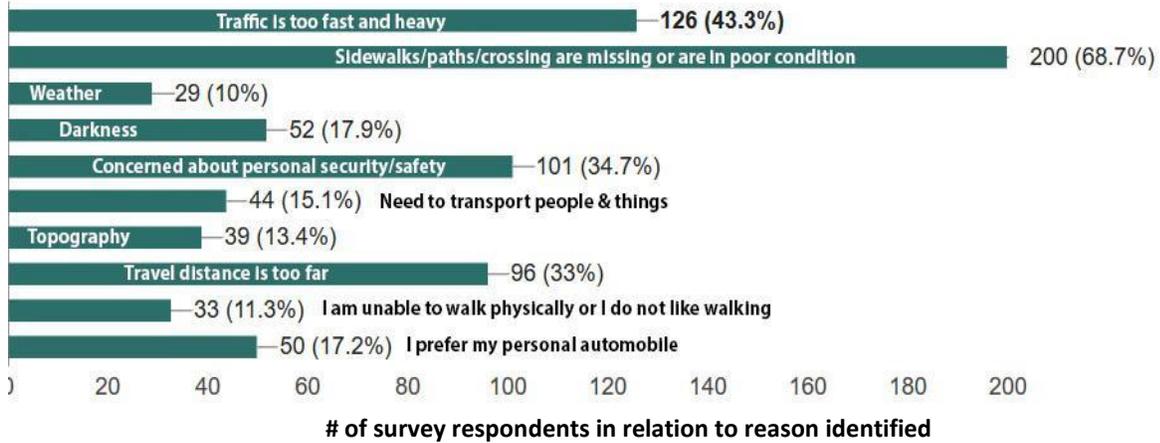
Figure 2: How often do you walk for transportation or recreation in Amador County?



When asked what were the greatest barriers to walking in Amador, the top response was “sidewalks/paths/crossings are missing or are in poor condition”, followed by “traffic is too fast and heavy”, and “concerned about personal security/safety.” This confirms earlier notions that walking in Amador currently feels unsafe due to a lack of separation from motor vehicle traffic due to missing sidewalks and paths.

Amador County Pedestrian and Bicycle Plan Survey Results

Figure 3: If you do not walk regularly in Amador, what are the reasons that you do not? Check all that apply. (291 respondents)

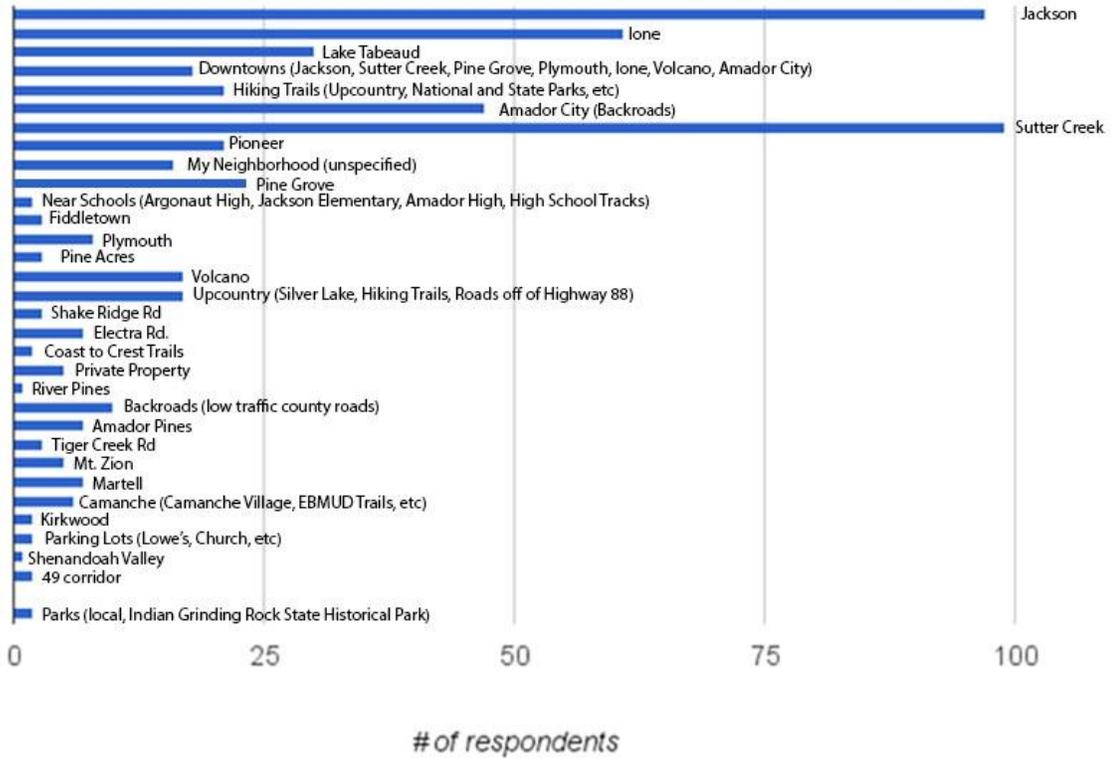


When asked how often people walked for various trip purposes (recreation, to walk pet, shopping, attend community events, etc.). It was found that the top purposes for walking are leisure/fitness (20% daily, 56% regularly) followed closely by walking a dog or pet (16% daily, 35% regularly) and shopping/errands/dining (10% daily, 23% regularly), and hiking recreation (9.5% daily, 52% regularly). Twenty eight percent of respondents noted that they at least regularly walk to visit friends and 25% similarly indicated they at least regularly walk to attend community events. Ten percent of respondents indicated that they walk to commute to work daily or regularly. A very small percentage indicated that they walk daily or regularly to commute to school (5%) or to get to transit (2%).

When asked which areas within Amador County that you walk the most, the most common responses included Sutter Creek, Jackson, and Lone - in particular the historic downtowns of Sutter Creek and Jackson as well as the Castle Oaks housing development in Lone. The responses highlighted the heavy use of low volume local roads that are used for both walking and running especially those near the Mokelumne River (Electra Rd, Middle Bar Rd, and Stony Creek Rd). An important walking area that was frequently mentioned is Amador City and the narrow low traffic back roads that provide two, four, and six mile walking loops around Amador City and between Sutter Creek and Amador City (Amador Rd, Turner Rd, String Bean Alley, Amador Creek Rd, Mayflower Rd, Bunker Hill Rd, and New Chicago Rd).

Amador County Pedestrian and Bicycle Plan Survey Results

Figure 4: Which areas within Amador County do you walk in the most?



Areas from Most to Least:

- | | |
|-------------------------------------|---|
| 1. Sutter Creek | 16. Amador Pines |
| 2. Jackson | 17. Martell |
| 3. Ione | 18. Camanche (EBMUD trails,
Camanche Resort and Village) |
| 4. Amador City | 19. Mt. Zion |
| 5. Lake Tabaud | 20. Private Property |
| 6. Pine Grove | 21. Pine Acres |
| 7. Hiking Trails (Mostly Upcountry) | 22. Tiger Creek Rd |
| 8. Downtowns | 23. Fiddletown |
| 9. Pioneer | 24. Shake Ridge Rd |
| 10. Volcano | 25. Coast to Crest Trails |
| 11. Upcountry | 26. Schools |
| 12. My neighborhood (unspecified) | 27. 49 corridor |
| 13. Backroads | 28. Parks |
| 14. Plymouth | 29. Kirkwood |
| 15. Electra Rd. | |

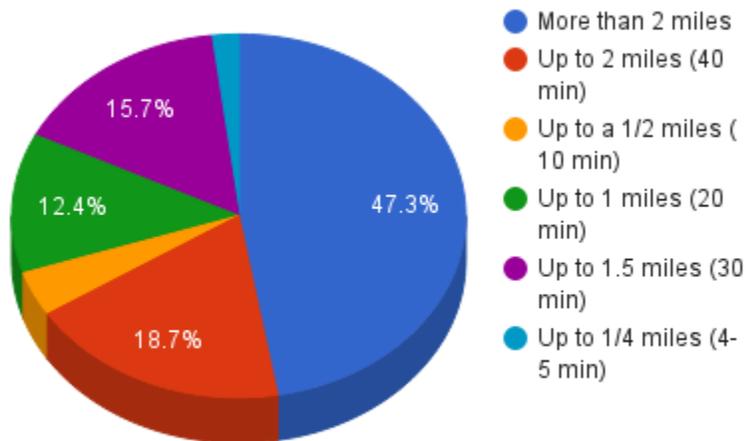
Amador County Pedestrian and Bicycle Plan Survey Results

30. Parking Lots (Lowe's, Church, etc)

The facilities that were identified as being the most important to improve walking and biking within Amador were (1) More walking paths and trails, (2) Improved sidewalks, (3) Improved pedestrian crossings, and (4) Fill in sidewalk gaps.

In urban planning, it is a widely accepted notion that most people will not walk further than ¼ to ½ mile to regularly access good and services or access their nearest transit stop. However, given the rural nature of Amador County, the planning team wanted to identify what a comfortable walking distance was for Amador County residents. Since most residents walk for leisure or fitness in the area, results were higher than an “urban average.” The majority of respondents identified that they felt comfortable walking at least up to two miles (47% identifying they were comfortable walking more than two miles, and 18% of respondents comfortable with walking up to 2 miles). Another 15% identified that they were comfortable walking up to 1.5 miles, 12% comfortable with 1 mile, 4% with ½ mile, and 2% comfortable with only a ¼ mile.

Figure 5: For a typical walk, what distance is comfortable for you? (407 respondents)

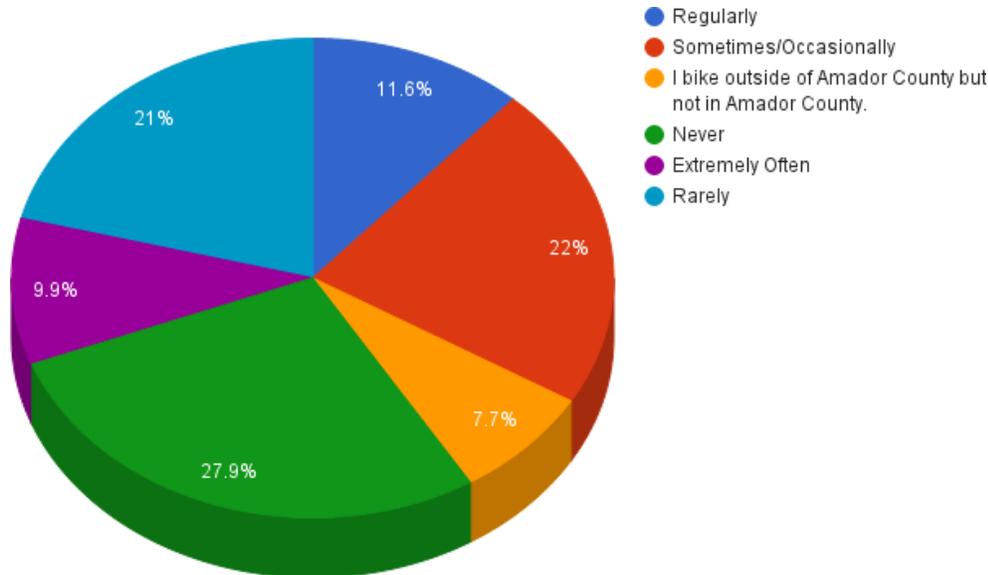


Biking Preferences

When asked whether or not respondents biked in Amador County, 10% indicated that they bike extremely often, 11.6% regularly, and 22% sometimes/occasionally. It was apparent that less respondents bike than walk in Amador, with 21% indicating that they rarely bike in Amador and 28% never bike in Amador. Another 8% of respondents claimed to bike outside of Amador but not in Amador, which demonstrates the lack of bicycle facilities within Amador.

Amador County Pedestrian and Bicycle Plan Survey Results

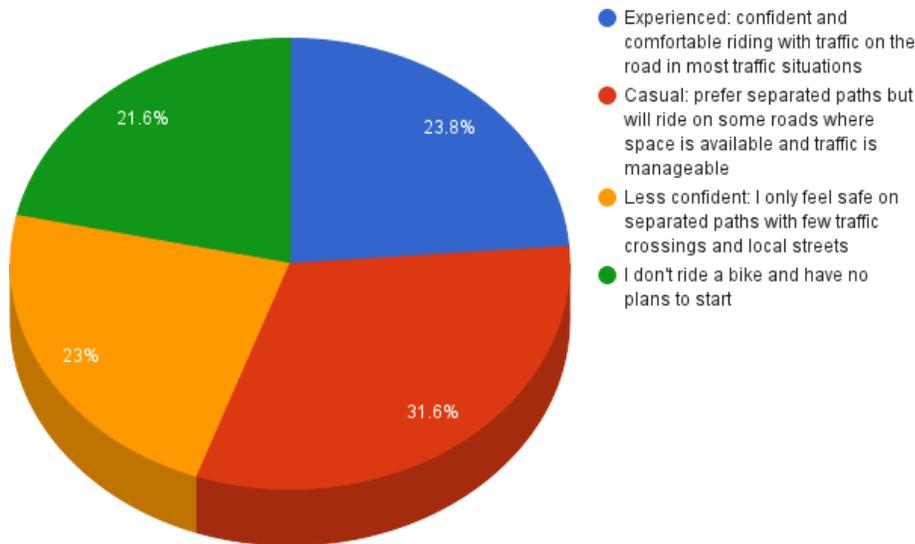
Figure 6: Do you bike in Amador County? (405 respondents)



When asked to describe their comfort level with biking, nearly a third of the respondents (32%) identified as casual bikers, preferring separated paths and comfortable on some roads where space is available and traffic is manageable, 23% of respondents indicated that they felt they were an experienced rider (comfortable riding with traffic). Whereas, 23% of respondents indicated they were less confident riding a bicycle and only feel safe on local streets and separated paths with few traffic crossings. 21% of respondents indicated that they do not ride a bike and have no plans to start riding as indicated by the following chart.

Figure 7: How would you describe your level of comfort or confidence biking? (410 respondents)

Amador County Pedestrian and Bicycle Plan Survey Results

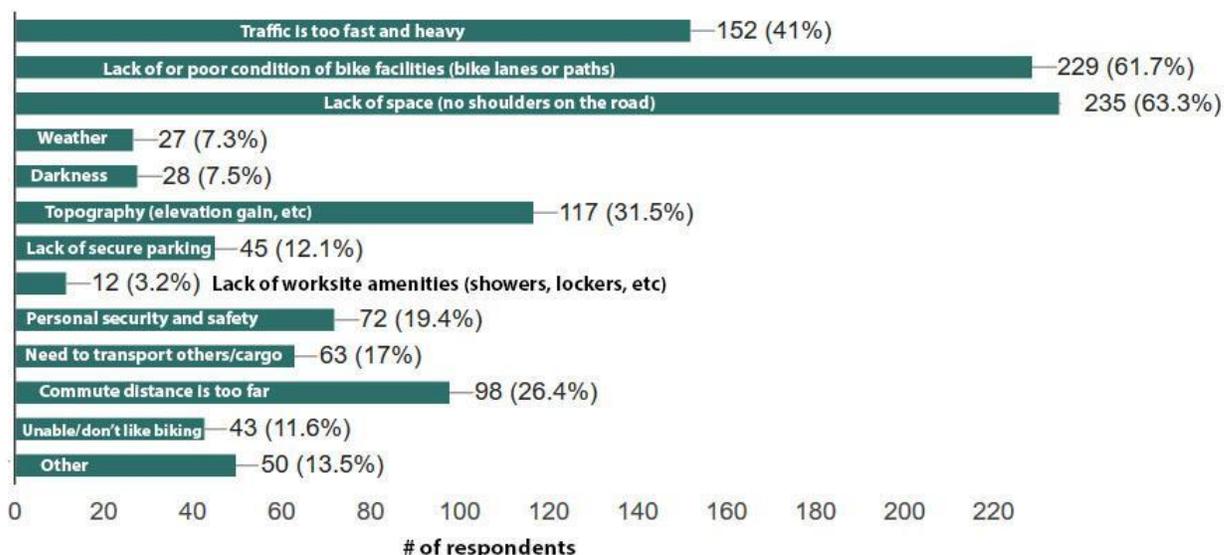


The primary trip purposes for bicycle riding by respondents were primarily for “Leisure/Fitness” (4% daily, 36% regularly) and “Recreation” (7.5% daily, 34% regularly). A small majority of respondents indicated that they bicycle regularly to visit friends (8%), shopping/errands/dining (7%), commute to work (5%), and commute to school (4%). Only four respondents (1%) indicated they rode a bicycle daily to commute to work. This confirms the use of County roads for recreational cycling and lack of commuter bicycle traffic.

This was further demonstrated by the responses to the question, “If you do not bike regularly in Amador, what is the main reason that you do not?” The two reasons that were identified by the most respondents was “lack of, or poor condition of bike facilities (bike lanes & paths)” as well as “lack of space (no shoulders on the road)”. Other common responses to consider as barriers in Amador County for bicycling to be used for transportation is topography and long commutes. All responses for this question are demonstrated in the chart below.

Amador County Pedestrian and Bicycle Plan Survey Results

Figure 8: If you do not bike regularly in Amador, what is the main reason that you do not? (check all that apply)

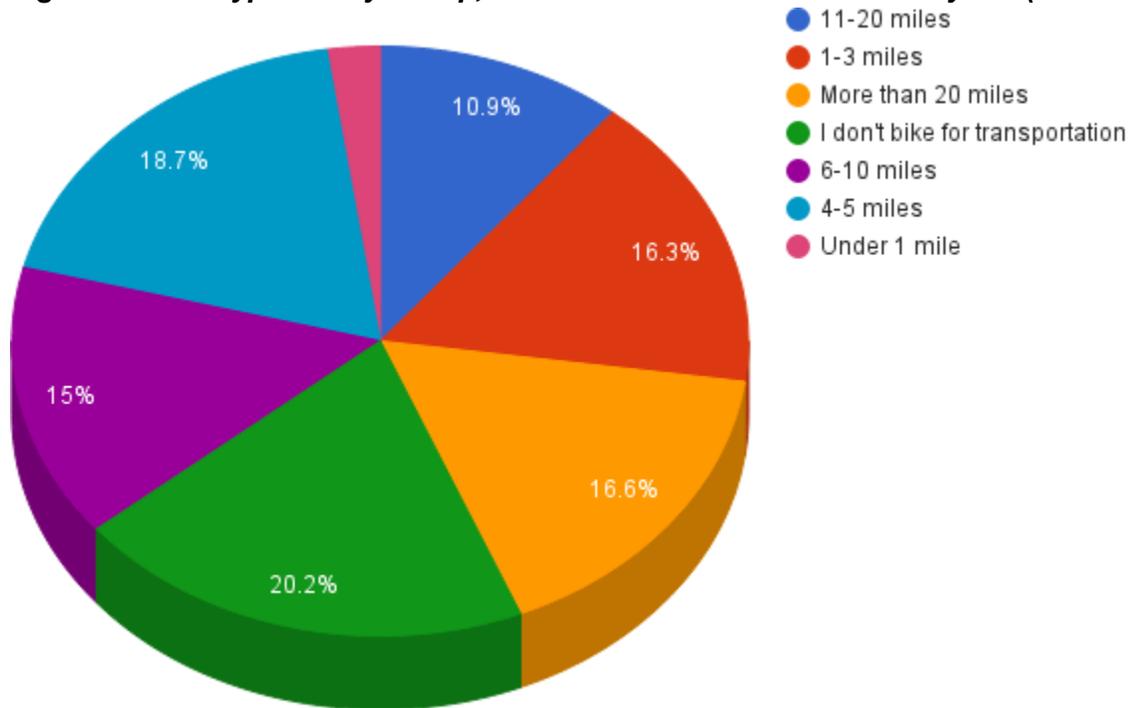


The majority of respondents identified that they prefer to cycle on paths/trails (68%), followed by bike lanes (63%), and side paths along roadways (39%). A small percentage identified they prefer to ride on the road; 28.7% on local streets and only 6% on roads where traffic speeds and volumes are high. Twenty three percent of respondents indicated they prefer riding on the shoulders of a roadway.

When asked what distance is comfortable for a typical bicycle trip, there were a wide range in responses which are demonstrated in Figure 9. A large percentage of respondents (20%) identified that they currently do not bike for transportation. Fifty two percent of respondents identified that they bike between 0-10 miles, while 27.5% identified that they were comfortable biking more than 10 miles. Of those that bike under 10 miles, the largest percentage identified 4-5 mile long bicycle trips to be a comfortable distance.

Amador County Pedestrian and Bicycle Plan Survey Results

Figure 9: For a typical bicycle trip, what distance is comfortable for you? (386 responses)



In addition, when asked what facilities were the most important to promote bicycling in Amador, the most common responses were (1) More bicycle paths and trails, (2) paved shoulders on narrow roads, (3) wider outside lanes/shoulders, and (4) improved buffers between cyclists and vehicles.

When asked where bicyclists traveled the most, the most common areas were:

- (1) Jackson: Clinton Rd, China Graveyard, Mission, Jackson Gate, Argonaut Drive, Hoffman.
- (2) Ione and outside Ione: Castle Oaks Housing Development, West Marlette St, 5 mile Drive, Dave Brubeck Rd.
- (3) Sutter Creek
- (4) Sutter Creek Volcano Rd
- (5) Amador City and surrounding back roads.
- (6) Pine Grove & Pine Acres.
- (7) Plymouth: Shenandoah Rd, Latrobe Rd, Downtown.
- (8) Volcano: Daffodil Hill/Rams Horn, Hale Rd
- (9) Pioneer: Buckhorn, Mace Meadows, Highway 88 corridor, Amador Pines.
- (10) Back Roads
 - (a) The most common roads mentioned were Fiddletown Rd, Sutter Ione Rd, Rams Horn Grade, Ostrom Rd, Carbondale, Hale Rd, Stony Creek Rd, Electra Rd, and Quartz Mountain Rd.
- (11) Shake Ridge Rd

Amador County Pedestrian and Bicycle Plan Survey Results

- (12) Highways
 - (a) The Highway 88 corridor was most frequently noted, along with Highway 16, 104, 49, and 124.
- (13) Camanche: Camanche Village, Curran Rd, Buena Vista, Jackson Valley Rd
- (14) Upcountry: Most notably mentioned was Silver Lake.

A large number of respondents used this question to identify the lack of safety on Amador roads as a bicyclists. Twenty seven respondents mentioned that they do not bike currently because the roads are not safe.

The most common cycling routes that were mentioned were routes that (1) start in Lone and head to Plymouth or Sutter Creek; (2) between Sutter Creek and Volcano via Sutter Creek Volcano Rd; Sutter Creek to Volcano and Fiddletown via Shake Ridge Rd, Fiddletown Rd, and Hale Rd; (3) Plymouth and Fiddletown to River Pines and Mt Aukum via Ostrom Rd, Shenandoah Rd, Lawrence Rd, Tyler Rd; (4) Lone and Buena Vista to Pardee, Lake Amador, Camanche Village, Valley Springs, and Campo Seco via Buena Vista Rd, Stony Creek Rd, Camanche Rd, Camanche Pkwy, Dave Brubeck Rd, and Jackson Valley Rd.