

## Appendix C: Bike Parking Locations

Bicycle parking is a crucial component to encourage commuter based bicycling. Currently, Amador County is primarily cycled by recreation cyclists that are less likely to use bicycle parking. Recreation cyclists often do not leave their bike unattended or in a visible location. They do not carry locks with them to reduce their weight while bicycling. In order to accommodate recreation cyclist's needs, bicycle racks with built in locks should be pursued. To accommodate commuter needs, bicycle parking should be prioritized in service areas such as downtowns, commercial areas, grocery stores, office buildings, post office, near transit stops, and other commonly used areas.

Below is a detailed list of existing and proposed bike parking locations within the County.

Location	Description	Status
Sutter Hill/Martell	SHTC: 3 bike racks, 4 bike lockers	existing
Sutter Creek	Bryson Park	proposed
Sutter Creek	Main and Church	proposed
Sutter Creek	Mollie Joyce Park	proposed
Sutter Creek	Pedestrian bridge over Sutter Creek	proposed
Sutter Creek	Main St. and Fiefield Aly	proposed
Sutter Creek	City parking lot at Main/Gopher Flat/Hanford	proposed
Sutter Creek	Post Office/Bus Stop	proposed
Sutter Creek	Hanford St./First Southern Baptist Church	proposed
Sutter Creek	High School	proposed
Sutter Creek	High School/bus stop	proposed
Sutter Creek	For Transit Stop at Main St. and Badger Rd.	proposed
Sutter Creek	For Transit Stop near the ARC	proposed
Sutter Creek	Independence High School	proposed
Jackson	Argonaut High School	proposed
Jackson	Courthouse	existing
Jackson	Detert Park/Jackson City Pool	proposed
Jackson	Hwy 49/88 - American River Bank	proposed
Jackson	Summit St. and California St.	proposed
Jackson	Denny's	proposed
Jackson	HSS Building	proposed
Jackson	Jackson City Parking; Mattley St.	proposed
Jackson	Jackson Downtown/Main St. NB	proposed
Jackson	Jackson Downtown 2	proposed
Jackson	Jackson City Hall	proposed
Jackson	Jackson Broadway Plaza	proposed
Jackson	Amador Yoga	proposed
Jackson	Jackson Elementary/Museum	proposed
Jackson	Detert Park	proposed
Jackson	Court St. Offices	proposed

Jackson	Amador County Building	proposed
Jackson	Sutter Amador Hospital Entrance	proposed
Jackson	CVS	proposed
Jackson	Jackson Shopping Complex	proposed
Jackson	Raley's	proposed
Jackson	Movie Theater	proposed
Jackson	Grocery Outlet	proposed
Jackson	Tailing Wheels Park	proposed
Jackson	NY Fitness	proposed
Jackson	Jackson Rancheria	proposed
Jackson	Kit Carson Nursing and Rehab	proposed
Jackson	Kennedy Meadows Apartments	proposed
Jackson	For Transit Stop on Scottsville Blvd.	proposed
Jackson	For Transit Stop at First Five	proposed
Jackson	For Transit Stop at Court St. Medical Complex	proposed
Jackson	For Transit Stop at the Senior Center	proposed
Jackson	For Transit Stop at Jackson Hills Apts.	proposed
Jackson	For Transit Stop at Downtown/Main St. SB	proposed
Jackson	For Transit Stop at Sutter St./Detert Park/Library	proposed
Jackson	Sierra Wind Wellness and Recovery Center	proposed
Jackson	For Transit Stop at Jackson Apts.	proposed
Jackson	Theresa's	proposed
Jackson	Highway House/Jose's	proposed
Jackson	Jackson Elementary School	proposed
Jackson	Jackson Bike Shop	existing
Plymouth	49er Village RV Resort	proposed
Plymouth	Amador County Fairgrounds	proposed
Plymouth	Sutter Amador Health Clinic	proposed
Plymouth	Plymouth City Pool	proposed
Plymouth	Amador Brewing Company	proposed
Plymouth	Sharkey-Begovich Community Park	existing
Plymouth	City Hall	existing
Plymouth	Pokerville Market	proposed
Plymouth	Plymouth Elementary	proposed
Amador City	Parking area/Old Hwy 49 and Water St.	proposed
Amador City	Andrae's Bakery	proposed
Amador City	Amador City parking/bus stop	proposed
lone	Park and Ride	existing
lone	City Hall	existing
lone	Main St. and N. lone St.	existing
lone	Train Park	existing
lone	lone Junior High	existing
lone	Howard Park Baseball	proposed
lone	Howard Park Soccer	proposed
lone	lone Market Parking	proposed
lone	Market St. and Church St.	existing
lone	lone Cafe	existing

Ione	Mobile Home Park	existing
Ione	Elementary School	existing
Ione	Preston Castle	existing
Ione	For Transit Stop at Castle Park	proposed
Ione	For Transit Stop at W. Marlette/Stonybrook Dr.	proposed
Ione	For Transit Stop at Josie's Place Apts.	proposed
Ione	For Transit Stop at Clark's Corner	proposed
Ione	For Transit Stop at Main St./S. Ione St.	proposed
Sutter Hill/Martell	Safeway	proposed
Sutter Hill/Martell	Jamba Juice/Roundtable	proposed
Sutter Hill/Martell	Safeway 2	proposed
Sutter Hill/Martell	Starbucks	proposed
Sutter Hill/Martell	Sutter Hill Shopping Center	proposed
Sutter Hill/Martell	Walgreens	proposed
Sutter Hill/Martell	Walmart	proposed
Sutter Hill/Martell	Savemart/Dollar Tree	proposed
Sutter Hill/Martell	WIC	proposed
Volcano	Volcano Amphitheater	proposed
Volcano	Volcano Memorial Park	proposed
Volcano	Volcano Parking Lot	proposed
Fiddletown	Fiddletown Tennis Courts	proposed
Fiddletown	Fiddletown	proposed
Drytown	Transit Stop in Drytown	proposed
Pioneer	Pioneer Elementary School	proposed
Pioneer	Mollie Joyce Park	proposed
Pioneer	Pioneer Market	proposed
Pioneer	Pioneer Park	proposed
Pioneer	Pioneer Post Office	proposed
Pine Grove	Munnerlyn's	proposed
Pine Grove	Pine Grove Market	proposed
Pine Grove	Pine Grove Elementary	proposed
Pine Grove	Pine Grove Park	proposed
Pine Grove	Pine Grove Town Hall	proposed
Pine Grove	Pine Grove Retail Area	proposed
Pine Grove	For Transit Stop at Pine Cone Pharmacy	proposed
Pine Grove	For Transit Stop at Dollar General	proposed
Buena Vista	Buena Vista	proposed
Buena Vista	For Transit Stop at the Oaks, Buena Vista	proposed
Camanche	Camanche Blues	proposed
Camanche	Camanche North Shore	proposed
County	Daffodil Hill	proposed
County	Black Chasm Caverns	proposed
County	Electra Rd.	proposed
County	Lake Tabeaud Parking Area	proposed
County	Mt. Zion Lookout	proposed
County	Indian Grinding Rock	proposed
County	Lyon's Park	proposed

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County	For Transit Stop at Silver Dr. (Sheltered)	proposed
County	Roaring Camp Mining Company	proposed
County	Community Christian Church/Baseball Field	proposed
County	For Transit Stop at Gayla Dr.	proposed
County	For Transit Stop at Red Corral	proposed
County	For Transit Stop at Amador Station	proposed
County	For Transit Stop at Dalton Rd.	proposed
County	For Transit Stop at DiMartini Rd.	proposed

Figure C-1a: End-of-Trip Bicycle Parking Facilities

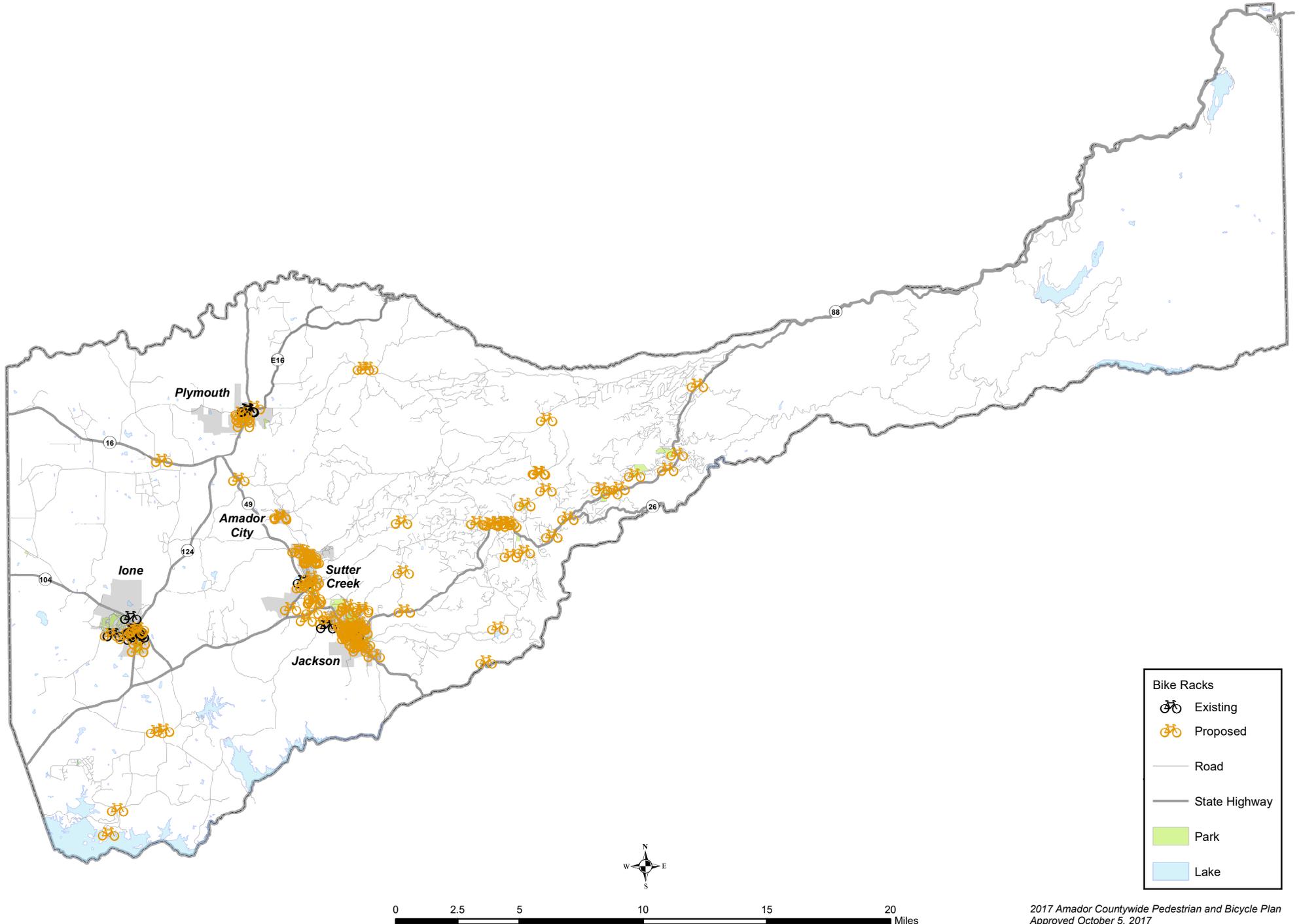
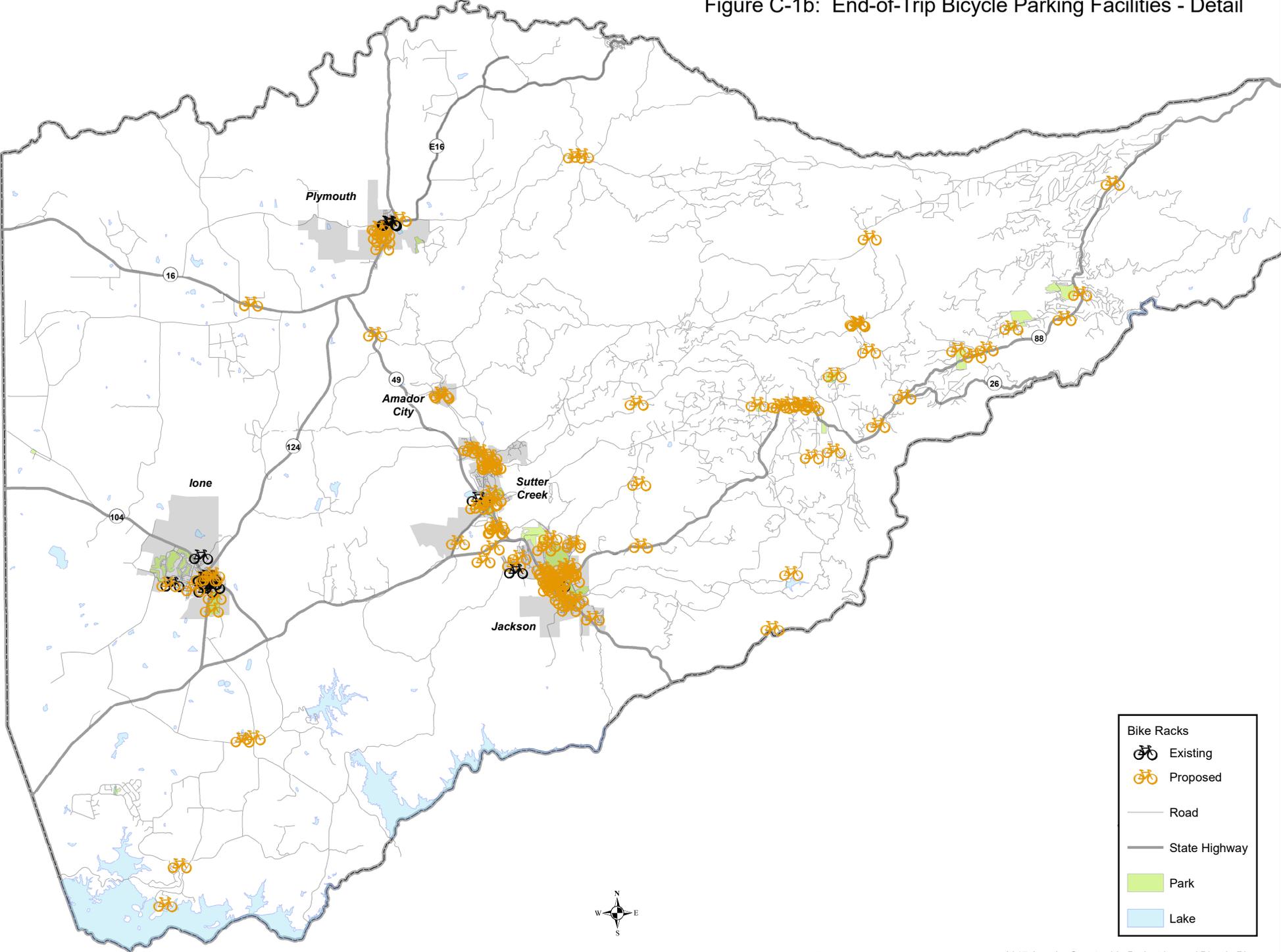


Figure C-1b: End-of-Trip Bicycle Parking Facilities - Detail



**Bike Racks**

- Existing
- Proposed

Road

State Highway

Park

Lake

0 2.5 5 10 Miles

## Appendix D: Project Rankings

### Project Ranking Methodology

In order to analyze the status of the proposed pedestrian and bicycle projects, each project was ranked between of 1-3 by ad-hoc committee members and jurisdiction members for the following five (5) project characteristics: Project Support, Safety, Connectivity, Business Goals, and Feasibility. This exercise can be seen as a useful strategy to better understand the current status of each project, and does not preclude a project to move forward in the development process.

#### Project Support

- 1- Has received support from one of the following: (1) Jurisdiction Members, (2) Jurisdiction, (3) Supporting Agencies/Community at large
- 2- Has received support from two of the following: (1) Jurisdiction Members, (2) Jurisdiction, (3) Supporting Agencies/Community at large
- 3- Has received support from all of the above: (1) Jurisdiction Members, (2) Jurisdiction, (3) Supporting Agencies/Community at large

#### Safety

- 1- Addresses safety concerns of at least one of the following: (1) school zone, (2) previous collision area, (3) bicycle safety, (4) pedestrian safety, (5) safety in a high traffic zone.
- 2- Addresses safety concerns of more than one of the following: (1) school zone, (2) previous collision area, (3) bicycle safety, (4) pedestrian safety, (5) safety in a high traffic zone.
- 3- Addresses safety concerns of more than three of the following: (1) school zone, (2) previous collision area, (3) bicycle safety, (4) pedestrian safety, (5) safety in a high traffic zone.

#### Connectivity

- 1- Connectivity isn't improved or barely improved
- 2- Connects at least one area to another.
- 3- Provides a major connection between key community destinations.

#### Business Goals

- 1- Supports one of the following: (1) Tourism (2) Recreation (3) Local Businesses
- 2- Supports at least 3 businesses or tourism/recreation.
- 3- Supports at least 3 businesses and tourism/recreation

### Feasibility

1- Requires at least some ROW acquisition, is expected to have environmental concerns or delays, has various topographical or financial constraints.

2- Requires little ROW acquisition, some environmental review, could be easily implemented, may not have a dedicated source of funding but would be eligible for some funding source or is a low cost solution.

3- Requires no ROW acquisition, minimal environmental review, is physically possible, and has had at least some conceptual drawings developed or the project could be easily implemented into an expected project or a project that is shovel ready, has some identified source of funding or is a low cost solution.

The following list provides the rankings for each project.

ID	Project Title	Project Support	Safety	Connectivity	Business Goals	Cost/ Feasibility
SC1	Sutter Hill Road Bicycle and Pedestrian Improvement Project	3	3	2	3	2
SC2	Gopher Flat Complete Street Improvements	3	2	3	3	2
SC3	Nickerson Foot Path	1	2	3	3	1
SC4	Powder House Downtown Connector	2	3	3	3	2
SC5	Church St. Sidewalks	3	3	3	3	2
SC6	Old Rte 49 Safe Routes to School Project	3	3	3	3	1
SC7	Gold Dust Trail	2	3	2	3	1
SC8	Main Street Accessibility	2	3	2	2	1
SC9	Sutter Creek Downtown Connector	3	3	3	3	1
SC10	Tonzi Rd/Sutter lone Rd Trail System	2	3	1	2	3
SC11	Sutter lone Rd	3	3	3	3	2
SC12	Spanish Street Complete Streets Improvement Project	1	1	2	3	1
SC13	Sutter Creek Gateway Connectivity Improvements	3	2	3	2	3

ID	Project Title	Project Support	Safety	Connectivity	Business Goals	Cost/ Feasibility
SC14	Old Rte 49 Complete Street Improvements.	3	3	3	3	1
SC15/M1	SR49 Complete Street Improvements	2	3	3	3	2
SC16	Bowers/Prospect Drive Intersection Improvements	3	3	3	3	2
SC17/M4	Sutter Creek and Martell Bicycle Connectivity Improvements	2	2	2	2	3
SC18/M5	Prospect Drive Complete Street Improvements	2	2	2	1	2
J1	Jackson Creek Multi-Use Path	3	2	3	3	2
J2	Jackson Safe Routes to School Connectivity Project	3	3	3	3	2
J3	Oro de Amador Recreation Trail Network	3	2	3	3	2
J4	NY Ranch Rd Complete Street Improvements	3	2	3	2	3
J5	Jackson Elementary Safe Routes to School Project	3	3	3	2	2
J6	Jackson Sidewalk Completion Project	2	3	3	3	2
J7	Jackson SR49/88 Corridor Improvement Projects	2	3	3	2	2
J8	North Main Street Multi-Modal Improvement Project	2	3	3	2	1
J9	Sutter Street Extension	3	3	3	3	2
J10	Jackson Local Collector-Gold City Parkway: new road to be constructed	2	2	2	1	2

ID	Project Title	Project Support	Safety	Connectivity	Business Goals	Cost/ Feasibility
J11	Jackson Local Collector-Oro de Amador: new road to be constructed	3	3	3	2	2
J12	Jackson Local Collector-Suryan Rd: new road to be constructed	1	2	2	1	1
J13	Jackson SR49/88 Corridor Improvement Projects	3	3	3	2	2
J14	Jackson SR49/88 Corridor Improvement Projects	2	2	3	2	1
J15	Mission Boulevard & Court St @ SR 88 Intersection Improvements	2	1	3	2	1
J16	South Broadway Frontage Improvements	2	2	3	1	1
J17	SR 88/49 Complete Streets Project	3	3	3	2	1
J18	Pitt St Multi-use path	3	2	3	2	2
J19	Argonaut Mine Trail	2	2	3	2	1
J20	China Graveyard Rd.	3	3	3	3	2
J21	Mother Lode Land Trust Trail Network	2	1	2	1	3
J22	Jackson Trail Network Connector	1	1	3	2	3
J23/ M10	Argonaut Dr sidewalk completion project	1	2	2	1	2
I1	West Marlette Complete Street and Safe Routes to School Project	2	3	3	2	1
I2	Ione School Connector	2	3	3	3	2
I3	Ione Park Connector	3	3	3	3	2
I4	Ione Sidewalk Completion Project	1	2	3	3	2
I5	Shakely Lane	3	3	3	3	2
I6	SR 104 Ione Bike Project	2	3	3	2	2

ID	Project Title	Project Support	Safety	Connectivity	Business Goals	Cost/ Feasibility
I7	SR 124 Complete Street Improvements	2	3	3	2	2
I8	SR 104/Ione Elementary School access	2	3	2	1	2
I9	Sutter Creek Multi-Use Path Northeast	2	1	2	3	1
I10	Western Ione Roadway Improvement Strategy (WIRIS)	3	2	2	2	3
AC1	Amador City Historical Wayfinding	3	1	2	3	3
AC2	Amador City Bicycle Parking	3	1	2	3	3
AC3	Amador City Complete Streets Project	2	1	1	2	2
PL1	Plymouth Pedestrian Connectivity Project	3	3	3	3	3
PL2	Plymouth Pedestrian Connectivity Project Phase 2	2	2	2	2	2
PL3	Plymouth Pedestrian Connectivity Project Phase 3	2	2	3	2	2
PL4	Plymouth Complete Streets Project	2	3	3	2	2
PL5	Fairground Bicycle and Pedestrian Accessibility Project	2	2	3	3	2
PL6	Plymouth Multi-use Trail	3	3	3	3	1
PL7/ IR7	SR 49	2	2	2	2	2
PL8/ IR19	Old Sacramento Rd	1	2	2	1	2
PL9	Hawksview Development Connector	3	3	3	2	?
P1	SR88 Improved Pedestrian Crossings	2	3	2	3	2
P2	Buckhorn Ridge Rd Bicycle and Pedestrian Safety Improvement Project	2	3	3	2	2

ID	Project Title	Project Support	Safety	Connectivity	Business Goals	Cost/ Feasibility
P3	SR 88 Bicycle and Pedestrian Improvement Project- Pioneer/Buckhorn	2	2	2	2	2
P4	Silver Dr Bike Route Improvements	1	2	2	1	1
PG1	Pine Grove Corridor Improvement Project	3	3	3	3	3
PG2/ T4	Mt. Zion Bicycle and Pedestrian Access & Trail Development	1	2	3	2	2
PG3	Pine Grove Recreational Access	1	2	3	3	1
PG4	Irishtown Rd Complete Street Improvements	2	3	3	2	2
PG5	Pine Grove Community Christian School Connector	2	3	3	1	1
M1/ SC15	Martell Corridor Connection	2	3	3	3	2
M2	Jackson Gate Ped/Bike Improvements	2	2	3	3	2
M3	Wicklow Way Bicycle and Pedestrian Improvement Project	3	3	3	3	3
M4/ SC17	Martell Bicycle Connectivity Improvements	2	2	2	2	3
M5/ SC18	Prospect Drive Complete Street Improvements	2	2	2	1	2
M6	Sierra Pacific Drive Proposed Internal Connector	2	2	2	2	1
M7	Martell Rd	1	2	2	1	1
M8	Kennedy Mine Trail	3	1	1	2	3
M9/ J23	Argonaut Ln Improvements	2	3	3	2	1
SV1/ IR5	Shenandoah Valley Rd	2	3	2	3	2
SV2	Shenandoah School Rd	2	1	2	3	2
SV3	Steiner Rd	2	1	2	3	2

ID	Project Title	Project Support	Safety	Connectivity	Business Goals	Cost/ Feasibility
F1	Fiddletown Rd Shoulder Widening	1	2	1	1	2
F2	Ostrom Rd	1	2	1	1	2
RP1	Shenandoah Rd Bicycle and Pedestrian Improvement Project	2	2	2	1	2
C1	Curran, Camanche & Jackson Valley Rd Connector	1	2	1	1	1
C2	Camanche Parkway North	1	2	1	1	1
C3/ IR9	Buena Vista Rd Bicycle and Pedestrian Connectivity Project	2	2	2	1	1
C4	Pardee Lake Recreation Multi-Modal Accessibility Project	2	1	2	2	3
C5	North Shore Camanche Trail Access to Coast to Crest Trail	1	1	1	2	2
D1	SR49 in Drytown Pedestrian Safety Project	2	2	1	1	3
D2	Main Street Accessibility	1	1	2	1	2
D3	Spanish Street Bicycle and Pedestrian Improvement Project	1	1	1	1	1
V1	Pioneer/Pine Grove Volcano Rd	1	2	2	2	2
IR1	Sutter Creek-Volcano Rd	3	3	3	3	1
IR2	Stony Creek Rd	1	3	2	2	1
IR3	Clinton Rd	1	2	2	2	1
IR4	Hale Rd	1	2	1	1	1
IR5/ SV1	Shenandoah Rd	2	2	3	3	1
IR6	Shake Ridge Rd	2	2	3	1	1
IR7/ PL7	SR49	2	3	3	3	2
IR8	Rams Horn Grade Rd	1	3	1	2	1
IR9/ C3	Buena Vista Rd	2	3	3	1	1
IR10	Latrobe Rd	3	3	3	2	1
IR11	Michigan Bar Rd	3	2	3	2	1
IR12	Carbondale Rd	1	1	2	1	1

ID	Project Title	Project Support	Safety	Connectivity	Business Goals	Cost/ Feasibility
IR13	SR88	3	2	2	3	1
IR14	Fiddletown Rd	2	3	2	2	1
IR15	SR26	2	2	2	2	1
IR16	Sutter lone Rd	2	2	3	2	1
IR17	Electra Rd Recreation Access	2	1	2	2	1
IR18	Quartz Mountain Rd	1	1	1	1	1
IR19/ PL8	Old Sacramento Rd	1	2	2	2	1
IR20	SR16	1	2	1	1	1
IR21	Climax Rd/Ridge Rd	1	2	2	2	1
IR 22/ F2	Ostrom Rd	1	2	2	1	2
IR23	Raggio Rd	1	1	3	1	1
IR24	Brickyard Rd	2	1	2	1	1
IR25/ T1	Amador Ln	3	1	3	2	2
T2	Mokelumne Coast to Crest Trail Connector with Electra Rd	2	1	3	2	1
T3	Butte Fire Memorial: Ponderosa Bridge Recreational Trails	1	1	2	1	1
T4/ PG2	Mt. Zion State Park Lookout	2	1	1	2	2

## Appendix E: Public Comments

Public Comments are organized into sections: general Comments followed by comments specific to each jurisdiction; and listed in order of date received.

### General Comments

#### ACTC Public Hearing

- The priority for all expenditures needs to be given toward safe routes to school so that 100 percent of the schools are safe to get to and go home from. In regards to bicyclists in Shenandoah Valley I would be in favor of banning them from that area. During normal business hours there are a lot of wine tasters in the area driving 25 -30 MPH which dictates the traffic and speed limits. During non-business hours, residents are accustomed to the 55 MPH speed limit. I suggest looking at the possibility, as a County, of identifying and supporting specific bicycle routes. For example, coming into the County along SR 16 and turning to lone where there is roadway to be used for bicyclists. Shenandoah Road also has a lot of blind turns and if there is a bicyclist, there is no way to avoid an accident. There is no shoulder for bicyclists and many ride two-abreast. To make bicycle lanes, property would need to be acquired and some property owners would be willing and others would not. It's a great plan, especially if placed in the correct areas. Number one is schools and two is shopping. For example, if someone is staying at the trailer park in Plymouth, there is no safe way to cross the highway to get to the market.

***Staff response: California Vehicle Code Division 11, Ch. 1, Article 4, Section 21200 states that a person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle. Furthermore, California Vehicle Code Division 11, Ch. 3, Article 1, Section 21650 states that this section does not prohibit the operation of bicycles on any shoulder of a highway, on any sidewalk, on any bicycle path within a highway, or along any crosswalk or bicycle path crossing, where the operation is not otherwise prohibited by this code or local ordinance.***

#### Additional Comments Received

##### Amador County Unified School District Board Member

- I am happy to see that plans like this are being developed in our area.

##### General Public

- I have major safety and cost concerns pertaining to the proposed plan. First, bicyclists are unsafe for both auto traffic and the bicyclists; bicyclists are rude, hog the road and impede the flow of traffic on open country roads, very unsafe. Bicyclists ride up to three

abreast and when approaching, I politely tap my horn with two short taps to let them know, most go to single file, BUT several continue to ride two or three abreast. Next, I observed a nice lady making a presentation at a recent Rotary meeting and was shocked to see a sticker cost of over \$200,000,000 for bicycle trail improvements. It was not clear if this was just Amador County, the Sacramento region or the entire State. Given the condition of our local highways, these funds need to be returned to road maintenance to maintain badly neglected county road repairs and long overdue repaving. Finally, gas tax funds have been ripped off for mass transit, bike paths and highway art projects while neglecting our county Grand Jury should investigate. I have seen articles wherein truck weight fees have been re-allocated to the general fund and not highway maintenance. We cannot afford the poor safety, impeding traffic and lack of county road repairs and maintenance for the PC bicycle trails.

***Staff response: The estimated costs needed to implement all the improvements in the Amador County Ped/Bike plan total over \$220 million (for Amador County and the five Amador County Cities alone) however you will see in the plan that nearly all of the projects have no identified funding source. Meaning, no Amador County transportation funds have been designated to implement these projects. You will also find that the plan calls for very few bike lanes or trails and more for pedestrian improvements concentrated in school zones, widened paved shoulders and pavement rehab which benefit all road users.***

***It is likely that these projects (primarily sidewalks near school zones) would be implemented by applying for the Active Transportation Program (\$250 million statewide funds, of which \$100 million revenue will come from the new gas tax). For more information on the gas tax and how it will be used is available at: <http://www.catc.ca.gov/programs/SB1.html>***

- I am writing about the tax money from cigarettes or gas that are supposed to go towards fixing our roads in Amador County. Our roads are a disaster! Terrible shape. We do not need bike lanes out here, that is ridiculous . It would be funny if it wasn't so serious. Is it true that we are getting 6 million for our roads but only \$600,000 is going towards road repair and the rest for bike lanes? Please tell me that is not true. Look at the number of bikes versus number of cars. Please people, our representatives for Amador County can't be that stupid can they. Please please fix our roads. What happened to common sense?

***Staff response: Both a cigarette and gas tax were passed by the state recently. While the cigarette tax will not go to transportation improvements, the gas tax (SB1) will. Starting in November, the gas tax will go up by 12 cents/gallon and 20cents/gallon for diesel, in addition there will be new vehicle registration fees based upon the value of your car. To learn more about the SB1 gas tax and exactly what it will go to fund statewide by visiting the California Transportation Commission (CTC) website at: <http://www.catc.ca.gov/programs/SB1.html>. Also attached is a summary of the implementation plan for the new gas tax.***

***It is not true that the County will be receiving \$6 million nor that a large portion will go to bike lanes....It is true that with the increased gas tax, Amador County will receive an additional \$1.5 million for road maintenance in addition to approximately \$2 million they were already receiving from the highway users tax account (HUTA). In addition the cities will be receiving proportional funding for road maintenance.***

***The ACTC sets aside 2% of the Local Transportation Funds (LTF), about \$15,000 annually into a pedestrian and bicycle fund set aside account to help augment local ped/bike projects. The account currently has \$325,000.***

***While ACTC is currently updating the Countywide Pedestrian and Bicycle Plan in preparation for our upcoming 2020 Regional Transportation Plan update, there is no dedicated funding source to any of the projects. The purpose of the plan is to meet state requirements in order to be eligible for statewide transportation grant funds and to position jurisdictions to be able to work with developers in the future on needed pedestrian and bicycle improvements, particularly in school zones. Please note that the plan primarily calls for improved facilities in school zones and widened shoulders (which primarily benefit motor vehicle users in addition to bicyclists).***

- Fix the roads before you build bike paths.
- I was excited to review the draft of the Amador Countywide Pedestrian and Bicycle Plan. Many of the proposed bicycle projects I support fully, but there are three in particular I hope ACTC will implement. I'm an avid mountain biker and I frequently travel out of the county to ride bike trails in El Dorado and Calaveras County. I would welcome the development of trail networks on the Motherlode Land Trust land, the Oro de Amador site and the Kennedy Mine Site. These developments, along with the proposed interconnecting trails, could bring a network of multi-use trails for riding and hiking and could become a tourist draw with the nearby historical mining attractions. These types of trails are desperately needed in our county to begin to attract the recreational tourist. I'm sure volunteers could be utilized to help construct these trails once funding is secured. Thank you for your time, and I hope the ACTC can begin implementing many of these projects soon!
- Just an idea my wife had. Perhaps we could provide good running and biking trails with our existing railway tracks. They don't seem to be utilized that much. Pretty landscape and mostly level. Just a thought. Thanks

***Staff response: Conversion of tracks to other uses would requires coordination with the Amador Central Railroad group as well as any other owners of tracks in the region such as Sierra Pacific Industries.***

- I don't think our roadways are wide enough for bicycles. What financial contribution are the bicyclists going to make toward implementing these plans? Just this past week on Channel 3 news there was a case where a man was hit on a bicycle trail as he was jogging and had several serious injuries and the court said because there are no laws concerning bicycle trails, the injured person could not collect anything for his hospital and medical expenses. Isn't this all part of the agenda 21 plan?

***Staff response: Currently bicyclists do not contribute to funding directly for transportation improvements in California, the majority of funds come from the tax on gasoline. Bicyclists in CA currently only contribute to the CA or local sales tax if they purchase the bike locally or within the state. In addition, the majority of these projects may not be implemented due to financial constraints and other funding priorities (road maintenance) however it was a state requirement that we develop this plan thoroughly and hope to be eligible for grant funding to implement some of the safety projects particularly near school zones.***

- Hopefully the roads are going to be repaired before we do bike lanes for recreation. I, for one, am tired of the roads' poor condition. Oh and I do not want any of my money going to bike lane projects be they state money or local money. There are more important things this and all other counties need. Right now I am paying out to much in taxes. If recreational bike riders wish let them fund these lanes. I am tired of slowing down for bikes. Get donations and build a bike park. My hard earned tax dollars should not go for biker's recreation. If the bike cannot do the minimum speed limit for cars they should not be allowed on the roads.
- Amador's roads should get priority before any money is spent on this. Unfortunately, this money is going to be spent due to state mandates regardless of how badly we need it to be spent on county roads. Let the out of county riders and hikers along with the few locals pay for their own playland. If the money must be spent on bike lanes then tie those lanes to bus stops for our children in order to make their trip to the bus easier. Mandates at all level of government are a perfect example of how money is spent in a wasteful manner. No family budgets money like the government. No family goes to the movies hungry because the food money ran out for the month but the entertainment fund was still flush. It's not a question of how to improve this plan. The plan should not have happened in the first place. It's not a priority in a money strapped county.

***Staff response: Due to the recent passage of SB1 (Road Repair & Accountability Act), the cities and county will have a greater capacity to repair and rehab Amador County roads. Each jurisdiction is currently in the process of developing project lists in order to receive its portion of SB1 funding for the***

***next fiscal year. Please contact your local jurisdiction regarding which roads you think they should prioritize for funding.***

***In regards to the ped/bike project list, it primarily proposes shoulder widening which would also benefit motor vehicles. The majority of the projects that would likely move forward include sidewalk projects primarily targeted near schools and downtown zones. In addition there is not presently a dedicated source of funding for many of these projects and so the majority are not likely to be implemented unless a local jurisdiction were to be awarded a grant to implement the project or as future development occurs. Having an approved ped/bike plan allows jurisdictions to compete for discretionary grants.***

***The ACTC defers to the local jurisdictions for decisions on project development, whether they be road, bicycle, transit, or other types of improvements.***

- When bicyclists start paying fees to use the road, to fund bike lanes, they should get their share of it. Until then, they are simply a hazard especially on the narrow, no shoulders roads we have in this county. They are a hazard to themselves and to anyone driving a vehicle. I have no problem with bicyclists when the road has a shoulder or a bike lane but otherwise they are a hazard as many times they ride two abreast and a person cannot pass them legally without crossing a double yellow line.
- It seems to be a lot of money spent for the benefit of very few. You do realize how many older residents live in our county and how few of them are mobile enough to walk or ride a bike? I live in the real upcountry - above Buckhorn. In my best days I can't ride my bike up some of these hills. My proposal - divide the county - you in the flatlands can have bike paths (ala the city) but I see no need in our area. I know of two (2) serious bicyclists in my immediate area. I agree that there are safety concerns - especially around schools. There absolutely should be a blinking light at Pioneer Elementary although I've never seen children crossing the highway (doesn't mean some don't of course).
- My comments only concern the discussions of bike/transit interchange and its potentials and problems. The first mention related to this in the text appears on page 33: "...jurisdictions could invest in bicycle racks with built in locks." Page 51 lists the existing bicycle racks and notes their locations. Aside from the transit center none are cited as transit stops but their nearness to transit is obvious. Page 54 documents bicycles carried on Amador Transit which has averaged about 1% + of riders since FY 2012-2013. Page 88 mentions bicycling to transit facilities, but nowhere in the document is a separate discussion about this specific interface. That is what my comments hope to contribute. Bike to bus is a partial solution for bringing people from Amador's dispersed home locations to bus stops. But carrying the bicycle on the bus, loading and unloading, slows the bus and must therefore be viewed cautiously given more bikes or more bus passengers delayed. Therefore the question becomes: Is the bicycle used on both ends

of the trip? This is not answered. Undoubtedly some bicycles aren't used for trip ends in Jackson, Sutter Creek, etc, and are probably safely stored within a business. The plan discusses bike racks with locks at or near bus stops. How secure are these and how useful are they in inclement weather? A canopy may be enough for most situations. Certainly using a canopy at an existing building is an obvious opportunity. Many transit agencies provide individual bike sheds that look like overturned bathtubs. When I left Sacramento Regional Transit they rented for \$20 a month on a one year lease. While that figure has probably changed, it still serves as an accurate ballpark estimate that seems awful pricey for a local store clerk or waitperson. Therefore I suggest that one way bike to bus be given greater consideration and propose a pilot project. The planned parking lot and bus stop at Hwy 88 and Irish Town Road in Pine Grove, assuming that it is built according to plan and not some later adjustment, is a possible bike storage location. The Proposed Project List item PG1 in Appendix B-D proposes Irish Town Road as a bicycle corridor, but it is not linked to the future bus stop and parking lot. Of course, many other locations are possible. Ideally coupled with and promoted with an increase in service lone comes to mind. If the jurisdictions are to pay for bike racks, etc, as the plan suggests, the best way to convince them is success elsewhere.

***Staff response: ACTC works closely with Amador Transit in its planning efforts and will incorporate your comments into our future planning work.***

- I am not familiar with what your plans are to update our bike and walking routes. I have commented and put some of my biking routes on your map. BUT, what I think would be a great plan is to connect all three 49 corridor towns with a dedicated bike and hike trail. I can't help but think it would be a great tourism plus to be able to visit our county and bike or walk to all three towns. Recreation is so popular and growing by the day. Are there any plans to incorporate a trail as such?

***Staff response: There are limited funds for ped/bike improvements that agencies in the entire state compete for. We are currently doing the best we can with the limited funds available. For ped/bike improvements we weigh benefits vs. costs, since transportation funds are spread thin and we must prioritize funds. After analyzing the costs and benefits, we prioritize projects where we find they have the biggest benefit to the entire community such as near school zones.***

- We ride road bikes all over the county several days a week. The routes are too numerous to delineate in your format. You need some one on one time with one of the ride leaders in the area to mark up a map, it's quite extensive. I applaud your interest and hope something good comes of it.
- There is not a good way to ride a bike from Jackson to Martell or Sutter Creek. I live downtown Jackson and work at the Health Department in Sutter Creek, but I cannot feel safe enough to ride my bike to work. There are narrow highway shoulders, and it feels unsafe. I wish we could create biking/walking paths up Highway 49 from Jackson to

Sutter Creek, and connect this with Highway 88 towards Walmart and then Ridge Road... It would be nice.

- As a newcomer to the area (from Sacramento) my only transportation is my bike, the bus (which by the way is wonderful), and my feet. I would love to stay informed and I am really sorry to have missed the January meeting. (sad face). Thank you for giving attention to this project again.
- Hi, I am an avid Marathoner, and I also have three kids who I like to push in a stroller. I moved to Sutter Creek one year ago and am completely shocked that not only am I EXTREMELY limited in where I can walk with my children, but additionally there are no trails or even safe roads for people to exercise, AT ALL. How can that be?? HWY49 was just recently repaved from Sutter Creek to Jackson and no one even had the common sense to add a foot for sidewalk or even a white line for a bike lane. There are handicap alerts for crossing major intersections, but no way in hell could a disabled person even make it SAFELY to the intersection to press the button made just for them!! Who is in charge of this?? Did not even the most basic entry-level cal trans worker not raise his hand and point out the mistake being made?? I work three miles from my job, and would dream of taking foot or bike to get there, but I have risked my life crossing the intersection where Martell meets Jackson. So sad. What went so wrong?

***Staff response: Transportation Funding has been declining precipitously in recent years. Hopefully, the passage of SB1 will help us repair our roads and incorporate Complete Street principles.***

- Here's an excellent editorial with reference links re: a study showing greatly improved effectiveness of the BMUFL (Bike may use full lane) signage currently being adopted around the Country. <https://www.roadbikerider.com/latest-rbr-newsletter-2016/248-issue-no-730/2362-bicycles-may-use-full-lane-it-s-about-time> Being new to the area, I'm enjoying the reduced traffic, of which the majority of drivers are extremely courteous. I am more than a little concerned though about the small, but not insubstantial, number of very aggressive drivers whose behavior suggests they don't believe bikes should be on Amador Co. roads. Maybe signage validating bikes as legitimate road users would be a helpful educational tool?
- Please let me know about upcoming meetings. Also, I think there is value in differentiating between mountain biking access and road cycling. Two very different forms, that both draw people to different areas. Amador currently has very little to no Mountain bike trails, however, could benefit greatly from building some.

***Staff response: You will see on our Public Comment Map, a separate route category to delineate "mountain biking" routes within Amador County. However, the primary focus of the Amador County Pedestrian and Bicycle Plan is to identify ped/bike improvements for transportation, not recreation***

*purposes. However, we are coordinating with the Amador County Recreation Agency (ACRA) on this effort.*

- I think it would be a good idea, if we could get all of the wineries in Shenandoah Valley to install bike paths to connect all of the wineries together. This would be a great place to ride and would also bring up a lot of tourism. You could have bike rentals, and food shops. Just need to be able to remove the liability from the wineries.
- Good day! While this plan seems very slow in the making, as it's been going on for 10 years, and not much progress, where is it currently safe for biking in Amador County? My husband enjoys riding his bike, but Ridge Rd. doesn't seem like the safest place? Bike trails would be a wonderful, fun, healthy thing for Amador County to have for the residents. Thank you for your help and any progress you've helped to make in this matter. If we could help, please let us know. Have a great day!
- I am a 30 year resident of Amador County and local runner and I have started going to El Dorado County, Auburn, and Cool to run because of their available trails. Amador County is more cattle land whereas other areas have more trail land. The number of runners and bicyclists in Amador County has increased and it would be nice to have more trails here.
- I'm an Amador resident and bicycle rider, we have great biking roads here in Amador and bicycle riders are drawn from all over to come to Amador County and we should promote them to come to this area.
- I would like to see a walking and bike path alongside the Sutter Creek
- I don't bike because I don't feel safe on the roads. I'd like to be able to commute by bike on Jackson Gate Rd, but it's too narrow and has no shoulders so it's not safe. I'd definitely be biking if there were bike lanes and paths.
- Erma's Diner rider, so we ride all over the county and into Calaveras (usually Valley Springs). We now normally ride out of Lone, and popular routes take us to Plymouth and Mount Aukum, or Sutter Creek to Volcano to Daffodil Hill to Fiddletown to Flower Farm, etc.
- Our roads are not made for bike riding, keep them in the city and not on Fiddletown road

- This sounds like another tax payer funded waste of time that will get people hurt or killed. Two lane road networks do not lend themselves to safe cycling or roadside walking. In addition, cyclists behave like they own the road and often cause the collisions they find themselves in. This is a bad idea.
- Places I would hike are in no way appropriate for bike riding. I can't stand the bicyclists on shakeridge. There are no shoulders and most of the time they try to save you around on a blind corner. Not safe at all.
- I do not agree with sharing the road with cars on winding/hilly roads. It is too dangerous for the driver and it could potentially call for a split second decision that would ultimately end poorly in some regard given the speed limit.
- I sometimes ride my bike on the backroads from SC to Amador City. But too far from my house in Pioneer to do regularly. We have such beautiful areas in Amador County we should be able to bike them! Look at Auburn! :)
- Would like to see off road bike route established by the Tailing wheel on N Main Street. Parcel owned by the city of Jackson designated for a Park I believe
- Please don't waste our tax dollars on this.
- If I felt safe enough I would bike in Sutter Creek and Jackson

## Comments by Jurisdiction

### City of Sutter Creek

- As a resident living off of Sutter Creek Road I am opposed to any project that would lead to more bike traffic on this rural artery. I have witnessed the complete disregard for other vehicular traffic on the behalf of those who bike the road. Knuckle heads riding their bikes in the middle of the street! The corners are hard to see around at any time of day and this kind of behavior could lead to serious injury which no one wants to see. Even if the shoulders were to be widened it would still be hard to see around corners as its a VERY windy road. We have enough trouble with the deer population let's not make it worse by increasing the heard of biking enthusiasts. Thanks for listening
- I am a school teacher and will not be able to make it to the Pedestrian and Bicycle Committee this coming Monday. Is there another way I can get involved? My husband and I grew up in Amador County and are raising our 3 kids here. We used to live in downtown Sutter Creek where we were able to walk the kids to school, park, ice cream, and bike to the high school. We recently moved to the Golden Hills community in Sutter Creek. It's about a mile outside of downtown and there is no safe biking or walking trail to downtown. Many young families here are passionate about waking/biking/with their children, so we would love to get involved!! I also appreciate the email updates!!
- I believe we need to install a bike/walk path from Sutter Crest housing area into Sutter Creek. The path should be as level as possible to accommodate both the elderly and youth of the city.
- A sidewalk is desperately needed on Gopher Flat Rd. from main street in Sutter Creek to the development called Golden Hills Estate. There are many families in this area. Young families with children, senior citizens and students who walk to school need a safe path to walk or bike into town. Pedestrians who try to walk to town are sometimes caught on the side of the road with no shoulders while cars are driving by. For the safety of all those who live in these developments please consider adding sidewalks. It is an extremely dangerous stretch of road. Thanks for your effort to enhance our community
- We are a family of 5 (3 school aged children attending AHS and Sutter Creek Elementary) who live in the Golden Hills community off of Gopher Flat. The road is so dangerous, I can't even allow my high school boys to walk or ride the mile to school. There are several blind turns where there is ZERO space on the asphalt for a walker or biker to walk. The white line hugs the edge of the asphalt and unfortunately, many of those areas are in blind spots. Golden hills is a growing family friendly area and it's a shame we can't take our kiddos for walks from our house to downtown, theirs schools, the park etc..
- We regularly walk from the Golden Hills Estates (.6 miles up Gopher Flat Road) into town and around the historic neighborhoods of Sutter Creek. However, there is approximately 30 yards on Gopher Flat that does not have a sidewalk and is dangerous with high-speed traffic. If this had a

sidewalk, this would encourage many more families in the neighborhood to walk to town (there are currently a dozen new houses being built). Thank you!

- My daughter's best friend lives within 500 feet of our home, but our home is Leiby Avenue and their home is Opal street- opposite sides of a blinding, curving highway with no hope of a crosswalk, bike path or sidewalk anywhere. This is a shame. Children should be encouraged to be outside and playing or walking/biking to school. This is an extremely easy and cheap endeavor to fix. Something as simple as a 4 way stop at Patricia Lane and a cemented path could resolve this. Elderly people, young families and persons with disabilities should be able to walk/ride from their home in Sutter Creek to the Transportation center on the other side of the Hwy.
- Gopher Flat Rd is extremely dangerous, I have sprained my ankle walking the road and jumping to the shoulder when a vehicle came. As residents we should be able to walk to downtown.

## City of Jackson

- I was excited to review the draft of the Amador Countywide Pedestrian and Bicycle Plan. Many of the proposed bicycle projects I support fully, but there are three in particular I hope ACTC will implement. I'm an avid mountain biker and I frequently travel out of the county to ride bike trails in El Dorado and Calaveras County. I would welcome the development of trail networks on the Motherlode Land Trust land, the Oro de Amador site and the Kennedy Mine Site. These developments, along with the proposed interconnecting trails, could bring a network of multi-use trails for riding and hiking and could become a tourist draw with the nearby historical mining attractions. These types of trails are desperately needed in our county to begin to attract the recreational tourist. I'm sure volunteers could be utilized to help construct these trails once funding is secured. Thank you for your time, and I hope the ACTC can begin implementing many of these projects soon!

***Staff response: Regarding the project implementation, it would be up to the local jurisdiction, in this case the City of Jackson, to initiate planning for these projects and ensure that they are both walker and mountain biker friendly.***

- I would like to see some sort of sidewalk or pedestrian walkway installed in Jackson from Placer Drive on Court Street, up to Church Street on Court Street. Right now children are hiking up an unpaved dirt trail to get to the back of the elementary school and everyone else has to decide if they are going to walk/ride in the road to get to the existing sidewalks further west on Court street. Ironically there is a bus stop on Court Street at Placer drive, but the sidewalk (westbound) literally stops at the end of the bus stop. Possibly continuing the side walk further west on Water Street (where it splits from Court Street) might also be an option.
- I was wondering if there is a way to apply for a grant to put in a sidewalk on Argonaut Lane to the infamous Hwy 49 intersection. Argonaut is very narrow and I have seen a few kids from the high school try to walk it and it's dangerous. Safe Routes to School Grant? Just thinking out loud. I would also close Argonaut to 49 and route it to the 3 way in front of the Elks. Also try to do something on top by the gas station where the 2 lanes going into Jackson close to 1. Traffic is only going to get worse and there is a case to be made that improvements there pound for pound are going to improve driving for the most amount of people in Amador but also for through traffic. I realize funds are about bare until they decide what to do with transportation funding.

***Staff response: The Active Transportation Program (ATP) is the primary statewide funding source for active transportation projects. The ATP consolidates federal and state transportation programs with the purpose of encouraging increased use of active modes of transportation. We have identified a project for this location in the plan, making it eligible for the ATP. Due to the recent passage of SB1, the ATP is expected to receive an additional \$100 million annually and will have its next call for projects in May of 2018. Other potential funding sources are listed in the Implementation Chapter of the Plan.***

- We walk the Broadway/St.Salva loop and French Bar Rd. The Broadway loop is mostly flat, small hill from Pitt to Center st., lack of adequate sidewalks on Broadway, quiet neighborhood, peaceful with views of undeveloped land, traffic sometimes fast on Mission Blvd between St. Sava and Hospital. French Bar is a serene country walk (or intermediate bike ride) with little/no cars. Walking is great; biking is challenging due to potholes. Beautiful scenery. Wish there were more undeveloped walking routes like this in Amador County.
- In other towns, cemeteries are often more like parks and great places for walking. It would be nice if the cemetery had a bit of drought tolerant landscaping and improved walking paths (including clear routes and points of entry or exit from both front and back). It's a great way to walk from my neighborhood (Broadway area) to the lovely N. Main St. walk (which is also greatly in need of a shoulder for safety of pedestrians).
- Hwy 49 & Jackson Gate Road to the Catholic Cemetery on N Main and Church Street. Currently you have to walk in the street with traffic coming at you both ways. This area is dangerous to children going to and from school everyday. A paved sidewalk with bike lane would be a great enhancement to the area.
- We mostly walk around Jackson. We live in town and would like to walk more but Hwy 49 is dangerous and hard to cross. We walk to Raley's occasionally, but walking to Costless or Grocery Outlet is too dangerous with children. The side walk is on the opposite side of the road and there is no place to cross.
- We live on Clinton Road and have family on Broadway. We would walk more often, but there isn't a side walk most of the way. My daughter would like to walk home from the Jr. High but I won't let her. As a kid and teenager, my friends and I would walk every day. There is not enough sidewalks and not enough safe cross walks.  
I'm surprised they didn't put in a "overpass" side walk between the Jr. High and the library when they put in the light. Traffic through Jackson at 3pm is absolutely crazy.

### City of Lone

- Add bike lanes on Brickyard Rd (current housing development being built there)
- Add flashing beacon at W Market St/SR124 between Jr High and Elementary
- Add flashing beacon at SR124/Preston Ave (104)/Shakeley Ln intersection
- Kids are crossing to get over the creek to Edgebrook to the golf course. I found out that they either cut through the Lone Jr. High parking lot and through a field that has railroad tracks or they take a little longer route via the streets to get to the crossing. The crossing is located in a vacant lot between two houses. The addresses of the houses are 1141 & 1129 W. Marlette. The lot is overgrown and it has a worn path that leads to a series of pipes that cross the creek. There is a wooden walk way traversing the pipes but it is old and warn! The crossing also used to be fenced off with gates at either end and fenced along the pipe itself. The gates have been forcibly removed sometime ago and the safety fencing along the pipes over the water are completely gone. My daughter and I walked it and we came out on the other side of it and ended up at Glen Brook Dr. and Fairway Dr. in the Edgebrook housing complex. From there it is an easy walk to the Golf Course. I would deem it unsafe for our kids to be using as a cut through but if it were brought back to safety standards it is a wonderful cut through to the far end of lone from the bridge crossing!



- As far as the City of Lone plan/projects I request attention and priority be placed on safety of the children walking to and from the schools. The Lone elementary school and the Lone Jr High school are separated by the busy Hwy 124 which people use to come in and out of town, most people gain speed as they exit town while others come into town at a high rate of speed, which makes this highway very dangerous for students to cross. Many students walk home from both of these schools. They also of course walk and bike to these schools in the morning. There is not a dedicated crosswalk across hwy 124 that connects these schools. It would be preferred to have a flashing light at a crosswalk with flashing ground reflectors activated when a push button is activated. Thank you for any attention/priority you can place on this project. Pine grove and Jackson had these type of safety crossings. Lone is in need of one as well.

## Amador City

- We often walk the Amador City backroads..We start on New Chicago Rd. near Bunker Hill Rd.(Parking limited) Walk up hill (150ft elevation gain). View of old mining site. Right on Turner Rd. Nice views of older oak trees. It can be a bit hard to cross Rancheria Creek where it crosses on the roadway. Right on the gravel Mayflower Rd. Lush ferns and other vegetation in Spring and early Summer. Right on Fremont Mine Rd. View nice water rushing under the bridge. Fremont Mine Rd blends into Bunker Hill Rd near the end of this loop. You pass very close to the New Chicago Mine head frame.
- I've run and walked the Amador City backroad path many times, and despite it being advertised as a great walking trail, it still remains an actual road without pedestrian markings. Having been on the road many times, on more than one occasion there have been speeding cars and blind turns with zero cell phone reception so I don't think it wise to encourage people on foot to regularly use it.
- Some of the backroads can be challenging to cross in the winter when the creeks are high.

## City of Plymouth

- Add crosswalk on SR49 at Pacific St. and a walking path from the Hawksview residential development to downtown.
- I am a senior with replaced knees who just moved to Hawk's View. I have come from a small walkable community where I was able to do my errands and reach transportation by walking. I tried the unofficial straight down and up neighborhood trail through private property that requires climbing up and down at a road end on a steep rocky dirt area to reach the town. I was able to make it when dry but I think wet would not be doable even with my cane. Safe walking trails and well designated crosswalks make a very desirable community. My daughter remarked that we need a walking trail to town for fire safety. Hawks View has only one route out.

## Amador County

### Upcountry Community Council Comments

The Upcountry Community wants pedestrian crossings at Elementary School & IGA Store.

### Lake Camanche Community Meeting Comments

- No public bathrooms are available in Camanche Village and as such public urination is an issue.
- Community does not in general see families walking or biking because it is not safe. Roads are too narrow with no shoulders or bike lanes. Speeding vehicles are also an issue.
- Locals just tend to drive and not walk or bike due to dangerous conditions sharing the road with vehicles.
- Out of town bike riders litter and in general do not spend money in Camanche Village.
- They do like the idea of more signage and of course road widening and bike lanes for locals.
- Curran, Camanche, and Jackson Valley Rd Connector, Camanche Parkway North, Pardee Lake Recreation Accessibility Project, and North Shore Camanche Trail Access to Coast to Crest Trail are valid projects.
- Camanche Village Rd is in a neighborhood with no through access and could be removed from the list.
- Buena Vista Rd from County line to SR124 is very dangerous to cross at SR88.
  
- I am glad that there will be pedestrian improvements in the incorporated areas. However, the situation upcountry has gotten worse. Climax and Ridge Road are now part of the truck route. Also, the widening of Ridge east of New York Ranch has eliminated the shoulder which makes walking or biking quite hazardous. It feels like you're out on a freeway. Our running group is no longer able to run from Climax onto New York Ranch and I really fear for the High School students walking down these roads to meet up with their friends. It would not take much to make these areas more walk and bike friendly for the residents and I am quite disappointed that we are not included in these plans.
  
- I think this would be a great opportunity to use some of this money to re-establish access to Amador Rd behind lake Tabeaud, Recently a new property owner installed locked gates across Amador Ln on the west side, and now the gate is locked on the East side near the inlet. There is no parking and very restricted access to a very popular biking, and walking area. Possibly purchase some land adjacent to these areas to provide access to an area so many people have enjoyed for so many years.

### ***Staff response: Amador County staff are aware of this concern.***

- Hi! As a resident of Volcano, CA, I'm thrilled to see a proposal for better cycling and pedestrian access in our county. What I've noticed is that each city has planned improvements but there is no planned improvement connecting these cities. Being able to bike between cities would be a great add to the Tourism attraction of the area. Imagine being able to take a tour of the region starting at Black Chasm cavern, then take a ride through Pioneer and end the day wine tasting in Sutter Creek. Most tourists of the region come from the bay area where connected trails are

hard to get since each city works in isolation. The fact that our county has the will to do these improvements in one fell swoop gives us the edge to make connected cities happen. It would be a unique feature of our county! Please let me know if you would consider this in your proposal, Connie.....I am writing to augment my earlier comment regarding connecting the cities as a differentiation of our county to improve quality of life and attract visitors. I see in the proposal that there are improvements being added (IR 1,2...,8, etc) between cities. My suggestion is to have dedicated bike lanes for these improvements so it's not only possible, but delightful, to ride between cities. Thank you for your consideration!

- Healthy activity should be encouraged with a bike lane from Sutter Creek to Jackson. There could be a bike path alongside Hwy 49 from Drytown to Jackson. I am glad to see you are taking steps in the right direction.
- There absolutely should be a blinking light at Pioneer Elementary although I've never seen children crossing the highway (doesn't mean some don't of course).
- Will the upcountry hiking trail(s) be wheelchair accessible/usable?

***Staff response: The plan does call for ADA compliance and to consider accessibility in project development however it would depend on the specific project- especially for the trails. In many cases for the Upcountry trails it would be financially and topographically infeasible in some instances to make the trails wheelchair accessible. Local jurisdictions are responsible to implement the design elements for these projects.***

- We walk along Highway 88, east to just past Eldorado Savings, up Berry Street, along Irishtown Rd, Hooper Court, Murphy Road, Eaton Rd. Most of the route does not have sidewalks or shoulders. I have observed an elderly couple, he in a wheelchair, she with a walker, going along Irishtown Road. It is VERY dangerous and difficult for them.
- We walk the Commerce/Prospect/Industry Blvd. loop near development/shopping center. The setting is awful, but the path is flat, mostly well paved, and easily accessible. Nice meeting spot for walking between Jackson/Sutter Creek. Despite the shopping center setting, my friends and I still enjoy this loop for a quick exercise walk that's close to home. It'd be nice if there was some "green space" or drought tolerant landscaping behind the ML Crossfit/Catholic Church section of this walk to balance out the impersonal/suburban feel of the big box stores that are in this loop. It'd be even better if the path or loop extended in that section to make a longer loop.
- We also walk Electra Rd..it's a lovely natural setting near the river (for walking, running, or biking). Can be a bit crowded on summer weekends. Nice improvements in the past 15 years w/ parking etc. The road has many potholes and no shoulder in some spots. I enjoy this walking/biking space since it's away from development and in a natural setting. It would be great to have more accessible natural spaces like this in Amador County. We also like to walk the trail around Lake Tabeaud perimeter. My husband and I love the serenity and scenery of the trail around Lake Tabeaud. Our concern is that there are few nature areas to hike/walk near

Jackson. We'd like to see nature areas and open space prioritized in Amador County. There should be more undeveloped areas where residents can enjoy a walk in nature close to home.

- How will the bikewalk affect homeowners with Irishtown frontage. I do not wish to see my trees butchered for walkers and bikers.
- My husband goes up and down Rams Horn 6 days per week and I go at least 2 days per week. There are a lot of blind curves and with the small area along the side that drops off, many of the bikers stay on the road. When a car is coming towards them, they tend to wave that drive on to pass them. This is in no way a safe attempt. Some one sooner or later will go over the side when told to pass. This would be especially dangerous for those who have never or rarely used this route. I realize that the bikers like the challenge, but is it worth an accident or angry driver who could cause an accident? Please consider this before someone is injured or worse, killed. Thank you.

## Appendix F: Resolution

**BEFORE THE AMADOR COUNTY TRANSPORTATIO COMMISSION  
COUNTY OF AMADOR, STATE OF CALIFORNIA**

IN THE MATTER OF:

RESOLUTION ADOPTING THE 2017 ) RESOLUTION NO. 17- 18  
COUNTYWIDE PEDESTRIAN AND BICYCLE PLAN )

WHEREAS, the Amador County Transportation Commission (ACTC) was established pursuant to Government Code Section 29535 and was designated as the Regional Transportation Planning Agency serving the Amador County Region by the Secretary of the California Business, Transportation and Housing Agency; and

WHEREAS, Section 65080 of the California Government Code requires that the ACTC adopt a Regional Transportation Plan (RTP) according to State Guidelines to be updated every four years; and

WHEREAS, the Commission has endeavored to meet the State Guidelines in anticipation of the RTP Update; and

WHEREAS, the ACTC prepared and adopted the "2006 Amador Countywide Pedestrian and Bicycle Plan" which was certified by Caltrans as being in compliance with State law and the "2015 Amador County Regional Transportation Plan"; and

WHEREAS, ACTC has prepared an updated "2017 Amador Countywide Pedestrian and Bicycle Plan" in coordination with the County of Amador and the cities of Sutter Creek, Jackson, Ione, Amador City, and Plymouth; and

WHEREAS, the 2017 Amador County Pedestrian and Bicycle Plan was prepared in coordination with the Pedestrian and Bicycle Advisory Committee which consists of local citizen members from each of the Amador County jurisdictions, and representatives from the local school district, the Amador County Recreation Agency, and Amador Council of Tourism; and

WHEREAS, copies of the Draft 2017 Amador Countywide Pedestrian and Bicycle Plan were made available for public review and notice to the public was provided regarding its availability during the months of August and September of 2017; and

WHEREAS, public comments were submitted verbally during a public hearing on September 7<sup>th</sup>, 2017 and in writing before and after the hearing; and

WHEREAS, public comments concerning the Draft 2017 Amador Countywide Pedestrian and Bicycle Plan have been incorporated into the Final document reviewed by the ACTC on October 5<sup>th</sup>, 2017; and

NOW, THEREFORE BE IT RESOLVED that the Commission hereby adopts the Final 2017 Amador Countywide Pedestrian and Bicycle Plan as presented by staff on October 5<sup>th</sup>, 2017.

BE IT FURTHER RESOLVED that the Commission makes this Plan available to be used as an advisory plan and technical resource for Amador County and the cities of Sutter Creek, Jackson, Ione, Amador City, and Plymouth.

The foregoing resolution was duly passed and adopted by the Amador County Transportation Commission at a regular meeting thereof, held on the 5th day of October 2017, by the following vote:

AYES: Oneto, Colburn, Murphy, Crew, Atlan, Plasse

NOES: None

ABSENT: None



Brian Oneto, Chairman  
Amador County Transportation Commission

ATTEST:

  
Recording Secretary