

Appendix J CEQA Transportation Memorandum

Technical Memorandum

December 4, 2023

Project# 29056

To: Mariana Zimmermann,
Placeworks, Inc.

CC: Dwayne Mears, Placeworks, Inc.

From: Kittelson & Associates, Inc.

RE: Amador County School Consolidation EIR – CEQA Memorandum – DRAFT 2

BACKGROUND

This memorandum presents the findings of a transportation assessment including vehicle miles traveled (VMT) conducted for the Amador County Unified School District (ACUSD) to determine the transportation environmental impacts for a school consolidation effort (herein referred to as the “Project”). ACUSD provides preschool through 12th grade and adult education services to Amador County. The primary aim of this consolidation endeavor is to enhance educational opportunities, counseling, and other support services by focusing resources on fewer facilities and maintain District financial stability by consolidating resources for efficient program administration.

The aim of this memorandum is to document the effects of the proposed Project on the transportation system per the requirements of the California Environmental Quality Act (CEQA). One of the main items addressed is the project’s effect on vehicle miles traveled or VMT. A thorough GIS analysis was conducted to assess the potential changes in VMT per student resulting from the implementation of the Project on the transportation system.

Project Description

The Project by the ACUSD involves consolidating and reconfiguring eight schools into six campuses. Table 1 summarizes the proposed changes in grade levels, student enrollment, and student capacities at the six campuses. The proposed building and site improvements were also considered for this analysis during the trip distribution and assignment phases as needed.

As shown in Table 1 below, the Project would combine Amador and Argonaut High Schools onto the existing Argonaut campus, increasing capacity from 925 to 1,325 students in grades 9-12. The consolidated Argonaut High School campus will have an increased capacity and upgraded facilities to serve the larger 9-12-grade student population. Figure 1 shows the study area and the proposed consolidation program.

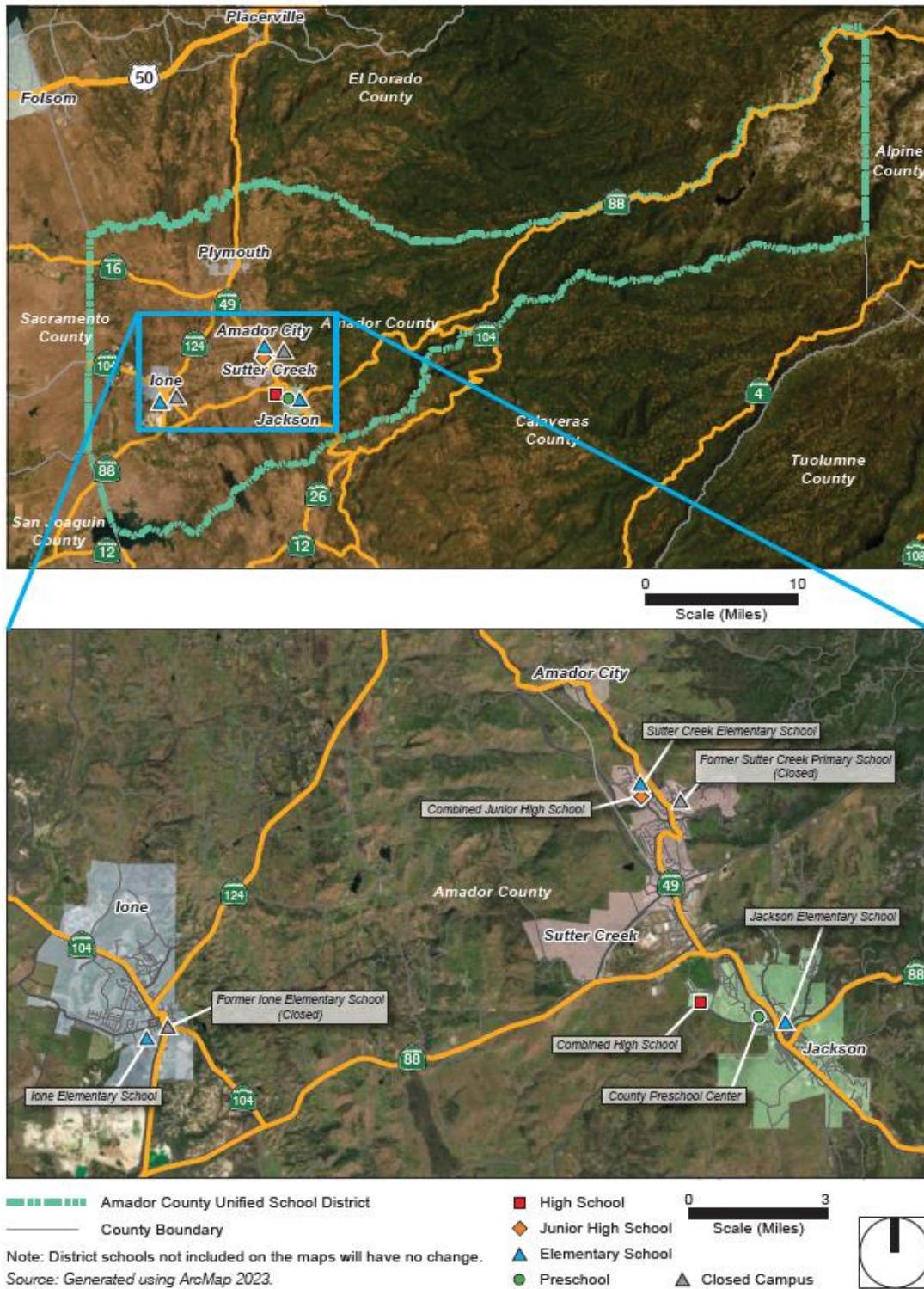
lone and Jackson Jr. High Schools will consolidate at the existing Amador High School campus, with no change in the capacity. Furthermore, lone Elementary School will be relocated to the lone Jr. High School campus. The existing lone Jr. High School campus would serve preschool through sixth-grade students, with an expanded capacity from 775 to 801 students. Improvements would include new classrooms, portable classrooms, converting preschool classrooms to regular classrooms, science labs into K classrooms, kitchen renovation and expansion, gymnasium locker rooms renovation and expansion, parent drop-off/pick-up areas expansion, kindergarten drop-off/pick-up areas expansion, and new play structure and hardcourt areas. The Project would increase the capacity of Sutter Creek Elementary from 325 to 625 students in grades

TK-6. The school will have a new 12-classroom building, including a lunch shelter that serves the larger student population.

Table 1: Proposed Changes in Grade Levels, Student Enrollment and Student Capacities at the Six Campuses

Proposed Action	Enrollment		Capacity	
	Existing	Proposed	Existing	Proposed
Amador and Argonaut High Schools combine at Argonaut High School (Grades 9-12)	536	1,263	925	1,325
Ione and Jackson Jr. High Schools combine at Amador High School (Grades 9-12 change to Grades 7-8)	702	603	875	875
Ione Elementary School moves to Ione Jr. High School (Grades 6-8 change to Preschool, Grades TK-6)	393	649	775	801
Jackson Jr. High becomes County Preschool Center (Grades 6-8 change to Preschool, TK)	346	41	475	195
Jackson Elementary School adds back 6 th grade (Grades TK-5 change to Grades TK-6)	500	528	575	575
Sutter Creek Elementary School expansion (Grades TK-2 change to Grades TK-6)	204	388	325	625

Figure 1. Study area and proposed consolidation program.



Source: Notice of Preparation, School Closure/Consolidation Program Project, Amador County Unified School District, Received on June 16, 2023

EXISTING CONDITIONS

Roadway Network

State Routes

Argonaut High School is primarily accessed via State Route 88 to the north and northeast and State Route 49 to the east. Lone Jr. High School is accessed primarily via State Route 124 and State Route 104. Additionally, Sutter Creek Elementary School is accessed by State Route 49 to the west.

State Route 88, also known as the Carson Pass Highway, is a five-lane highway with a speed limit of 45 miles per hour within the city limits. Outside the city limit, State Route 88 is a two-lane highway with a speed limit of 55 miles per hour. It provides a connection to Stockton and the San Joaquin Valley. There are limited sidewalks when passing east of Argonaut High school. The route passes through several farms, vineyards, and orchards along with small towns that are situated in the San Joaquin Valley. The highway runs concurrently with State Route 49 through town. State Route 88 separates from State Route 49 and leaves Jackson following Jackson Creek to climb to the small town of Pine Grove. It also provides access to the freeway network with direct connections to State Route 41, State Route 49, and State Route 124. Additionally, the proposed United States Bicycle Route 50 (USBR50) pathway aligns with State Route 88.

State Route 49 is a north-south two-lane highway with a speed limit of 55 miles per hour outside the city limit. The route turns into a three-lane highway with a speed limit of 30 miles per hour within the city limits as it approaches city of Jackson. Within the Jackson city limits, State Route 49 is primarily a four-lane facility with a two-way left-turn lane (TWLTL), though the southerly, downhill portion heading into downtown Jackson features a single travel lane. It passes through Sutter Hill, Martell, Jackson, and Scottsville. There are limited sidewalks when passing through these cities and no bike facilities. State Route 49 briefly runs concurrently with State Route 88 through the town of Martell before intersecting with the eastern terminus of State Route 104. Continuing its route, State Route 49 travels west of Sutter Creek and Amador City. Additionally, it provides access to the freeway network, establishing direct connections to State Route 88 and State Route 26.

State Route 124 is a north-south two-lane highway with a speed limit of 25 miles per hour within the city limit and 45 miles per hour outside the city limits. It enters the city of Lone from State Route 16 near Plymouth and continues south to SR 88. State Route 124 continues north as Church Street into the city of Lone, intersecting Buena Vista Road and passing Lake Flint along the way. It also provides access to the freeway network with direct connections to State Route 16 and State Route 104. Sidewalks and crosswalks are available within the Lone city limits. However, there are no pedestrian or bike facilities along State Route 124 outside the city limits.

State Route 104 is a west-east two-lane highway between Sutter Lane and State Route 88 with a speed limit of 25 miles per hour within Lone city limits and 45 mph outside the city limits. Within the city limits, State Route 104 is referred to as Preston Avenue, South Lone Street, and Main Street. It connects State Route 99 near Galt to State Route 49 in Sutter Creek via the city of Lone. It provides a direct connection to Interstate 5 and State Route 160. The route begins in Galt in Sacramento County at State Route 99. It then heads eastward. The route turns northeast, passing through Herald, near Rancho Seco Nuclear Generating Station and on to the community of Clay before entering Amador County SR 124 and SR 104 follow the same alignment through downtown Lone. Like State Route 124, Sidewalks and crosswalks are available within the Lone City limits, while no pedestrian or bike facilities along State Route 104 outside the city limits.

Minor Arterials

Church St. is a two-lane north-south roadway with a speed limit of 25 miles per hour near Lone Junior High School. The facility extends from Main Street on the north to State Route 124 on the South with limited sidewalks and no bicycle facilities.

Main St. is a two-lane east-west roadway with a speed limit of 25 miles per hour located near Lone Junior High School. The road spans from Old Lone-Jackson Road on the east to Sacramento Street on the west with limited sidewalks and no bicycle facilities.

lone St. is a two-lane north-south roadway with a speed limit of 25 miles per hour, located near Lone Junior High School. It extends from Main Street on the north to State Route 104 on the south, featuring limited sidewalks and no bicycle facilities.

Old Route 49 is a two-lane north-south roadway with a speed limit of 45 miles per hour. Near Sutter Creek Elementary School, the roadway transitions into a three-lane road with a speed limit of 35 miles per hour. The facility extends from State Route 49 on the west, passes through Sutter Creek and Amador City, and continues until it reaches State Route 49 to the north. It has limited sidewalks within the cities, and no bicycle facilities.

Major Collectors

Hoffman St. is a two-lane roadway with a speed limit of 25 miles per hour It extends in a southwesterly direction from SR 49 in the city of Jackson to Buena Vista Road near the Calaveras County line. In. The facility is located near Argonaut High School. However, the facility doesn't include sidewalks or bike trails.

Argonaut Ln. is a two-lane north-south roadway with a speed limit of 25 miles per hour that is located near Argonaut High School. It spans from State Route 88 on the north to Hoffman Street on the south, featuring limited sidewalks for pedestrian use and no bicycle facilities.

Marlette St. is a two-lane east-west roadway with a speed limit of 25 miles per hour near Lone Junior High School. It extends from Buena Vista Street on the east to Dave Brubeck Road and 5 Mile Drive on the west. Nevertheless, it has limited sidewalks available and no bicycle facilities.

Sacramento St. is a two-lane north-south roadway near Lone Jr. High School with a speed limit of 25 miles per hour. It extends from Main Street on the north to Marlette Street on the south. The facility also has limited sidewalks for pedestrian accessibility and no bicycle facilities.

Sutter lone Rd. is a two-lane east-west roadway near Sutter Creek Elementary School with a speed limit of 25 miles per hour. It extends from Spanish Street on the east to State Route 124 on the west. It has limited sidewalks near the school and no bicycle facilities.

Local Roads

Mills St. is a two-lane north-south local road with a speed limit of 25 miles per hours near Lone Jr. High School. The roadway stretches from Jackson Street on the north to lone Jr. High School on the south. It has limited sidewalks for pedestrian use and no bicycle facilities.

Market St. is a two-lane east-west local road also situated near lone Jr. High School. It extends from Summit Street on the east to Mills Street on the west. It has limited sidewalks and no pedestrian facilities.

Spanish St. is a two-lane north-south local road near Sutter Creek Elementary School, with a speed limit of 25 miles per hour. The roadway extends from Old Route 49 in the north to its southern end. It has limited sidewalks and no bicycle facilities.

Transit Facilities

School Bus Program

The Amador County Unified School District operates a comprehensive bus program that facilitates convenient access to transit facilities and for various schools within the project area. Relevant details to the school bus program can be found in this link: <https://amadorcoe.org/departments/transportation/bus-routes/>.

Public Transit

Near Argonaut High School, there are two bus stations: Courthouse and Argonaut/Westview. These stations serve as pivotal points for Routes 5 and 6. Route 5, also known as the Sutter Creek-Jackson Shuttle, follows a circular route encompassing 37 stops. It starts from the Sutter Hill Transit Center, providing a 1-hour frequency of service and operating between 9:05 AM to 3:15 PM on weekdays. Similarly, Route 6 covers 37 stops from the Sutter Hill Transit Center. This service operates on weekdays and maintains a frequency of 1 hour and 15 minutes, with operational hours extending from 7:00 AM to 4:45 PM. These two routes also serve Sutter Creek Elementary School.

Ione Jr. High School benefits from convenient access to transit facilities through two main bus stations located near the school. These stations, W. Marlette/Depot Rd. and Ione Methodist Church are strategically located along the route of Amador Bus 7, which operates as part of the Sutter Hill Transit Center network. The Route 7 bus encompasses a total of 9 stops, commencing its journey from Castle Park and concluding at The Arc. Notably, the service operates on weekdays once in the morning and once in the afternoon from 7:45 AM to 4:44 PM.

Sutter Creek Elementary School also has easy access to transit facilities through the Amador High School-Spanish Street bus station, located 344 feet away from the school. This station serves Routes 3, 5, and 6. Route 3 includes 15 stops, starting from Sutter Hill Transit Center and ending at The Arc. Weekday service includes one morning and one afternoon trip, running from 8:15 AM to 3:10 PM. Table 2 illustrates the transit facilities in the Project vicinity.

Table 2: Bus Routes Serving in the Project Vicinity

Route	Serving	Distance From School	Day	Times		Frequency
Route 3	Sutter Creek Elementary School	344 ft	Weekday	8:15 AM	3:10 PM	Operates once in the morning and once in the afternoon
Route 5	Argonaut High School & Sutter Creek Elementary School	0.1 mile	Weekday	9:05 AM	3:15 PM	1 hr
Route 6	Argonaut High School & Sutter Creek Elementary School	0.1 mile	Weekday	7:00 AM	4:45 PM	1 hr 15 min
Route 7	Ione Junior High School	0.3 mile	Weekday	7:45 AM	4:44 PM	Operates once in the morning and once in the afternoon

Source: Amador Transit System website, <https://amadortransit.com/schedules/>, accessed August 18, 2023

Bicycle and Pedestrian Facilities

Existing Bicycle Facilities

Bicycle and pedestrian facilities are important components of the transportation network in the study area. They not only offer non-vehicular opportunities for both commute and recreational trips but also provide connections to the region's transit network.

Bicycle facilities are defined by the following four classes¹:

- **Class I** – Provides a completely separate facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
- **Class II** – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
- **Class III** – Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.
- **Class IV** – Provides a restricted right-of-way designated lane for the exclusive use of bicyclists that is separated by a vertical element to provide further separation from motor vehicle traffic.

An existing Class II Bicycle Route is on Argonaut Lane, stretching from Mariposa St. to Hoffman St. near Argonaut High School in the city of Jackson.

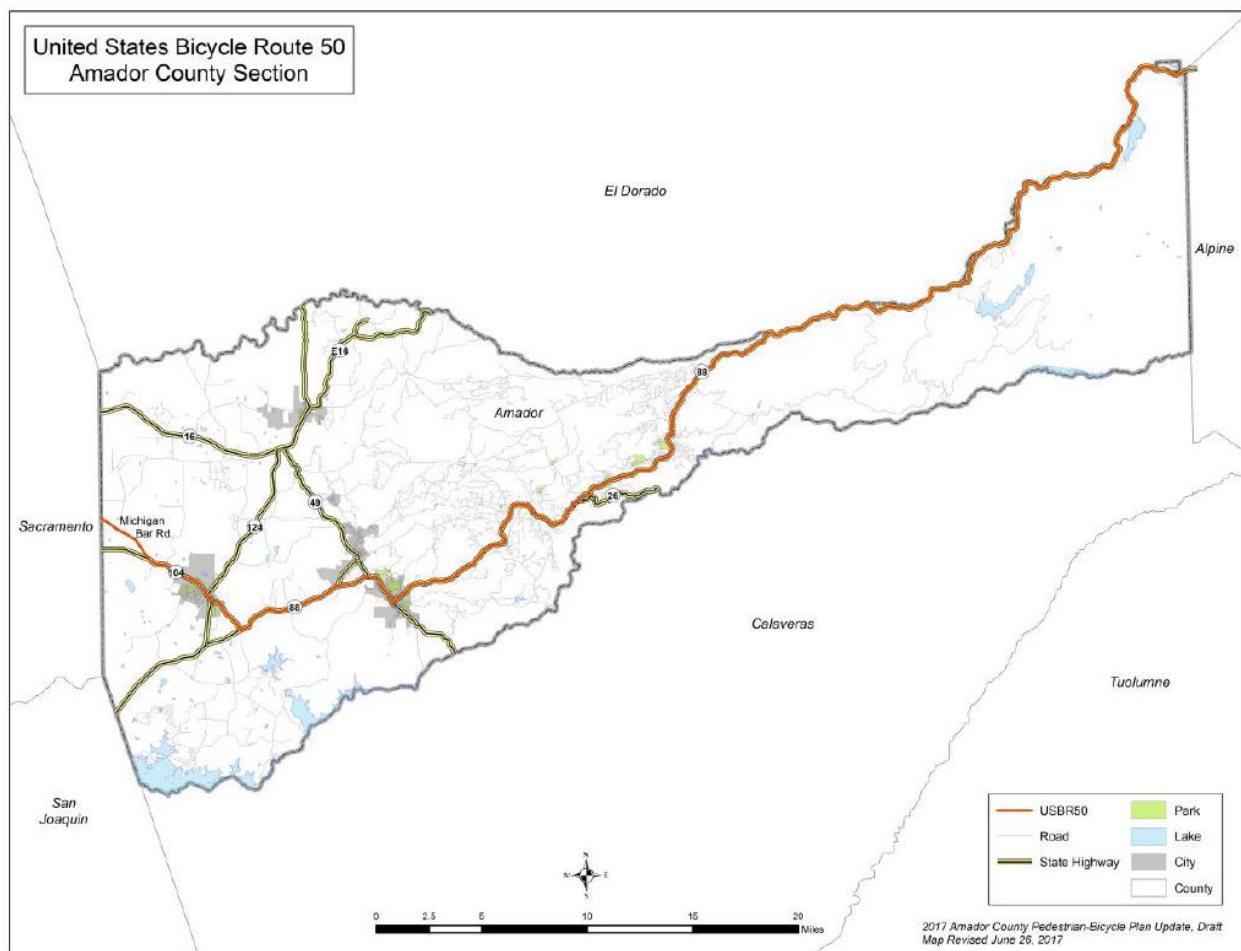
¹ As detailed in Chapter 1000 of the Highway Design Manual (Caltrans, 2015).

Planned Bicycle Facilities

As detailed in the city of Lone Updated General Plan, the city's Proposed Bikeway Project List (city of Lone, 2008) includes 20 bike lane improvement projects within the Circulation Element². One of the proposed bicycle facilities consists of a Class I bike path near Lone Jr. High School, located south of Marlette Street.

On a broader scale, the USBR50 emerges as a national cycling route connecting San Francisco to Washington D.C. This section of the United States Bicycle Route System (USBR50) envisions an expansive network spanning 50,000 miles of pathways, tailored for cross-country travel, regional exploration, and bicycle commuting upon full development. In Amador County, the proposed USBR50 pathway aligns with State Route 88, extending from Kirkwood's Upcountry County Line to the State Route 104 junction. Continuing through Lone, the route shifts north onto Michigan Bar Rd and extends to the Sacramento County line. It passes near Argonaut High School. Figure 2 shows the USBR50 Amador County Section.

Figure 2. The United States Bicycle Route 50 (USBR50) Amador County Section



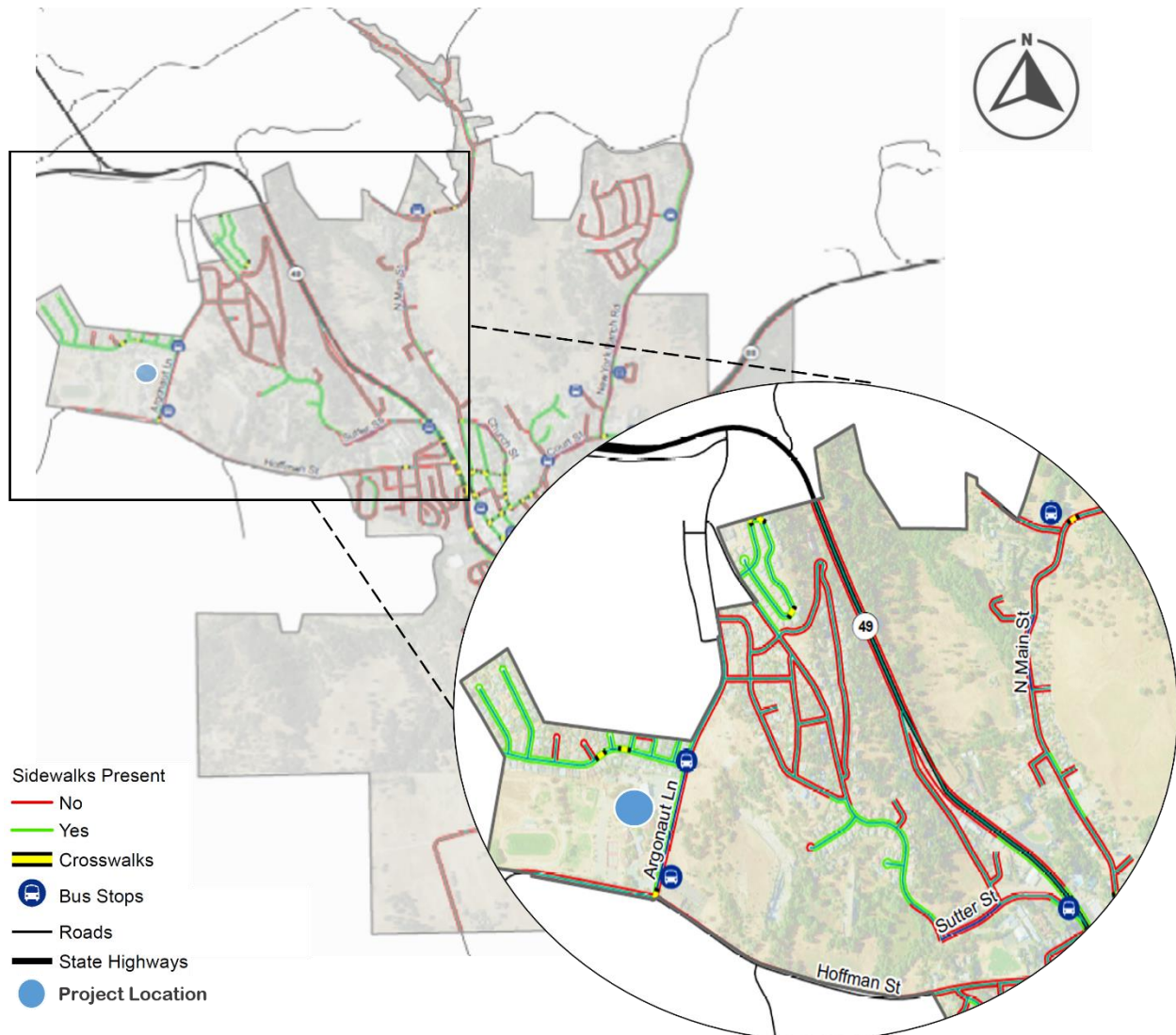
Source: Amador Countywide Pedestrian and Bicycle Plan, October 5th, 2017

² As detailed in Chapter 4.4. Traffic and Circulation of the city of Lone General Plan Update (June 2015).

Pedestrian Facilities

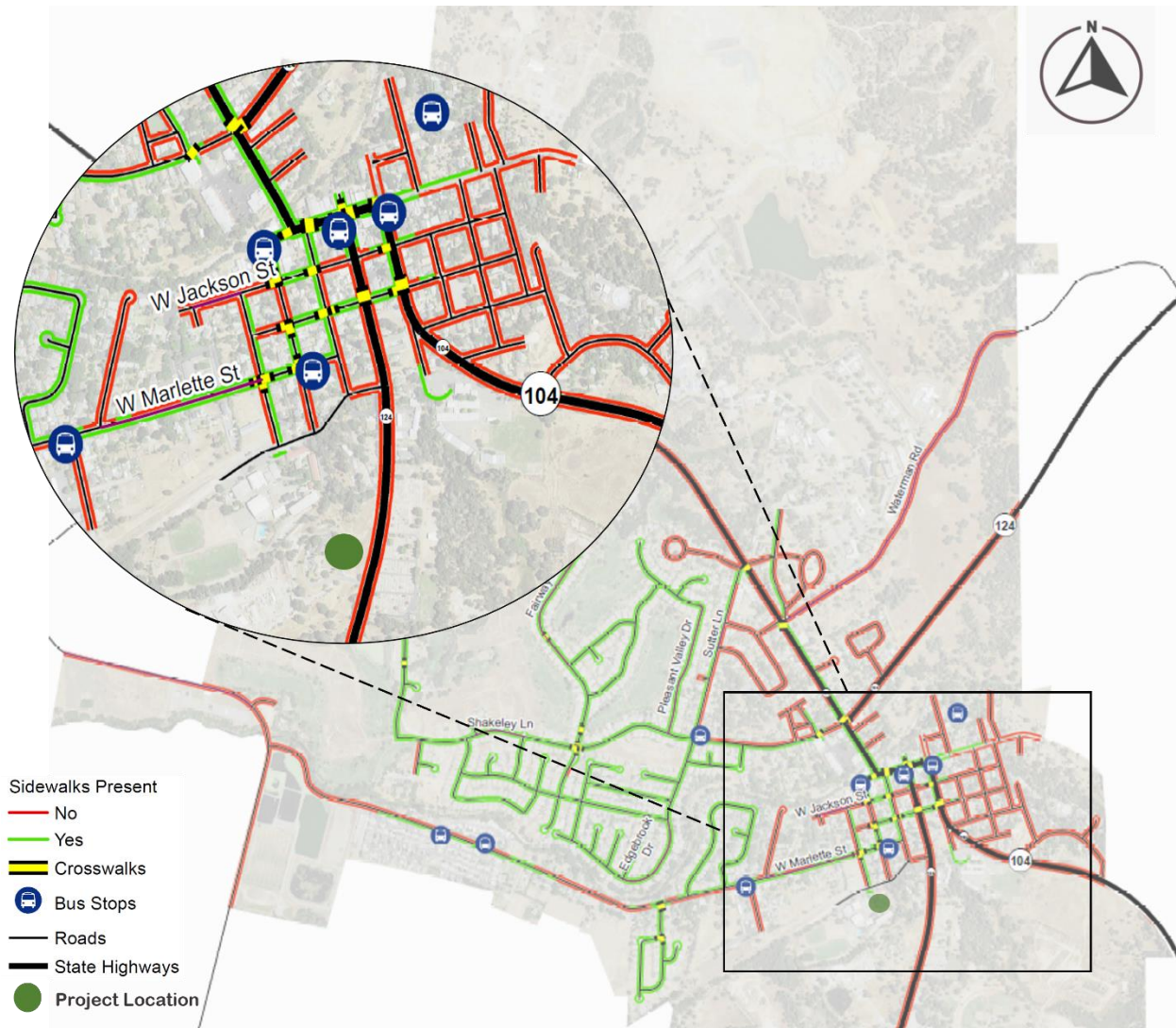
Pedestrian facilities are present near Argonaut High School, Lone Jr. High School, and Sutter Creek Elementary School. However, due to the rural nature of Amador County, the presence of sidewalks and crosswalks is not uniform across all roads. Sidewalks are intermittently present along certain major arterials and collectors. Crosswalks are present intermittently at intersections near these three campuses. Figure 3, Figure 4, and Figure 5 illustrate the pedestrian facilities near Argonaut High School, Lone Jr. High School, and Sutter Creek Elementary School respectively.

Figure 3. Pedestrian facilities near Argonaut High School



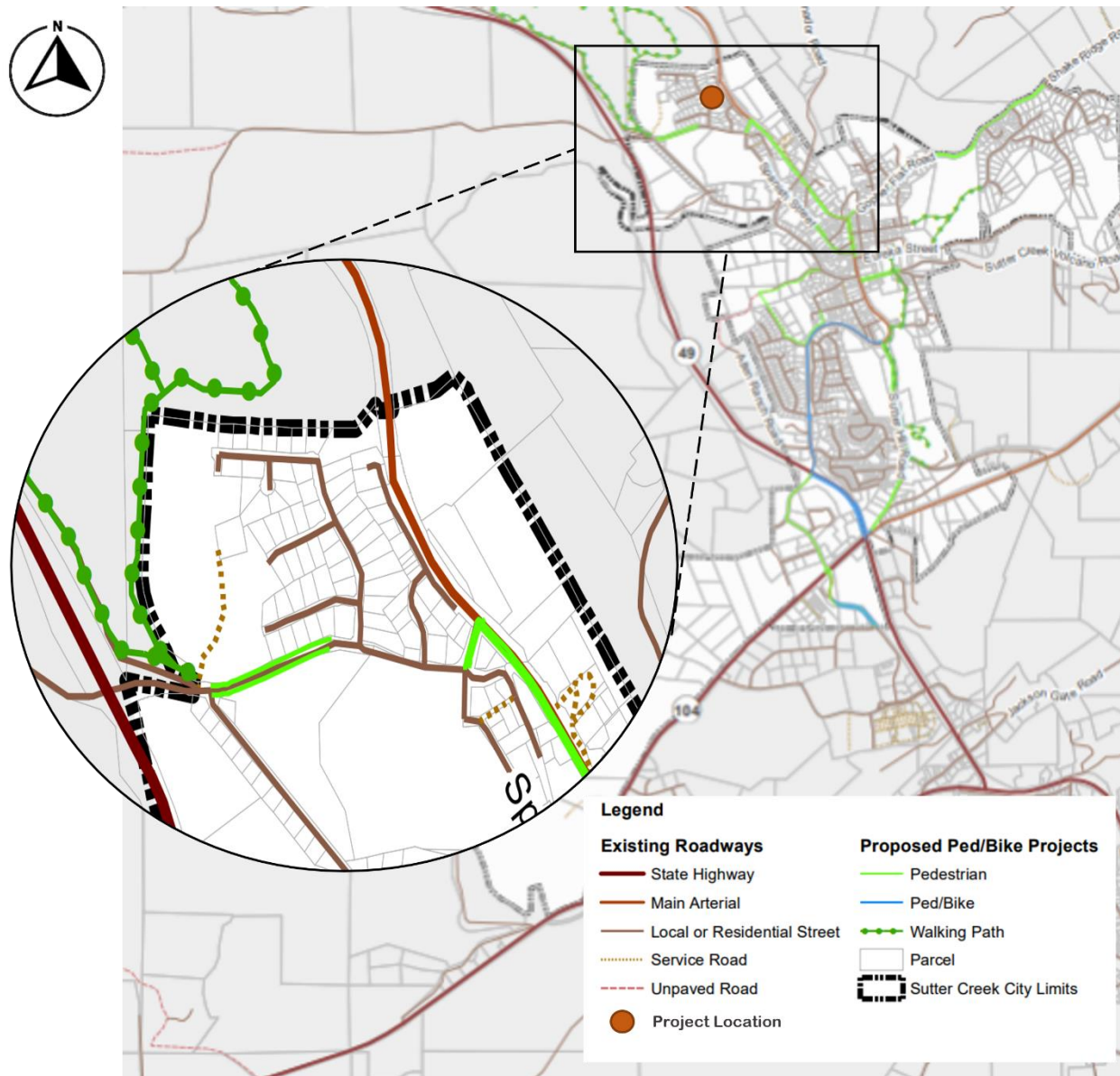
Source: Amador Countywide Pedestrian and Bicycle Plan, Appendix G: Sidewalk Audit Maps, October 5th, 2017

Figure 4. Pedestrian facilities near Lone Jr. High School



Source: Amador Countywide Pedestrian and Bicycle Plan, Appendix G: Sidewalk Audit Maps, October 5th, 2017

Figure 5. Pedestrian facilities near Sutter Creek Elementary School



Source: Sutter Creek General Plan Volume I – Policy Document, July 2019

Truck Facilities

State Route 104 and State Route 124 that pass near Lone Jr. High School are classified as California Legal Network with California Legal Advisory Route Kingpin to Rear Axle (KPRA) Advisory of 30 feet in downtown lone. This means that trucks up to 40 feet are permitted to travel on State Route 104 and State Route 124, but trucks over 30 feet in downtown lone are not advised due to roadway constraints (e.g., tight turning radius downtown lone).³

³ As detailed in Chapter 4.4. Traffic and Circulation of the city of Lone General Plan Update (June 2015).

REGULATORY SETTING

This section summarizes applicable federal, state, regional, and local plans, laws, and regulations that are relevant to this analysis. This information provides a context for the discussion related to the Project's consistency with applicable policies, plans, laws, and regulations.

Federal

No federal plans, policies, regulations, or laws pertaining to transportation have been determined.

State

Senate Bill 743 (SB 743) was signed into law in September 2013. This bill, sponsored by Senator Steinberg, mandated revisions to the CEQA Guidelines regarding the assessment of transportation impacts. Historically, CEQA transportation analyses for individual projects determined impacts within the circulation system using metrics such as roadway delay and/or capacity at specific locations. SB 743 changes include the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion, as the basis for determining significant impacts. The changes proposed by SB 743 establish vehicle miles traveled (VMT) as the most appropriate metric for evaluating a project's transportation impacts. Consequently, since the enactment of this bill, the measurement of automobile delay, denoted by "level of service," and similar metrics no longer constitute significant environmental effects under CEQA. Notably, auto-mobility, often expressed as "level of service," may persist as a measure for planning purposes.⁴

In December 2018, the California Governor's Office of Planning and Research (OPR) and the State Natural Resources Agency jointly submitted updated CEQA Guidelines to the Office of Administrative Law for final approval in order to implement SB 743. Subsequently, the Office of Administrative Law granted approval to the updated CEQA Guidelines, thus effectuating the implementation of SB 743 and establishing VMT as the primary metric for evaluating transportation impacts. The final text, along with the definitive statement of reasons and related materials, has been published at <http://resources.ca.gov/ceqa>. These changes have been approved by the Office of Administrative Law and are currently in effect. Notably, for land use and transportation projects, compliance with SB 743 in CEQA analysis became mandatory as of July 1, 2020.

Regional/Local

The Amador County Transportation Commission (ACTC) was designated as the Regional Transportation Planning Agency (RTPA) for the Amador County Region including Amador County and the cities of Jackson, Lone, Sutter Creek, Plymouth, and Amador City. As the state designated RTPA for Amador County, the ACTC's primary responsibilities encompass the three following areas:

- Transportation Planning
- Transportation Programming
- Transportation Development Act Administration
- Project Development and Delivery
- Traffic Impact Analysis and Mitigation

⁴ Governor's Office of Planning and Research, 2016. Technical Advisory on Evaluating Transportation Impacts in CEQA, Implementing Senate Bill 743 (Steinberg, 2013)

The purpose of the RTP is to identify the region's short-term and long-range transportation needs and to establish policies, programs, and projects designed to meet those needs.

Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies

Every Regional Transportation Planning Agency (RTPA) is legally obligated to conduct long-term planning, a process designed to ensure that the region's vision and goals are clearly identified. This effort ensures effective decision-making aligned with this vision and these goals. The long-range plan, known as the Regional Transportation Plan (RTP), serves as a crucial policy document tailored to the unique needs and characteristics of each region. It helps shape the region's economy, environment, and social future, and communicates this regional vision to the state and federal government. As fundamental building blocks of the state's transportation system, the RTP should also align with statewide goals related to transportation, environmental sustainability, economic advancement, and social fairness.

The Regional Improvement Strategy was outlined in the RTP on how the ACTC will help address the region's future transportation challenges. The section below outlines the goals, policies, and objectives provided in the *Policy Element* of the RTP.

Goal 1A: Implement improvements to all modes of transportation that are needed to reduce congestion and improve mobility, optimize connectivity, enhance safety, preserve existing infrastructure, communities, and environment, and support socio-economic development throughout the region.

Goal 1B: Integrate improvements to all modes of transportation in a way that supports Amador County's economic development and enhances the integrity of its rural character, communities, and environment.

- **Policy 1A:** The ACTC will actively help implement a diverse program of improvements across each mode of transportation that can help meet all of the region's transportation needs to the greatest extent possible.
- **Policy 1B:** ACTC recommends that the cities and county require new development to provide onsite facilities or otherwise contribute toward offsite facilities that can help minimize or otherwise mitigate their traffic impacts by encouraging people to walk, bike, use transit, rideshare, or otherwise reduce their reliance on private automobile.
- **Policy 2A:** The ACTC will use its regional traffic model, GIS mapping tools, engineering consultants, and any relevant data and/or public input needed to determine the location, purpose, need, preliminary design, and cost estimate for the RTP's planned improvements.
- **Policy 2C:** ACTC recommends that the cities and county require new development within their jurisdictions that may have potentially significant traffic impacts on the regional transportation system to be fully analyzed by a project-specific traffic impact study or by a traffic impact study performed for a General Plan circulation element, provided that it is adequate and accurate in detail.
- **Policy 2F:** ACTC recommends that the cities and county require new developments within their jurisdictions to fully mitigate their potential traffic impacts based on the categories below.
 - New development should pay the full cost of any improvements that it would create the need for and that would not otherwise be required in order to maintain public safety or achieve the RTP's adopted level of service goals.
 - Should new development projects trigger the need for improvements to existing facilities prior to project occupancy or should new developments create the need for a new improvement prior to project occupancy, the development should construct respective

improvements in order to maintain public safety. The cities and county should determine if the new development may be eligible for reimbursement if the cost of implementing the improvement exceeds the project's required mitigation.

- New development should pay the Regional Traffic Mitigation Fee if it would contribute an impact to any Tier I improvement in the RTP.
- New development should pay its fair share toward the cost of any Tier II improvement in the RTP that it would contribute an impact to. For such cases, any fair share payments required of new development should be directly proportional to the traffic impacts it creates, capacity it consumes, and/or additional delay it creates.

Goal 6A: Improve opportunities for bicycle and pedestrian travel by providing a safe, functional, and convenient network of non-motorized transportation facilities throughout the region.

Goal 6B: Fulfill the mobility needs of pedestrians and bicyclists in a manner that reduces pedestrian/bicycle/vehicle safety conflicts, improves modal connectivity, and enhances community character.

- **Policy 6A:** The ACTC will help the county, and Caltrans to implement the Goals, Policies, and Objectives identified in the adopted Amador Countywide Pedestrian and Bicycle Transportation Plan.
- **Policy 6B:** ACTC recommends that the cities and county incorporate planned pedestrian and bicycle improvements with any updates to their General Plan Circulation Elements, transportation Capital Improvement Programs, and local building standards.
- **Policy 6C:** The ACTC will help the cities, county, and Caltrans to incorporate planned pedestrian and bicycle improvements with the development and delivery of regional roadway projects identified in the RTP, city/county General Plan Circulation Elements, and transportation Capital Improvement Programs, and Caltrans' State Highway Operation and Protection Program (SHOPP) to the greatest extent feasible.
- **Policy 6D:** ACTC recommends that the cities, county, and Caltrans incorporate planned pedestrian and bicycle improvements such as shoulder widenings with development and delivery of their roadway improvement projects.

Amador County Congestion Management Process

The RTP shall describe and identify the transportation system management (TSM) and operations strategies, actions, and improvements. These measures will be employed to manage and operate the urban freeway system, its corridors, and major local parallel arterials to achieve the highest or increased productivity. This productivity increase encompasses diverse modes of transportation, including transit, bicycles, and pedestrians. Multiple approaches may enhance mobility without increasing GHG emissions. One such approach may involve enhancing the efficiency and productivity of the corridor through operational, transit, and highway projects. The TSM and operations strategies, actions, and improvements shall encompass key aspects at a minimum such as traffic detection, traffic control, incident response, and traveler information. Additionally, transportation demand strategies shall be identified, which may include, but are not limited to, Pricing, Transportation Planning, and Investment Strategies.

In the context of the Regional Transportation Plan (RTP), the congestion management process and considerations for managing congestion includes the following:

- Identifying urban freeway corridors with current and projected recurrent daily vehicle hours of delay that are a priority for preparing CSMPs and TCRs.

- Including by corridor all multimodal strategies, actions and improvements identified in the adopted TCR or Corridor System Management Plans (CSMPs). These are needed to ensure the safe and effective integrated management and operation of the multimodal transportation system across jurisdictions and
- Enhancing corridor performance involves various approaches, including incorporating new and existing facilities, improving maintenance and operation of existing infrastructure, investing in and encouraging the use of alternative modes (such as transit, rail, bicycling and walking), promoting smart land use, and implementing integrated corridor management strategies, among others. The RTP should describe roles and relationships among units of local government, modal agencies, Caltrans and related agencies for managing the corridor for highest mobility benefits and for measuring and evaluating performance.

Amador County 2016 General Plan

Amador County 2016 General Plan allows the county to control, to the degree possible, its own destiny in achieving the objectives outlined in the plan. The General Plan forges links between land use and the countywide transportation, infrastructure, and public service networks. It offers the necessary flexibility to accommodate growth and change while effectively managing the county's wealth of natural resources. Comparable to a roadmap toward a brighter future, Amador County's General Plan encapsulates a contemporary description of the county, an aspirational vision, and a navigable path expressed through goals, policies, and implementation strategies to realize the vision. The General Plan clarifies and articulates the county's intentions in responding to the expectations of residents, landowners, and businesses, regarding their long-term vision for the county. To achieve comprehensiveness, the General Plan must address many issues that influence land use decisions. Specifically, State law requires the county to develop a plan for land use, circulation, housing, resource conservation, open space, noise, and public safety.

The Circulation and Mobility Element outlines a plan for efficient and safe transportation of people and goods in Amador County. The Element contains goals, policies, and implementation programs that establish the county's circulation system to accommodate pedestrians, bicycles, motor vehicles, public transit, and other means of travel. Together, the policies, implementation programs, and diagrams are intended to ensure transportation connectivity between incorporated cities. The following are the goals and policies related to transportation and circulation:

Goal CM-1: Maintain adequate regional and local transportation facilities.

- **Policy CM-1.3:** Plan for future maintenance and expansion of roadway, trail, and other circulation infrastructure on an annual basis, factoring for changes in funding and project priority or feasibility.
- **Policy CM-1.4:** Encourage greater connectivity on local roads and improve the connections between unincorporated communities. Ensure multiple routes are available between communities wherever possible.
- **Policy CM-1.5:** Regional traffic should be directed around the historic centers of established communities where feasible.

Goal CM-2: Maintain a safe, efficient, and comprehensive traffic circulation system.

- **Policy CM-2.1:** Plan, build, and maintain a multi-modal and hierarchical transportation system.
- **Policy CM-2.2:** Identify key roads and intersections with historical or projected traffic congestion and/or safety problems and apply creative management measures to improve circulation.
- **Policy CM-2.4:** Maintain a Traffic Impact Fee program whereby new transportation needs (including bicycle and pedestrian needs) generated by new development are paid for by the development on a

fair-share basis. Increased roadway capacity should be funded through developer fees to the extent legally possible.

Goal CM-3: Provide transportation alternatives to the automobile.

- **Policy CM-3.1:** Identify priorities for the expansion of bicycle and pedestrian transportation that respect the rights of private property owners.
- **Policy CM-3.2:** The county will seek funding and include pedestrian and bicycle facilities in Capital Improvements Planning, as feasible. These improvements should connect residents to communities, activity centers, and adjacent developments, and offer an alternative to automobile transportation.
- **Policy CM-3.4:** Consider transportation needs in the context of new development proposals. Promote land use patterns which place residents near activity centers and essential services to reduce the need for frequent automobile travel.
- **Policy CM-3.5:** Coordinate with Amador Transit and other agencies to improve the availability of public transit connecting residents to services.
- **Policy CM-3.6:** Coordinate with Amador Transit to continue to provide public transportation from Amador County to regional job and activity centers located outside the county.
- **Policy CM-3.7:** The county will work cooperatively with Caltrans and local jurisdictions to identify priority alternative transportation improvements for bicycles, pedestrians, and transit users for state routes that intersect cities and towns and serve as main streets for these communities.

Goal CM-4: Maintain and enhance the visual quality and scenic views along designated scenic corridors.

- **Policy CM-4.1:** Maintain visual quality and scenic views along designated scenic corridors through project review and adoption of a scenic highway ordinance.

Goal C-9: Maintain and improve air quality.

- **Policy C-9.6:** Maintain viable public transportation options in Amador County and provide transit connections such as park-and-ride services to job centers in nearby counties.

Goal C-10: Reduce GHG emissions associated with automobile travel, electrical power generation and energy use.

- **Policy C-10.3:** Guide new development to areas where pedestrian and bicycle access to existing activity centers is possible, in order to reduce the need for automobile travel and VMT.
- **Policy C-10.4:** Work with service providers to ensure that transit offerings in the county are stable or expanding, and that transit is tailored to meet residents' needs.

Goal N-2: Minimize noise conflicts from transportation sources.

- **Policy N-2.4:** Encourage the use of alternative transportation modes such as walking, bicycling, and mass transit to minimize traffic noise.

Goal LU-1: Attain a diverse and integrated mix of residential, commercial, agricultural, industrial, recreational, public, and open space land uses.

- **Policy LU-1.1:** Protect existing land uses and public facilities from encroachment by incompatible land uses.
- **Policy LU-1.3:** Encourage development patterns which support water quality objectives; protect agricultural land and natural resources; promote community identities; minimize environmental impacts;

enable viable transit, bicycle and pedestrian transportation; reduce greenhouse gas emissions; and promote public health and wellness.

Goal LU-12: Reduce fire risks to existing and future structures.

- **Policy LU-12.2:** Ensure that new roadways meet county standards for firefighting access. These standards include minimum width, surface, grade, radius, turnaround, turnout, and bridge standards, as well as limitations on one-way roads, dead-end roads, driveways, and gate entrances.

Amador Countywide Pedestrian and Bicycle Plan

The Amador Countywide Pedestrian and Bicycle Plan is an effort by the ACTC in coordination with other member agencies to update the 2006 Amador Countywide Pedestrian and Bicycle Plan with the goal to make walking and biking safer and easier in Amador County. The plan serves two purposes:

- To be the foundation for the pedestrian and bicycle component of the Regional Transportation Plan (RTP). (The RTP is the long-range transportation plan which is updated every four to five years that guides the development of the overall transportation system in the county. The last RTP was published in 2015 and work is underway for the next update).
- To organize high-priority pedestrian and bicycle projects among Amador County's member agencies to successfully compete for funding from federal, state, and regional sources.

An Active Transportation Plan or Pedestrian and Bicycle Plan must be coordinated with neighboring jurisdictions and be consistent with local and regional transportation plans. This plan has been prepared under the guidance of ACTC's member agencies including Amador City, city of Sutter Creek, city of Jackson, city of Plymouth, city of Lone, and Amador County. The goals of this plan include the following:

- **Goal 1:** Promote an efficient network of bikeways and pedestrian facilities throughout Amador County.
- **Goal 2:** Improve bicyclist and pedestrian safety and security.
- **Goal 3:** Integrate pedestrian and bicycle needs into transportation planning activities and support local planning efforts to encourage and increase walking and biking.
- **Goal 4:** Maximize capacity for implementation of pedestrian and bicycle projects, programs, and plans.

City of Lone 2009 General Plan

The city of lone includes a comprehensive update of the city's existing General Plan. The updated General Plan serves as the comprehensive, official policy statement for the city and guides the future public and private development within the planning area. The following are the goals and policies related to transportation and circulation:

GOAL CIR-1: Develop a roadway system that:

- 1) Accommodates future land use at the city's desired level of service.
- 2) Coexists with other travel modes, including biking, walking, and golf carts.
- 3) Protects residential areas from excessive traffic.
- 4) Contributes to the quality, safety, and connectivity of the city's residential, Downtown, commercial, office, and industrial areas.

- **Policy CIR-1.1:** Implement the Circulation Plan.
- **Policy CIR-1.5:** Encourage the creation of a road system that is easily navigated.

- **Policy CIR-1.6:** Where existing intersections cause traffic flow delays, consider modifying such intersections to round-about intersections if such improvements would improve traffic flows and livability.
- **Policy CIR-1.7:** Design the circulation system serving the city's industrial areas to safely accommodate heavy truck traffic.
- **Policy CIR-1.8:** As part of a Downtown Master Plan or similar Downtown Plan, develop a Parking Management Plan.
- **Policy CIR-1.11:** Support the use of golf carts as a mode of transportation within the city by continuing to allow golf carts on specific roadways, and updating and expanding the number of roadways on which golf carts are allowed, in compliance with State and federal transportation safety laws.
- **Policy CIR-1.12:** Work with regional agencies and transit providers to support transit programs.
- **Policy CIR-1.13:** Evaluate potential crossings of Sutter Creek to alleviate traffic levels on existing roadways.

GOAL CIR-2: Establish an extensive, complete, smooth, interconnected, and continuous pedestrian and bicycle network that is a safe and attractive option for local trips or recreation and that connects to the city's neighborhoods, parks and schools, employment areas, and retail centers.

- **Policy CIR-2.1:** Create a system of sidewalks, off-street trails and multi-use paths that are used for walking, bicycling, and equestrian use that are attractive, natural, and safe transportation corridors.
- **Policy CIR-2.2:** Consider how all plans and projects affect all modes of transportation, including bicyclists and pedestrians.
- **Policy CIR-2.3:** Require bicycle and pedestrian connections to public transit systems at stops; carpool/vanpool park-and-ride lots; and activity centers (e.g., schools, community centers, higher-density residential areas, Downtown, parks, employment centers, and commercial centers).
- **Policy CIR-2.5:** Provide sidewalks throughout the city. Meandering sidewalks are discouraged, except where necessary to accommodate site-specific features such as trees or habitat.
- **Policy CIR-2.6:** Provide safe and convenient bicycle access to all parts of the community.
- **Policy CIR-2.7:** Provide bike lanes or other bike facilities along all arterials, connectors, and on local roadways when necessary and feasible to provide interconnected routes. On-street bike routes may be provided on roadways as deemed necessary by the city.
- **Policy CIR-2.8:** Promote bicycling and walking as a safe and attractive activity. Educate all road users to share the road and interact safely.

GOAL CIR-4: Provide a circulation system that is properly maintained and maximizes safety for all users.

- **Policy CIR-4.1:** Maintain and repair streets, trails, and other circulation components according to priorities established on an annual basis.

The General Plan contains many policies, which may in some cases address different goals; thus, some policies may compete with each other. The Planning Commission/city Council, in deciding whether to approve a project, must decide whether, on balance, the project is consistent (i.e., in general harmony) with the General Plan.

City of Jackson 2023 General Plan Update

The updated Jackson General Plan includes a framework of goals, policies, and actions that will guide the community toward its common vision. It also identifies implementation programs, in the form of actions, that will ensure the goals and policies in the General Plan are carried out. The Jackson General Plan Update (General Plan Update or proposed General Plan) was developed with community input and reflects the community's vision for Jackson.

Circulation Element Policies

- **CIRC 2.3:** The city shall require that new development's internal circulation plans include provisions for pedestrians, bicycles, automobiles, parking, and bus facilities as well as Neighborhood Electric Vehicles (NEVs), if deemed feasible and ben
- **CIRC 2.6:** Shuttle service shall be utilized wherever feasible during special events/activities to effectively minimize circulation conflicts.
- **CIRC 5.1:** The city shall encourage alternatives to single-occupant vehicle trips and make alternatives available to the extent deemed practical and economical.
- **CIRC 5.2:** The city shall require new development to construct or contribute financially for transit facilities, as deemed necessary, for purposes of public convenience and fuel conservation, and to ensure transportation for the elderly and disabled.
- **CIRC 5.3:** The city shall promote ride sharing and the use of park-and-ride facilities.
- **CIRC 5.4:** The city shall actively promote the use of transit during special community events.
- **CIRC 6.1:** The city shall implement best practices to improve the pedestrian and bicycle environment.
- **CIRC 6.2:** The city shall construct sidewalks or pedestrian walkways along Highways 49 and 88.
- **CIRC 6.3:** The city shall continue to require new development to construct sidewalks or meandering walkways along all street perimeters.
- **CIRC 6.4:** The city shall promote use of walking routes, walkways, and hiking trails.
- **CIRC 6.7:** The city shall eliminate barriers to bicycle traffic within selected areas.
- **CIRC 6.8:** Bicycle lanes shall be constructed along new or reconstructed arterial and collector routes in, or adjacent to, the city, wherever possible.
- **CIRC 6.9:** The city shall require new development to construct bicycle routes and/or provide secure facilities (i.e., bike racks), where feasible. To encourage biking and walking, provide amenities including pedestrian-scale lighting, bicycle parking, shade trees, and landscaping.
- **CIRC 6.10:** The city shall encourage existing businesses and employers to provide bicycle storage and lockers in order to promote bicycle commuter travel.

- **CIRC 6.12:** The city shall continue to encourage the coordination of bicycle use with mass transit by equipping all buses with bicycle racks.
- **CIRC 8.1:** Support land use with increased densities and mixed uses, consistent with the Land Use Element, to reduce vehicle miles traveled (VMT) and promote the use of walking, biking, and transit.
- **CIRC 8.2:** Encourage employers to provide programs for carpooling/transit/biking/walking subsidies, bicycle facilities, ridesharing, telecommuting, and working at/from home.
- **CIRC 8.3:** Monitor the deployment of new transportation technologies and services and develop policies that implement best practices to ensure these technologies and services benefit the public and the multimodal transportation system.
- **CIRC-2a:** Utilize the city's planning project referral process and Caltrans Intergovernmental Review (IGR) process to provide Amador County, the ACTC, Caltrans, and other transportation agencies with ample time to review and participate in the city's transportation and land use planning processes and projects as well as all major land use development projects with the potential to generate significant impacts on the transportation system.
- **CIRC-2i:** Work with ACTC and Caltrans to explore funding opportunities, including grants or cost-sharing programs, for all components of the city's transportation system that are required to meet the goals and objectives of the General Plan. C
- **CIRC-5a:** Help to implement the countywide five-year Transit Development Plan which includes fixed route express service between Jackson, Martell, and Sutter Creek as well as Sacramento in addition to a separate schedule of deviated transit routes for seniors, youth, and transportation of disadvantaged individuals. Also, help to implement the Transit Design Guidelines Manual when considering the designs of and locations for transit facilities in the city's plans or new land use development proposals.
- **CIRC-5b:** Continue to expand the use of Amador Transit public transit service including special event shuttle service during significant Main Street activities.
- **CIRC-5c:** Partner with Amador Transit and other regional transit providers to conduct regular service reviews to advance convenient transit service to employment centers, county and city service centers, other government centers, and regional destinations (i.e. Sacramento International Airport), as funding allows.
- **CIRC-5d:** Enhance transit stops through high quality, well-maintained shelters and provide transit timetables.
- **CIRC-5e:** Consider alternatives to conventional bus systems, such as smaller shuttle buses (micro-transit), on-demand transit services, or transportation networking company services that connect residential communities to regional activity centers with greater cost efficiency.
- **CIRC-6a:** Work with ACTC to implement the Amador Countywide Pedestrian and Bicycle Transportation Plan, and Pedestrian and Bicycle Design Guidelines and Recommended Standards. The city should also hold public workshops to update and refine the city's part in the countywide plan to clarify or expand upon the city's specific pedestrian and/or bicycle needs. These may include:
 - New roads to accommodate bicyclists and pedestrians.
 - A designated bicycle route stop located along SR 49 in downtown Jackson to include such facilities as bike racks and lockers for storage; Pedestrian-actuated signal crossings at key locations such as Busi Municipal Parking Lot, French Bar Road, and Sutter Street.
 - Parking facilities at trailheads; safe, well-lit, unobstructed walking routes; and quick and convenient services located street-side.
 - Over- or underpass walkway between the Central Business District and city-owned Busi Parking Lot.
 - Bicycle lanes along new or reconstructed arterial and collector routes in, or adjacent to, the city, wherever possible.

- **CIRC-6b:** Implement and build on recommendations for pedestrian and bicycle improvements included in the Amador Countywide Pedestrian and Bicycle Plan (2017).
- **CIRC-6c:** Work with appropriate agencies to implement a regional bikeway system that connects the city to other communities, recreation destinations, and scenic areas in Amador County.
- **CIRC-6d:** Pursue funding for construction and maintenance of bikeways and sidewalks, including off-road bikeways, where feasible.
- **CIRC-6e:** Add planned bicycle and pedestrian facilities in conjunction with road rehabilitation, reconstruction, or re-striping projects whenever feasible.
- **CIRC-8a:** Adopt VMT thresholds and screening criteria for environmental impact analysis. Review and update those guidelines on a regular basis using updated data.
- **CIRC-8b:** Explore the feasibility of a VMT impact fee program to fund transportation demand management (TDM) strategies that are proven to reduce VMT.
- **CIRC-8c:** Require proposed development projects that could have a potentially significant VMT impact to consider reasonable and feasible project modifications and other measures during the project design and environmental review stage of project development that would reduce VMT effects in a manner consistent with state guidance on VMT reduction.

2008 Circulation Element Policies

Goal 2: Promote effective transport of goods and safe and efficient movement of all segments of the population.

- **Policy 2.A.2:** The City shall require that new development projects having the potential to create significant impacts to traffic be required to prepare a traffic impact study that conforms to Caltrans and ACTC guidelines as customized and adopted by the City of Jackson. "Significant traffic impacts" are to be determined by said guidelines.
- **Policy 2.A.3:** The City shall require that new development's internal circulation plans include provisions for pedestrians, bicycles, automobiles, parking, and bus facilities as well as Neighborhood Electric Vehicles (NEVs) consistent with separately adopted alternative transportation plans and/or guidelines.
- **Policy 2.A.4:** The City shall require that rights of-way be sufficient to ensure adequate area for future expansion to accommodate long-range planning options.
- **Policy 2.A.5:** All road facilities shall be constructed or upgraded to acceptable safety standards where practical and economically feasible.
- **Policy 2.A.6:** Shuttle service shall be utilized wherever feasible during special events/activities to effectively minimize circulation conflicts.
- **Policy 2.A.7:** New development plans which generate a direct need for new off-site roadways, road widening or upgrade intersection improvements, traffic controls or other similar improvements shall be required to construct the needed improvements to City standards as part of project approval.
- **Policy 2.A.8:** New developments shall be required to mitigate costs for the off-site indirect impacts or cumulative impacts generated by the new traffic they add to the existing circulation system.
- **Policy 2.A.9:** New development circulation plans shall be in conformance with General Plan's goals and policies, the Circulation Element map, City codes and adopted standards.
- **Policy 2.B.1:** Adequate off-street parking facilities or other suitable provisions shall be provided for each building and land use in the City.

- **Policy 2.C.1:** The City shall require that new developments design, construct, dedicate, and/or finance their fair share of off-site transportation improvements and facilities needed to manage additional traffic generated by the development.
- **Policy 2.C.2:** The City shall cooperate with Amador County, ACTC and Caltrans to develop a program to collect fees for transportation improvements necessitated by projects occurring within the City which affect regional roadways. Individual development projects shall contribute their fair share of the cost of the improvements commensurate with the project's impact.
- **Policy 2.C.3:** The City shall continue to solicit ARTS and Amador County School District for their comments on any development projects which may have an impact on the service area and ridership.
- **Policy 2.C.4:** Developers adjacent to the highways shall be required to provide dedications of right-of-way needed for future widening and to pay their fair share portion of the cost of widening.
- **Policy 2.C.5:** Developers shall be encouraged to preserve right-of-way to accommodate the long-range planning options.
- **Policy 2.C.6:** The City shall pursue additional funding when existing revenues are not adequate to provide necessary transportation improvements.
- **Policy 2.C.7:** New development shall provide for long-term maintenance of their internal circulation facilities.

Goal 5: Provide effective and efficient public transportation and reduce automobile dependency.

- **Policy 5.A.1:** The City shall encourage alternatives to single-occupant vehicle trips and make alternatives available to the extent deemed practical and economical.
- **Policy 5.A.2:** The City shall require new development to construct or contribute financially for transit facilities, as deemed necessary, for purposes of public convenience and fuel conservation, and to ensure transportation for the elderly and disabled.
- **Policy 5.A.3:** The City shall promote ride sharing and the use of park-and-ride facilities.
- **Policy 5.A.4:** The City shall actively promote the use of transit during special community events.
- **Policy 5.A.5:** The City shall encourage the design of public and private outdoor seating to double as bus stop seating, where appropriate.

Goal 6: Provide a safe, comprehensive, and integrated circulation system for non-motorized transportation.

- **Policy 6.A.1:** The City shall construct sidewalks or pedestrian walkways along Highways 49 and 88.
- **Policy 6.A.2:** The City shall continue to require new development to construct sidewalks or meandering walkways along all street perimeters.
- **Policy 6.A.3:** The City shall promote use of walking routes, walkways, and hiking trails.
- **Policy 6.B.1:** The City shall eliminate barriers to bicycle traffic within selected areas.
- **Policy 6.B.2:** Bicycle lanes shall be constructed along new or reconstructed arterial and collector routes in, or adjacent to, the City wherever possible.
- **Policy 6.B.3:** The City shall require new development to construct bicycle routes and/or provide secure facilities (i.e., bike racks), where feasible.

- **Policy 6.B.4:** The City shall encourage existing businesses and employers to provide bicycle storage and lockers in order to promote bicycle commuter travel.
- **Policy 6.B.5:** The City shall promote bicycle safety awareness and the responsibilities of cyclists.
- **Policy 6.B.6:** The City shall continue to encourage the coordination of bicycle use with mass transit by equipping all buses with bicycle racks

City of Sutter Creek 2019 General Plan

The city of Sutter Creek's purpose for establishing and maintaining an adequate general plan is as follows:

1. To allow and guide growth and development of the city.
2. To provide assurances that the city's inherent values such as its rural and historic character are not destroyed.
3. To assure that public services and facilities continue to be adequate.
4. To ensure that costs of providing services and public facilities do not become an over-burden to the city and its citizens.
5. To protect the health and safety of the citizens of Sutter Creek.

Goal C-1: The primary goal of the city of Sutter Creek Circulation Element is to ensure that public safety and adequate levels of service are maintained through a variety of available modes of transportation as the City grows.

- **Policy C-1.1.1:** The city shall require the dedication and construction of the Easterly Bypass Collector Road.
- **Policy C-1.2.1:** Provide traffic signals at intersections that were warranted and feasible.
- **Policy C-1.3.2:** Improve existing streets and make extensions where appropriate to improve circulation, safety, and capacity.
- **Policy C-1.4.1:** Provide improvements at intersections to improve safety and traffic flow as conditions warrant.
- **Policy C-1.5.1:** The city defines and authorizes the use of a "Plan Line." The Plan Line is a process that specifically defines the location of center lines, alignment, right-of-way, cross sections, and intersections for future or proposed roadways and non-motorized transportation rights-of-ways. The purpose of a Plan Line is to provide adequate right-of-way for future growth needs and to protect the right-of-way from encroachment.
- **Policy C-1.5.2:** As development takes place, developers shall be required to construct major and minor collectors that are needed to serve the area. In lieu of construction, additional fees may be assessed in the amount of the particular developer's share of the cost unless the cost of specific road improvements has been included in city or county mitigation fee computations.
- **Policy C-1.5.3:** Residential lots should not have direct access to new collectors and arterials; lots should front on local subdivision streets only.
- **Policy C-1.5.4:** Parking shall not be permitted on arterials and collectors where roadway design does not provide shoulders, lanes and/or parallel facilities available for use by cyclists and for emergency parking.

- **Policy C-1.5.5:** Road design should minimize necessary grading by aligning roads with topography, running roads along natural ridges or valleys, and working with existing grade.
- **Policy C-1.5.6:** Road sections shall have curbs and gutters or alternative drainage facilities adequate for receiving stormwater runoff from roadway surfaces. New roadway sections shall include sidewalks or pedestrian routes that provide safe and efficient pedestrian access. Sidewalks are preferred but may be deleted in an effort to minimize grading if an alternative is provided for pedestrian use that meets the satisfaction of the Planning Commission or City Council.
- **Policy C-1.5.7:** Multiple ingress and egress options should be provided through new development projects for safety purposes.
- **Policy C-1.5.8:** Neighborhood streets should be curvilinear and follow existing contours to the greatest extent feasible.
- **Policy C-1.5.9:** Neighborhood streets shall be protected from high traffic counts by not allowing large or accumulated developments from relying on them for access.
- **Policy C-1.5.10:** Cul-de-sacs and dead-end streets shall be discouraged and through streets should be preferred.
- **Policy C-1.5.11:** Collector streets should be of adequate width for projected traffic and should not have direct access from low or medium density residential lots.
- **Policy C-1.6.1:** Maximize the use of public transit to reduce dependence on the private automobile.
- **Policy C-1.6.2:** The city shall request that the Amador County Transportation Commission (ACTC) and Amador Regional Transit System (ARTS) review and comment upon new projects that may generate or attract, individually or cumulatively, large, or moderate volumes of traffic. ACTC's roles and responsibilities involve two overlapping categories: (1) administration of Transportation Development Act and other funds that are allocated to ACTC, and (2) to serve as the Regional Transportation Planning Agency for Amador County. ARTS serves as the local transit system for Amador County.
- **Policy C-1.8.1:** The city should encourage carpooling.
- **Policy C-1.9.1:** The city encourages employers to provide staggered work hours for employees. Staggered work shifts can spread out and reduce peak hour traffic.
- **Policy C-1.10.1:** Bicycle lanes or paved shoulders should be provided on new arterial and collector roadway facilities unless separate bicycle routes are provided.
- **Policy C-1.10.2:** When required for pedestrian access to public services and facilities, the city shall require development projects to construct pedestrian walks.
- **Policy C-1.10.3:** Sutter Creek will urge the creation of safe crossings on Old Highway 49 especially on Old Highway 49 toward Sutter Hill, at the intersection of Old Highway 49 and Sutter Hill Road, at the foot of Sutter Oaks and Mount Pleasant, and near Spanish Street.

- **Policy C-1.10.4:** Sutter Creek should require new development proposals to help create walking paths or lanes along Old Sutter Hill Road and Sutter Creek-Volcano Road.
- **Policy C-1.10.5:** New development projects should be required to create a creekside trail system along Sutter Creek going toward Volcano as the city limits are moved outward.
- **Policy C-1.10.6:** The design of public facilities, including pedestrian facilities shall comply with the Americans with Disabilities Act.
- **Policy C-1.10.7:** New development projects should be tied together and to existing parts of the city by an interlinked bicycle and pedestrian trail network as addressed in the Parks and Recreation Element.
- **Policy C-1.10.8:** Sutter Creek shall require new subdivisions, commercial projects requiring a site plan approval, and industrial projects to implement or fund, as appropriate, a bike system for children to ensure safe access to schools and parks within town.
- **Policy C-1.10.9:** The Sutter Hill commercial and industrial area should have bicycle and pedestrian access from the adjacent multifamily designated area. Specific facilities for pedestrian and bicycle circulation should be added to the Sutter Hill circulation plan.
- **Policy C-1.11.1:** Provide adequate parking in the historic central business district to serve existing and future development and improve traffic flow on narrow streets.

TRANSPORTATION ANALYSIS

The transportation analysis assesses how the study area's transportation system would operate with the implementation of the proposed school consolidation. This analysis includes effects that would result in significant impacts under the California Environmental Quality Act (CEQA) guidelines.

CEQA Significance Criteria

The Project's impact is not considered to be significant unless it would:

- a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- b) Conflict or be inconsistent with CEQA Guideline section 15064.3, subdivision (b).
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- d) Result in inadequate emergency access.

Vehicle Miles Traveled (VMT)

Significance criteria "b" is related to the implementation of vehicle miles traveled (VMT) as the primary performance metric. Since there is no recommended method of analyzing the VMT per student, the following criteria were used to assess a significant impact related to VMT:

- Schools are most similar to the way an office operates with the majority of trips coming into the office in the morning and most trips going out again in the afternoon. General practice is to assess an office

project's potential effect by analyzing vehicle miles traveled per employee. The evaluation of the school consolidation used a similar metric but used vehicle miles traveled per student as the efficiency metric since students are the primary generator of school vehicle trips.

- There are no established significance criteria for schools, so this analysis uses no increase in the VMT per student for the impact criteria. The consolidation of the schools proposed in the project is not increasing the number of students attending the schools in the county but could potentially change how far students need to travel to reach school. Therefore, no increase in VMT per student is an appropriate metric for determining whether the projects will cause a significant change in VMT.
- VMT per student was determined by estimating the total VMT generated by students and staff and dividing it by the number of students. Total VMT was calculated based on data supplied by ACUSD which provided home locations for students and staff. The trip distance between the home location and the schools where they worked/attended was then used to calculate total VMT. This total VMT was then divided by the number of students and staff to determine a VMT per student + staff under the no Project condition. The students who were taking the bus to and from the school are accounted for and the trip distances for those students are zeroed out in the VMT calculations.
- The VMT per student analysis was rerun similarly with the proposed consolidation plan to determine how it may change. A similar or less VMT per student meant no significant impact while an increase in VMT per student was considered a significant impact. It is assumed that the students who are currently taking the bus will be taking transit with the proposed consolidation plan.

Table 3 illustrates the VMT per student (students + staff combined) for existing conditions with and without the Project. As shown, VMT per student is estimated to increase by about 5.2% resulting in a significant impact.

Table 3: VMT per student – with and without the project

Trip Type	Total Number	Existing VMT	Existing VMT + Project	% Change (Increase)
Students	4,073	40,356	42,792	6.0%
Staff	382	7,848	7,938	1.1%
Total	4,455	48,204	50,730	5.2%
VMT per student (students + staff combined)	4,455	10.82	11.39	5.2%

CEQA PROJECT IMPACTS AND PROPOSED MITIGATIONS

TRAF-1 The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This would be considered a less than significant impact.

The Project by the ACUSD involves consolidating and reconfiguring eight schools into six campuses. Since all improvements would be made within existing school sites, the project would not cause conflicts with proposed programs or plans to improve the circulation system for all users including the transit passengers, vehicles, bicyclists, and pedestrians. The primary ordinances and policies addressing the circulation system in the county are from the county's General Plan. The transportation-related goals and a discussion of whether the project would conflict with them include:

Goal CM-1: Maintain adequate regional and local transportation facilities.

- The Project does not interfere with any future maintenance and expansion of roadway, trail, and other circulation infrastructure. Implementation of the Project would be limited to the campuses. The project is not proposing to make modifications to any roadways in the vicinity of the schools, with the exception of a new driveway at Argonaut High School from Stony Creek Road. This new driveway would require an encroachment permit from the city of Jackson. City of Jackson would review the design and connection of the new driveway and would ensure that the design and construction of the new driveway would not interfere with the movement of vehicles along Stony Creek Road. Therefore, the Project would not hinder the county's ability to maintain adequate regional and local transportation facilities.

Goal CM-2: Maintain a safe, efficient, and comprehensive traffic circulation system.

- The Project does not interfere with the county's policy to plan, build, and maintain a multi-modal and hierarchical transportation system. The location of the schools is easily accessible through the existing transportation network, with close proximity to state routes, arterial and collector roadways, and transit stops near some of the schools.

Goal CM-3: Provide transportation alternatives to the automobile.

- The Project does not interfere or conflict with the county's priorities for the expansion of bicycle and pedestrian transportation, and transit improvements. The location of the schools is easily accessible through the existing transportation network, and thus supports the goal of building and maintaining a multi-modal transportation system.

Goal C-9: Maintain and improve air quality.

- The Project's context allows for a wide range of travel modes to and from school. Additionally, ACUSD provides a busing program that would continue to operate under the Project. The consolidation of schools also provides additional opportunities for carpooling. Therefore, the Project would not hinder the county's goal to improve and maintain air quality.

Goal C-10: Reduce GHG emissions associated with automobile travel, electrical power generation and energy use.

- The Project does not interfere with the county's priorities for Reducing GHG emissions. Related to automobile travel, while the project will increase the VMT per student, this increase doesn't necessarily hinder the county's ability to meet its transportation goals. The county is implementing effective strategies such as a school bus program, carpooling promotion, enhanced public transit options, and campuses and resources optimization. These measures are aligned with the county's broader objectives for transportation efficiency and GHG reduction.

Goal N-2: Minimize noise conflicts from transportation sources.

- The Project's land use context allows for a wide range of travel modes to and from the school which supports the county's goal to reduce traffic noise.

Goal LU-1: Attain a diverse and integrated mix of residential, commercial, agricultural, industrial, recreational, public, and open space land uses.

- The Project would occur on existing school campuses and does not change any existing land uses or public facilities. The Project would not interfere with any development patterns that support water quality objectives, protect agricultural land and natural resources, and minimizes environmental impacts.

Goal LU-12: Reduce fire risks to existing and future structures.

- **Policy LU-12.2:** Ensure that new roadways meet county standards for firefighting access. These standards include minimum width, surface, grade, radius, turnaround, turnout, and bridge standards, as well as limitations on one-way roads, dead-end roads, driveways, and gate entrances.
 - The Project provides onsite improvements that enhance the traffic circulation and contribute to the offsite facilities. Since no roadway improvements are proposed as part of the Project, the Project does not interfere with the goal of reducing fire risks to existing and future structures.

The transportation-related goals and a discussion of whether the project would conflict with them in the RTP include:

Goal 1A: Implement improvements to all modes of transportation that are needed to reduce congestion and improve mobility, optimize connectivity, enhance safety, preserve existing infrastructure, communities, and environment, and support socio-economic development throughout the region.

- The Project does not interfere with the county's priorities for the expansion of bicycle and pedestrian transportation, and transit improvements because it is not proposing to make changes to existing facilities and thus supports the county's economic development.

Goal 1B: Integrate improvements to all modes of transportation in a way that supports Amador County's economic development and enhances the integrity of its rural character, communities, and environment.

- **Policy 1A:** The ACTC will actively help implement a diverse program of improvements across each mode of transportation that can help meet all of the region's transportation needs to the greatest extent possible.
 - The Project does not interfere with the county's improvements to different modes of transportation because it's not proposing to make any changes to the existing models of transportation.
- **Policy 1B:** ACTC recommends that the cities and county require new development to provide onsite facilities or otherwise contribute toward offsite facilities that can help minimize or otherwise mitigate their traffic impacts by encouraging people to walk, bike, use transit, rideshare, or otherwise reduce their reliance on private automobile.
 - The Project provides onsite improvements that enhance the traffic circulation and contribute to the offsite facilities. Further, the county is promoting school bus programs, rideshare, public transit options, and campuses and resources optimization.

- **Policy 2A:** The ACTC will use its regional traffic model, GIS mapping tools, engineering consultants, and any relevant data and/or public input needed to determine the location, purpose, need, preliminary design, and cost estimate for the RTP's planned improvements.
 - The Project doesn't interfere with ACTC's use of regional traffic models and other tools to determine the location, purpose, need, and cost estimate for RTP's planned transportation improvements.
- **Policy 2C:** ACTC recommends that the cities and county require new development within their jurisdictions that may have potentially significant traffic impacts on the regional transportation system to be fully analyzed by a project-specific traffic impact study or by a traffic impact study performed for a General Plan circulation element, provided that it is adequate and accurate in detail.
 - The Project fully complies with this policy and has conducted a comprehensive traffic impact analysis to assess potential impacts on the transportation circulation system.
- **Policy 2F:** ACTC recommends that the cities and county require new developments within their jurisdictions to fully mitigate their potential traffic impacts based on the categories below.
 - The Project does not interfere with funding mechanisms for needed transportation improvements and will work with the city, county, and appropriate agencies to determine its responsibility and fair share in the needed improvements.

Goal 6A: Improve opportunities for bicycle and pedestrian travel by providing a safe, functional, and convenient network of non-motorized transportation facilities throughout the region.

- Implementation of the Project would occur on ACUSD campuses and would not include off-site bicycle and pedestrian improvements. The Project would not interfere with the county or other jurisdiction's ability to improve bicycle and pedestrian networks.

Goal 6B: Fulfill the mobility needs of pedestrians and bicyclists in a manner that reduces pedestrian/bicycle/vehicle safety conflicts, improves modal connectivity, and enhances community character.

- **Policy 6A:** The ACTC will help the county, and Caltrans to implement the Goals, Policies, and Objectives identified in the adopted Amador Countywide Pedestrian and Bicycle Transportation Plan.
 - The Project does not interfere with the Amador Countywide Pedestrian and Bicycle Transportation Plan.
- **Policy 6B:** ACTC recommends that the cities and county incorporate planned pedestrian and bicycle improvements with any updates to their General Plan Circulation Elements, transportation Capital Improvement Programs, and local building standards.
 - The Project does not plan any pedestrian and bicycle improvements in the project locations.
- **Policy 6C:** The ACTC will help the cities, county, and Caltrans to incorporate planned pedestrian and bicycle improvements with the development and delivery of regional roadway projects identified in the RTP, city/county General Plan Circulation Elements, and transportation Capital Improvement Programs, and Caltrans' State Highway Operation and Protection Program (SHOPP) to the greatest extent feasible.
 - The Project does not include any pedestrian and bicycle improvements in the project locations.

- **Policy 6D:** ACTC recommends that the cities, county, and Caltrans incorporate planned pedestrian and bicycle improvements such as shoulder widenings with development and delivery of their roadway improvement projects.
 - The Project does not include any pedestrian and bicycle improvements in the project locations.

The transportation-related goals and a discussion of whether the project would conflict with them in the Lone General Plan include:

Goal CIR-1: Develop a roadway system that accommodates future land use at the desired level of service, coexists harmoniously with other travel modes (biking, walking, and golf carts), safeguards residential areas from excessive traffic, and enhances the quality, safety, and connectivity of the city's residential, Downtown, commercial, office, and industrial areas.

- The Project would occur on existing school campuses and does not change any existing land uses or public facilities. The Project would not interfere with any development patterns that enhance the quality, safety, and connectivity of the city's residential Downtown, commercial, office, and industrial areas.

GOAL CIR-2: Establish an extensive, complete, smooth, interconnected, and continuous pedestrian and bicycle network that is a safe and attractive option for local trips or recreation and that connects to the city's neighborhoods, parks and schools, employment areas, and retail centers.

- The Project would not interfere with the established bicycle networks.

GOAL CIR-4: Provide a circulation system that is properly maintained and maximizes safety for all users.

- The Project provides onsite improvements at Argonaut High School in the City of Jackson and Lone Jr. High School in the City of Lone that will improve internal circulation.

The transportation-related goals and a discussion of whether the project would conflict with them in the Jackson General Plan include:

CIRC-6a: Work with ACTC to implement the Amador Countywide Pedestrian and Bicycle Transportation Plan, and Pedestrian and Bicycle Design Guidelines and Recommended Standards.

- The Project does not interfere with the Amador Countywide Pedestrian and Bicycle Transportation Plan.

Goal 2: Promote effective transport of goods and safe and efficient movement of all segments of the population.

The Project does not interfere with the city's goal to promote effective transport of goods and safe and efficient movement of all segments of the population.

Goal 5: Provide effective and efficient public transportation and reduce automobile dependency.

- The Project does not interfere or conflict with the jurisdiction's priorities to provide effective and efficient public transportation. The location of the schools is easily accessible through the existing public transportation network, and thus supports the goal of reducing automobile dependency.

Goal 6: Provide a safe, comprehensive, and integrated circulation system for non-motorized transportation.

- o Implementation of the Project would occur on ACUSD campuses and would not include off-site bicycle and pedestrian improvements. The Project would not interfere with the jurisdiction's ability to improve bicycle and pedestrian networks.

The transportation-related goals and a discussion of whether the project would conflict with them in the Sutter Creek General Plan include:

Goal C-1: The primary goal of the city of Sutter Creek Circulation Element is to ensure that public safety and adequate levels of service are maintained through a variety of available modes of transportation as the city grows.

- o The Project does not interfere with the city's primary goal of circulation element.

Since the Project would not make off-site improvements that would conflict with planned programs and plans and would also not conflict with policies governing the local circulation system, it would not result in a significant impact and no mitigation measures would be required.

TRAF-2 The proposed project would conflict with or be inconsistent with CEQA Guideline section 15064.3, subdivision (b). This would be considered a potentially significant impact.

The project's potentially significant impacts on Vehicle Miles Traveled (VMT) were identified by comparing the VMT per student under existing conditions to the VMT per student with the project. An increase in VMT per student was considered to be a significant impact. Based on this criterion, the project was found to have a significant impact.

The relocation and consolidation of students as a result of the Project would result in the VMT per student increasing from 10.8 miles to 11.4 miles representing a 5.2% increase. Since VMT per student increases compared to existing conditions, the Project has a significant impact. Mitigation Measure TRAF-1 would require the implementation of a Transportation Demand Management (TDM) plan. Implementation of Mitigation Measure TRAF-1 may reduce the increase in VMT per student. However, the Project impact would remain significant and unavoidable because the effectiveness of a TDM Plan in reducing the number of Project trips cannot be adequately quantified to ensure Project impacts would be fully mitigated.

Mitigation Measure TRAF-1: Develop and implement a Transportation Demand Management (TDM) plan that would encourage carpooling among students or use of alternative modes (bicycle, pedestrian, and transit). Elements of a TDM plan can consist of the following measures:

- Distribution of information concerning alternative transportation options
- Hiring a travel demand management coordinator to administer the TDM program
- Develop and implement a ridesharing or carpooling program for students. The ridesharing "School Pool" program will help to match parents to transport students to/from campus
- Encourage the additional use of school buses

Implementation of Mitigation Measure TRAF-1 may reduce the increase in VMT per student. However, the Project impact would remain significant and unavoidable because the effectiveness of a TDM Plan in reducing the number of Project trips cannot be adequately quantified to ensure Project impacts would be fully mitigated.

Significance After Mitigation: Significant and Unavoidable

TRAF-3 The proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). This would be considered a less than significant impact.

The Project does not represent an incompatible traffic/transportation use and is located in close proximity to other operating schools. The Project is not proposing to make off-site improvements to the local transportation network that would result in sharp curves, dangerous intersections, or other hazards. The only proposed improvement is a new driveway at Argonaut High School from Stony Creek Road, which would require an encroachment permit from the city of Jackson. The city of Jackson would review the design and connection of the new driveway and would ensure that the design and construction of the new driveway would not interfere with the movement of vehicles along Stony Creek Road. Therefore, the Project would not increase hazards due to geometric design feature.

The design of the proposed internal drive aisles, access driveways, and other circulation improvements would be required to adhere to the California Department of Education (CDE) guidelines for site design and circulation. Compliance with CDE's established design standards and implementation of signage and pedestrian circulation features to be implemented by the cities would ensure that hazards due to design features would not occur and that the placement of the circulation improvements would not create a conflict for motorists, pedestrians, or bicyclists traveling within or around the project site.

Since the Project would occur on existing school campuses and is not incompatible with surrounding land uses, there are no off-site improvements, and all on-site improvements would be made adhering to the latest design standards for CDE preventing hazardous conditions (and the city of Jackson for Argonaut High School), the Project would not result in a significant impact and no mitigation measures would be required.

TRAF-4 The proposed project would not result in inadequate emergency access. This would be considered a less than significant impact.

Emergency response requires a balance of emergency response time and evacuation needs with other community concerns, such as Urban Design and traffic calming. The onsite improvements proposed at Argonaut High School include longer driveways with more drop-off/pick-up area lengths which in turn improve internal circulation, reduce external congestion, and improve emergency access. Similarly, the expansion of onsite drop-off/pick-up areas proposed at Lone Jr. High School will improve internal circulation and improve emergency access. The improved pick-up/drop-off area at Argonaut High School and Lone Jr. High School is delineated and has one lane at the loading area so the school students do not have to cross multiple lanes to get into their cars. Since no roadway improvements are proposed as part of the Project, impacts would be less than significant, and no mitigation would be required.

Appendices

This page intentionally left blank.