

Speaker's Kit

*Prepared for Caltrans District 10
as part of the SR 49 Public Engagement Process
by MIG, Inc.*



February 2011

Introduction

Between June 2009 and November 2010, Caltrans District 10, in coordination with MIG, Inc., conducted a variety of public outreach activities to support the development of the State Route 49 Transportation Concept Report (SR 49 TCR). State Route 49, the Golden Chain Highway, is a north/south 295-mile route originating at SR-41 in Oakhurst in Madera County and ending at SR-70 near Vinton in Plumas County. In District 10, SR-49 traverses Mariposa, Tuolumne, Calaveras, and Amador Counties; these four counties comprise the study area for the TCR.

In addition to the stakeholder and public outreach activities conducted to develop the draft TCR, the work program called for creation of a Speaker's Kit to assist District staff and Project Development Team members in further engaging community members. To this end, this kit includes:

- Sample Workshop Checklist
- Sample PowerPoint
- Sample Fact Sheet

Source files for each have been provided to District 10 to allow the materials to be modified as necessary before presentation to the public.

APPENDIX A: Sample Workshop Checklist

Workshop Checklist

See Reverse for:

- Room Setup
- Refreshments
- Audio/Video

Event Information

Workshop Name: _____

Workshop Date: _____

Workshop Location: _____

Workshop Time: _____

Map attached

Location Contact/☎: _____

Project Information

Project Name: _____

Project Number: _____

Client Contact/☎: _____

Task Number: _____

Project Manager: _____

Staff Attending: _____

Handout Materials

Item	Quantity	Responsibility
<input type="checkbox"/> Agenda		
<input type="checkbox"/> Comment Form		
<input type="checkbox"/> Sign-in sheets		
<input type="checkbox"/> Fact Sheet		
<input type="checkbox"/> PowerPoint slides		
<input type="checkbox"/>		
<input type="checkbox"/>		

Display/Presentation Materials

Item	Quantity	Responsibility
<input type="checkbox"/> Display Boards		
<input type="checkbox"/> Name tags		
<input type="checkbox"/> Directional signs		
<input type="checkbox"/> Cardboard wall		
<input type="checkbox"/> Extra community maps		
<input type="checkbox"/>		
<input type="checkbox"/>		

Supplies

Item	Quantity	Responsibility	Item	Quantity	Responsibility
<input type="checkbox"/> Name Tags			<input type="checkbox"/> Flip Chart pads		
<input type="checkbox"/> Table Tents			<input type="checkbox"/> Easels		
<input type="checkbox"/> Wallgraphic Paper			<input type="checkbox"/> Scissors		
<input type="checkbox"/> Pens + Baskets			<input type="checkbox"/> Masking Tape		
<input type="checkbox"/> Post-its			<input type="checkbox"/> Duct Tape		
<input type="checkbox"/> Index Cards			<input type="checkbox"/> Scotch Tape		
<input type="checkbox"/> Markers			<input type="checkbox"/>		
<input type="checkbox"/>			<input type="checkbox"/>		

ROOM SETUP

Audio/Visual Materials

Item	Quantity	Responsibility
<input type="checkbox"/> Computer		
<input type="checkbox"/> Screen		
<input type="checkbox"/> LCD Projector		
<input type="checkbox"/> Projector Remote		
<input type="checkbox"/> Power Strips		
<input type="checkbox"/> Extension Cords		
<input type="checkbox"/> Sound system		
<input type="checkbox"/> Microphones		
<input type="checkbox"/> Digital Camera		

Refreshments

Item	Quantity	Responsibility
<input type="checkbox"/> Beverages		
<input type="checkbox"/> Food		
<input type="checkbox"/> Cups		
<input type="checkbox"/> Plates		
<input type="checkbox"/> Napkins		
<input type="checkbox"/> Utensils		
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		

APPENDIX B: Sample PowerPoint Presentation



**SR-49 TCR
Community Workshop
Amador County**

November, 2010

tcrcaltrans

CALTRANS DISTRICT 30
transportation concept report



Agenda

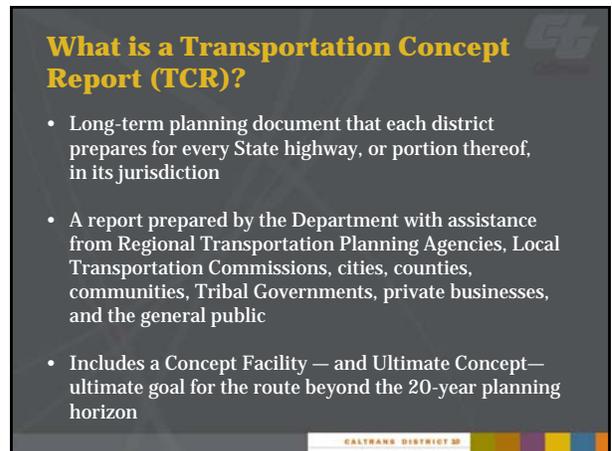
- Introduction
- TCR Overview Presentation and Discussion
- TCR Questions and Comments
- Summary & Next Steps

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TCR Overview Presentation & Discussion

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What is a Transportation Concept Report (TCR)?

- Long-term planning document that each district prepares for every State highway, or portion thereof, in its jurisdiction
- A report prepared by the Department with assistance from Regional Transportation Planning Agencies, Local Transportation Commissions, cities, counties, communities, Tribal Governments, private businesses, and the general public
- Includes a Concept Facility — and Ultimate Concept— ultimate goal for the route beyond the 20-year planning horizon

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A TCR is not...

- A funding document that provides money for specific projects
- An environmental document that conducts and environmental review for specific projects
- A design document that identifies specific features

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What a TCR Does

- Reviews current and future traffic conditions, and land use
- Considers multimodal alternatives such as transit services, bicycle and pedestrian facilities, railways, seaports, airports and highways
- Identifies planned projects and recommends future improvements
- Determines Route Concept

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Primary Highway Modes (included in a multimodal analysis)

- Automobile
- Bicycle
- Bus
- Pedestrian
- Truck



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Highway Modes included in the SR-49 TCR effort analysis

- Automobiles
- Trucks



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Context, Issues & Opportunities Along SR-49

Project Limits

- Stretches from Mariposa County line to Amador County line
- Also includes Calaveras and Tuolumne Counties



Route Concept = LOS + Facility

Concept Facility

- The facility needed to meet the Concept Level of Service (LOS) in the 20 year planning horizon.

Ultimate Transportation Corridor (UTC)

- The facility needed beyond the 20 year planning horizon to ensure that adequate right-of-way is preserved for ultimate facility projects.

Example of LOS by Mode for Urban Roadways

Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B				
C/D				
E/F				

Example from 2009 FDOT Quality/Level of Service Handbook

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Peak Hour Congestion



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Route Concept

- Concept LOS

LOS C in Rural Areas

Source: 2000 Highway Capacity Manual, LOS Criteria for Two-Lane Highways in Class 1
Stable traffic flow, but less freedom to select speed, change lanes or pass.

Minimal delays

LOS D in Urban Areas

Source: 2000 Highway Capacity Manual, LOS Criteria for Two-Lane Highways in Class 1
Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult.

Minimal delays

Interregional Road System

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Planning Considerations

- Governor's Strategic Growth Plan
- California Transportation Plan
- Caltrans Mission Statement:

“Improve Mobility Across California”



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Other Community Planning Considerations

- Context Sensitive Solutions
- Main Street Design and Operation
- Safety Conscious Planning
- Complete Streets

“The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Developing a network of “complete streets” requires collaboration among all Department functional units and stakeholders to establish effective partnerships.”

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Regional and State Transportation Plans

2004 Amador County Transportation Commission Plan (RTP)

- Tier I: Short Term (funded)
- Tier II: Long Term (not funded yet)

2009 Caltrans Ten Year State Highway Operations and Protection Program (SHOPP)

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Local Transportation Plans

- Amador County Transportation Commission 2004 (2010 RTP Update currently underway)
- Amador County General Plan
- City of Ione General Plan
- City of Jackson General Plan
- City of Plymouth General Plan
- Plymouth Circulation Improvement Program (Community Based Transportation Planning grant)
- City of Sutter Creek General Plan

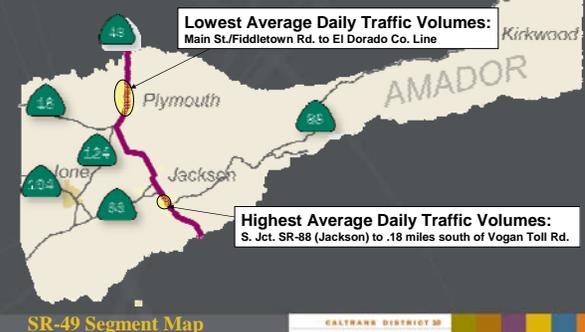
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SR-49 Planned Improvements

- Regional/Local plans to address existing and future congestion on SR-49
- Operational Improvements
- Bicycle and Pedestrian
- Transit
- Intelligent Transportation System Elements

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2007 Highest and Lowest Average Daily Traffic Volumes on SR-49 in Amador County



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Existing and Future Traffic Projections

2007 Average Daily Traffic (Range low to high)

2,200	Main St./Fiddletown Rd. to El Dorado Co. Line
21,550	S. Jct. SR-88 (Jackson) to .18 miles south of Vogan Toll Rd.

2007 Average Daily Truck Volume (Range low to high)

205	Main St./Fiddletown Rd. to El Dorado Co. Line
1,590	French Bar Rd. (Jackson) to S. Jct. SR-88 (Jackson)

2030 Average Daily Traffic (Range low to high)

3,200	Main St./Fiddletown Rd. to El Dorado Co. Line
31,450	S. Jct. SR-88 (Jackson) to .18 miles south of Vogan Toll Rd.

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Existing and Future Peak Hour Traffic Projections

2007 Peak Hour Traffic (Range low to high)

245	Main St./Fiddletown Rd. to El Dorado Co. Line
2,120	.18 miles south of Vogan Toll Rd. to N. Jct. SR-88 (Martel)

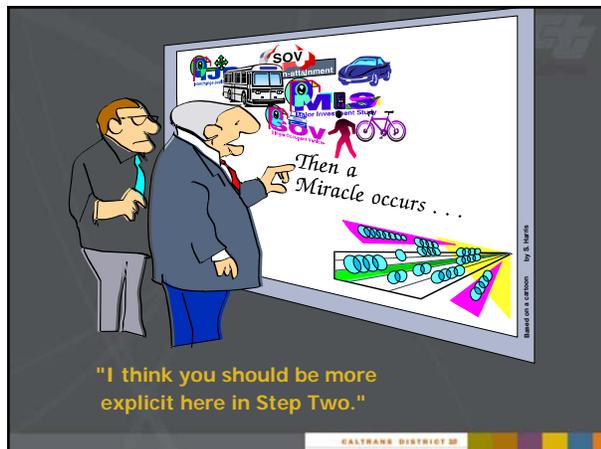
2007 Truck Volume Percent of Total ADT

5.7	Jct. SR-104 (Sutter Hill) to Valley View Rd.
9.4	Main St./Fiddletown Rd. to El Dorado Co. Line

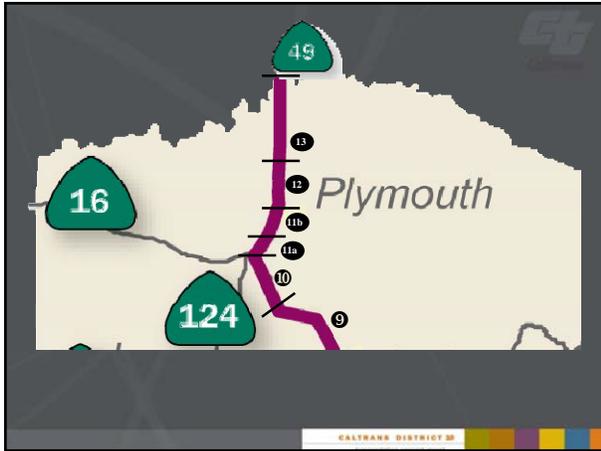
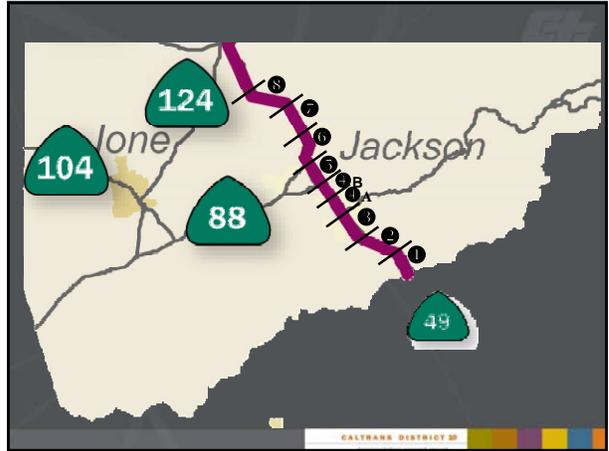
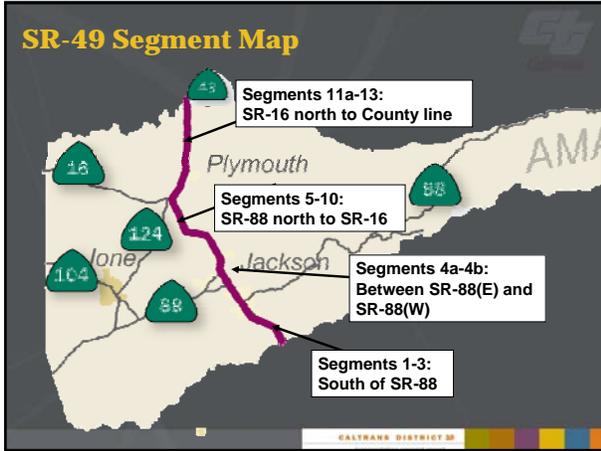
2030 Peak Hour Traffic

360	Main St./Fiddletown Rd. to El Dorado Co. Line
3,095	.18 miles south of Vogan Toll Rd. to N. Jct. SR-88 (Martel)

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SR-49 Segment Map



SR-49 Concept Facility

Segment	Concept Facility	Ultimate Transportation Concept
1	2 Lane Conventional Hwy	2 Lane Conventional Hwy
2		
3		
4a	4 Lane Conventional Hwy	4 Lane Conventional Hwy
4b		
5		
6	4 Lane Expressway	4 Lane Expressway
7		
8		
9	2 Lane Conventional Hwy	2 Lane Conventional Hwy
10		
11a		
11b	4 Lane Conventional Hwy	4 Lane Conventional Hwy
12		
13	2 Lane Conventional Hwy	2 Lane Conventional Hwy

Segment 1 (Rural) Amador Co. Line to Scottsville Drive



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
5,900	8,600	5,900	8,600
Peak Hour	Peak Hour	Peak Hour	Peak Hour
590	860	590	860
LOS B	LOS C	LOS B	LOS C

CONCEPT FACILITY
2 Lane Conventional Hwy

ULTIMATE TRANSPORTATION CONCEPT
2 Lane Conventional Hwy

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Segment 2 (Urban) Scottsville Drive to French Bar Rd. (Jackson)



HIGHPLAN LOSPLAN Software	
2007	2030
AADT	AADT
9,750	14,200
Peak Hour	Peak Hour
995	1,450
LOS C	LOS C

CONCEPT FACILITY
2 Lane Conventional Highway

Planned Improvements –

Short Term
RTP Tier I –
Intersection Improvements at: SR-49 at French Bar Road

Long Term
RTP Tier II –
Widen to 5 lanes from Broadway to French Bar Rd.
*subject to change in current RTP process

ULTIMATE TRANSPORTATION CONCEPT
2 Lane Conventional Highway

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Segment 3 (Urban) French Bar Rd. (Jackson) to S. Jct. SR-88 (Jackson)



HIGHPLAN LOSPLAN Software	
2007	2030
AADT	AADT
17,300	25,250
Peak Hour	Peak Hour
1,780	2,600
LOS B	LOS B

CONCEPT FACILITY
4 Lane Conventional Hwy

PLANNED IMPROVEMENTS
Short Term
State Highway Operations and Protection Program (Ten Year SHOPP)
Performance Measurement System (PeMS) NB SR-49 north of Jackson, South Jct. SR-88
PeMS SB SR-49 south of Jackson, South Jct. SR-88

RTP Tier I
SR-49 at French Bar Rd. Intersection Improvement

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Conventional Hwy

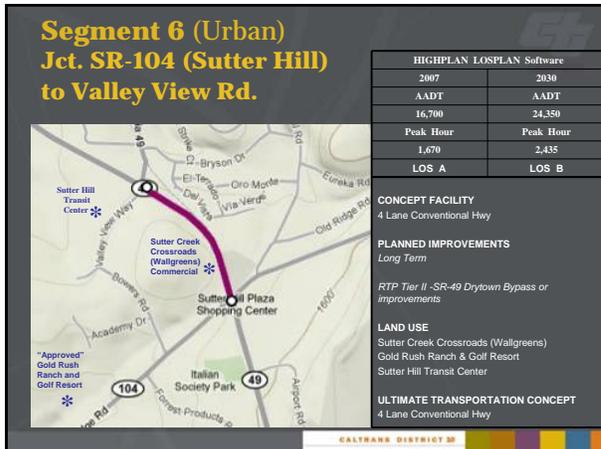
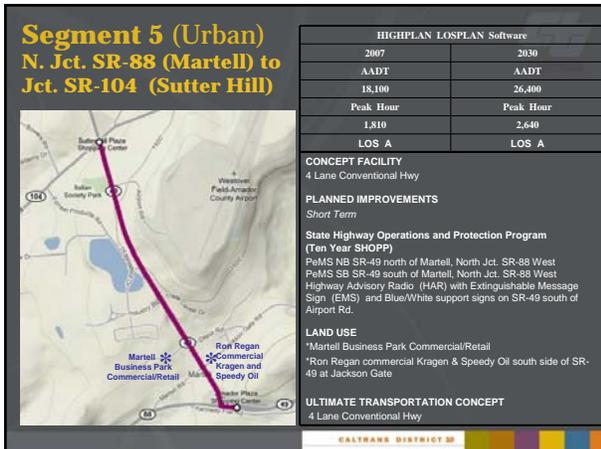
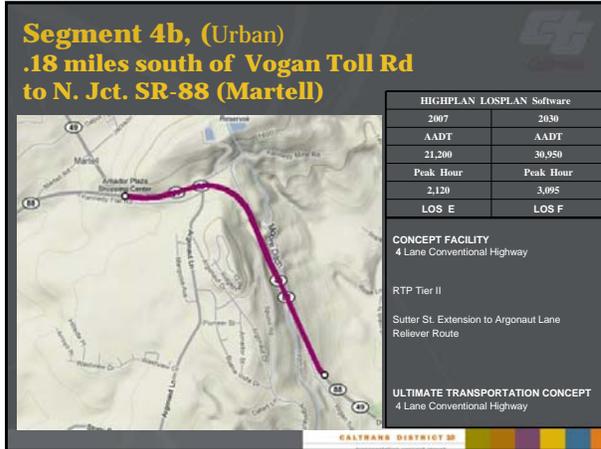
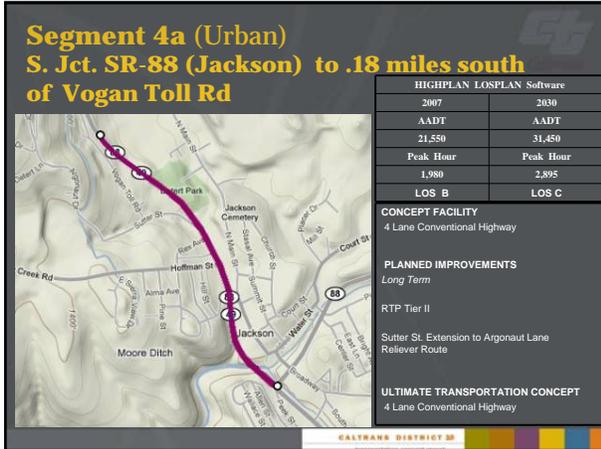
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Control Characteristics



▲ Jim Plantholt of Fort Walton Beach, Fla., no doubt saw red when he first spotted this sign in his town.

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Segment 7 (Rural/Urban) Valley View Rd. to Sutter Ione Rd.



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AAADT	AAADT	AAADT	AAADT
14,800	21,600	14,800	21,600
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,525	2,225	1,525	2,225
LOS D	LOS E	LOS C	LOS D

CONCEPT FACILITY
4 Lane Expressway

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Expressway

Segment 8 (Rural) Sutter Ione Rd. to Tonzi Rd.

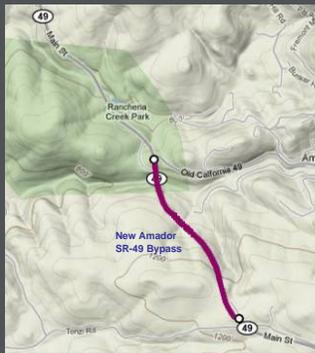


Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AAADT	AAADT	AAADT	AAADT
12,650	18,450	12,650	18,450
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,340	1,900	1,340	1,900
LOS D	LOS E	LOS C	LOS D

CONCEPT FACILITY
4 Lane Expressway

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Expressway

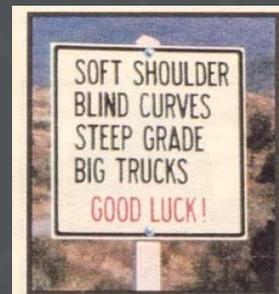
Segment 9 (Rural) Tonzi Rd. to end of Amador Bypass



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AAADT	AAADT	AAADT	AAADT
11,550	16,850	11,550	16,850
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,260	1,835	1,260	1,835
LOS D	LOS E	LOS C	LOS D

CONCEPT FACILITY
4 Lane Expressway

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Expressway



▲ Walter Youngquist of Eugene, Ore., saw this in central Oregon. He was lucky (or he turned around).

Segment 10 (Rural) End of Amador Bypass to Jct. SR-16



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
10,900	15,900	10,900	15,900
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,220	1,780	1,220	1,780
LOS D	LOS E	LOS C	LOS C

CONCEPT FACILITY
4 Lane Conventional Highway

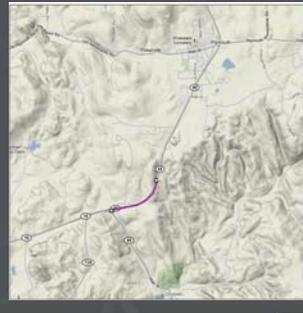
PLANNED IMPROVEMENTS
Short Term

Long Term
RTP Tier II
*Passing Lane northbound on SR-49 between Drytown & SR-16
*Drytown Bypass

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Conventional Highway



Segment 11a (Rural) Jct. SR-16 to 0.74 miles north of Jct. SR-16



HIGHPLAN LOSPLAN Software	
2007	2030
AADT	AADT
11,400	16,650
Peak Hour	Peak Hour
1,095	1,600
LOS C	LOS

CONCEPT FACILITY
2 Lane Conventional Highway

ULTIMATE TRANSPORTATION CONCEPT
2 Lane Conventional Highway



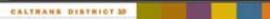
Segment 11b (Rural) 0.74 miles north of Jct. SR-16 to Bush St. (Plymouth)



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
11,400	16,650	11,400	16,650
Peak Hour	Peak Hour	Peak Hour	Peak Hour
1,095	1,600	1,095	1,600
LOS D	LOS D	LOS C	LOS C

CONCEPT FACILITY
4 Lane Conventional Highway

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Conventional Highway



Segment 12 (Rural) Bush St. (Plymouth) to Main St./Fiddletown Rd.

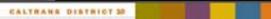


Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AADT	AADT	AADT	AADT
8,000	11,700	8,000	11,700
Peak Hour	Peak Hour	Peak Hour	Peak Hour
825	1,205	825	1,205
LOS C	LOS D	LOS B	LOS C

CONCEPT FACILITY
4 Lane Conventional Highway

PLANNED IMPROVEMENTS
Short Term
Local (City's project, with Caltrans Oversight)
SR-49 and Main St. Intersection Improvement

ULTIMATE TRANSPORTATION CONCEPT
4 Lane Conventional Highway



Segment 13 (Rural)

Main St./Fiddletown Rd. to El Dorado Co. Line



Highway Capacity Software		HIGHPLAN LOSPLAN Software	
2007	2030	2007	2030
AAADT	AAADT	AAADT	AAADT
2,200	3,200	2,200	3,200
Peak Hour	Peak Hour	Peak Hour	Peak Hour
245	360	245	360
LOS A	LOS B	LOS A	LOS B

CONCEPT FACILITY
2 Lane Conventional Highway

PLANNED IMPROVEMENTS
Short Term

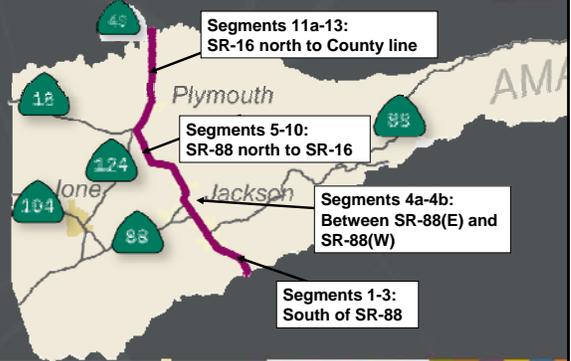
State Highway Operations and Protection Program
(Ten Year SHOPP)

•PeMS NB/SB on SR-49 south of Amador/El Dorado County Line

ULTIMATE TRANSPORTATION CONCEPT
2 Lane Conventional Highway

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SR-49 Segment Map



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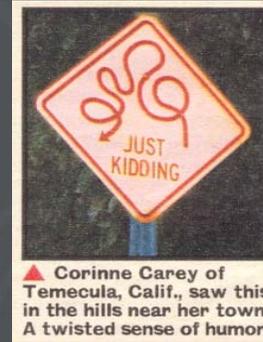
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SR-49 Concept Facility

Segment	Concept Facility	Ultimate Transportation Concept
1	2 Lane Conventional Hwy	2 Lane Conventional Hwy
2		
3		
4a	4 Lane Conventional Hwy	4 Lane Conventional Hwy
4b		
5		
6		
7	4 Lane Expressway	4 Lane Expressway
8		
9		
10		
11a	2 Lane Conventional Hwy	2 Lane Conventional Hwy
11b	4 Lane Conventional Hwy	4 Lane Conventional Hwy
12	4 Lane Conventional Hwy	4 Lane Conventional Hwy
13	2 Lane Conventional Hwy	2 Lane Conventional Hwy

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Where do we go from here?



▲ Corinne Carey of Temecula, Calif., saw this in the hills near her town. A twisted sense of humor.

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TCR Development Process

1. Development of Summary Working Document
In Progress
2. Revise Summary Working Document (Draft TCR)
Fall, 2010
3. Circulate Draft for Review and Comment
Spring, 2011
4. Final Draft Circulation for Signature
Spring, 2011
5. Maintenance of Plan
Ongoing

CALTRANS DISTRICT 10

For More Information...

Betty Kibble

District 10 Office of
System Planning and Goods Movement

209-948-3929

betty_kibble@dot.ca.gov

Caltrans District 10 Planning Website:

<http://www.dot.ca.gov/dist10/divisions/Planning/advancedplanning/pages/tcrs.html>

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APPENDIX C: Sample Fact Sheet

49 Fact Sheet

STATE ROUTE 49 transportation concept report



SR-49: California's Golden Chain

The Golden Chain Highway, SR-49 is a north/south 295 mile route originating at SR-41 in Oakhurst in Madera County and ending at SR-70 near Vinton in Plumas County. In District 10, SR-49 traverses Mariposa, Tuolumne, Calaveras, and Amador Counties (see corridor map on back page). SR-49 links the communities in the Sierra Nevada foothills known as the "Mother Lode" in California's Gold Country. It is the "Main Street" for many Sierra Mountain towns and communities. It leaves District 10 at the Amador/El Dorado county line north of the city of Plymouth. In addition to being used by Sierra Nevada commute traffic, SR-49 is also a highly desirable recreation and tourism route with considerable weekend traffic.

SR-49 TCR Elements

- Current and Future Traffic Projections
- Major Land Uses along the Route
- Planned and Programmed Improvement Projects, including: Complete Street opportunities, Transit, Bike and Pedestrian Plans
- Route Concept

Project Schedule

January 2010

Draft TCR Developed

Summer 2010

Draft TCR Public Review

Fall 2010

Update Draft TCR

February 2011

TCR Review and Completion

Corridor Mobility Challenges

SR-49 is a significant interregional connector for natural resource based product shipments, including lumber and mining, and travelers seeking tourist and recreational destinations. The corridor also serves as a vital link to regional employment centers in neighboring counties in the Central Valley, and Sierra Foothills. Safety, mobility, and capacity are major issues on the SR-49 corridor. Other mobility challenges identified to date include:

- Congestion in local communities due to on-street parking and numerous private driveway intersections, and encroachments on state highways,
- Highway not widened to four-lanes with standard shoulders in appropriate areas,
- Limited parallel roadway capacity,
- Lack of cost-effective transit services for a dispersed population,
- Land use constraints at the airport; and
- Lack of a consistent network of bike paths and pedestrian facilities which link communities and visitor attractions to encourage the use of alternative transportation modes.

Understanding TCRs

A Transportation Concept Report (TCR) is a long range planning document that identifies concepts for how the corridor will be developed and managed over a 20-year period. The TCR will articulate a vision for the future of the route and be used to identify needed road improvements.

A TCR is developed to:

- Review current and future traffic conditions and land use,
- Consider multimodal alternatives such as transit services, bicycle and pedestrian Facilities, railways, airports and highways,
- Identify planned projects and recommend future improvements; and
- Determine a Route Concept.

The TCR is developed by the Department with assistance from Regional Transportation Planning Agencies, Local Transportation Commissions, cities, counties, communities, Tribal Governments, private businesses, and the general public. The TCR incorporates community values, and uses the best historical, technical, and statistical data available.

A TCR is NOT:

- A funding document that provides money for specific projects,
- An environmental document that conducts an environmental review for specific projects; or
- A design document that identifies specific features.

Related Efforts

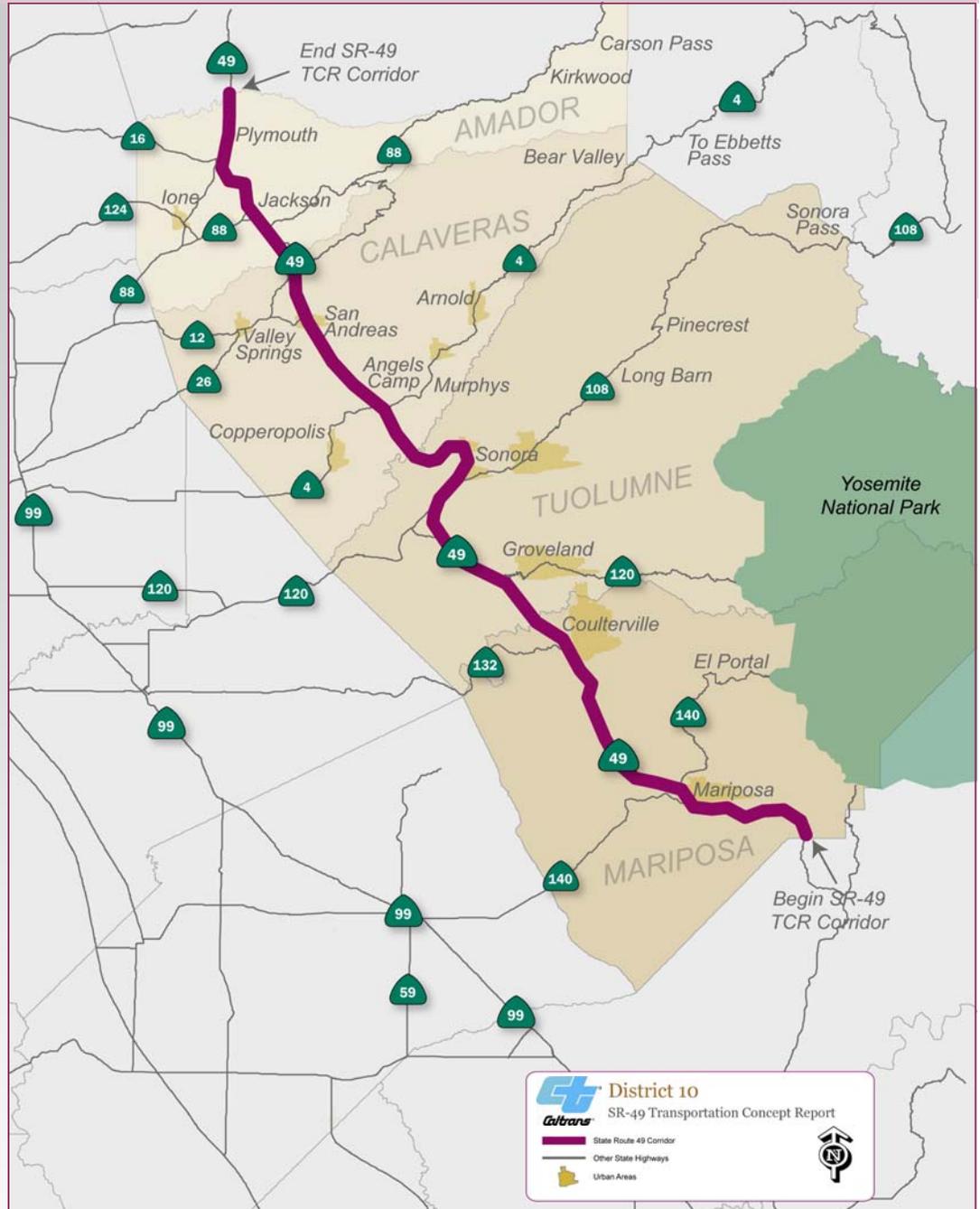
The TCR is related to a number of recently approved planning efforts or efforts in progress, including:

- Mariposa County 2008 Final RTP Update
- Tuolumne County 2006/2007 RTP Update
- Tuolumne County Blueprint
- Calaveras Council of Governments 2007 RTP Update
- Calaveras County Blueprint
- Angels Camp Bypass
- City of Angels Camp Bypass SR-49 Access Management Plan
- City of Angels Camp Current General Plan
- San Andreas Rural Mobility Plan
- Amador County 2004 RTP Update
- Amador County Blueprint
- Amador County General Plan Update

Core Stakeholders

The development of the SR-49 TCR is guided by a Core Stakeholder team, including:

- Caltrans District 10
- Mariposa County Local Transportation Commission (MCLTC)
- Tuolumne County Transportation Council (TCTC)
- Calaveras Council of Governments (CCOG)
- Amador County Transportation Commission (ACTC)
- Tribal Governments and Native American communities



If you would like a complete list of core stakeholders including Tribal Governments and Native American communities or have any questions regarding the TCR, please contact District 10 **Lynn O'Connor**, Office of System Planning and Goods Movement Chief at 209-948-3975, lynn_oconnor@dot.ca.gov or **Betty Kibble**, Associate Transportation Planner at 209-948-3929, betty_kibble@dot.ca.gov

Upon completion, the Draft SR 49 TCR will be available online at:

<http://www.dot.ca.gov/dist10/divisions/Planning/advancedplanning/pages/tcrs.html>