



INTRODUCTION

Circulation refers to the ability of people and goods to safely and efficiently move about the community. Mobility is essential to a community's success and quality of life for its residents. Ione faces several circulation challenges with congestion and hazards resulting from truck traffic traveling through downtown Ione on State Routes 104 and 124, and disconnected and limited pedestrian and bicycle facilities.

Please turn to Page 4-2 for a complete listing of contents covered in this Element, with page number references.

The City will build a circulation system that makes it easier and safer to move throughout the City by focusing on developing a region-serving roadway connection which does not pass through downtown, and by developing a network of pedestrian and bicycle routes throughout the community.



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VISION

An efficient and accessible transportation system in Ione will enhance commerce, increase safety, and encourage pedestrian, equestrian, bicycle, and golf cart traffic. The roadway network will be designed to accommodate the City's growth needs and to serve residents, visitors, and businesses. The transportation network will provide options to accommodate both local traffic through the City and regional truck traffic around the City to enhance circulation, decrease traffic congestion, and increase safety in and around Ione. Pedestrian, bicycle, and equestrian linkages will be integrated into the circulation system.

PURPOSE

The Circulation Element describes existing and future transportation conditions and systems. The Element establishes goals, policies, and actions that will guide the City's circulation system, including the roadway network and bicycle and pedestrian facilities. The text, maps, and diagrams in this Element are the basis for the development of the City's transportation network.

RELATED PLANS AND PROGRAMS

The Circulation Element relates closely to several other plans and programs, including the following:

Amador County Transportation Commission (ACTC) and the Amador County Pedestrian and Bicycle Transportation Plan

ACTC serves as the Regional Transportation Planning Authority for Amador County. The primary responsibilities of the ACTC include the administration of Transportation



Development Act funds and other state and federal transportation funding within Amador County. ACTC works in partnerships with other agencies and municipalities within its jurisdiction including the County and the cities of Ione, Jackson, Amador City, Plymouth and Sutter Creek. ACTC facilitates implementation of the Countywide Regional Transportation Plan and the Amador County Pedestrian and Bicycle Transportation Plan.

West Ione Roadway Improvement Strategy (WIRIS)

The West Ione Roadway Improvement Strategy (WIRIS) is a planned project for creating a backbone roadway system on the west side of the City. This new system of roadways will help alleviate congestion, improve safety, improve quality of life, and enhance economic development by improving current operations as well as accommodating future traffic volumes forecast for the area in and around the City of Ione. WIRIS improvements consist of a combination of a new roadways and improvements to existing roadways.

Proposed bikeway and sidewalk projects list (City of Ione, 2008)

The City has a list of proposed bikeway and sidewalk projects that includes 31 sidewalk improvements and 20 bike lane improvements. The majority of these facilities are proposed for the downtown area.

Amador Rapid Transit System (ARTS)

Bus service in the region is provided by the Amador Rapid Transit System (ARTS). Bus service is available between Ione, Sutter Hill, and Camache, with several stops in Ione, including Downtown. ARTS also provides bus service into Sacramento.

Safe Route to School Program (SR2S)

SR2S is a grant program that helps fund the construction of sidewalks where there are none in locations that provide routes to schools.

Dial-A-Ride Program

A Dial-A-Ride Program provides bus riders, residents, and visitors with vanpool transportation within the City.

Capital Improvement Plan (CIP)

The City uses a Capital Improvement Plan (CIP) to prioritize and fund circulation improvements. Local and regional impact fees are used to fund vehicular and non-vehicular improvements.



More information about these plans and studies is provided in the General Plan Update Background Report, Appendix A.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element is a mandatory element of the General Plan that is closely related to several of the other elements of this General Plan. It addresses the circulation system as necessitated by the increase in development described in the Land Use Element. Trails, bikeways, and pedestrian paths are discussed in conjunction with the Conservation and Open Space Element. The Circulation Element also relates to the Noise and Safety Element with regard to increasing safety for pedestrians, bicyclists, and motorists and minimizing noise impacts from vehicle traffic. Issues, goals, policies, and actions related to infrastructure as required by the State General Plan Guidelines are addressed in the Public Facilities Element. Where appropriate, cross-references are provided to alert the reader to the applicable policies or actions in other elements.

SETTING, ISSUES, AND CONSIDERATIONS

ROADWAYS

Figure 4-1 displays the major roadways within the Planning Area, along with the functional classification for each roadway as a State Route or local route. State Routes 104 and 124 run through downtown Ione and serve as truck routes. Through the downtown, these routes are narrow for trucks, with on-street parking and tight turns in key locations, causing safety hazards and impairing circulation in Ione. The West Ione Roadway Improvement Strategy (WIRIS) identifies improvements to the City circulation system on the west side of the City that address circulation in and around the City and improve safety.

PUBLIC TRANSIT

Bus service in the region is provided by the Amador Rapid Transit System (ARTS) and a Dial-A-Ride Program is available. Bus service is available on weekdays, with no service currently available on weekends. (Please see Related Plans and Programs section earlier in this Element for more information about these services).

PARK AND RIDE LOTS

Park and Ride Lots are parking lots (typically free) where commuters park their vehicles and transfer to public transportation or a carpool to continue their commute. The City's Park and Ride lot is located on the northwest corner of the intersection of West Main Street and South Sacramento Street.



PEDESTRIAN AND BICYCLE ROUTES

The City currently has bicycle lanes along Shakeley Lane from Fairway Drive to east of Oak Street. The City has a list of proposed bikeway and sidewalk projects. The majority of these facilities are proposed for the downtown area and around schools to provide safe bicycle and pedestrian routes for students to walk or bike to school.

RAILROADS

Ione has one major freight railroad line, located in the southern and western edges of the City. This main line, owned by Union Pacific, connects the City to the main line in Galt. From this freight line, there are several spur lines that connect to industrial property south of the City. Many of these lines are privately owned and maintained. Where the Union Pacific line ends near Depot Road, it becomes the Amador Central line, which continues up to Martell.



Railroad Line

Implementation

The City uses a Capital Improvement Plan (CIP) to prioritize and fund circulation improvements. Local and regional impact fees are used to fund vehicular and non-vehicular improvements. Additional funding for the CIP comes from a variety of sources, including but not limited to State gas tax, grant funding from Caltrans, State and federal transportation funds, and in some cases, the City's General Fund.

ISSUES THIS ELEMENT ATTEMPTS TO SOLVE

The Circulation Element must address a wide variety of issues in order to improve the circulation conditions in Ione. The primary issues that this Element attempts to solve, which were identified during the preparation of the General Plan, are listed below.

- Improving traffic flow on existing roadways through roadway and intersection improvements.
- Reducing vehicle congestion on the City's roadways by promoting other modes of transportation.



CIRCULATION

- Making the City's streets more pedestrian-friendly by improving sidewalks and by providing pedestrian routes linking neighborhoods, schools, Downtown, parks, and open space.
- Creating bikeways that are safe for a wide range of cyclists, including children and families, and children riding to school.
- Creating safe and convenient street crossings for bicyclists and pedestrians, especially in and around the Downtown and schools.
- Creating a complete transportation network that link all parts of the Planning Area together with a variety of interconnected and overlapping modes and travel options, including golf carts.
- Developing a road system that differentiates between local traffic needs and regional and truck traffic needs and provides efficient and safe transportation options for both.
- Developing a road system that is easily navigated and sensible to visitors through intelligent project design, road naming systems, and similar features. Avoid street designs that create meandering roadways that do not have a clear and direct path and "skewed" intersections where roads come together at angles that are not perpendicular to each other.
- Providing efficient movement, in addition to employee access, for the City's business sector so that it may remain competitive and successful.
- Balancing the needs for an efficient and reliable roadway network with existing conditions, especially in the older areas of the City where existing buildings are located close to streets and insufficient room for roadway expansion may exist.
- Ensuring that local roads through residential neighborhoods are properly designed for connectivity and slower speeds.

THE CIRCULATION PLAN

The future circulation system of Ione is comprised of both the text of this Element and the accompanying circulation maps (**Figures 4-1, 4-2, 4-3**); Circulation Plan with Roadway System, and Bikeways and Trails; which describe the major roadways and bikeways and trails within the General Plan Planning Area. While some of the development standards for these facilities are left to implementation plans and studies, the Circulation Element lays the groundwork and defines the role various modes of transportation will play in the movement of people and goods around the City. The Circulation Plan also addresses pedestrian and bicycle mobility in Ione.



ROADWAYS

Figure 4-1 illustrates the City's primary roadway network system (both existing and planned improvements), including State Routes, Parkways, major roads, and connector roads. The roadway system has been designed in conjunction with the planned land uses and corresponding development capacity identified in the Land Use Element. **Figure 4-2** illustrates the roadway sizing that is needed to meet the Level of Service goals that are established in this Element.

State Routes

State Route (SR) 104 extends from SR 99 north of Galt in Sacramento County, through Ione, to SR 88 south of Ione, within the Planning Area. SR 88 extends east from San Joaquin County to Alpine County and runs through the southern portion of the Planning Area. SR 124 connects from SR 16 northeast of Ione, through the City, to SR 88.

Within the City, segments of SR 104 are identified by the local street name of Preston Avenue and SR 124 is identified as Main Street. Within the City, both SR 104 and 124 provide access to local streets as well as residential and commercial uses via driveways. The corner of Main Street and Preston Avenue is planned for improvements to remove a corner that poses a safety hazard.

Outside the City in the Planning Area, segments of SR 104 are identified by the street name of Foothill Boulevard.

Parkways

Parkways serve both local and regional travel and provide for more expedient vehicular travel than most arterials, collectors, and local roads. Planned WIRIS roadway segments and Golf Links Drive are both Parkways. Planned Parkways will help serve future development, including the Industrial Park Policy Area, Castle Oaks development, Ringer Ranch Policy Area, Silva Policy Area, and the Triangle Policy Area (see **Figure 4-1** and the Policy Area maps in the General Plan Land Use Element).

Arterials

Arterials provide for cross-town and regional travel and carry heavy volumes of traffic. Major arterials within the City include SR 104 and 124. In the Planning Area, arterials include Michigan Bar Road and Buena Vista Road.



Collector Roads

Collector roads link different parts of the City with one another. Generally, collector roads carry light to moderate traffic volumes and have speed limits in the 25 to 35 mile-per-hour range. In the City, collector roads include West Marlette Street, Shakeley Lane, Castle Oaks Drive, Fairway Drive, Sutter Lane, and Five Mile Drive. Collector road improvements and extensions are planned to serve the State Route 124 and Triangle Policy Areas, with planned improvements to Waterman Road and into the Triangle Policy Area (see **Figure 4-1**).

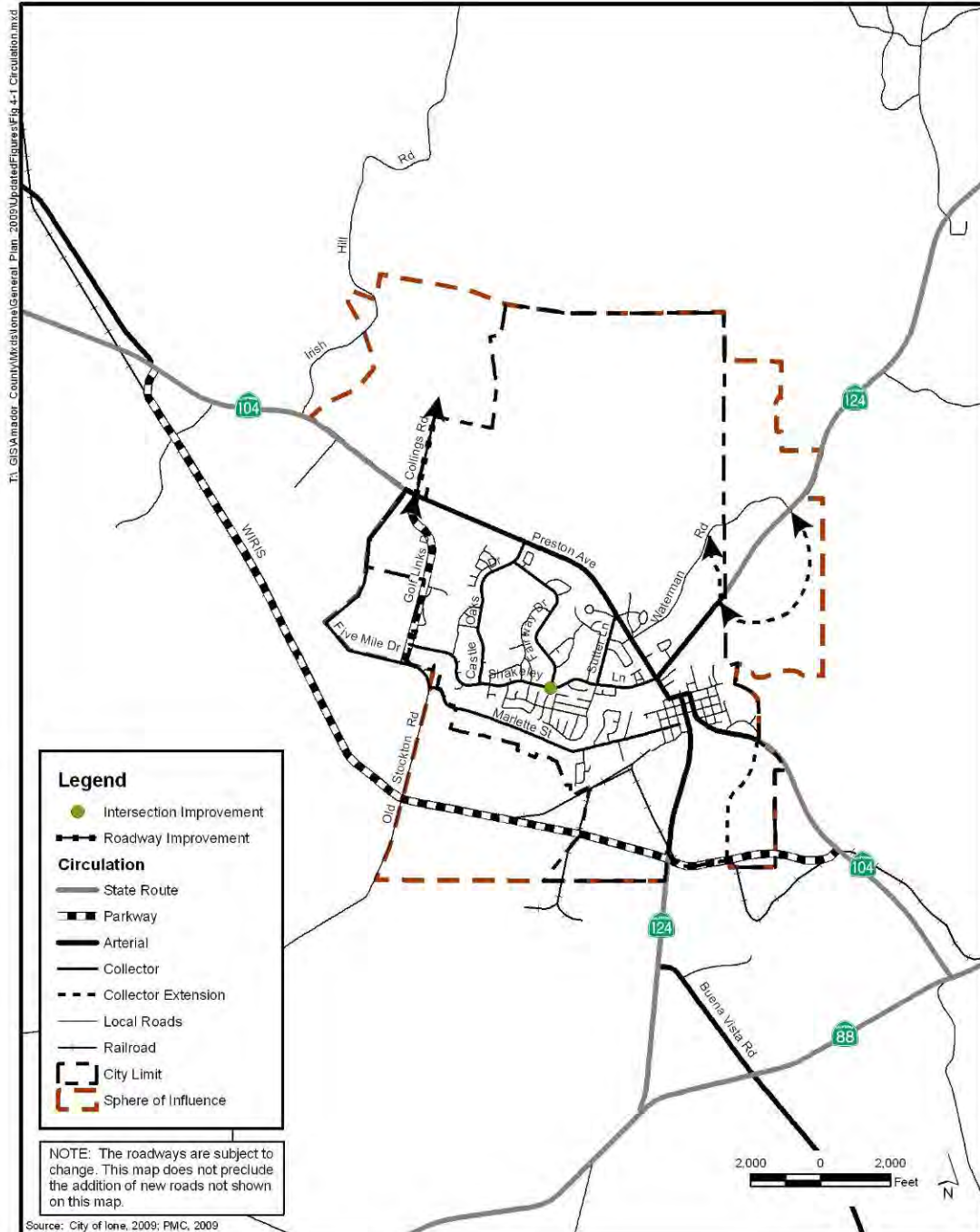
Local Roads

Local roads provide for circulation within neighborhoods. A few examples of local roads include Albatross Drive, Glenbrook Drive, West Jackson Street, and Raymond Drive. Roadway improvements and an extension is planned for Collings Road for future development in the Q Ranch Policy Area (see **Figure 4-1**). New local roads will be designed in conjunction with subsequent land plans, Specific Plans, and other plans for future development, including development within the Policy Areas.

CIRCULATION



FIGURE 4-1: CIRCULATION MAP



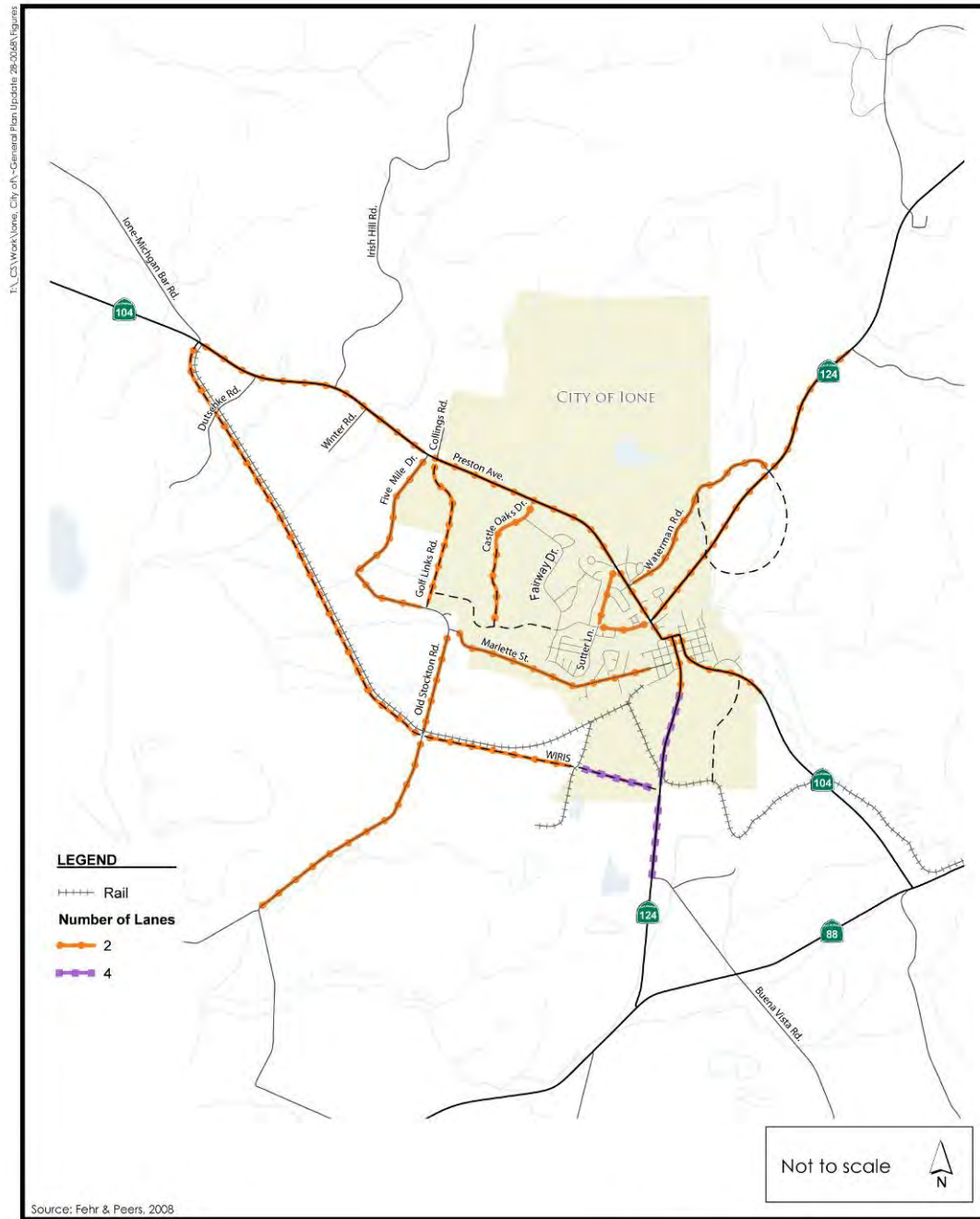
City of Ione
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Circulation Map



CIRCULATION

FIGURE 4-2: ROADWAY SIZING



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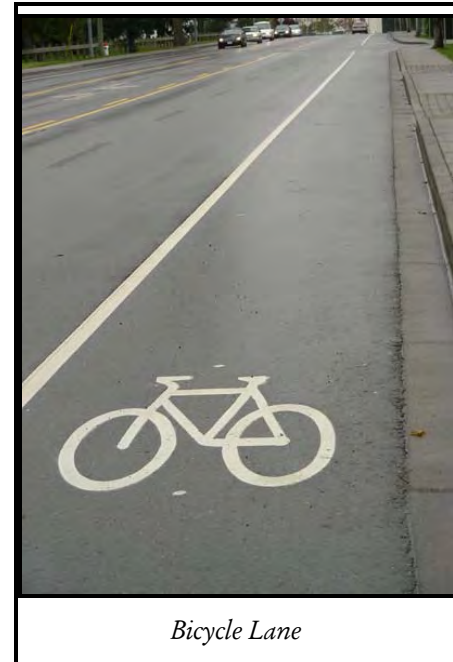
Future Major Roadway Sizing



PEDESTRIAN AND BICYCLE CIRCULATION

The City's vision is to become a pedestrian and bicycle-friendly community, where children can walk and ride their bicycles safely to school and where families can easily walk and bicycle to parks, open space, and around the community. To achieve this goal, the City will provide safe and convenient sidewalks, bicycle lanes, and bike and pedestrian trails that connect residential, commercial, schools, parks, and open space.

Figure 4-3 shows the City's major, backbone bikeways and trails. The bikeways and trail identified on the map are conceptual in nature and their exact locations may vary upon construction. Additional neighborhood-level bikeways and pedestrian trails, sidewalks, and bicycle lanes will connect to the major pedestrian and bicycle trails, but are not shown on **Figure 4-3** as they will be planned and designed as part of Specific Plans, Master Plans, other project plan reviews, and as part of improvements to the existing roadway system. The Conservations and Open Space Element addresses the use of Open Space in greater detail and provides provisions for the incorporation of public access trails into Open Space.



Bicycle Lane

The Bikeways and Trails plan creates trails along creeks wherever possible, including multi-use trails (pedestrian, bicycle, and equestrian) along Dry Creek in the Q Ranch Policy Area and along Mule Creek in the Ringer Ranch Policy Area. Bikeways and trails will also connect to the planned community park on Five Mile Drive and along the southern boundary of the City to Howard Park and Downtown (**Figure 4-3**). Some of the bikeways are planned as Class I facilities, to be located outside of the street right of way, while others are planned as Class II facilities, with bike lanes to be within the street right of way.

Bicycle Facilities

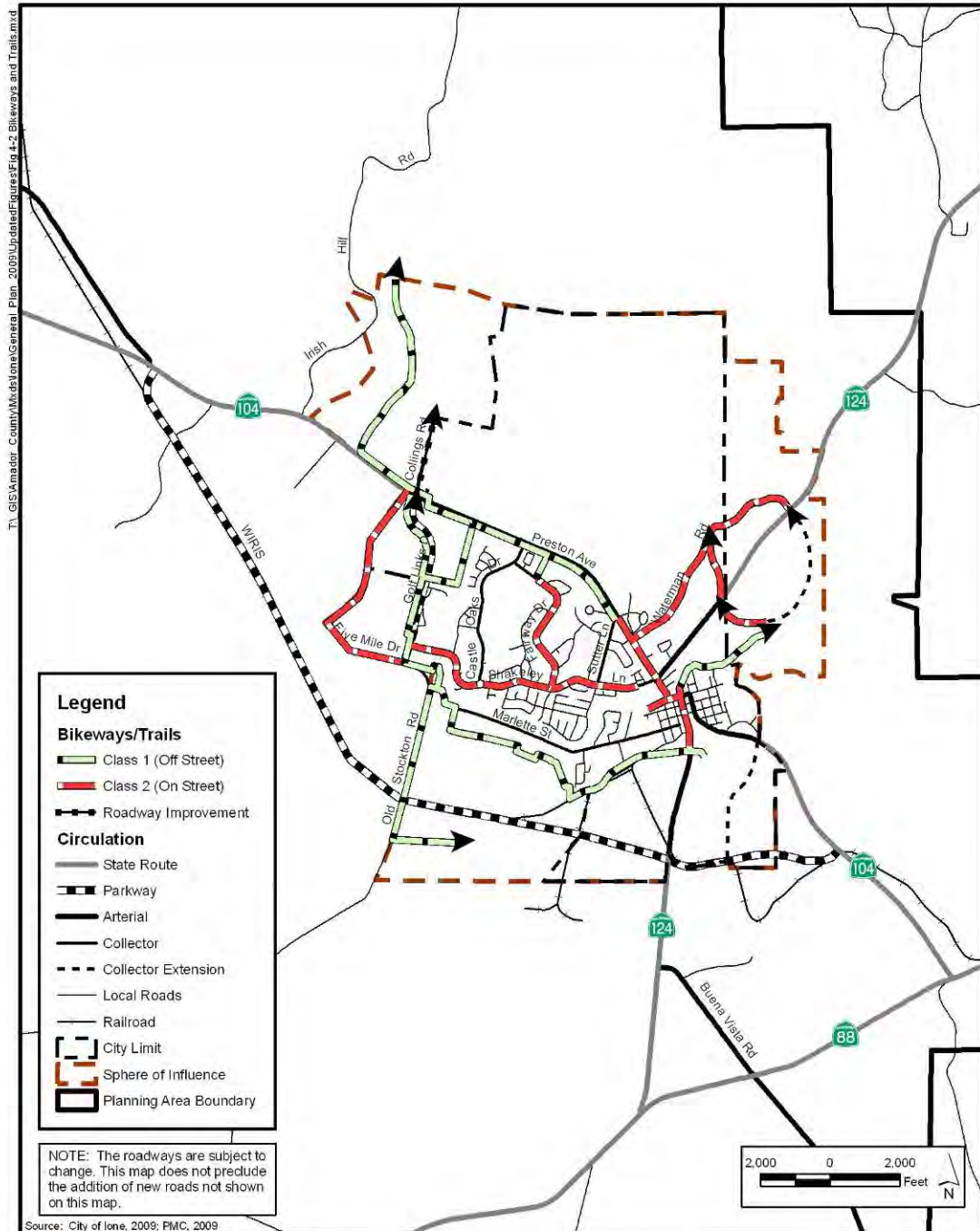
Class I: A paved route not on a street or roadway and expressly reserved for bicycle traversing an otherwise unpaved areas.

Class II: A corridor expressly reserved for bicycles on a street or roadway in addition to any lanes for use by motorized vehicles.



CIRCULATION

FIGURE 4-3: BIKEWAY AND TRAILS MAP



City of Ione
Planning Department

Bikeways and Trails Map



GOALS, POLICIES, AND ACTIONS

The goals of this element are as follows and are listed subsequently with corresponding policies and actions.

GOAL CIR-1: Develop a roadway system that:

- 1) Accommodates future land uses at the City's desired level of service;
- 2) Coexists with other travel modes, includes biking, walking, and golf carts;
- 3) Protects residential areas from excessive traffic; and
- 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, shown as **Figure 4-1** and **Figure 4-2**. (*Cross reference: LU 1.3, LU 1.4, LU 1.14*)

Action CIR-1.1.1: For development projects, require the dedication of right-of-way and the installation of roadway improvements as part of the review and approval of development projects.

Action CIR-1.1.2: Require that prior to issuance of building permits, all development projects that must perform new roadway construction or road widening complete the backbone roadways necessary for all phases of the development project such that adequate transportation infrastructure is available prior to the arrival of the first resident, unless otherwise approved by the City Engineer. Backbone roadways are defined as those collector and arterial roadways providing service within or to new development.

Action CIR-1.1.3: For major roadway projects, allow for improvement phasing such that roadway lanes are constructed based on traffic demand, with planned additional lanes being constructed once traffic demand reaches levels that require the additional lanes to be constructed in order to meet Level of Services specified in **Policy CIR-1.3**. (*Cross reference CIR 1.3*)



Action CIR-1.1.4: All new roadways and roadways that are being expanded must include sidewalks for pedestrians. In addition, crosswalks adequate to ensure pedestrian safety must be provided as determined by the City Engineer.

Action CIR-1.1.5: Require development projects to provide funding or to construct roadway/intersection improvements to implement the City's Circulation Plan and Bikeways & Trails Plan. At the City's discretion, consider the payment of established traffic impact or similar fees to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in or fully funded by the fee program.

Policy CIR-1.2: All new projects must be consistent with the West Ione Roadway Improvement Strategy (WIRIS). Implement the findings and preferred route alignment outlined in the WIRIS.

Action CIR-1.2.1: Work with Amador Transportation Commission (ACTC) and other regional agencies to aggressively pursue funding for WIRIS from all available sources.

Action CIR-1.2.2: Require development projects along the F and G segments to construct the roadway and pay their fair share of the cost of the improvements.

Policy CIR-1.3: Seek to maintain operations on all roadways and intersections at Level of Service (LOS) E or better at all times, with the exceptions listed in **Policy CIR-1.4**. LOS E should be maintained even during peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals or unless maintaining this LOS would not, in the City's judgment, adequately serve the City's circulation needs, per **Policy CIR-1.4**. (*Cross reference CIR 1.1.3, CIR 1.4*)

Action CIR-1.3.1: Coordinate with ACTC on the RTP update to revise the RTP LOS policies consistent with proposed Policies CIR-1.3 and CIR-1.4.

Action CIR-1.3.2: Coordinate with Caltrans on the update to the SR 104 and SR 124 Transportation Concept Reports to acknowledge the limitations of



widening SR 104 and SR 124 through the City of Ione reflected by a lower LOS policy consistent with proposed Policies CIR-1.3 and CIR-1.4.

Policy CIR-1.4: In addition, exceptions to Policy CIR-1.3 may be allowed by the City Council where requiring a higher LOS or allowing a lower LOS would result in clear public benefits. Specific exceptions granted by the City Council shall be added to the list of exceptions below, depicted in **Figure 4-4**, and updated as needed (*Cross reference CIR 1.4*):

- Main Street, Church Street, Preston Avenue, and Ione Street– LOS F;
- All Parkways (Golf Links Drive, WIRIS Segments, F, G, H, and I) – LOS D

Action CIR-1.4.1: Establish traffic volume thresholds in line with this Policy that once reached, trigger intersection and roadway improvements. Regularly monitor traffic in and adjacent to the City to determine when these traffic volume thresholds are reached.

Policy CIR-1.5: Encourage the creation of a road system that is easily navigated.

Action CIR-1.5.1: Require development projects to design local road intersections such that roads are perpendicular to each other (at right angles) or round-about intersections, unless there are natural features or special circumstances that prohibit perpendicular or round-about intersection design.

Action CIR-1.5.2: Require development projects to design local roads that have clear and direct paths, not meandering roadways. Prohibit the use of cul-de-sacs in development projects unless specific circumstances require the use of a cul-de-sac or make a cul-de-sac the most viable option.

Action CIR-1.5.3: Work with Caltrans, Amador County, and the United States Postal Service to provide local street addresses for properties located on State Routes 104 and 124 within the City limits. Within the City, SR 104 is identified by the local street name of Preston Avenue and South Ione Street. SR 124 within the City is identified as Main Street and South Church Street.

Action CIR-1.5.4: Work with Caltrans to provide adequate access



Preston Ave



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for properties on State Route 124 and State Route 88, and the future realignment of State Route 104 (segments F and G of the WIRIS roadway system) to provide for additional connectivity (see **Figure 4-1**).

Action CIR-1.5.5: Coordinate with ACTC as regular updates to the Amador County Short Range Transit Plan are conducted to determine whether there are unmet transit needs in the City of Ione. Reasonable transit enhancements could include additional busses to existing transit routes or new routes to serve future development.

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. (*Cross reference ED 3.1.4, LU 1.9, LU 3.1.3, LU 3.1.4*)

Action CIR-1.8.1: Adopt Parking Standards for Downtown that allow for reduced parking requirements than in other parts of the City and allow for greater parking flexibility, such as shared parking allowances. (*Cross reference ED 3.4.1*)

Policy CIR-1.9: Discourage the creation of private roadways, except when the roadways are constructed to public roadway standards and private maintenance is assured.

Policy CIR-1.10: Encourage maximum block lengths that provide multiple vehicular paths and increase pedestrian circulation around the City at the neighborhood level. The City's preferred block length is less than 800 feet. Block lengths between 800 and 1,000 feet may be acceptable on a case-by-case basis, and block lengths greater than 1,000 feet are generally considered unacceptable.

Action CIR-1.10.1: Revise maximum block length standards in the City's street design and/or improvement standards.

Action CIR-1.10.2: When blocks are designed at lengths greater than 1,000 feet, design shall include mid-block pedestrian and emergency vehicle connections.

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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.

Action CIR-1.13.1: Review all new development projects adjacent to Sutter Creek for the potential to provide bridges or other crossings to enhance traffic flow and improve community-wide circulation.

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, as generally illustrated on **Figure 4-3**, that are used for walking, bicycling, and equestrian use that are attractive, natural, and safe transportation corridors. (Cross reference LU 1.10, CO 8.3)

Policy CIR-2.2: Consider how all plans and projects affect all modes of transportation, including bicyclists and pedestrians. (Cross reference LU 1.2, LU 1.9, LU 1.10)

Action CIR-2.2.1: Seek to maintain sidewalk pedestrian operations and intersections at Level of Service B or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals, as generally illustrated on **Figure 4-5**.

Action CIR-2.2.2: Seek to maintain Class II bicycle facility operations and intersections at Level of Service C or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals, as generally illustrated on **Figure 4-6**.



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Action CIR-2.2.3: Seek to maintain off-street trails, multi-use paths, and Class I bicycle facility operations and intersections at Level of Service A or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals, as generally illustrated on **Figure 4-7**.

Action CIR-2.2.4: Establish intersection delay thresholds for pedestrians and bicyclists in line with this Policy that once reached, trigger improvements for bicyclists and pedestrians. Regularly monitor intersection delays in and adjacent to the City to determine when these delay thresholds are reached.

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). (*Cross reference CO 8.3.1, LU 1.2, LU 1.9, PF 8.3*)

Policy CIR-2.4: In designing development projects, design for the pedestrian first. (*Cross reference LU 1.2, LU 1.9, LU 1.10*)

Action CIR-2.4.1: Require pedestrian circulation routes to be designed into all land plans and subdivisions to ensure that access for the pedestrian is provided. Pedestrian routes shall be interconnected and may include open spaces, parks, and trails as otherwise required by the City.

Action CIR-2.4.2: Require and site pedestrian crossings of major roads at key intersections and at locations that provide priority and efficiency to the pedestrian.

Action CIR-2.4.3: Ensure safe, efficient pedestrian connections are made between the sidewalk, parking areas, and entrances to stores, offices, and other uses as part of development design review. (*Cross reference NS 6.1.1*)

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. (*Cross reference LU 1.2*)

Action CIR-2.5.1: Complete the sidewalks in the existing community where ROW exists, using grants or other funding sources.



Provide Sidewalks



Policy CIR-2.6: Provide safe and convenient bicycle access to all parts of the community. (*Cross reference LU 1.2*)

Action CIR-2.6.1: Pursue all available sources of funding for the development and improvement of bicycle facilities. Develop projects and secure funding to improve pedestrian and bicycle safety and access around schools.

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 for interconnected routes. On-street bike routes may be provided on roadways as deemed necessary by the City. (*Cross reference LU 1.2*)

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. (*Cross reference LU 1.2, NS 2.2.2*)

Action CIR-2.8.1: Continue Safe Routes to Schools programs and complete associated sidewalk and, crosswalk improvements. (*Cross reference PF 8.3*)

Action CIR-2.8.2: Maintain roadways and bicycle-related facilities so they provide safe and comfortable conditions for the bike rider, including maintaining lane striping for bike lanes and routes.

Action CIR-2.8.3: Minimize road construction impacts by coordinating bike, and pedestrian facilities with roadway construction whenever feasible.

Action CIR-2.8.4: Ensure traffic-calming projects are appropriate for bicycle and pedestrian users (e.g., address roundabout or bulb-out designs that push cyclists into traffic).

Action CIR-2.8.5: Provide signage, alternative routes, etc. during construction activities affecting bikeways to ensure the safety of cyclists.

Action CIR-2.8.6: Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.

Action CIR-2.8.7: Identify a funding source that will provide at least one crossing guard for each elementary and middle school in the City. Work with school districts to identify joint funding solutions and other partnership opportunities that facilitate pedestrian safety around schools



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Policy CIR-2.9: Consult with ACTC to ensure that local bikeways and trails connect to regional bikeways and trails to provide for a regional bikeway and trail system in support of the Amador County Bicycle and Pedestrian Master Plan.

GOAL CIR-3: Fund the vehicular and the bicycle and pedestrian circulation systems adequately to provide all desired services and meet required level of service standards.

Policy CIR-3.1: Assess fees sufficient to cover the fair share portion of all new development impacts on the local and regional transportation system and bicycle and pedestrian circulation system, including both development and maintenance of vehicular and non-vehicular circulation facilities.

Action CIR-3.1.1: Periodically undertake a detailed analysis of the transportation improvements needed as growth occurs and the costs associated with those improvements by reviewing and updating the City's Capital Improvement Plan (CIP). Update development impact fees as necessary to ensure full funding of all required improvements.

Action CIR-3.1.2: For new development, as a condition of approval, establish a road maintenance assessment district or require the new development to annex into an existing maintenance district to provide a funding source to maintain road improvements, new roads, and bicycle/pedestrian facilities as a result of new development.

Action CIR-3.1.3: The City's Capital Improvement Plan (CIP) shall be updated to include costs to widen SR 124 between Washington Street and WIRIS, and SR 124 between WIRIS and Buena Vista Road, to four-lanes to provide LOS E or better operations.

Policy CIR-3.2: Assess fees sufficient to cover maintenance costs of the existing circulation system and other circulation projects in areas already constructed, including roadways, pedestrian and bicycle facilities.

Action CIR-3.2.1: Establish a road maintenance assessment district to provide a funding source to maintain road improvements and fund vehicular, pedestrian, and bicycle improvements.

Policy CIR-3.3: When a Redevelopment Area is adopted by the City, set aside a portion of tax increment financing to be allocated toward circulation improvements

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(vehicular and non-vehicular), in the Redevelopment Area. (*Cross reference ED 3.3*)

- Policy CIR-3.4: Continue to work with ACTC to update development impact fees for regional transportation improvements.
- Policy CIR-3.5: Require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address their impact on facilities not covered by a fee program.
- Policy CIR-3.6: Aggressively pursue State and federal funding to implement all aspects of the City's Circulation Plan.
- Policy CIR-3.7: Continue participation in the Safe Routes To School Program to help fund pedestrian and bicycle improvements that provide routes to schools.

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.

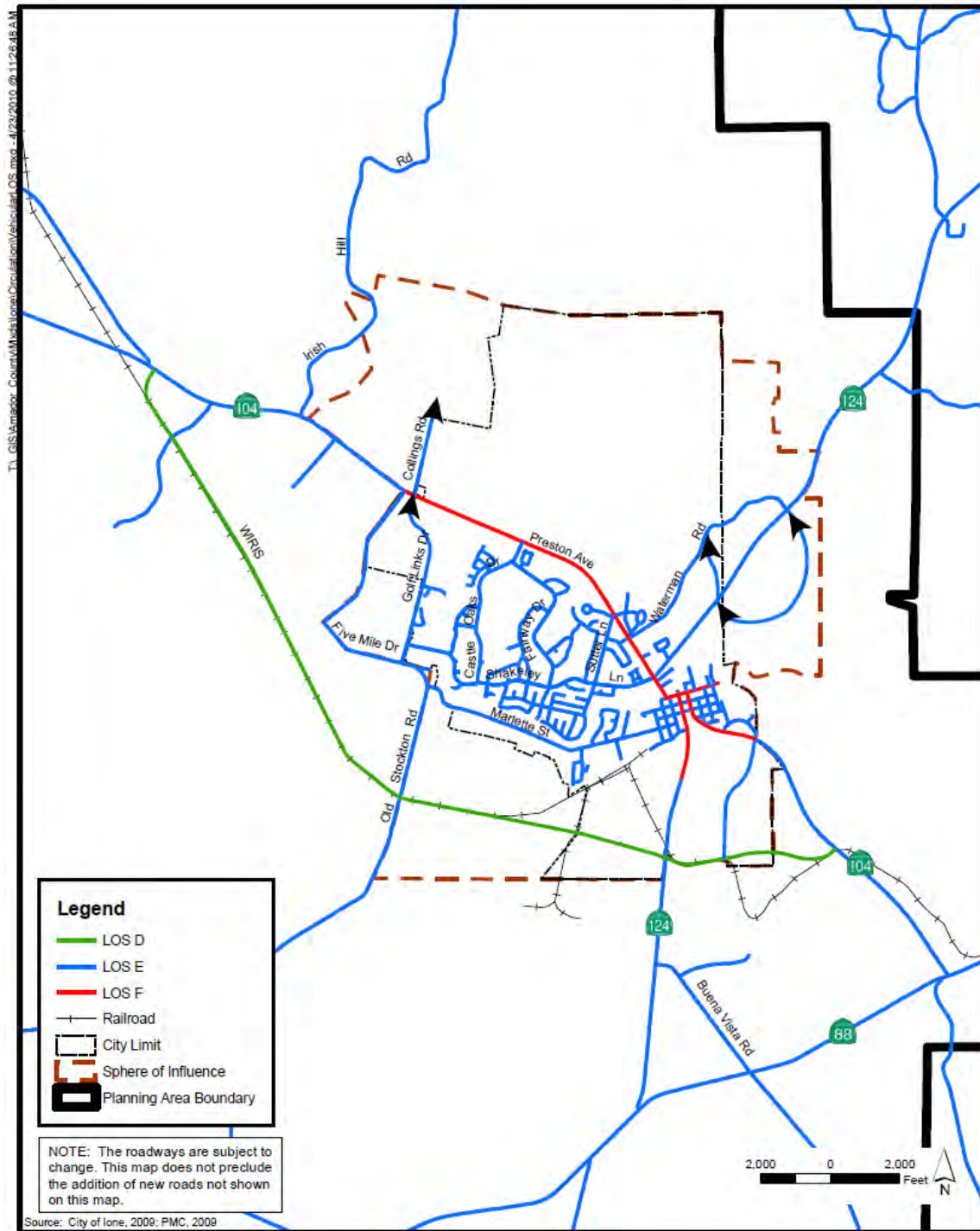
Action CIR-4.1.1: Develop and implement a comprehensive system to monitor and evaluate the conditions and maintenance needs of the existing transportation network. Inventory and categorize the City-maintained roads by road type and condition using a pavement management system.



Roadway in Ione



FIGURE 4-4: VEHICULAR LEVEL OF SERVICE MAP

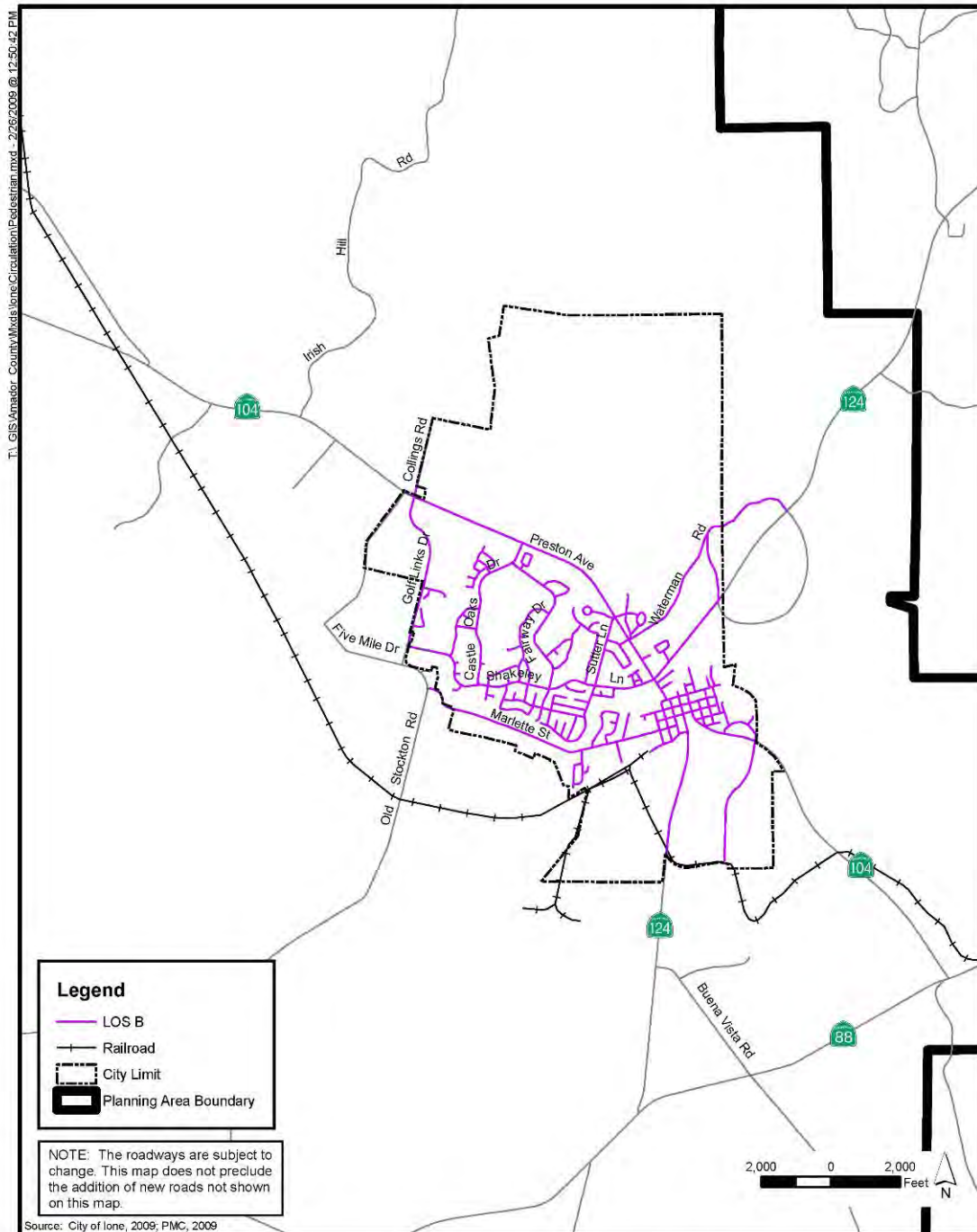


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Vehicular Level of Service Map



FIGURE 4-5: PEDESTRIAN (SIDEWALKS, CROSSWALKS, AND OTHER NON-TRAIL PEDESTRIAN FACILITIES) LEVEL OF SERVICE MAP

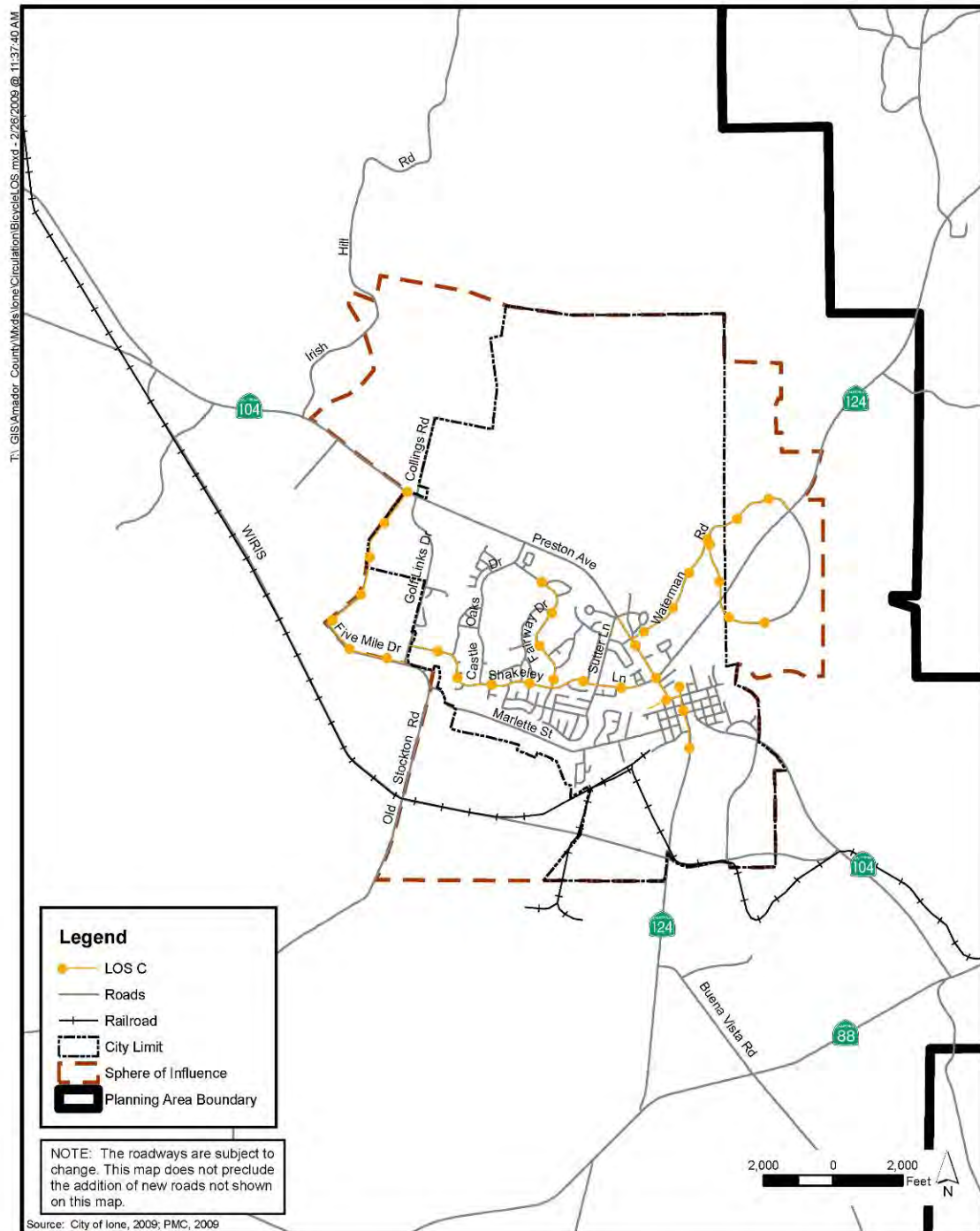


City of Ione
Planning Department

Pedestrian (Sidewalks, Crosswalks,
and Other Non-Trail Pedestrian
Facilities) Level of Service Map



FIGURE 4-6: BICYCLE LOS FOR CLASS II FACILITIES



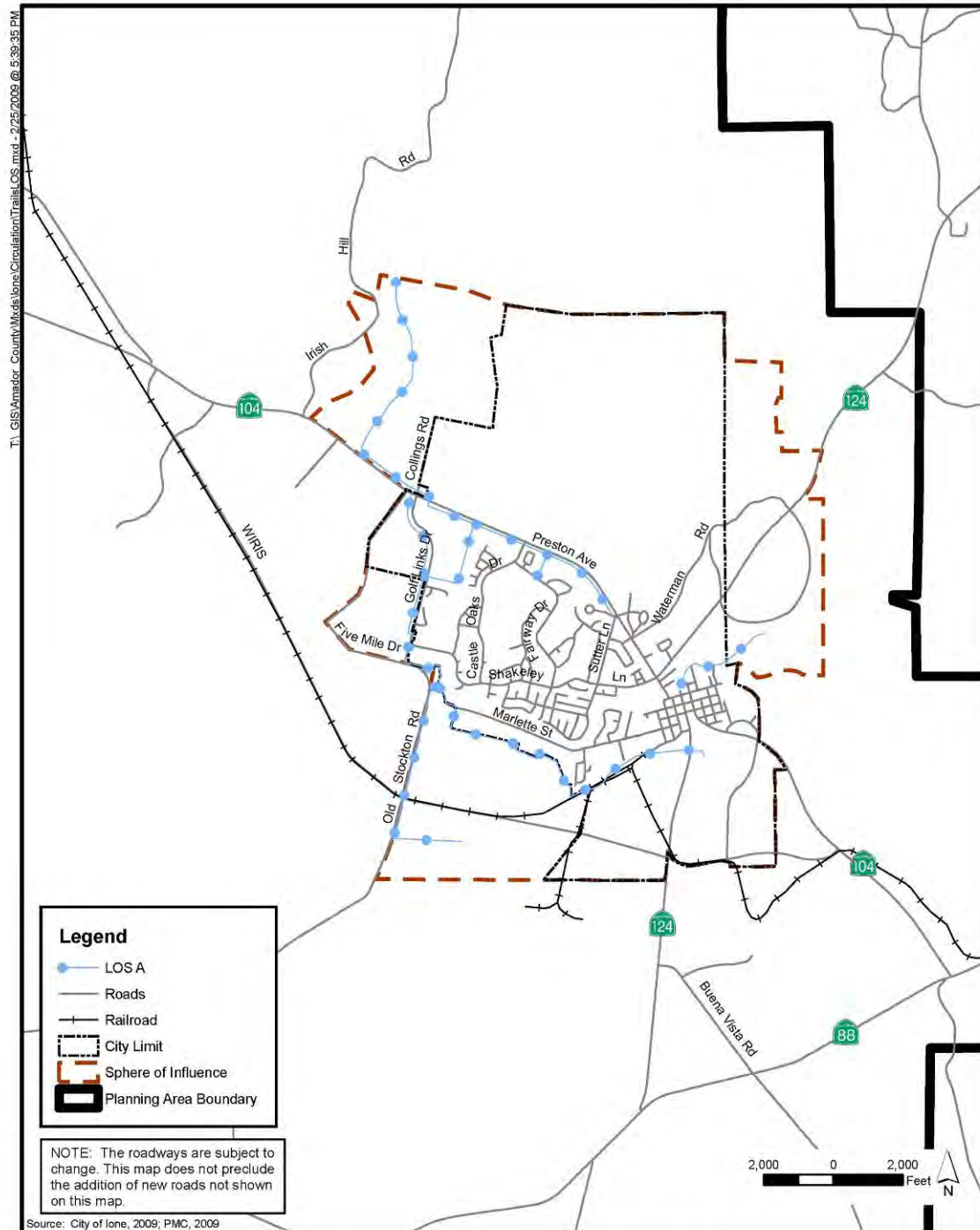
City of Ione
Planning Department

Bicycle Level of Service
Map (Class II Facilities)

CIRCULATION



FIGURE 4-7: OFF-STREET TRAILS AND CLASS I FACILITIES LEVEL OF SERVICE MAP



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Off-Street Trails and Class I
Facilities Level of Service Map