

# **Addendum # 1**

**to the**

# **2020 Tuolumne County Active Transportation Plan**

Original Plan Adopted: September 14, 2020

Addendum Adopted: February 11, 2026

Resolution No. 770-26



## Document Revision Record

Version	Date	Action	Authority
Original Plan	Sept. 14, 2020	Adoption of Tuolumne County ATP	TCTC Resolution
Addendum No. 1	Feb. 11, 2026	Added Mono Vista / Soulsbyville Elementary Safety Project to Priority Project List	Resolution 770-26

This Addendum does not replace or modify the original 2020 Active Transportation Plan except as expressly stated herein.

## **Addendum No. 1 – Mono Vista / Soulsbyville Elementary Safety Project**

On February 11, 2026, the Tuolumne County Transportation Council adopted Resolution No. 770-26 approving an amendment to the 2020 Tuolumne County Active Transportation Plan to add the Mono Vista / Soulsbyville Elementary Safety Project to the Priority Project List.

The purpose of this Addendum is to formally document the inclusion of the project in the Active Transportation Plan in order to establish eligibility for state and federal active transportation funding programs.

The Mono Vista / Soulsbyville Elementary Safety Project is hereby incorporated into the 2020 Active Transportation Plan Priority Project List. The project scope and supporting documents are attached as appendices to this Addendum.

All other provisions of the 2020 Active Transportation Plan remain unchanged.

***Resolution of the Tuolumne County  
Transportation Council***

Approving the Amendment to the Tuolumne County Active Transportation  
Plan to Add the Mono Vista / Soulsbyville Elementary Safety Project to the  
Priority Project List

**WHEREAS**, the Tuolumne County Transportation Council is the designated Regional Transportation Planning Agency for Tuolumne County; and **WHEREAS**, the Tuolumne County Transportation Council adopted the 2020 Tuolumne County Active Transportation Plan as a guiding document for planning and investment in pedestrian and bicycle infrastructure; and

**WHEREAS**, the Active Transportation Plan includes a priority project list used to establish eligibility for state and federal active transportation funding programs; and

**WHEREAS**, the Mono Vista/Soulsbyville Elementary Safety Project has been identified as necessary to address motorist, pedestrian, and cyclist safety is not currently included in the Active Transportation Plan priority project list; and

**WHEREAS**, the Mono Vista Soulsbyville Elementary Safety Project is identified as a Tier 2 Non-Motorized Transportation Project in the 2024-2029 Regional Transportation Plan and;

**WHEREAS**, the project is consistent with the TCTC Board's priority of Local Road Safety and Traffic Safety Improvements; and

**WHEREAS**, inclusion of the Mono Vista / Soulsbyville Elementary Safety Project in the Active Transportation Plan will support eligibility for future funding opportunities;

Now, Therefore, Be It Resolved that the Tuolumne County Transportation Council hereby amends the 2020 Tuolumne County Active Transportation Plan to add the Mono Vista / Soulsbyville Elementary Safety Project to the Priority Project List.

**Passed and Adopted** by the Tuolumne County Transportation Council, the Regional Transportation Planning Agency for the Tuolumne County Region, State of California, at a regular meeting of the TCTC held on the 11th day of February 2026, by the following vote:

**Ayes:** Andy Merrill, Mark Plummer, Duke York, Stephen Grier, Mike Holland

**Noes:** None

**Absent:** None

**Attest:**



Andy Merrill, Chair



Tamera Blankenship, Executive Director

## Memorandum

**TO:** Blossom Scott-Heim, P.E., County of Tuolumne Public Works  
Denise Zitnik, P.E., County of Tuolumne Public Works

**FROM:** Alyssa Phaneuf, P.E., Kimley-Horn  
Adam Maleitzke, AICP, Kimley-Horn

**PROJECT:** Mono Vista Active Transportation Program (ATP) Application

**DATE:** April 18, 2024

**SUBJECT:** Soulsbyville Elementary Safety Plan Draft Project Scope and Cost Estimate

Mono Vista is a Census Designated Place (CDP) in Tuolumne County, California, with a population of 3,646 as of the 2020 US Census. Between 2017 and 2022, eight (8) fatal or severe vehicular collisions occurred within a 1.5-mile buffer of Soulsbyville Elementary School, located roughly ½ mile from CA State Route 108. This memorandum presents a design concept for Soulsbyville Road and its intersection with SR 108 in the Mono Vista community of Tuolumne County, California. The concept proposes to address key safety concerns identified by community members through virtual public engagement in Spring 2024, discussions with the County’s Public Works Department, and a site visit by Kimley-Horn staff. In addition, the design concept identifies opportunities for placemaking in Mono Vista near the intersection of Soulsbyville Road and SR 108. The memo also evaluates consistency with Active Transportation Program (ATP) evaluation criteria and includes a rough order of magnitude (ROM) preliminary cost estimate.

### **1 STUDY AREA AND KEY FEATURES**

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The study area includes a 1.25-mile segment of Soulsbyville Road between Longeway Road and Soulsbymine Road, connecting the rural town centers of Mono Vista and Soulsbyville. Soulsbyville Elementary School is located roughly .75 miles south of CA SR 108 along the corridor, connected to residential pockets via a relatively narrow and winding road with no paved sidewalks and few controlled crosswalks. Along Soulsbyville Road, the residential communities of Willow Springs and Sonora Vista are located just south of SR 108, while a commercial and light industrial cluster can be found directly to the north of SR 108. Additionally, the study area includes half-mile segments of SR 108 to the west and east of the intersection with Soulsbyville Road. Figure 1 (attached) identifies the study area and key locations.

The images below highlight key features of the study area:



School speed limit along Soulsbyville Road.



Entrance to Soulsbyville Elementary at Soulsbyville Road.



Mono Vista commercial/industrial area:  
Soulsbyville Road north of SR 108.



Typical conditions along Soulsbyville Road, with limited or non-existent shoulder.



SR 108 looking east towards intersection with Soulsbyville Road.

## 2 EXISTING CONDITIONS, PUBLIC ENGAGEMENT AND KEY FINDINGS

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Kimley-Horn evaluated available data and summarized the following key findings for the Mono Vista study area:

**TRAFFIC VOLUMES:** Along SR 108, traffic volumes ranged between 11,230-17,364 daily trips to the west and 6,848-11,229 trips east of Soulsbyville Road. Along Soulsbyville road, traffic volumes range between 1,901-3,961 daily trips. SR 108, owned and maintained by Caltrans, is a key artery connecting Mono Vista and communities to the north to Sonora and other major destinations within Tuolumne County.

**CRASH DATA:** GIS data and associated attributes were collected from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) database. Six years of crash data was collected for years 2017-2023. The shapefile includes multiple attributes for each crash type, allowing the dataset to be queried based on attributes such as collision severity, actions preceding crash, weather conditions, and type of collision. Within a 1.5-mile buffer of Soulsbyville Elementary School during the evaluation period, there were 72 total vehicular crashes. Of these, eight were considered severe or fatal; nine of which were located along SR 108 and one along Soulsbyville Road. Two crashes were fatal, while the remaining six were deemed severe.

**SOULSBYVILLE ELEMENTARY FREE LUNCH ELIGIBILITY:** According to Free or Reduced-Price Meal (FRPM) data received from the California Department of Education, 44% of the 484 students who attend Soulsbyville Elementary school are eligible for free or reduced-price lunch. This measure is often used as an indicator of poverty and disadvantaged communities.

**RIGHT-OF-WAY:** South of SR 108, Soulsbyville Road is a winding corridor with limited shoulder and right-of-way. Several segments have slopes in excess of 15% and considerable curves, limiting the visibility of students walking to school from drivers along the corridor. In some segments, the shoulder is limited by ditches and drainage infrastructure that may require modification to enable the installation of pedestrian infrastructure.

**1998 PEDESTRIAN/BIKE IMPROVEMENT PROJECT:** In 1998, the County developed plans for a pedestrian and bicycle improvement facility between Soulsbyville Elementary and SR 108. Plans included restriping for 11' drive lanes, 5' Class II bike lanes, and ~2' gravel shoulders to facilitate pedestrian activity. The project also installed a continental crosswalk with pedestrian crossing signage north of Soulsbyville Elementary, shown in the image below:



**PUBLIC ENGAGEMENT:** Kimley-Horn created an online engagement forum for the Mono Vista Safety Project, where local residents were able to report safety concerns for pedestrians and bicyclists. In total, there were 27 comments received and an additional 54 replies to comments in the forum for a total of 81 comments. The following key themes emerged:

- Concern about a lack of sidewalks and shoulders
- High number of children walk and bike to and from school in the morning and afternoon
- Drivers have been observed to ignore the marked existing crosswalk near Soulsbyville Elementary and not slow down for pedestrians
- Walking at night is very dangerous due to insufficient lighting
- High speeds – often in excess of 50 miles per hour along stretches that are signed for 25 or 35 miles per hour
- Two narrow bridges along Soulsbyville road create dangerous pedestrian environment as pedestrians are forced to walk along the roadway
- Suggested improvements from respondents include: shoulders, sidewalks, bike lanes, speed bumps, walking and biking paths, and safer pedestrian crossing infrastructure like Rectangular Rapid Flashing Beacons (RRFBs) and High-Intensity Activated Crosswalk (HAWK) beacons. They also suggest lowering speed limits.

### 3 PROPOSED CONCEPT

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**GOALS AND OBJECTIVES:** Based on the public input received, discussions with County of Tuolumne staff, and a review of relevant data and existing conditions, the following goals and objectives have been developed for the Soulsbyville Elementary Safety Plan (Safety Plan):

1. Improve safety of crossings along Soulsbyville Road south of SR 108
  - a. Enhance existing pedestrian crossing near Soulsbyville Elementary
  - b. Add crosswalk infrastructure to serve residents of Willow Springs and Sonora Vista
2. Slow speeding traffic
  - a. Add traffic calming features along Soulsbyville Road
  - b. Add physical barrier along Soulsbyville road to separate moving vehicles from pedestrians
  - c. Clearly stripe lanes for bicyclists
  - d. Reduce speeds along SR 108 near Soulsbyville Road intersection
  - e. Remove “onramps” and slip lanes along SR 108
  - f. Reduce radii at intersections to slow turning vehicles
  - g. Reduce lane widths where possible
3. Improve visibility of pedestrians
  - a. With “onramps” and slip lanes removed at SR 108/Soulsbyville Road intersection, reorient sidewalks and curb ramps
  - b. Add lighting along Soulsbyville Road
4. Enhance safety of cyclists
  - a. Clearly mark bike lanes, consider Class II bike lanes or multi-use path if sufficient ROW exists
5. Identify placemaking opportunities
  - a. Create gateway to Mono Vista and Soulsbyville communities
  - b. Identify materials, signage, and landscaping that evoke the native landscape, heritage, and historic attributes of the community

**PROJECT SCOPE:** The Safety Plan has been organized into the following two major phases, with sub-phases for each:

Phase I: Soulsbyville Road Corridor (between SR 108 and Soulsbyville Village)

- Phase I-A: Enhance existing crosswalk near Soulsbyville Elementary
  - o Add rumble strips/speed humps on either side of crosswalk
  - o Install HAWK signal infrastructure and beg buttons
  - o Convert to table crosswalk with enhanced materials (stamped, painted pavement) for visibility and placemaking opportunity
  - o Reduce speed limit to 25 miles per hour throughout the day (not just when school is in session)
  - o Add overhead lighting near crosswalk
- Phase I-B: Install crossing at Willow Springs Drive
  - o See Phase I-A for improvements

- Phase I-C: Install traffic circle and stop sign at King's Court
  - o Install traffic circle with placemaking improvements in median (signage, native landscaping)
  - o Add four-way stop with signage
  - o Install enhanced crosswalks (stamped or painted pavement)
  - o Add overhead lighting
  
- Phase I-D: Multi-Use Path
  - o Create a multi-use path (consolidate pedestrian and cyclist facilities) on one side of Soulsbyville Road, likely the west side of the road. A survey will be conducted to determine the exact right-of-way available and identify constraints such as existing bridges, ditches, and grading issues.
  - o Add a guardrail to separate multi-use path from moving vehicles
  - o Add overhead lighting to improve safety conditions at night

Phase II: Intersection of SR-108 and Soulsbyville Road

- Phase II-A: Relinquishment of Caltrans-owned corridor
  - o Negotiate a partial relinquishment of SR 108 that would roughly span one-half mile east and west of the intersection with Soulsbyville Road
  
- Phase II-B: Intersection Reconstruction
  - o Remove existing on-ramps and slip lanes
  - o Reconstruct corners to significantly reduce the turning radii. Add stamped or brick pavers at each corner
  - o Install table intersection
  - o Add enhanced signals and increase signal timing to allow pedestrians more time to cross SR 108
  - o Add stamped or paved crosswalks with advance stop bars
  - o Add overhead intersection lighting
  - o Add pedestrian-level lighting north and south of intersection, continuing installation of lighting during Phase I-D north to Longeway Road
  - o Construct sidewalk along east side of Soulsbyville Road between SR 108 and Longeway Road
  - o Add gateway signage to two corners of intersection "Welcome to Mono Vista." Signage should incorporate materials and colors that reflect the surrounding community and historic attributes. Add trees and native landscaping, as well as lighting for nighttime illumination
  - o Add parkway trees along sidewalks
  - o Install visible, linear public art along median leading up to intersection
  - o Add pedestrian refuge islands in median to protect pedestrians from turning vehicles
  - o Identify opportunities to use median for stormwater infiltration and creation of bioswales, as well as the installation of native and ornamental plants

## 4 CONSISTENCY WITH ATP EVALUATION CRITERIA

ATP Scoring Topic	Description	Response
<b>Benefits to Disadvantaged Communities (DAC)</b>		There are no disadvantaged communities in the project area, however, of the 484 students who attend Soulsbyville Elementary school, 44% are eligible for free or reduced lunch, a commonly-use proxy for disadvantaged communities
<b>Need</b>		The project area has retail and school-related destinations within walking and bicycling distance from residential areas. A significant percentage of Soulsbyville Elementary students walk or bike to school.
<b>Safety</b>		There were 72 collisions from 2017 to 2023 in the project area, signifying a need for increased safety. Residents have observed vehicles traveling at high speeds, safety concerns due to no nighttime illumination and unmarked intersections at key corridors serving local residents
<b>Public Participation &amp; Planning</b>		Public participation began with public comments on Kimley-Horn's Public Coordinate platform to gather community input on how active transportation infrastructure can improve quality of life for residents.
<b>Scope and Plan Layout Consistency</b>		Kimley-horn will ensure that the application, scope, and plan layout are consistent with one another and depict what is being proposed.
<b>Context Sensitive &amp; Innovation</b>		Kimley-Horn will incorporate input from the community as well as summarize existing opportunities and constraints to develop a context-sensitive plan that features innovative solutions.
<b>Transformative Projects</b>		An active transportation plan will transform the project area into a place that is safer to get around by foot or by bicycle. The plan will support existing and planning housing and land use goals.
<b>Evaluation and Sustainability</b>		The concept includes stormwater infrastructure along the SR 108 median and the use of native plants as placemaking features.
<b>Leveraging</b>		Kimley-Horn will outline alternative funding sources and describe how those sources will be used to implement the plan.
<b>Implementation &amp; Plan Development</b>		The concept includes a detailed phasing plan that prioritizes lower-cost Soulsbyville Road improvements related to the nearby elementary school (Phase I). A second phase would include reconstruction of the SR 108 intersection, which is a significantly higher cost and requires relinquishment from Caltrans.
<b>Corps</b>		Projects will solicit and incorporate input from the California Conservation Corps or certified local community conservation corps.
<b>Past Performance</b>		TBD

## 5 COST ESTIMATE (TBD)

### Phase I: Soulsbyville Road Corridor

<b>Phase I-A: Enhance existing crosswalk near Soulsbyville Elementary</b>	
○ Add rumble strips/speed humps on either side of crosswalk	
○ Install HAWK signal infrastructure and beg buttons	
○ Convert to table crosswalk with enhanced materials (stamped, painted pavement) for visibility and placemaking opportunity	
○ Reduce speed limit to 25 miles per hour throughout the day (not just when school is in session)	
○ Add overhead lighting near crosswalk	
<b>Phase I-B: Install crossing at Willow Springs Drive</b>	
○ See Phase I-A for improvements	
<b>Phase I-C: Install traffic circle and stop sign at King's Court</b>	
○ Install traffic circle with placemaking improvements in median (signage, native landscaping)	
○ Add four-way stop with signage	
○ Install enhanced crosswalks (stamped or painted pavement)	
○ Add overhead lighting	
<b>Phase I-D: Multi-Use Path</b>	
○ Create a multi-use path (consolidate pedestrian and cyclist facilities) on one side of Soulsbyville Road, likely the west side of the road. A survey will be conducted to determine the exact right-of-way available and identify constraints such as existing bridges, ditches, and grading issues.	
○ Add a guardrail to separate multi-use path from moving vehicles	
○ Add overhead lighting to improve safety conditions at night	
○ Contingency	
○ PHASE I TOTAL	

**Phase II: Intersection of SR-108 and Soulsbyville Road**

<b><i>Phase II-A: Relinquishment of Caltrans-owned corridor</i></b>	
<ul style="list-style-type: none"> <li>○ Negotiate a partial relinquishment of SR 108 that would roughly span one-half mile east and west of the intersection with Soulsbyville Road</li> </ul>	TBD
<b><i>Phase II-B: Intersection Reconstruction</i></b>	
<ul style="list-style-type: none"> <li>○ Remove existing on-ramps and slip lanes</li> <li>○ Reconstruct corners to significantly reduce the turning radii. Add stamped or brick pavers at each corner</li> <li>○ Install table intersection</li> <li>○ Add enhanced signals and increase signal timing to allow pedestrians more time to cross SR 108</li> <li>○ Add stamped or paved crosswalks with advance stop bars</li> <li>○ Add overhead intersection lighting</li> <li>○ Add pedestrian-level lighting north and south of intersection, continuing installation of lighting during Phase I-D north to Longeway Road</li> <li>○ Construct sidewalk along east side of Soulsbyville Road between SR 108 and Longeway Road</li> <li>○ Add gateway signage to two corners of intersection “Welcome to Mono Vista.” Signage should incorporate materials and colors that reflect the surrounding community and historic attributes. Add trees and native landscaping, as well as lighting for nighttime illumination</li> <li>○ Add parkway trees along sidewalks</li> <li>○ Install visible, linear public art along median leading up to intersection</li> <li>○ Add pedestrian refuge islands in median to protect pedestrians from turning vehicles</li> <li>○ Identify opportunities to use median for stormwater infiltration and creation of bioswales, as well as the installation of native and ornamental plants</li> </ul>	
<b>PHASE II TOTAL</b>	



Figure 2: Traffic Volumes

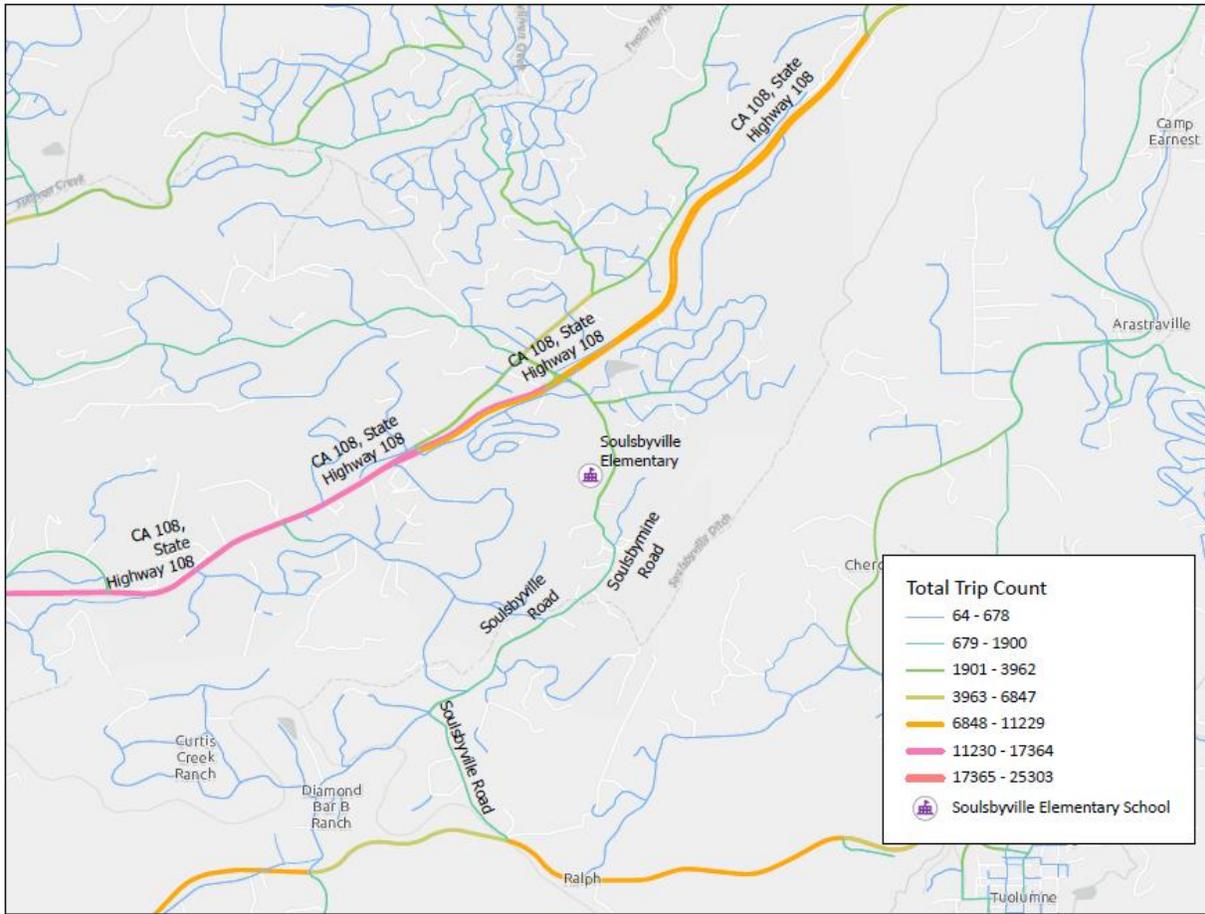


Figure 3: All Collisions

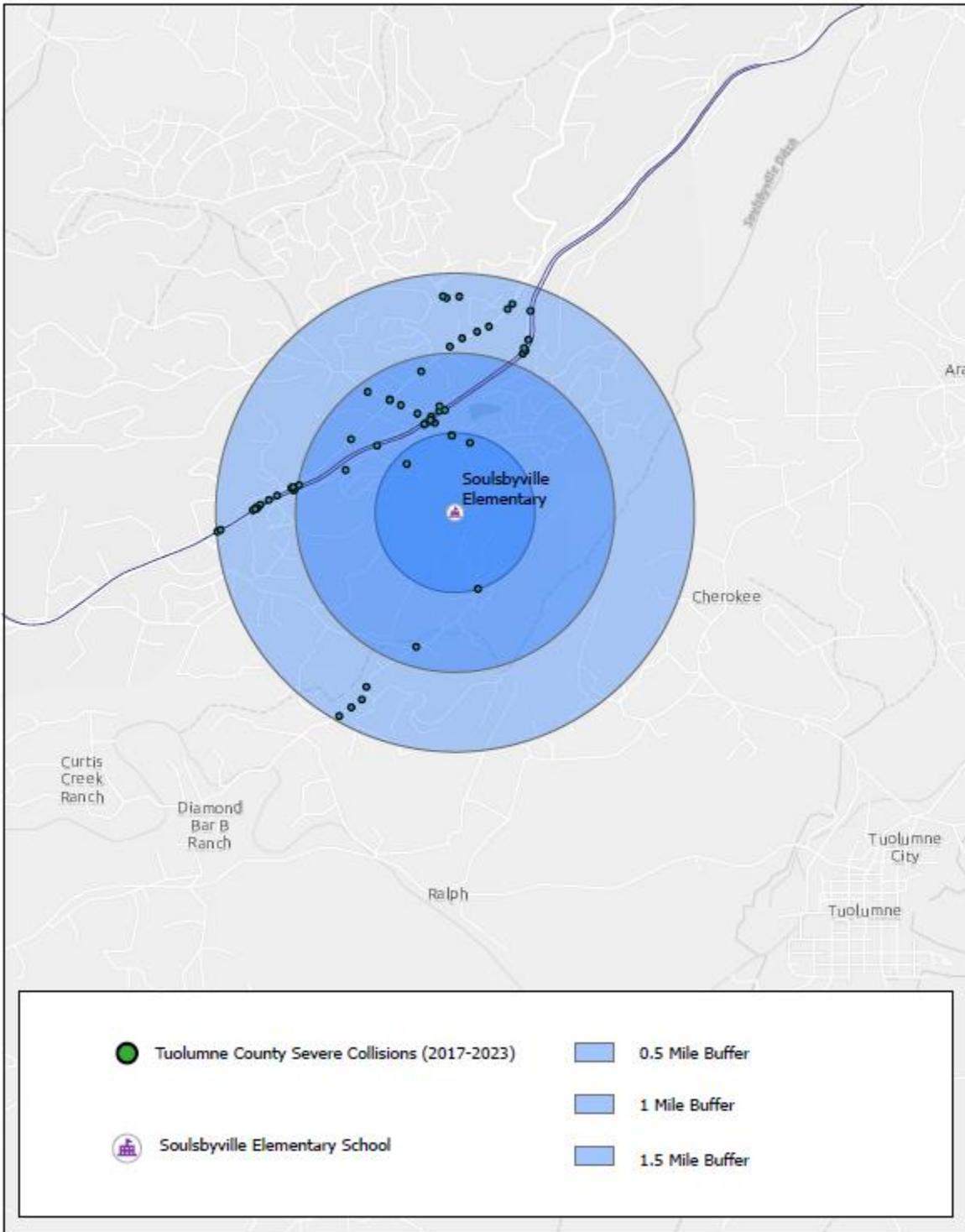


Figure 4: Severe and Fatal Collisions

