

**CITY OF PLACERVILLE  
ENGINEERING DIVISION**



**REQUEST FOR PROPOSALS  
FOR ENGINEERING DESIGN AND ENVIRONMENTAL CONSULTING SERVICES**

*for*

**UPPER BROADWAY BIKE LANES  
(CIP #41508)  
A Federally Funded CMAQ Project  
Project No. CML-5015(027)**

**Release Date: March 5<sup>th</sup>, 2015  
Proposals due by: March 26<sup>th</sup>, 2015 at 3:00 pm**

A complete copy of the RFP and attachments can be found at:  
[www.cityofplacerville.org/our\\_city/RFP](http://www.cityofplacerville.org/our_city/RFP)

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# **SECTION 1: PROJECT INFORMATION & PROPOSAL REQUIREMENTS**

## **INTRODUCTION**

With federal funding from the Congestion Mitigation and Air Quality (CMAQ) program, the City of Placerville (City) will widen a portion of Broadway from Schnell School Road to Point View Drive to accommodate a new Class II bike lane on the eastbound side and provide a two foot wide paved shoulder with “Sharrow” striping on the westbound side. City staff has determined it necessary to hire a consultant team with outstanding qualifications, experience and knowledge to provide design, engineering, environmental documents and construction contract document preparation. This Request for Proposals (RFP) seeks engineering firms that have the necessary expertise to assist the City in completing this project.

The chosen consultant will be expected to coordinate with adjacent projects in order to achieve the City’s overall goal for the Broadway Corridor.

## **PROJECT VICINITY MAP**



## **SCOPE OF SERVICES**

The City of Placerville is seeking proposals from qualified engineering firms to provide professional transportation engineering and design services. The services, in general, shall begin with preliminary site investigation inclusive of Project Approval and Environmental Document (PA&ED), site surveying, Right-of-Way engineering, and continue through the development of final contract documents including Plans, Specification, and Estimate (PS&E).

The proposal must incorporate, at a minimum, appropriate deliverables to address the following:

- Provide clear definition of work to be completed with corresponding task budget
- Site surveying
- Environmental Document preparation to comply with NEPA/CEQA
- Organize and attend property owner meetings as necessary in an effort to keep affected property owners informed. Public meetings may be warranted.

- Develop preliminary design 35% Plans and Estimate
- Coordinate with all utilities and bring any conflicts to a successful conclusion
- Maintain an on-time project schedule and successfully complete within budget
- Obtain necessary permits from other agencies. It is anticipated that Caltrans Right-of-Way may be affected by this project.
- Complete preliminary design 65% Plans and Estimate
- Prepare and Complete Final Design (PS&E) inclusive of all federal requirements and providing all specifications and plans in City format.
- Bid Assistance
- Provide Construction Engineering assistance as requested on a Time & Materials basis.

Proposers shall include an add-alternate task for Construction Management Services inclusive of construction administration, inspection, and preparation of record drawings in accordance with the Caltrans Local Assistance Procedures Manual

This list is not intended to be exhaustive or complete. Proposers are expected to develop a thorough knowledge of the project prior to submitting a proposal, and are expected to exercise professional judgment, based upon their expertise, in preparing their proposal.

#### **PROPOSAL REQUIREMENTS**

Please submit one (1) original and four (4) copies of the Proposal. Submittal should consist of the following items and provide brief answers to the additional questions below.

1. A cover letter identifying name, address, and telephone number of the principal person representing the firm, signed by a person authorized to execute a contract with the City.
2. A list of personnel to be assigned to the proposed project including sub consultant personnel as applicable. Provide relevant information to show why the person proposed to lead the project is competent and favorable for this job.
3. Provide an organizational chart and rate sheets for all personnel that may work on the project, including any sub consultants.
4. A statement acknowledging that the prospective Consultant has reviewed the language contained with the City's Standard Professional Services Contract (Attachment A) and that the consultant will enter into that agreement, or explain which provisions are unacceptable.
5. A completed Disadvantaged Business Enterprise (DBE) Commitment form (Exhibit 10-O1), Attachment G of this RFP.
6. Describe what makes your firm uniquely qualified to do this work for the City of Placerville. Provide an understanding of the Project based on existing information available in the Request for Proposal, from site visits, available documents, and from applicable regulations or requirements.
7. Describe your firm's approach for the project.
8. Describe your firm's experience in dealing with road widening in commercial areas as well as areas with limited access and how you plan to apply this experience to this project.

9. If sub-consultants or joint consultants are proposed, describe previous working experience on other projects, and indicate the areas of work and approximate percentage of total fee that these sub-consultant(s) would be doing.
10. Provide a detailed project schedule.
11. Provide a Cost Proposal as detailed below.

The proposal shall be of reasonable length to include the required and necessary information and not exceed 75 pages (not including the cost proposal which is submitted in a separate sealed envelope).

### **COST PROPOSAL REQUIREMENTS**

In addition to the Proposal, Proposers must submit a Cost Proposal separately in a sealed envelope with the following information typed or printed on the outside of the envelope:

Proposer's Name  
Broadway Bike Lanes – CIP #41508  
Cost Proposal

The Cost Proposal must detail all costs to be paid by the City of Placerville under the Contract including, without limitation, staff hours and hourly rates for each team member proposed to complete the project. The Cost Proposal shall include compensation for wages, salary-related benefits, overhead, administration, materials, and all other direct costs, profit and a total “not-to-exceed” sum for this proposal. The Cost Proposal must match the proposed scope of work and stay within the funding for the project. The Cost Proposal may indicate costs for additional work outside of the stated budget for informational purposes and for future planning by the City.

Attachment B of this RFP is a sample cost proposal for reference or use.

Any supplies, equipment, transportation, or other elements necessary to complete the proposed project not addressed elsewhere in the Proposal, that are not being provided by Proposer, must be explicitly specified. If cost estimates are available for these items, they should be included. The sources and dates of estimates should also be provided.

### **MODIFICATION OR WITHDRAWAL OF PROPOSAL**

Any proposal received prior to the date and time specified for submittal may be withdrawn or modified by written request of the prospective Consultant.

### **DISADVANTAGED BUSINESS ENTERPRISE (DBE)**

The project is federally funded and the Consultant will be required to comply with federal regulations (49 CFR, Part 26) and take necessary steps to ensure that DBE firms have the opportunity to participate. For detailed information and requirements regarding the DBE Program, see Chapter 9 Civil Rights and Disadvantaged Business Enterprises of the Caltrans Local Assistance Procedures Manual (LAPM).

The DBE participation requirement for this agreement is 5.5%.

The consultant must meet the DBE goal, or provide documentation indicating a good faith effort was made to meet the contract goal. Good faith efforts must be documented by the

consultant and approved by the local agency (see Exhibit 15-H DBE Information-Good Faith Efforts of the LAPM).

Attachment E contains additional information regarding the DBE requirement. Attachment F, *Exhibit 10-01 Consultant Proposal DBE Commitment*, must be included in the proposal package.

### **PREVAILING WAGE REQUIREMENTS**

The City requires consultant services on public works projects involving local, State, and/or Federal funds. Fee schedules must be consistent with applicable prevailing wage requirements.

### **NON-LOBBYING CERTIFICATION**

The prospective participant certifies by signing and submitting a proposal to the best of his or her knowledge and belief that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant also agrees by submitting his/her proposal that he/she shall require that the language of this certification be included in all lower-tier subcontracts which exceed \$100,000 and that all such sub-recipients shall certify and disclose accordingly.

Exhibit 10-Q Disclosure of Lobbying Activities form, Attachment H of this RFP, shall be completed and submitted with the proposal.

### **REJECTION OF PROPOSALS**

Prospective Consultants interested in being considered must submit a proposal in compliance with this notice. Failure to meet the minimum requirements of the Request for Proposals (RFP) shall be cause for rejection of the package. The City reserves the right to reject any or all proposals.

## **EVALUATION AND CONTRACT AWARD**

Selection of a consultant will not necessarily result in a project guarantee with the City of Placerville. Selection of consultant is a Staff recommendation and entering into a contract is only by action of the City Council and is not in force until fully executed by authorized personnel.

Proposals received that conform to the instructions provided in this section of the RFP will be evaluated by a Selection Committee designated by the City of Placerville. Proposals must comply with the requirements of this RFP to be deemed responsive. The evaluation will be performed using the criteria described herein. The evaluation process will result in a rank ordering of firms based upon qualifications. Based on a short-listing of firms, certain Proposers may be required to attend an oral interview as part of the final ranking process. Previous clients of each Proposer may be contacted regarding the Proposer's past performance. Responses of previous clients may be considered as part of the proposal evaluation process.

Upon determination of the final ranking, The City of Placerville will commence contract negotiations with the highest-ranked firm for the purpose of finalizing a recommendation of award to the City Council.

## **INQUIRIES AND RESPONSES**

All inquiries to this RFP should be submitted to:

City of Placerville  
Engineering Division  
Rebecca Neves, City Engineer  
E-mail: [rneves@cityofplacerville.org](mailto:rneves@cityofplacerville.org)  
(530) 642-5250

All proposals shall be received no later than **3:00 pm, March 26, 2015**, at

City of Placerville  
Engineering Division  
3101 Center Street, 3<sup>rd</sup> Floor  
Placerville, California 95667

Prospective consultants are cautioned not to rely upon any oral statements that they may have obtained. Prospective consultants shall direct all inquiries to the Engineering Division.

All proposals shall be submitted in a sealed envelope that is clearly marked:

**Request for Proposals  
UPPER BROADWAY BIKE LANES  
CIP #41508  
Engineering Division**

Late proposals will not be accepted.

## **SECTION 2: LEGAL NOTICES & CONTRACT PROVISIONS**

### **I. THE CITY OF PLACERVILLE PROPOSAL AND CONSULTANT POLICIES**

#### **A. RFP AS THE BASIS FOR PROPOSALS**

This RFP, including any addenda, will represent the most definitive statement the City of Placerville will make concerning information upon which Proposals are to be based. Any information, verbal or written, which is not contained in this RFP and addenda thereto, will not be considered by the City of Placerville in evaluating the Proposals.

#### **B. AGENCY RIGHT TO WAIVE MINOR IRREGULARITIES**

The City of Placerville reserves the right to waive minor irregularities in the proposal process or to modify the selection process and timeline as it deems necessary.

#### **C. ROLE OF CONSULTANT**

The division of work among the selected Consultant and any proposed sub-consultant is left to the selected Consultant to identify in assembling a project team. The selected Consultant will be responsible for management, design integration, scheduling, control, review and approval of all subcontract work and services for the total project. The selected Consultant will be responsible for the quality and timeliness of all sub-consultant work and must coordinate all sub-consultant activities. The selected Consultant must keep the City of Placerville apprised of any problems incurred and provide regular progress and budget reports. At The City of Placerville's direction, or as detailed in this RFP, the selected Consultant may be required to coordinate directly with other City of Placerville consultants and contractors.

The selected Consultant will be responsible for assuring that all subcontract work is in conformance with the project's policies, standards, and criteria. Use of any sub-consultants not identified in the Proposal will be subject to prior approval by The City of Placerville.

#### **D. LIMITATION AND AWARD**

The City of Placerville reserves the right to award multiple contracts. This RFP does not commit the City of Placerville to award a contract. The City of Placerville reserves the right to reject all Proposals. If The City of Placerville rejects all Proposals, the project may be abandoned, re-advertised, or performed in any manner authorized under City ordinance and applicable law.

The contents of the successful Consultant's Proposal will be incorporated into the resulting contract. The City of Placerville's Sample Contract is included in Attachment A of this RFP. The City of Placerville reserves the right to rescind the contract award if the selected Consultant is unable or unwilling to enter into a contract substantially identical to the sample contract within twenty (20) days from the date it is sent to the selected Consultant for execution.

A selection committee will evaluate the Proposals and establish a rank ordering of the qualified firms for the project. City staff will then negotiate with the highest-ranked

firm, and recommend award of the contract to the City Council. Proposals will be made available, upon request, for copying or inspection when a recommendation is made for award of the resulting contract.

**E. DEBARRED BIDDERS**

Proposer, including any of its officers or holders of a controlling interest, is obligated to inform the City of Placerville whether or not it is or has been on any debarred bidders' list maintained by the State of California or any federal agency. Should Proposer be included on such a list during the performance of this project, it must inform the City of Placerville. Failure to do so may result in rejection of the proposal.

**F. DISCLOSURE OF PROPOSAL INFORMATION**

Once submitted, Proposals become a matter of public record. Where a Proposer submits technical or business information that is claimed to be confidential, Proposer must so indicate by delineating each section of the Proposal with the heading "Confidential". The City of Placerville will give consideration to the claim of confidentiality. However, Proposers should understand that the City of Placerville has reservations as to whether any such information is exempt from disclosure under the California Public Records Act (Government Code Section 6250, et seq). The City of Placerville will notify a Proposer if it receives a request for release of information identified as confidential by Proposer. By submitting its Proposal, Proposer agrees that the City of Placerville will not be held liable for complying with the Public Records Act.

**G. USE OF RFP IDEAS**

The City of Placerville reserves the right to use any or all of Proposer's ideas as set forth in its Proposal. Selection or rejection of the Proposal does not affect this right.

**H. FACILITIES AND RESOURCES**

Proposer must furnish all equipment, facilities, labor, supervision, and any and all other required materials and services, except as otherwise specified in Consultant's Proposal. No City of Placerville resources in terms of personnel, facilities, or equipment will be provided unless agreed upon in writing.

**II. CITY OF PLACERVILLE BID/PROPOSAL PROTEST PROCEDURE**

**A. SCOPE OF PROTEST PROCEDURE**

This Article specifies procedures for interested parties to protest the following City of Placerville staff actions:

- 1) A written recommendation to the City Council to disqualify a bidder, subcontractor, or proposer; and/or,
- 2) A written recommendation to the City Council to award a Contract to a particular bidder or proposer.

## **B. EFFECT OF PROTEST ON CONTRACT AWARD OR BID OPENING**

When a protest has been properly filed prior to Contract award, the City Council will not award the Contract prior to issuance of a final decision on the protest. When a protest has been properly filed before the opening of bids, bids will not be opened prior to the City Council's decision on the protest.

## **C. RELEASE OF PROTEST INFORMATION**

Materials submitted as a part of the protest resolution process will be available to the public except to the extent that:

- 1) The withholding of information is permitted or required by law or regulation; and
- 2) The information is designated proprietary by the person submitting the information to the City of Placerville. If the person submitting material to the City of Placerville indicates that the material contains proprietary material that should be withheld, a statement advising of this fact must be affixed to the front page of the material submitted, and the alleged proprietary information must be specifically identified in the body of the materials wherever it appears.

## **D. MAINTENANCE OF PROTEST RECORDS**

The City Manager or his/her designee will maintain a written record of each step taken in every bid or proposal protest. The record will list dates of each event and photocopies of all correspondence sent and/or received by the City of Placerville pertaining to the protest. These records will be retained for at least three (3) years from the date each protest is resolved.

## **E. WHO MAY FILE A PROTEST**

Protests may be filed only by interested parties. Interested parties are defined as actual or prospective bidders or proposers for a City of Placerville contract and subcontractors or suppliers at any tier whose direct economic interest would be affected by an award or failure to amend a Contract, a provision of the specifications, or a bid or proposal submitted to the City of Placerville by a prime Consultant, or by the interpretation of the provisions of such documents. Submission of a bid or sub-bid protest will be deemed a waiver of any protest to any provision of the specifications which is not the subject of the protest, and entitle the bidder/proposer or sub-bidder/sub-consultant only to protest any subsequent recommendations/decisions of the City of Placerville staff, the City Manager, or the City Council to disqualify the bidder/proposer, reject its bid/proposal, or award the Contract.

## **F. TIME FOR FILING A PROTEST**

Protest to any particular provision of the specification must be received by the City of Placerville no later than five (5) working days prior to the date established in the RFP as the deadline for the submittal of bids, proposals or qualifications. Protests of staff's recommendation to the City Council pertaining to the award of a Contract or the list of qualified proposers responding to an RFP must be received by the City of Placerville no later than five (5) working days from the date of the letter providing notice of the staff recommendation.

#### **G. FORM FOR FILING A PROTEST**

Protests must be addressed to the Placerville City Manager, 3101 Center Street, Placerville, CA 95667. Protests must be in writing and contain a statement of the ground(s) for protest. At least ten (10) copies of the protest must be submitted by the protestor in the time and manner specified in this Article. The City Manager or his/her designee will provide notice, by telephone or by letter, to all bidders or proposers known to the City of Placerville for the Contract that is the subject of the protest. Such notice will state that a protest has been filed with the City of Placerville and identify the name of the protestor. The notice will be given not more than five (5) working days after receipt of a properly filed protest. The notice will state that interested parties will receive further information relative to the protest only if they submit a written request to the City Manager.

#### **H. THE CITY OF PLACERVILLE'S PRELIMINARY RESPONSE TO A PROTEST**

All City of Placerville responses to a protest will be issued in writing. The City Manager will designate a City staff person who, not more than ten (10) working days after receipt of a properly filed protest, will prepare and mail the following information to the protestor and all interested parties requesting such information:

- 1) A preliminary staff response to the protest including a brief explanation of the rationale supporting the response; and
- 2) The proposed time, date and place of the meeting at which the protestor and The City of Placerville staff will attempt to resolve the protest, if such a meeting is appropriate in the judgment of the City Manager.

Within five (5) working days after the meeting, or if no meeting is scheduled, within five (5) calendar days after the date the City of Placerville's response was mailed, the protestor must give the City Manager written notice that the protest is withdrawn or, alternatively, that the protestor requests further consideration of the protest.

If the protestor fails to deliver such notice to the office of the City Manager by the applicable deadline, the protest will be deemed withdrawn.

#### **I. FURTHER INVESTIGATION OF PROTEST**

If a protest is not withdrawn the City Manager or his/her designee will further investigate the protest. The City Manager may contract for third-party consulting services to investigate a protest, when necessary. The City Manager may negotiate with the protestor and other interested parties to share the cost of such consulting services. As part of the investigation, the City Manager or his/her designee will establish reasonable times when the City of Placerville, the protestor, and other interested parties will exchange all documents and arguments relevant to the protest.

Upon written request of the protestor, the City Manager may forward the protest and the City of Placerville's staff response to the City Council for decision without further investigation of the protest by the City Manager. If the City Manager elects to proceed without further investigation of the protest, the prior City of Placerville staff response

will be the recommendation of the City Manager and the City Manager will proceed as set out as follows in section J. City Manager's Recommendation or Decision.

**J. CITY MANAGER'S RECOMMENDATION OR DECISION**

Following investigation, the City Manager will distribute to the protestor, and all interested parties requesting such information, either a written decision, if the City Manager is awarding authority, or a written recommendation that the City Manager will submit to the City Council to resolve the protest, if the City Council is the awarding authority. The City Manager's written decision is final. Within five (5) working days after the date of the letter transmitting the City Manager's recommendation on the protest, the protestor must notify the City Manager in writing whether that the protest is withdrawn or that the protestor requests the protest continue to the City Council for decision. If the protestor fails to submit such a notice, the protest will be deemed to be withdrawn and all proceedings will cease.

**K. SUBMITTAL OF PROTEST TO THE CITY COUNCIL**

If the protest is continued to the City Council for resolution, the protestor, and all interested parties requesting such information, will be notified of the date, time and place of the City Council's hearing at which the protest will be considered; and the date that the protestor and other interested parties must submit written comments with respect to the recommendation. The date established by the City Manager for submittal of comments by the protestor and other persons will allow a reasonable period for rebuttal and may vary according to the complexity of the particular protest.

A copy of the agenda package sent to City Council members prior to a protest hearing will be sent to the protestor and sent or made available to any interested person at least five (5) working days before the hearing and will include the City Council's recommendation and all written comments received from the protestor and other persons within the submittal period. If the City Manager has revised his/her recommendation since its distribution, a written description of the new intended decision and the reason(s) for revision will be sent to the protestor and sent or otherwise made available to any interested person.

**L. CITY COUNCIL'S DECISION**

At the City Council meeting scheduled for the protest hearing, the City Council, in its discretion, may conduct the hearing and/or continue the hearing to a subsequent City Council meeting, or hire an impartial hearing officer to conduct a hearing and prepare a written recommended decision including findings of fact.

At the hearing, the Mayor may announce procedural rules, including those that are reasonably necessary to preclude repetitious or irrelevant testimony. The City of Placerville staff, the protestor, and any interested person may present evidence relating to the protest. If either party arranges for the use of a court reporter to transcribe the hearing, the other party must share the cost of transcribing the hearing if it requests a copy of the transcript.

If an impartial hearing officer conducts the hearing, the City will provide written notice to the protestor, and all interested parties requesting such information, of the

date, time and place of the City Council meeting at which the hearing officer's recommendation will be considered for adoption, and the date that the protestor must provide written comments for submittal to the City Council. A copy of the documents pertaining to the protest that is provided to the City Council with its meeting agenda will be sent to the protestor at least five (5) days before the meeting.

In rendering its decision on the protest, the City Council, in its discretion, may adopt the decision recommended by the City Manager, adopt the written recommendation and findings of fact prepared by a hearing officer, or adopt a separate decision. The protestor and all interested parties will be notified in writing of the final decision of the City Council within thirty (30) calendar days from the date of the City Council meeting.

#### **M. WAIVER OF DAMAGES**

By submitting a bid/proposal or sub-bid/sub-proposal, each bidder/proposer and sub-bidder/sub-proposer agrees that in the event that it submits any protest to the terms of the specifications or to any subsequent decision of the City of Placerville staff, City Manager or City Council. The City of Placerville retains the discretion to reject all bids/proposals or to make no decision whatsoever. If the City of Placerville City Manager or City Council rejects all bids/proposals for any reason, or overrules any protest and awards the Contract, the protesting entity waives all claims, rights and causes of action for loss of anticipated profits from the Contract or any subcontract, regardless of whether the City of Placerville's decision is subsequently invalidated by a court of law. The City of Placerville will be deemed to have relied to its detriment on such waiver in deciding either to reject all bids/proposals or to award the Contract. Any attempted reservation of rights waived herein will be grounds to reject a bid as nonresponsive.

## ATTACHMENT A

### SAMPLE - AGREEMENT FOR ENGINEERING SERVICES

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THIS AGREEMENT made and entered by and between the City of Placerville, a political subdivision of the State of California (hereinafter referred to as "City") and **CONSULTANT**, a company duly qualified to conduct business in the State of California, whose principal place of business is **Somewhere Street, Some City, CA ZIP**, (hereinafter referred to as "Consultant");

#### WITNESSETH

**WHEREAS**, City has determined that it is necessary to obtain a consultant to provide engineering service for engineering design services and bid document preparation for the Broadway Bike Lanes Project.

**WHEREAS**, Consultant has represented to City that it is specially trained, experienced, expert, and competent to perform the special services required hereunder and City has determined to rely upon such representations; and

**WHEREAS**, it is the intent of the parties hereto that such services be in conformity with all applicable federal, state and local laws.

**NOW, THEREFORE**, City and Consultant mutually agree as follows:

#### ARTICLE I

Scope of Services: Consultant agrees to provide to City those described in Exhibit "A", incorporated herein and made by reference a part hereof.

#### ARTICLE II

Term: This Agreement shall become effective when fully executed by both parties hereto and shall expire on **December 31, 2016**. This Agreement may be extended if mutually agreed by both parties hereto, in writing not less than thirty (30) days prior to the expiration of this Agreement.

#### ARTICLE III

Compensation for Services: For services provided herein, City agrees to pay Consultant in accordance with the rates and charges identified in Exhibit "A", incorporated herein and made by reference a part hereof. Payment shall be made within thirty (30) days following City receipt and approval of itemized invoice(s) detailing services rendered. The total amount of this Agreement shall not exceed **\$Some Dollar Amount**.

#### ARTICLE IV

Changes to Agreement: This Agreement may be amended by mutual consent of the parties hereto. Said amendments shall become effective only when in writing and fully executed by duly authorized officers of the parties hereto.

## **ARTICLE V**

Consultant to City: It is understood that the services provided under this Agreement shall be prepared in and with cooperation from City and its staff. It is further agreed that in all matters pertaining to this Agreement, Consultant shall act as Consultant only to the City and shall not act as Consultant to any other individual or entity affected by this Agreement nor provide information in any manner to any party outside of this Agreement that would conflict with Consultant's responsibilities to the City during term hereof.

## **ARTICLE VI**

Assignment and Delegation: Consultant is engaged by City for its unique qualifications and skills as well as those of its personnel. Consultant shall not subcontract, delegate or assign services to be provided, in whole or in part, to any other person or entity without prior written consent of City.

## **ARTICLE VII**

Independent Consultant/Liability: Consultant is, and shall be at all times, deemed independent and shall be wholly responsible for the manner in which it performs services required by terms of this Agreement.

Consultant exclusively assumes responsibility for acts of its employees, associates and sub consultants, if any are authorized herein, as they relate to services to be provided under this Agreement during the course and scope of their employment.

Consultant shall be responsible for performing the work under this Agreement in a safe, professional, skillful and workmanlike manner and shall be liable for its own negligence and negligent acts of its employees. City shall have no right of control over the manner in which work is to be done and shall, therefore, not be charged with responsibility of preventing risk to Consultant or its employees.

## **ARTICLE VIII**

CONSULTANT shall comply with the State of California's General Prevailing Wage Rate requirements in accordance with California Labor Code, Section 1770, and all Federal, State, and local laws and ordinances whenever applicable to the work.

## **ARTICLE IX RETENTION OF RECORDS/AUDIT**

For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7; CONSULTANT, subconsultants, and LOCAL AGENCY shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the costs of administering the contract. All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract. The state, State Auditor, LOCAL AGENCY, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of CONSULTANT and its certified public accountants (CPA) work papers that are pertinent to the contract and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of \$25,000 shall contain this provision.

## **ARTICLE X AUDIT REVIEW PROCEDURES**

A. Any dispute concerning a question of fact arising under an interim or post audit of this contract that is not disposed of by agreement, shall be reviewed by LOCAL AGENCY'S Chief Financial Officer.

- B. Not later than 30 days after issuance of the final audit report, CONSULTANT may request a review by LOCAL AGENCY'S Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.
- C. Neither the pendency of a dispute nor its consideration by LOCAL AGENCY will excuse CONSULTANT from full and timely performance, in accordance with the terms of this contract.
- D. CONSULTANT and subconsultant contracts, including cost proposals and ICR, are subject to audits or reviews such as, but not limited to, a contract audit, an incurred cost audit, an ICR Audit, or a CPA ICR audit work paper review. If selected for audit or review, the contract, cost proposal and ICR and related work papers, if applicable, will be reviewed to verify compliance with 48 CFR, Part 31 and other related laws and regulations. In the instances of a CPA ICR audit work paper review it is CONSULTANT's responsibility to ensure federal, state, or local government officials are allowed full access to the CPA's work papers including making copies as necessary. The contract, cost proposal, and ICR shall be adjusted by CONSULTANT and approved by LOCAL AGENCY contract manager to conform to the audit or review recommendations. CONSULTANT agrees that individual terms of costs identified in the audit report shall be incorporated into the contract by this reference if directed by LOCAL AGENCY at its sole discretion. Refusal by CONSULTANT to incorporate audit or review recommendations, or to ensure that the federal, state or local governments have access to CPA work papers, will be considered a breach of contract terms and cause for termination of the contract and disallowance of prior reimbursed costs.

## ARTICLE XI

### Default, Termination and Cancellation:

- A. Default: Upon the occurrence of any default of the provisions of this Agreement, a party shall give written notice of said default to the party in default (notice). If the party in default does not cure the default within ten (10) days of the date of notice (time to cure), then such party shall be in default. The time to cure may be extended at the discretion of the party giving notice.
  - 1. Any extension of time to cure must be in writing, prepared by the party in default for signature by the party giving notice and must specify the reason(s) for the extension and the date on which the extension of time to cure expires.
  - 2. Notice given under this section shall specify the alleged default and the applicable Agreement provision and shall demand that the party in default perform the provisions of this Agreement within the applicable period of time. No such notice shall be deemed a termination of this Agreement unless the party giving notice so elects in this notice, or the party giving notice so elects in a subsequent written notice after the time to cure has expired.
- B. Bankruptcy: This Agreement, at the option of the City, shall be terminable in the case of bankruptcy, voluntary or involuntary, or insolvency of Consultant.
- C. Ceasing Performance: City may terminate this Agreement in the event Consultant ceases to operate as a business, or otherwise becomes unable to substantially perform any term or condition of this Agreement.
- D. Termination or Cancellation without Cause: City may terminate this Agreement in whole or in part seven (7) calendar days upon written notice by City for any reason. If such prior termination is effected, City will pay for satisfactory services rendered prior to the effective dates as set forth in the Notice of Termination provided to Consultant, and for such other services, which City may agree to in writing as necessary for contract resolution. In no event, however, shall City be obligated to pay more than the total amount of the contract. Upon receipt of a Notice of Termination, Consultant shall promptly discontinue all services affected, as of the effective date of termination set forth in such Notice of Termination, unless the notice directs otherwise. In the event of termination for default, City reserves the right to take over and complete the work by contract or by any other means.

## ARTICLE XII

Notice to Parties: All notices to be given by the parties hereto shall be in writing and served by depositing same in the United States Post Office, postage prepaid and return receipt requested. Notices to City shall be in duplicate and addressed as follows:

CITY OF PLACERVILLE  
DEVELOPMENT SERVICES DEPARTMENT  
3101 CENTER STREET  
PLACERVILLE, CA 95667  
ATTN: Rebecca Neves, City Engineer

Or to such other location as the City directs.

Notices to Consultant shall be addressed as follows:

CONSULTANT  
SOME STREET  
SOMEWHERE, CA ZIP  
ATTN: John Doe, Project Manager

Or to such other location as the Consultant directs.

## ARTICLE XI

Indemnity: To the fullest extent allowed by law, CONSULTANT shall defend, indemnify, and hold harmless the CITY and its officers, agents, employees and representatives from and against any and all claims, actions, losses, injuries, damages or expenses of every name, kind, and description, including litigation costs and reasonable attorney's fees incurred, brought for or on account of, injury to or death of any person, including but not limited to workers, City employees, and the public, or damage to property, which arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of CONSULTANT, its officers, agents, employees, volunteers, representatives, contractors and subcontractors but this indemnity does not apply to liability for damages for bodily injury, property damage or other loss, arising from the sole negligence, active negligence or willful misconduct by the City, its officers, official employees, and volunteers. This duty of CONSULTANT includes the duty of defense, inclusive of that set forth in California Civil Code Section 2778. Each party shall notify the other party immediately in writing of any claim or damage related to activities performed under this Agreement. The parties shall cooperate with each other in the investigation and disposition of any claim arising out of the activities under this Agreement.

## ARTICLE XII

Insurance: Consultant shall provide proof of a policy of insurance satisfactory to the City and documentation evidencing that Consultant maintains insurance that meets the following requirements:

- A. Full Worker's Compensation and Employer's Liability Insurance covering all employees of Consultant as required by law in the State of California.
- B. Commercial General Liability Insurance of not less than \$1,000,000.00 combined single limit per occurrence for bodily injury and property damage and a \$2,000,000.00 aggregate limit.
- C. Automobile Liability Insurance of not less than \$1,000,000.00 is required in the event motor vehicles are used by the Consultant in the performance of the Agreement.
- D. Professional Liability Insurance (errors and omissions) of not less than \$1,000,000.00 per claim and in the aggregate. Further, Consultant agrees to maintain in full force and effect such insurance for three years after performance of work under this Agreement is completed.

- E. Consultant shall furnish a certificate of insurance satisfactory to the City as evidence that the insurance required above is being maintained.
- F. The insurance will be issued by an insurance company acceptable to City, or be provided through partial or total self-insurance likewise acceptable to City.
- G. Consultant agrees that the insurance required above shall be in effect at all times during the term of this Agreement. In the event said insurance coverage expires at any time or times during the term of this Agreement, Consultant agrees to provide at least thirty (30) days prior to said expiration date, a new certificate of insurance evidencing insurance coverage as provided for herein for not less than the remainder of term of the Agreement, or for a period of not less than one (1) year. New certificates of insurance are subject to the approval of City and Consultant agrees that no work or services shall be performed prior to the giving of such approval. In the event the Consultant fails to keep in effect at all times insurance coverage as herein provided, City may, in addition to any other remedies it may have, terminate this Agreement upon the occurrence of such event.
- H. The certificate of insurance must include the following provisions stating that:
  - 1. The insurer will not cancel the insured's coverage without thirty (30) days prior written notice to City, and;
  - 2. The City of Placerville, its officers, officials, employees and volunteers are included as additional insured, but only insofar as the operations under this Agreement are concerned. This provision shall apply to all liability policies except worker's compensation and professional liability insurance policies.
- I. The Consultant's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees or volunteers shall be in excess of the Consultant's insurance and shall not contribute with it.
- J. Any deductibles or self-insured retentions must be declared to and approved by the City, either; the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the Consultant shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.
- K. Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.
- L. The insurance companies shall have no recourse against the City of Placerville, its officers and employees or any of them for payment of any premiums or assessments under any policy issued by any insurance company.
- M. Consultant's obligations shall not be limited by the foregoing insurance requirements and shall survive expiration of this Agreement.
- N. In the event Consultant cannot provide an occurrence policy, Consultant shall provide insurance covering claims made as a result of performance of this Agreement for not less than three (3) years following completion of performance of this Agreement.
- O. Certificate of insurance shall meet such additional standards as may be determined by the City as essential for protection of the City.

### **ARTICLE XIII**

Interest of Public Official: No official or employee of City who exercises any functions or responsibilities in review or approval of services to be provided by Consultant under this Agreement shall participate in or attempt to influence any decision relating to this Agreement which affects personal interest or interest of any corporation, partnership or association in which he/she is directly or indirectly interested; nor shall

any such official or employee of City have any interest, direct or indirect, in this Agreement or the proceeds thereof.

#### **ARTICLE XIV**

Interest of Consultant: Consultant covenants that Consultant presently has no personal interest or financial interest, and shall not acquire same in any manner or degree in either: 1) any other contract connected with or directly affected by the services to be performed by this Agreement; or, 2) any other entities connected with or directly affected by the services to be performed by this Agreement. Consultant further covenants that in the performance of this Agreement no person having any such interest shall be employed by Consultant.

#### **ARTICLE XV**

California Residency (Form 590): All independent Consultants providing services to the City must file a State of California Form 590, certifying their California residency or, in the case of a corporation, certify that they have a permanent place of business in California. The Consultant will be required to submit a Form 590 prior to execution of an Agreement or City shall withhold seven (7%) percent of each payment made to the Consultant during term of the Agreement. This requirement applies to any agreement/contract exceeding \$1,500.00.

#### **ARTICLE XVI**

Taxpayer Identification Number (Form W-9): All independent Consultants or Corporations providing services to the City must file a Department of the Treasury Internal Revenue Service Form W-9, certifying their Taxpayer Identification Number.

#### **ARTICLE XVII**

City Business License: To conduct business within the City of Placerville Consultant must be in possession of a valid City Business License.

#### **ARTICLE XVIII**

Administrator: The City Officer or employee with responsibility for administering this Agreement is the City Engineer, or successor.

#### **ARTICLE XIX**

Authorized Signatures: The parties to this Agreement represent that the undersigned individuals executing this Agreement on their respective behalf are fully authorized to do so by law or other appropriate instrument and to bind upon said parties to the obligations set forth herein.

#### **ARTICLE XX**

Partial Invalidity: If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will continue in full force and effect without being impaired or invalidated in any way.

## **ARTICLE XXI**

Venue: Any dispute resolution action arising out of this Agreement, including, but not limited to, litigation, mediation or arbitration, shall be brought in El Dorado County, California, and shall be resolved in accordance with the laws of the State of California. Consultant waives any removal rights it might have under Code of Civil Procedure Section 394.

## **ARTICLE XXII**

Entire Agreement: This document and the documents referred to herein or exhibits hereto are the entire Agreement between the parties and they incorporate or supersede all prior written or oral Agreements or understandings.

## **EQUAL EMPLOYMENT OPPORTUNITY**

In connection with the performance of this Agreement, CONSULTANT shall not discriminate against any employee or applicant for employment because of race, color, age, creed, sex, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

## **DISADVANTAGED BUSINESS ENTERPRISE (DBE)**

- A. To the extent that Federal funds are used, it is the policy of the U.S. Department of Transportation (DOT) that minority and women-owned business enterprises (hereby referred to as DBEs), as defined in 49 CFR Part 23 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this Agreement.
- B. To the extent applicable, CONSULTANT agrees to ensure that DBEs have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this Agreement. In this regard, CONSULTANT shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that DBEs have the maximum opportunity to compete for and perform contracts. CONSULTANT shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.
- C. All subcontracts awarded by CONSULTANT shall contain the provisions included in paragraphs (A) and (B), as described immediately above.

## **TITLE VI COMPLIANCE**

- A. CONSULTANT agrees to comply with Title VI of the Civil Rights Act of 1964 (49 USC 2000d) and the regulations of the U.S. Department of Transportation issued thereunder in 49 CFR Part 21.
- B. During the performance of this Agreement the CONSULTANT, for itself, its assignees and successors in interest, agrees as follows:
  1. Compliance with Regulations: The CONSULTANT shall comply with the Regulations relative to nondiscrimination in federally-assisted programs, Title 49 Code of Federal Regulations, Parts 21, as they may be amended during the period of this contract (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
  2. Nondiscrimination: The CONSULTANT, with regard to the work performed by it during the Agreement, shall not discriminate on the grounds of race, religion, color, sex, age or national origin in the selection or retention of subcontractors, including procurements of materials and leases of equipment. The CONSULTANT shall not participate either directly or indirectly in

the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the Agreement covers a program set forth in Appendix B of the Regulations.

3. Solicitations for subcontractors, including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiations made by the CONSULTANT for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the CONSULTANT of the CONSULTANT'S obligations under this Agreement and the Regulations relative to nondiscrimination on the grounds of race, religion, color, sex, age or national origin.
  4. Information and Reports: The CONSULTANT shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by CITY to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a consultant is in the exclusive possession of another who fails or refuses to furnish this information, the CONSULTANT shall so certify to CITY, as appropriate, and shall set forth what efforts it has made to obtain the information.
- C. Sanctions for Noncompliance: In the event of the CONSULTANT'S noncompliance with the nondiscrimination provisions of this Agreement, CITY shall impose such contract sanctions as it may determine to be appropriate, including, but not limited to:
1. Withholding of payments to the CONSULTANT under the Agreement until the CONSULTANT complies, and/or;
  2. Cancellation, termination or suspension of the Agreement, in whole or in part.
- D. Incorporation of Provisions: the CONSULTANT shall include the provisions of Paragraphs A and B (including all subparts) of this Section in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The CONSULTANT shall take such action with respect to any subcontract or procurement as CITY may direct as a means of enforcing such provisions including sanctions for noncompliance: provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the CONSULTANT may request CITY to enter into such litigation to protect the interests of CITY, and in addition, the CONSULTANT may request the United States to enter into such litigation to protect the interests of the United States.
- E. Civil Rights: All subcontractors awarded by contractors shall contain provisions requiring compliance with Title VI of the Civil Rights Act of 1964, as amended. Accordingly, 49 CFR Part 21, through Appendix C and 23 CFR 710.405(b) shall be made applicable by reference in all subcontracts financed in whole or in part with Federal funds.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement the day and year first below written.

**-- CITY OF PLACERVILLE --**

**-- CONSULTANT --**

Date: \_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_  
Cleve Morris, City Manager

\_\_\_\_\_  
**Authorized Representative**

\_\_\_\_\_  
Print Name

**ATTACHMENT B**

**EXHIBIT 10-H SAMPLE COST PROPOSAL**

**ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS**  
**(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)**

Note: Mark-ups are Not Allowed

Consultant \_\_\_\_\_ Contract No. \_\_\_\_\_ Date \_\_\_\_\_

**DIRECT LABOR**

Classification/Title	Name	Hours	Actual Hourly Rate	Total
(Project Manager)	_____	_____	\$ _____	\$ _____
(Sr. Civil Engineer)	_____	_____	\$ _____	\$ _____
(Envir. Scientist)	_____	_____	\$ _____	\$ _____
(Jr. Highway Engr)	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____

**LABOR COSTS**

- a) Subtotal Direct Labor Costs \$ \_\_\_\_\_
- b) Anticipated Salary Increases (see page 2 for sample) \$ \_\_\_\_\_
- c) **TOTAL DIRECT LABOR COSTS [(a) + (b)]** \$ \_\_\_\_\_

**FRINGE BENEFITS**

- d) Fringe Benefits (Rate: \_\_\_\_\_%) e) **TOTAL FRINGE BENEFITS**
- [(c) x (d)] \$ \_\_\_\_\_

**INDIRECT COSTS**

- f) Overhead (Rate: \_\_\_\_\_%) g) Overhead [(c) x (f)] \$ \_\_\_\_\_
- h) General and Administrative (Rate: \_\_\_\_\_%) i) Gen & Admin [(c) x (h)] \$ \_\_\_\_\_
- j) **TOTAL INDIRECT COSTS [(e) + (g) + (i)]** \$ \_\_\_\_\_

**FEE (Profit)**

- q) (Rate: \_\_\_\_\_%) k) **TOTAL FIXED PROFIT [(c) + (j)] x (q)]** \$ \_\_\_\_\_

**OTHER DIRECT COSTS (ODC)**

Description	Unit(s)	Unit Cost	Total
l) Travel/Mileage Costs (supported by consultant actual costs)	_____	\$ _____	\$ _____
m) Equipment Rental and Supplies (itemize)	_____	\$ _____	\$ _____
n) Permit Fees (itemize), Plan sheets (each), Test Holes (each), etc.	_____	\$ _____	\$ _____
o) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)	_____	\$ _____	\$ _____
p) <b>TOTAL OTHER DIRECT COSTS [(l) + (m) + (n) + (o)]</b>			\$ _____

**TOTAL COST [(c) + (j) + (k) + (p)]** \$ \_\_\_\_\_

NOTES:

- Employees subject to prevailing wage requirements to be marked with an \*.
- ODC items should be based on actual costs and supported by historical data and other documentation.
- ODC items that would be considered “tools of the trade” are not reimbursable.
- ODC items should be consistently billed directly to all clients, not just when client will pay for them as a direct cost.
- ODC items when incurred for the same purpose, in like circumstances, should not be included in any indirect cost pool or in overhead rate.

**ATTACHMENT B**

**EXHIBIT 10-H SAMPLE COST PROPOSAL**

**ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS**

(SAMPLE CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

Consultant \_\_\_\_\_ Contract No. \_\_\_\_\_ Date \_\_\_\_\_

**1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)**

Direct Labor <u>Subtotal</u> per Cost Proposal	Total Hours per Cost Proposal	=	Avg Hourly Rate	<b>5 Year Contract Duration</b>
\$250,000.00	5000	=	\$50.00	Year 1 Avg Hourly Rate

**2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)**

	Avg Hourly Rate		Proposed Escalation			
Year 1	\$50.00	+	2%	=	\$51.00	Year 2 Avg Hourly Rate
Year 2	\$51.00	+	2%	=	\$52.02	Year 3 Avg Hourly Rate
Year 3	\$52.02	+	2%	=	\$53.06	Year 4 Avg Hourly Rate
Year 4	\$53.06	+	2%	=	\$54.12	Year 5 Avg Hourly Rate

**3. Calculate estimated hours per year (Multiply estimate % each year by total hours)**

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	20.0%	*	5000	=	1000	Estimated Hours Year 1
Year 2	40.0%	*	5000	=	2000	Estimated Hours Year 2
Year 3	15.0%	*	5000	=	750	Estimated Hours Year 3
Year 4	15.0%	*	5000	=	750	Estimated Hours Year 4
Year 5	10.0%	*	5000	=	500	Estimated Hours Year 5
Total	100%		Total	=	5000	

**4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)**

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	\$50.00	*	1000	=	\$50,000.00	Estimated Hours Year 1
Year 2	\$51.00	*	2000	=	\$102,000.00	Estimated Hours Year 2
Year 3	\$52.02	*	750	=	\$39,015.00	Estimated Hours Year 3
Year 4	\$53.06	*	750	=	\$39,795.30	Estimated Hours Year 4
Year 5	\$54.12	*	500	=	\$27,060.80	Estimated Hours Year 5
	Total Direct Labor Cost with Escalation			=	\$257,871.10	
	Direct Labor Subtotal before Escalation			=	\$250,000.00	
	Estimated total of Direct Labor Salary Increase			=	<b>\$7,871.10</b>	Transfer to Page 1

NOTES:

- This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
- An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.

## ATTACHMENT C



2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

### CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ) CALL FOR PROJECTS

#### 2013/14 TRANSPORTATION FUNDING APPLICATION FORM

**PROJECT TITLE:** Upper Broadway Bike Lanes

**PROJECT APPLICANT:** City of Placerville  
(Agency Name and Address) 3101 Center Street  
Placerville, CA 95667

**CONTACT PERSON:** Nate Stong, City Engineer  
(Name, address, phone, e-mail) 3101 Center Street  
Placerville, CA 95667  
(530) 642-5526  
[nstong@cityofplacerville.org](mailto:nstong@cityofplacerville.org)

**BRIEF DESCRIPTION OF PROJECT:** Describe the work that would be funded under the proposed project. Include the land, equipment, or facilities to be acquired or constructed as part of the project. Attach map, schematic, photos, or additional narrative needed to adequately describe the project.

- *The project would implement a segment of the City Non-Motorized Transportation Plan (NMTP, See **Attachment A**). This segment expands Upper Broadway from Blairs Lane to Point View Drive, adding a bike lane and shoulder to the existing road alignment.*
- *The project would stripe a Class II bike lane from Blairs Lane to Schnell School Road on both sides of the street, widen the pavement section from Schnell School Road to Point View Drive to construct a Class II bike lane on the eastbound (uphill) lane and provide an additional 2-foot shoulder with "Sharrow" striping on the westbound (downhill) lane.*

**ENVIRONMENTAL CLEARANCE FOR PROJECT:** (check type and status)

**FEDERAL CLEARANCE (NEPA):**

- Categorical Exemption
- Environmental Assessment
- Finding of No Significant Impact (FONSI)
- Environmental Impact Statement

**STATE CLEARANCE (CEQA):**

- Statutory/Categorical Exemption
- Initial Study
- Negative Declaration
- Environmental Impact Report

**STATUS:**

- Complete
- In Progress
- Not Started

**Anticipated Completion Date:**

**Name of Lead Agency:** City of Placerville

**FUNDING TYPE REQUESTED:** (check one)

Minimum Federal Funding request is \$200,000

- CMAQ

**COSTS (in FY 2013/14 dollars)**

Local Funds	\$
Other Funds	\$
Toll Credits	\$ 232,268
State or Federal Funds Requested	\$ 1,792,732
Total Project Cost	\$ 2,025,000

---

**SECTION 1: SCREENING CRITERIA**

At a minimum, projects must comply with the requirements for the fund source including all applicable federal requirements. EDCTC will use the information provided in response to the following questions to determine whether the application should go forward for further consideration.

1. "Master Agreement" / "Eligible Applicant" status:

- a. Does your agency have a Master Agreement with Caltrans or Eligible Applicant status with the Federal Transit Administration?

yes       no

- b. If you answered no to question (a) above, has Caltrans indicated that your agency is likely to qualify for a Master Agreement?

yes       no

- c. If you answered no to question (a) above, has an agency with a Master Agreement or Eligible Applicant status agreed to sponsor and administer your project?

yes       no

If yes, please indicate agency name and title, name, telephone number and e-mail of person for verification.

Agency Name:

Title/Name:

Telephone/E-mail:

Applicants unable to answer yes to a, b or c above may still submit an application. If the project is selected for funding, EDCTC will work with the applicant to find an agency with a Master Agreement or Eligible FTA Applicant status to sponsor the project.

2. Is the project endorsed by a Board of Elected Officials?

yes       no

If yes, attach a Minute Order or Resolution showing policy board approval or endorsement of this project.

*City of Placerville City Council Resolution No. 8150 authorizes the City Engineer to submit an application for this project for grant funding under the Federal CMAQ Program. See **Attachment B**.*

3. **CMAQ Funded Projects:** Using methods and automated tools to perform calculations for emissions reductions referenced in section 5(b) of the 2013/14 EDCTC Call for Projects "Instructions for Applicants"; describe and quantify the air quality benefits of this project.

Include pound(s) per year reductions in specific emissions ROG/NOx/PM and Cost Effectiveness of funding. Attach a letter from the El Dorado County Air Quality Management District that provides concurrence of the emission reduction benefits.

***Attachment C** is a detailed report of emission reductions, and cost-effectiveness calculations for this project. Emission reductions from the project are summarized below.*

Upper Broadway widening Total Emission Reductions (lbs/year)			
	ROG	NOx	PM-10
Bicycle/Pedestrian Improvements	17	9	3

*This project improves pedestrian and bicyclist access while reducing passenger vehicle trips. The emission-reducing benefits of the project are from the following;*

- *Giving residential inhabitants a safer way to access to local Commercial sites on Broadway by constructing a Class II Bicycle Lane for approximately a mile stretch of road on Broadway.*
- *Allowing school children a safer option to bicycle to the local school by the construction of a Class II Bicycle Lane as well as restriping a portion of Broadway to accommodate bicycle traffic.*

*The application has been submitted to the El Dorado County Air Quality Management District for their review and consent. See **Attachment D**.*

## **SECTION 2: SELECTION CRITERIA**

EDCTC will use information provided in response to the following questions and other information provided in this application to evaluate, prioritize, and select projects. Attach additional narrative or documentation if necessary.

- 1. Project meets the requirements for the funding source.** Describe how well your project meets the requirements for the specific fund source you are applying for.
  - *The project provides a new Class II bike lane along a one mile stretch of Upper Broadway that would connect residential areas to businesses and schools. This would complete a segment of the overall “Non-Motorized Transportation Plan” (NMTP), adopted by the City Council in 2010. See Attachment A for the exhibit from Chapter 5 of the Plan that represents this area of widening. This would provide a safe alternative for non-motorized travel alternatives within the City of Placerville.*
  
- 2. Project Need/Benefit.** Describe the project scope and the goals this project address(es):
  - *The project provides an important gap in implementing the non-motorized transportation projects throughout the City.*
  
- 3. Cost Effectiveness.** Describe how this project makes effective and efficient use of federal funds. Detail local commitment either by overmatch or demonstrate how the project leverages the use of other fund sources:
  - *This project allows the City to implement an important gap in the City Council’s adopted plan for Non-Motorized Transportation Plan*
  - *The cost per pound of emissions is summarized on the Attachment C Bicycle Facilities worksheet that has been reviewed and acknowledged by the El Dorado County Air Quality Management District. The total emissions cost benefit encompasses the completed project which will take approximately 5 years to finish.*
  
- 4. Project Readiness.** Federal Projects must be delivered within three years. Describe project readiness in terms of what has already been accomplished and what still needs to be accomplished to implement this project. Include status of design, engineering, environmental review, funding commitment and availability:
  - *This is a new project that is estimated to take longer than 3 years to complete with pending design, construction, environmental review and right-of-way acquisitions. It is estimated to take approximately 2 years of overall design, 1.5 years for right-of-way acquisitions, and approximately 1.5 years of construction time. It is anticipated that the overall design and right-of-way acquisitions can be completed in this time period of 3 years as shown on the Project Budget worksheet on sheet 6.*
  
- 5. Demonstrated Ability to Deliver a Federally Funded Project.** Describe the experience of applicant agency and project sponsor in implementing projects funded through the CMAQ program:
  - *The City of Placerville has successfully completed several projects funded through various federal transportation programs. Among them are:*
    - *Canal Street and Schnell School Road Pedestrian Safety Improvements – Construction (Federal Safe Routes to School)*
    - *Canal Street Sidewalks – Construction (State Safe Routes to School)*
    - *Cold Springs and Carson Road Overlay - Construction (ARRA)*
    - *Morrene Drive Overlay- Construction (ARRA)*

- *In addition, several federally-funded projects are being advanced:*
  - *Blairs Lane Bridge Replacement; Right-of-way acquisition; final design (HBP)*
  - *El Dorado Trail – Clay Street to Bedford Ave; PS&E (Federal TE)*
  - *El Dorado Trail – Ray Lawyer to Main Street; PS&E (Federal TE)*
  - *Clay Street at Hangtown Creek Bridge; Preliminary Engineering (CMAQ, HBP)*

**6. Community Support/Multi-Jurisdictional Projects.** Describe the community support for the project, the regional effect of the project and/or how this project crosses jurisdictional boundaries:

- *The Upper Broadway bike lane expansion project would implement a portion of the City Non-Motorized Transportation Plan (NMTP). This plan, along with the Pedestrian Circulation Plan outlines areas that are beneficial to the City of Placerville to provide pedestrian and bicycle facilities through and around the City.*
- *See **Attachment E** for letter of support from the Placerville Union School District. See **Attachment F** for letter of support from Friends of El Dorado Trails.*

**7. Inclusion in Local/Regional Plans.** Describe whether or not the project is included in local or regional plans, and discuss the project's priority ranking.

- *The plan is consistent with the Non-Motorized Transportation Plan that the City adopted in 2010 and the Pedestrian Circulation Plan, adopted 2007. This project would be beneficial to the overall Plan for the City of Placerville in providing the needed bicycle circulation plan and safe travel routes for non-motorized vehicles.*

**SECTION 3: PROJECT BUDGET**

<b>PROJECT COST:</b>	<b>FY 13/14</b>	<b>FY 14/15</b>	<b>FY 15/16</b>	<b>FY 16/17</b>
Environmental	\$ 50,000			
Design Engineering	\$150,000			
Right of Way		\$300,000		
Construction				\$1,250,000
ROW Engineering				
Construction Engineering				\$ 150,000
Lease/Purchase Equipment				
Lease/Purchase Other (specify):				
Planning				
Operation				
Administration	\$ 50,000	\$ 25,000		\$ 50,000
<b>TOTAL PROJECT COST:</b>	<b>\$250,000</b>	<b>\$325,000</b>		<b>\$1,450,000</b>
<b>PROJECT REVENUES: (Identify)</b>				
Federal: (CMAQ)	\$221,325	\$287,723		\$1,283,685
State:				
Local:				
Private:				
Other:				
Toll Credits:	\$28,675	\$37,277		\$166,315
<b>TOTAL PROJECT REVENUE:</b>	<b>\$250,000</b>	<b>\$325,000</b>		<b>\$1,450,000</b>

**SECTION 4: PROJECT STATUS AND SCHEDULE**

(indicate the schedule for completing the following tasks)

	<u>Quarter/Calendar Year</u>
1. Project Study Report (or PSR Equivalent) .....	
2. Start Environmental Studies .....	<b>Q3/2014</b>
3. Draft Environmental Document.....	<b>Q1/2015</b>
4. Final Environmental Document.....	<b>Q2/2015</b>
5. Begin Design Engineering .....	<b>Q3/2014</b>
6. Plans, Specifications and Estimates .....	<b>Q3/2015</b>
7. Start Right-of-Way Acquisition .....	<b>Q3/2015</b>
8. Right-of-Way Certification.....	<b>Q3/2016</b>
9. Ready to Advertise .....	<b>Q4/2016</b>
10. Start Construction or Award Contract .....	<b>Q1/2017</b>
11. Project Complete or Open for Use.....	<b>Q1/2018</b>

**SECTION 5: PROJECT SUBMITTAL ASSURANCES**

**PROJECT SUBMITTAL ASSURANCES  
FOR**

**Upper Broadway Bike Lanes**

**SUBMITTED BY**

**City of Placerville**

Project sponsor possesses legal authority to nominate Congestion Mitigation and Air Quality projects, and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) to act in connection with the nomination and to provide such additional information as may be required.

Project sponsor will maintain and operate the property acquired, developed, rehabilitated, or restored with the funds for the life of the resultant facility(ies) or activity. With approval of the California Department of Transportation, the applicant or its successor's interest in the program may transfer the responsibility to maintain and operate the property.

Project sponsor will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project.

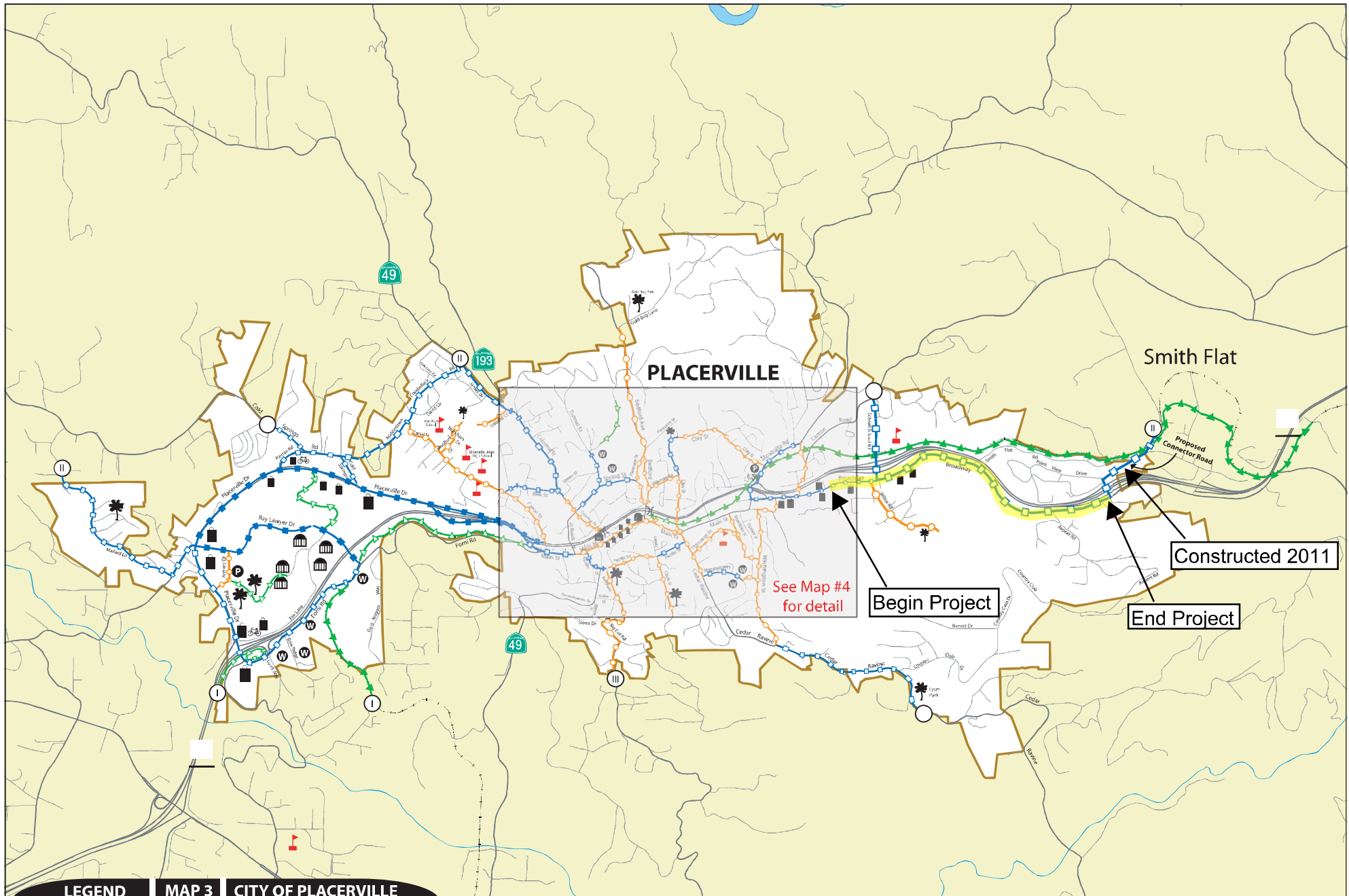
Project sponsor will cause work on the project to be commenced within a reasonable time after receipt of notification from the State that funds have been approved by the Federal Highway Administration and the project will be carried to completion with reasonable diligence.

Project sponsor will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, and any other Federal, State, and/or local laws, rules and/or regulations.

I certify that the information contained in this application, including required attachments, is accurate and that I am authorized on behalf of the applicant to file this application and make the assurances listed above.

Signed  Date 2/5/14

Printed Name and Title: **Nate Stong, City Engineer**



**LEGEND | MAP 3 | CITY OF PLACERVILLE**

Local Road/Arterial  
 School  
 Shopping Center  
 Employment Center



Bicycle Parking  
 Government Center  
 Park & Ride Lot  
 Park



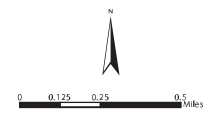
CLASS I BIKE PATH  
 Existing —▲▲▲▲▲  
 Proposed —▲▲▲▲▲

CLASS II BIKE LANES  
 Existing —■ ■ ■ ■ ■  
 Proposed —■ ■ ■ ■ ■

CLASS III BIKE ROUTE  
 Existing —● ● ● ● ●  
 Proposed —● ● ● ● ●

CONTINUES AS CLASS  
 I II III  
 No Bikeway

CONTINUES AS CLASS  
 I II III  
 No Bikeway



**RESOLUTION NO. 8150**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLACERVILLE  
AUTHORIZING THE SUBMITTAL OF THREE APPLICATIONS FOR  
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM FUNDING**

**WHEREAS**, the federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a component of the July 2012 federal transportation authorization bill Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21); and

**WHEREAS**, CMAQ is administered locally by the El Dorado County Transportation Commission (EDCTC) which released a call for projects on November 7<sup>th</sup>, 2013; and

**WHEREAS**, the City of Placerville is an eligible applicant for CMAQ projects and has identified three projects for which to apply.

**NOW THEREFORE, BE IT RESOLVED**, that the City Council of the City of Placerville does hereby authorize the City Engineer to submit three applications for the following projects to the El Dorado County Transportation Commission for CMAQ funding:

- 1) Western Placerville Interchanges Phase 1B
- 2) Western Placerville Interchanges Phase 2B/2C with Park and Ride
- 3) Class II Bike Lanes on Broadway between Schnell School Road and Point View Drive

The foregoing Resolution was introduced at a regular meeting of the City Council of the City of Placerville held on November 26, 2013, by Councilmember Patton who moved its adoption. The motion was seconded by Councilmember Borelli. The motion was passed by the following vote:

**AYES:** Borelli, Hagen, Patton, Wilkins

**NOES:** None

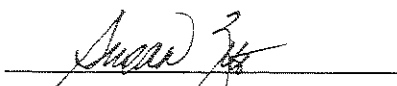
**ABSENT:** Thomas

**ABSTAIN:** None



Vice-Mayor Carl Hagen

**ATTEST:**

  
Susan Zito, MMC, City Clerk

# BICYCLE FACILITIES

**County:** El Dorado (SACOG)

**Federal Number:**

**Approval Date:**

**Caltrans DIST-EA:**

**Short Description:** CMAQ - Upper Broadway Bike Lanes - City of PV

**Project Scope:** Adding bike lanes to 1 mile segment of Broadway; Blairs Lane to Point View Drive.

**Project Sponsor:**

**Private Agency:** No

**CMAQ Funding:** \$2,025,000      **Annual Auto Trips Reduced:** 12,921

**Local Match:** \$0      **Annual Auto VMT Reduced:** 12,921

**Capital Recovery Factor:** 0.08

**Project Analysis Period:** 15 years

**Days (D):** 365 days of use/year

**Average Daily Traffic (ADT):** 6,000 trips per day

**Adjustment (A) on ADT:** 0.0029

**Credit (C) for**

**Activity Centers near project:** 0.0030

**EMISSION  
FACTORS:**

**Auto Trip End Factor**

**Auto VMT Factor**

**ROG :** 0.521 *grams per trip*

0.132 *grams per mile*

**NOx :** 0.189

0.146

**PM10 :** 0.004

0.094

**EMISSION  
REDUCTIONS:**

**Pounds per Year**

**Kilograms per Day**

**ROG:** 19

0

**NOx:** 10

0

**PM10:** 3

0

**Total:** 31

0

**COST-EFFECTIVENESS OF:**

**CMAQ Funds:** \$5,488.15 per pound / \$10,976,293 per ton

**All Funding Sources:** \$5,488.15 per pound / \$10,976,293 per ton



**County of El Dorado  
Air Quality Management District**

330 Fair Lane, Placerville Ca 95667  
Tel. 530.621.7501 Fax 530.295.2774  
www.edcgov.us/airqualitymanagement

Dave Johnston  
Air Pollution Control Officer

January 17, 2014

Nicole Young, P.E.  
Associate Civil Engineer  
City of Placerville; Development Services Dept.  
3101 Center Street  
Placerville, CA 95667

RE: Congestion Mitigation and Air Quality (CMAQ) application eligibility  
– City of Placerville – Fair Lane, Forni Road @ Ray Lawyer Drive, and Upper Broadway Class II  
Bike Lanes and Sidewalks

Dear Ms. Young:

The El Dorado County Air Quality Management District (AQMD) has received the cost-effectiveness calculations for the following projects:

- WPI – Phase 1B – Fair Lane Class II bike lanes and sidewalk
- WPI – Phase 2B-2C – Forni Road @ Ray Lawyer Drive Class II bike lanes and sidewalk
- Upper Broadway – Class II bike lanes

We've reviewed the submitted calculations and made revisions and corrections as appropriate (attached).

Based on the calculations as revised, AQMD determined the proposed projects do result in automobile emissions reductions in the amounts indicated on their respective cost-effectiveness calculations (attached). Please review our email to you dated January 17, 2014 for further suggestions. We will be happy to review any revisions you may have to the calculations

Please contact our office if you have any questions.

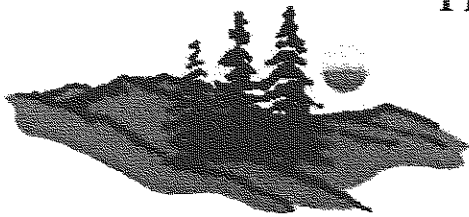
Sincerely,

A handwritten signature in cursive script that reads "Adam Baughman".

Adam Baughman  
Air Quality Engineer

Enc: Revised Fair Lane, Forni Road, and Upper Broadway Calculations  
Cc: Jerry Barton, El Dorado County Transportation Commission (via email)

ATTACHMENT D



**PLACERVILLE UNION SCHOOL DISTRICT**

**1032 THOMPSON WAY  
PLACERVILLE, CALIFORNIA 95667**

**ERIC BONNIKSEN**  
Superintendent

**BOARD OF EDUCATION**  
Chris Belmer  
Misty diVittorio  
Sean Frame  
Sarah Hermosillo  
Sean Martin

December 18, 2013

City of Placerville  
3101 Center Street  
Placerville, CA 95667

Subject: Support for Upper Broadway Bike lane widening

Dear Mr. Stong:

We are pleased to hear of the potential improvements for an Upper Broadway Class II bike lane expansion project. We fully support the efforts of the City of Placerville to seek Federal funds to begin and complete this project. We feel that this will be a very beneficial and necessary enhancement to the Placerville community. The improvements are greatly needed in this area in order to provide a safe bicycle route for the local residents that use this area to access local retailers, bike to the nearby elementary school, and for the weekend bicycle enthusiasts.

Sincerely,

Eric Bonniksen  
Superintendent

SUPERINTENDENT'S OFFICE  
1032 THOMPSON WAY  
PLACERVILLE, CA 95667  
(530) 622-7216  
Fax 622-0336

LOUISIANA SCHNELL SCHOOL  
2871 SCHNELL SCHOOL ROAD  
PLACERVILLE, CA 95667  
(530) 622-6244  
Fax 622-2309

SIERRA SCHOOL  
1100 THOMPSON WAY  
PLACERVILLE, CA 95667  
(530) 622-0814  
Fax 622-0532

EDWIN MARKHAM SCHOOL  
2800 MOULTON DRIVE  
PLACERVILLE, CA 95667  
(530) 622-0403  
Fax 622-5584

ATTACHMENT E

FRIENDS OF EL DORADO  
**Trails**

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February 5, 2014

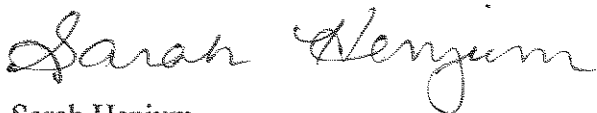
Nathan Stong, City Engineer  
City of Placerville  
3101 Center Street  
Placerville, CA 95667

Subject: Support for Upper Broadway Bike Lanes Project

Dear Mr. Stong:

Friends of El Dorado Trails is in support of the efforts of the City of Placerville to seek federal CMAQ funds for the subject project which would construct bicycle facilities on Broadway from Blairs Lane Road to Point View Drive. Construction of safe and accessible bicycle facilities in this area provides needed connectivity to the overall non-motorized network, and as a secondary benefit will provide a safe shoulder for pedestrian traffic. The improvements are greatly needed in this area for the local bicycle traffic and weekend bicycle enthusiasts, and the connectivity to the El Dorado Trail is greatly expanded with the connection to the recently-constructed Point View Drive connector road and bike lanes.

Sincerely,



Sarah Henjum  
President of Friends of El Dorado Trails  
[eldoradotrail@gmail.com](mailto:eldoradotrail@gmail.com)  
530-919-1481

# City of Placerville



## Non-Motorized Transportation Plan

FINAL  
October 2010

Prepared by



# ACKNOWLEDGEMENTS

---

## **El Dorado County Bicycle Advisory Committee; Ratified by EDCTC October 2, 2008**

**Mike Bean, Bicycle Advocate**  
**Dave Cassel, El Dorado Hills Bicycle  
Commuter**  
**Eileen Crim, Friends of El Dorado Trail  
(Trails Now) Representative**  
**Rebecca Garrison, 50 Corridor  
Transportation Management Agency**  
**Cara Halleus, Pedestrian  
Representative**  
**Dianna Hillyer, El Dorado Hills  
Community Services District**  
**Dave Hinz, El Dorado County Bicycle  
Commuter**  
**Alfred Knotts, Tahoe Regional Planning  
Agency**  
**Jim Konopka, City of Folsom**  
**James Larsen, El Dorado County  
Business Representative**  
**Manny DeAquino, City of Placerville  
Planning Commission**

**Jerry Ledbetter, Trails Advisory  
Committee**  
**Walter Mathews, El Dorado County  
Planning Commission**  
**Jeff Minor, South Lake Tahoe Area  
Representative**  
**Lynn Murray, Disabled Community  
Representative**  
**Carol Patton, City of Placerville  
Business Representative**  
**Janet Postlewait, El Dorado County  
Department of Transportation**  
**Pierre Rivas, El Dorado County  
Planning Department**  
**Aaron Cabaccang, Caltrans District 3**  
**Robert Smart, El Dorado County Parks  
and Recreation Commission**  
**Lacey Symons, Sacramento Area  
Council of Governments**  
**Fred Smith, Cameron Park Community  
Services District**

**Adopted by the Placerville City Council on October 12, 2010**

**Adopted by the El Dorado County Transportation Commission  
on November 4, 2010**

### **Prepared by**



**2828 Easy Street, Suite 1  
Placerville, CA 95667  
530.642.5267  
www.edctc.org**

### **EDCTC Staff**

**Kathryn Mathews, Executive Director**  
**Jerry Barton, Senior Transportation Planner**  
**Dan Bolster, Senior Transportation Planner**  
**Woodrow Deloria, Associate Transportation Planner**  
**Nykki Morris, Administrative Services Officer**  
**Joni Rice, Executive Assistant**

# CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION PLAN

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# CITY OF PLACERVILLE

## NON-MOTORIZED TRANSPORTATION PLAN

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# **CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION PLAN**

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- F: El Dorado County Transportation Commission Resolution - November 4, 2010



## **1.1 Purpose and Need**

The development of the Non-Motorized Transportation Plan (NMTP) for the City of Placerville (City) was generated by the need to address several issues related to non-motorized transportation in the City. The first edition of the NMTP was adopted in April of 2005. In accordance with Caltrans guidelines, the El Dorado County Transportation Commission worked with the City to update the NMTP in 2010. For the 2010 update, the City and EDCTC retained the original scope of the plan approved by the Placerville City Council on September 23, 2003, which includes the following components (see also Appendix A):

- The NMTP will comply with the California Streets and Highways Code – California Bicycle Transportation Act, Section 891.2, A - K.
- The primary emphasis of the NMTP will be on planning for the facilities used by the “Bicycle Commuter” (as defined in the Streets and Highways Code Section 890.3).
- The plan will be more than just a bicycle transportation plan so that it may be adopted as part of the City’s General Plan, Circulation Element.
- The plan will include an inventory of the existing sidewalks in the City of Placerville to the following extent: The sidewalk or pathway provides a significant transportation benefit for either pedestrian or bicycle travel and provides connectivity between activity centers; i.e. schools, commerce, parks or employment centers.

The NMTP provides a blueprint for the development of an ultimate bikeway system throughout the City, as well as providing for compliance with California Streets and Highways Code (sections 890-894.2), enabling the City to be eligible to apply for Bicycle Transportation Account funds.

Since bicycling and pedestrian travel are the two primary modes of non-motorized travel in the City, the emphasis in this plan is on those non-motorized modes. Many of the facilities designed for these two modes are readily usable by other forms of non-motorized transportation, such as equestrians, wheelchair users, in-line skaters, and skateboarders.

The Pedestrian Element of this plan provides an inventory of the City’s sidewalks and identifies some missing links in the pedestrian system. The plan also includes pedestrian friendly and traffic calming concepts that can be utilized to improve the conditions of pedestrian travel in the City. In 2007 the City adopted a Pedestrian Circulation Plan which expanded upon the efforts of the Non-Motorized Transportation Plan.

## **1.2 Previous Planning Efforts**

The EDCTC worked with the City of Placerville to develop the first edition of the NMTP which was adopted in April of 2005.

The 2005 version of the NMTP included a supplement titled the “Placerville Downtown Trail Feasibility Study.” The feasibility study provided detail on issues related to the Highway 50 Operational Improvements Project (US 50 Ops) and the concept of a trail alignment through the downtown core of the City. Prior to the development of the US 50 Ops project, there was interest from local cycling and trail advocates to develop a contiguous trail parallel to US 50 through the downtown core of the City of Placerville. The Placerville Downtown Trail Feasibility Study explored the possibility of such a trail, analyzing various alignments and determining costs.

Due to its low costs, minimal impacts, and ease of implementation, the overall preferred option for the Placerville Downtown Trail was determined to be the “On-Street Main Street Trail Alignment.”

This alignment would provide trail users with a signed and stenciled route on Main Street through the historic downtown area between Bedford Avenue and Canal Street. It was also suggested that the City consider developing customized directional signage to guide trail users from the trail right-of-way at Bedford Avenue to the trail continuation westbound near Forni Road. It was also highly recommended that the City construct an off-street trail from Clay to Bedford, in order to provide an important connection to the recently reconstructed bicycle/pedestrian bridge at Bedford Avenue.

### 1.3 Definition of Bikeway Facilities

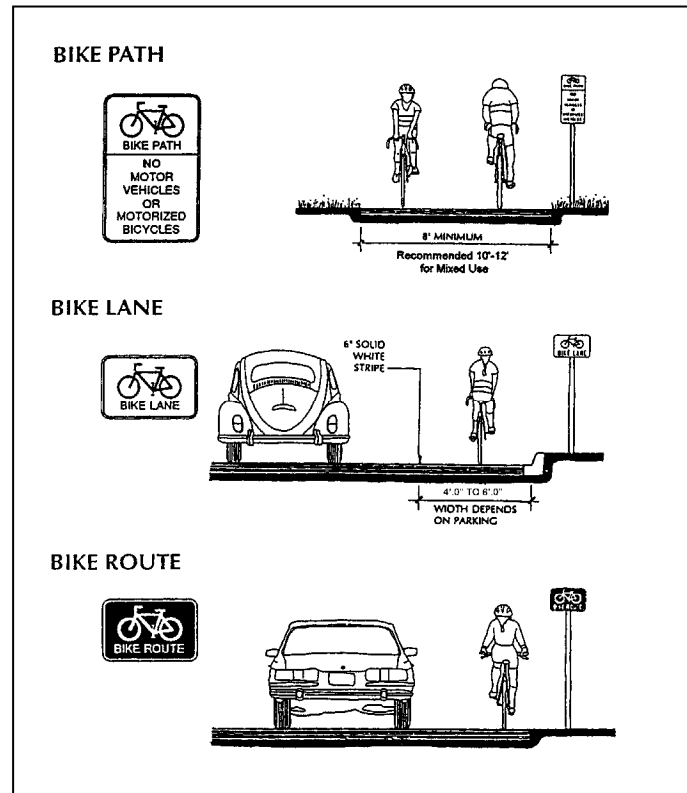
The most commonly used bikeway design standards are contained in the Caltrans Highway Design Manual, Chapter 1000 – Bikeway Planning and Design, dated September 1, 2006. The Caltrans standards are based largely on standards developed by the American Association of State Highway and Transportation Officials (AASHTO). The Manual on Uniform Traffic Control Devices, Federal Highway Administration, 2009 Edition, Part 9, contains standards for bikeway signing.

Below are brief descriptions of the three most common bikeway facilities and their typical cross sections. More detailed explanations of bikeway design standards are provided in Chapter six of this document.

**Class I Bikeway (Bike Path)** Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Minimum paved width is eight feet for two-way travel and five feet for one-way travel. Bike Paths closer than 5 feet (1.5 meters) from the edge of the shoulder shall include a physical barrier to prevent bicyclists from encroaching onto the roadway.

**Class II Bikeway (Bike Lane)** Provides a striped lane for one-way bicycle travel on a street or highway. The minimum width for a bike lane is four feet, but can be wider depending on adjacent parking, curb and gutter configurations.

**Class III Bikeway (Bike Route)** Provides for shared use with pedestrian and motor vehicle traffic. Signs or permanent markings designate a bike route, and there is no minimum width since it is a shared use facility.



### 1.4 Relationship to Other Documents

#### A. City of Placerville Pedestrian Circulation Plan

The 2005 NMTP was developed to address several issues related to non-motorized transportation, including an inventory of the City’s sidewalks. The sidewalk inventory in the NMTP was completed to the extent the sidewalk or pathway provides a significant transportation benefit for either bicycle

or pedestrian travel and provides connectivity between activity centers; i.e. schools, commerce, parks or employment centers. The development of the City of Placerville Pedestrian Circulation Plan (Ped Plan) was done to take a more in-depth look at the City's Pedestrian Circulation. The Ped Plan expanded the inventory and influence to the outlying areas of the City. The Ped Plan provides project priorities and options for funding a subsequent "Pedestrian Circulation Improvement Program" for the ultimate construction and maintenance of an extensive sidewalk network throughout the City.

### **B. Sacramento-Placerville Transportation Corridor Master Plan**

The Sacramento-Placerville Transportation Corridor (SPTC) Master Plan is the plan for the former Southern Pacific railroad corridor located between the western El Dorado County line near Latrobe and Forni Road near Ray Lawyer Drive in the City of Placerville. The preserved corridor is planned for use as an alternative transportation corridor with multiple uses including excursion trains, bicycle, pedestrian, and equestrian trails, and utility easements. The SPTC Master Plan is the master plan for the Corridor that contains 28 miles of the proposed "El Dorado Trail" Class I Bike Path project.

### **C. City of Placerville General Plan**

The City's General Plan is a legal document required by state law which serves as the community's guide for development of its land. The General Plan is a comprehensive, long-term document that looks 10-20 years into the future. The City's current General Plan was adopted in January 1990. The Circulation Element of the General Plan addresses transportation, and it is the goal of this NMTP to represent the non-motorized component of the circulation element for the next General Plan update.

The 1990 City of Placerville General Plan includes the following Goals and Policies related to non-motorized transportation:

Goal E: To provide a safe and secure bicycle route system.

Policies:

1. The City shall develop an inner-city bicycle route master plan.
2. Wherever possible, bicycle facilities should be separate from roadways and walkways.
3. The City shall limit on-street bicycle routes to those streets where available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic.
4. The City shall promote the development of bicycle routes that follow the contours of the land and are compatible with the terrain.
5. The City shall promote the development of bicycle routes in major development areas and along railroad rights-of-way.
6. The City shall promote development of bicycle routes and/or trails that connect parks and schools that link the Ray Lawyer Drive/Placerville Drive area with downtown, and that link the Apple Hill area with Placerville.
7. The City shall encourage the development of a bike trail through the City utilizing the Southern Pacific and Michigan/California Railroad rights-of-way. This trail could provide and opportunity to connect to other trail systems such as the American River Bikeway in Sacramento County.
8. Any future development adjacent to a bike trail shall be required to analyze impacts of the development on the bike trail and mitigate to the greatest extent possible identified impacts.

Goal F: To promote convenient and safe pedestrian circulation.

**Policies:**

1. Pedestrian Circulation needs and convenience in the downtown shall be given priority over the needs of through-traffic.
2. The City shall continue to enforce its program requiring adjoining property owners to repair and replace sidewalks in older neighborhoods to increase pedestrian safety and convenience.
3. In approving development projects, the City shall continue to require the construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
4. Where deemed necessary and appropriate, the City shall undertake construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
5. The City shall require all developments with a density of R1-20,000 [maximum density 2.18 dwelling units per acre] or greater to provide a sidewalk on at least one side of any street that is developed as part of the project or is used as a perimeter street by that project.
6. The City shall require all multi-family developments to provide sidewalks on both sides of any street that is developed as part of the project and on one side of any street that is used as a perimeter street by that project.
7. The City shall promote the construction of pedestrian overpasses along Highway 50 in conjunction with future highway construction.

In addition to the above goals, the City of Placerville General Plan includes an implementation program goal of preparing and adopting a Bicycle Route Master Plan and appropriate bicycle lane and street standards.

**C. El Dorado County Bicycle Transportation Plan**

The El Dorado County Bicycle Transportation Plan (BTP) was developed concurrently with this NMTP in 2004. Similarly, the BTP was updated concurrently with this NMTP in 2010. The County BTP was developed to fulfill the County's need to have an adopted bicycle plan in place. The overall goal of the BTP is to "Provide a safe, efficient, and convenient network of bicycle facilities that establish alternative transportation as a viable option in El Dorado County and neighboring regions." The BTP lays out an ultimate bikeway system for El Dorado County, providing connectivity between the many communities and neighboring regions.

**D. Placerville Area Parks and Recreation Master Plan**

The Placerville Area Parks and Recreation Master Plan examines the existing park and recreation resources of the City of Placerville and El Dorado County serving residents of Placerville and the surrounding unincorporated areas of El Dorado County. The unincorporated areas addressed in the planning effort include the communities of Coloma, Lotus, Gold Hill, Diamond Springs, Camino, Pollock Pines, and portions of Rescue. The purpose of the plan is to provide specific guidance for the City and supporting analysis for the County to better understand how best to cooperatively manage and develop new parks and programs to meet the needs of the future population. Recommendations in the plan related to County parks will be used as a basis for further analysis in a separate countywide Parks and Trails Master Plan. The Placerville Area Parks and Recreation Master Plan includes sections that address "Non-Vehicular Access" to parks as well as a discussion on "Paths and Trails."

**E. Placerville Drive Multi-Modal Corridor Mobility Study**

The Placerville Drive Multi-Modal Corridor Mobility Study, completed in January 2009, was a community based transportation planning study focused on Placerville Drive in the City of

Placerville between the limits of the Placerville Drive-Forni Road interchange to the west and the new Placerville Drive/US 50 interchange to the east. Working over a nine month period in 2008, a diverse Stakeholder Advisory Committee (SAC) developed a concept for Placerville Drive that set a vision to integrate future land use changes with a future destination/down-scaled, multi-modal roadway facility.

The recommended/adopted roadway concept consists of changing the existing two-lane and three-lane roadway which has no median control or landscaping and serves as a “regional/commuter” facility into a “destination/downscaled” roadway. The new roadway will have a landscaped median, controlled left turns at select locations and intersections, and will include sidewalks, bicycle lanes, and room for transit service needs. In addition, the Hangtown Creek Bridge will be reconstructed and is envisioned as widened for four lanes, yet utilized as a two-lane facility until the additional capacity is required for traffic service.

#### **F. Broadway Village Corridor Multi-Modal Implementation Plan**

The Broadway Village Corridor Multi-Modal Implementation Plan, completed in February 2010, lays out a short, mid, long and future vision for improved transportation and land use throughout the Broadway Village Corridor in the City of Placerville. The Plan includes proposals for improved non-motorized transportation facilities and improved landscape, streetscape, and transit facilities that encourage transit use and bicycle or pedestrian travel. The Plan also proposes safety, mobility, and operational improvements to improve vehicular circulation along the Broadway Corridor through improved access management to the roadway and adjoining businesses.

#### **G. El Dorado County Transit Design Manual**

The El Dorado County Transit Design Manual is a handbook that provides EDCTA with transit improvement standards appropriate to the specific conditions of the transit organization and its area. The Design Manual provides specific standards for bus stop improvements and roadways along transit routes. The standards are intended to guide government agencies, commercial and residential developers, employers, and others in their efforts to provide useful, attractive, and safe transit facilities for the region’s transit patrons. The Design Manual is not intended to supersede the authority of the local jurisdictions, but rather to offer criteria, complementary to existing standards, for the design of a more pedestrian-oriented, bicycle-oriented, and transit-friendly environment. It is important for individual jurisdictions and business leaders to consider how best to incorporate land uses and road networks that support public transportation, while providing transportation infrastructure that supports overall community goals. The transit improvement standards included in the Design Manual are organized by section for quick reference. Sections of the Design Manual include the following; Vehicle characteristics, Site design and pedestrian access-ways, Bus stop placement, Bus stop spacing, Bus pullouts, Passenger amenities, Park-and-ride/multi-modal facilities, and Vehicle turning radii.

### **1.5 Community Involvement**

The City of Placerville has a highly active pedestrian and bicycle community. The non-profit community based group “Trails Now” was established in 1990 with a mission of developing the abandoned Michigan – California Railroad right of way into a trail near Placerville. In 1991, an El Dorado County Joint Powers Authority purchased the Sacramento-Placerville Transportation Corridor (SPTC) and Trails Now expanded their mission to include the development of the SPTC Corridor into a trail. In 2010, Trails Now reformed as “Friends of El Dorado Trail” and expanded their membership. Today Friends of El Dorado Trail has more than 300 members, and continues to have an active voice in non-motorized transportation and recreation projects in the Placerville area

(see Chapter 4 for more information on the El Dorado Trail). The active community involvement in non-motorized issues near the City provides a unique opportunity to include the public on a number of levels.

The 2010 NMTP update was developed concurrently with the 2010 update of the 2005 El Dorado County Bicycle Transportation Plan, and as a result, the project was coordinated with members of the El Dorado County Bicycle Advisory Committee (BAC). The El Dorado County BAC includes various members of the public who commute by bicycle, advocates from Friends of El Dorado Trail, and representatives from local public agencies including the City of Placerville, El Dorado County, and the El Dorado County Transportation Commission (EDCTC). The EDCTC ratified the BAC membership in October of 2008. The BAC met to discuss the update of this plan and the project manager attended a Friends of El Dorado Trail meeting.

Members from the BAC are listed in Table 1 below:

<b>TABLE 1</b>	
<b>El Dorado County Bicycle Advisory Committee Ratified by EDCTC October 2, 2008</b>	
Mike Bean, Bicycle Advocate	Jerry Ledbetter, Trails Advisory Committee
Dave Cassel, El Dorado Hills Bicycle Commuter	Walter Mathews, El Dorado County Planning Commission
Eileen Crim, Friends of El Dorado Trail (Trails Now) Representative	Jeff Minor, South Lake Tahoe Area Representative
Rebecca Garrison, Transportation Management Agency	Lynn Murray, Disabled Community Representative
Cara Halleus, Pedestrian Representative	Carol Patton, City of Placerville Business Representative
Dianna Hillyer, El Dorado Hills Community Services District	Janet Postlewait, El Dorado County Department of Transportation
Dave Hinz, El Dorado County Bicycle Commuter	Pierre Rivas, El Dorado County Planning Department
Alfred Knotts, Tahoe Regional Planning Agency	Aaron Cabaccang, Caltrans District 3
Jim Konopka, City of Folsom	Robert Smart, El Dorado County Parks and Recreation Commission
James Larsen, El Dorado County Business Representative	Lacy Symons, Sacramento Area Council of Governments
Jerry Ledbetter, Trails Advisory Committee	Vacant, Cameron Park Community Services District

Public Meetings were held at the City of Placerville Planning Commission meeting on August 17, 2010 and at the Placerville City Council meeting on October 12, 2010. Public comments received from the community at the two meetings were considered in the adoption of this plan.

## **1.6 Compliance with Bicycle Transportation Account Guidelines**

This NMTP complies with the California Streets and Highways Code, Section 891.2, items A-K (see Appendix C) as described in Table 2.

<b>TABLE 2</b>	
<b>Caltrans requirement</b>	<b>Section/Description.....Location</b>
A. Estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan	Bicycle Commuter Projections .... Chapter 2, pages 2 and 3

<b>TABLE 2</b> (continued)	
<b>Caltrans requirement</b>	<b>Section/Description.....Location</b>
B. A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers	Land Use Discussion..... Chapter 2, page 1 Map Set ..... Chapter 5, maps 3 and 4, pages 12 and 13
C. A map and description of existing and proposed bikeways.	Map Set ..... Chapter 5, maps 3 and 4 pages 12 and 13 Description (existing) ..... Chapter 4, pages 1-2 and 6-9 Description (proposed) ..... Chapter 5, pages 8-10
D. A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers	Map Set ..... Chapter 5, maps 3 and 4 pages 12 and 13 Description..... Chapter 4, pages 1 and 2
E. A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Multi-Modal Connections.....Chapter 5, page 2 Map Set ..... Chapter 5, maps 3 and 4 pages 12 and 13
F. A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker restroom, and shower facilities near bicycle parking facilities.	Existing ..... Chapter 4, pages 1 and 2 Proposed Improvements ..... Chapter 5, page 10 Map Set ..... Chapter 5, maps 3 and 4 pages 12 and 13
G. A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicycles.	Bicycle Safety ..... Chapter 2, pages 4 - 6 Education ..... Chapter 2, page 5
H. A description of the extent of citizen and community involvement in the development of the plan, including, but not limited to, letters of support.	Citizen/community involvement..... Chapter 1, page 6

<b>TABLE 2</b> (continued)	
<b>Caltrans requirement</b>	<b>Section/Description.....Location</b>
I. A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including but not limited to, programs that provide incentives for bicycle commuting.	Description..... Chapter 1, page 3
J. A description of projects proposed in the plan and a listing of their priorities for implementation	Proposed Improvements .....Chapter 5, page 10 Priority Projects .....Chapter 6 page 1-2
K. A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Past Expenditures .....Chapter 4, page 2 Future Financial Needs.....Chapter 6, page 2

## **2.1 Setting**

Placerville is located in El Dorado County on the western slope of the Central Sierra Nevada at the junction of US 50 and State Highway 49. Situated approximately midway between Sacramento and Lake Tahoe, Placerville lies about 25 miles east of Folsom. The elevation in the City is 1,866 feet above sea level. Within the native lands of the ancient Maidu Indians, the City is a historic mining town with a population (in the year 2005) of 13,646. The closely-knit City is characterized by narrow roadways, historic buildings, hills, ravines and US 50, which runs directly through the center of the City.

## **2.2 Study Area**

The study area of the NMTP includes the entire City limits of Placerville. As the Regional Transportation Planning Agency (RTPA) for El Dorado County, EDCTC has prepared the NMTP for the City of Placerville.

## **2.3 Land Use and Activity Centers**








For the purpose of this planning document, land uses within the City will be analyzed to help determine needs for non-motorized travel. The City occupies approximately six square miles at the bottom and up the slopes of a ravine bisected by Hangtown Creek and US 50. The majority of the City's various land uses are within a reasonable distance for bicycling.

Listed below are some of the major activity center destinations and land uses in and around the City:

- The agricultural region of Apple Hill
- US 50, the major transportation corridor through Placerville
- Folsom Lake College west of Placerville City limits
- El Dorado County Fairgrounds
- El Dorado County Government Center
- El Dorado County Courthouse on Main Street
- Shopping and retail district on Placerville Drive
- Shopping and retail district on Broadway
- Historic shopping district on Main Street
- Marshall Medical Center
- Schools
- City Parks/Benham Park and Aquatic Center

The City has two primary areas of retail shopping, the downtown Main Street/Broadway Village area, and the Placerville Drive/Forni Road area. The completion of the US 50 Operational Improvements project in 2009 provided a connection between Main Street and Placerville Drive. The new roadway connection includes Class II Bike Lanes.

The bicycle transportation component of this document complies with California Streets and Highways Code, Section 891, Sections A-K. One of the requirements is to show land uses on the maps to demonstrate transportation connections on proposed bike routes. Maps 3 and 4 in Chapter 5 include a set of symbols to indicate areas of land use. Land uses indicated on the maps include; Schools, shopping centers, employment centers, bicycle parking facilities, government centers, park and ride lots and parks, as follows:

	School
	Shopping Center
	Employment Center
	Bicycle Parking
	Government Center
	Park and Ride Lot
	Park

A review of the population, land use and commute habits in the City is a necessary first step in developing accurate bicycle commuter projections. In 2003, El Dorado County was the tenth fastest growing county in California, with a 6% annual growth rate. That rate is likely to have slowed due to the economic downturn of 2009, but population projections still indicate a growing population (Table 3). Future growth and changes in land use will affect both the bikeway system and the number of potential bicycle commuters. Many new bikeway projects will be constructed as part of new developments and road construction. Construction of new employment centers near the City will change the travel times and distances to work, making bicycling a more attractive commute mode.

<b>TABLE 3</b>				
<b>West Slope El Dorado County Population</b>				
	<b>2005</b>	<b>2013</b>	<b>2018</b>	<b>2035</b>
<b>El Dorado County</b>	154,428	182,087	194,832	225,032
<b>Placerville</b>	13,646	14,761	15,654	18,179
<b>Unincorporated</b>	140,782	167,326	179,178	206,853

Source: Aggregated projection data based on '07 TAZ boundaries, SACOG 2008

## 2.4 Bicycle and Pedestrian Commuter Projections

A common term used in analyzing choices people make in transportation is “mode split.” Mode split refers to the transportation option people choose, be it taking a bus, walking, carpooling, driving or bicycling. Mode split is often used to evaluate transportation mode choices, and the trend across the nation today is to create a more evenly distributed mode split. The census data in the Table 4 shows a 0% choice for bicycling in the City. Walking, on the other hand was reported to be the primary mode of transportation to work by 3.7% of Placerville residents, while 75% reported they drove alone.

<b>TABLE 4</b>	
<b>City of Placerville Means of Transportation to Work: US Census (Census 2000)</b>	
Car, Truck or Van	3,681
Drove Alone	3,042
Public Transportation	64
Bus or Trolley Bus	56
Motorcycle	10
<b>Bicycle</b>	<b>0</b>
<b>Walked</b>	<b>151</b>
Worked at Home	139

Bicycle commute habits are difficult to measure accurately without extensive data collection efforts. The Census records only “Means of Transportation to Work” therefore; trips from home-to-school, to the store, to a friend’s house, and other transportation related trips remain unaccounted for. Additionally, the Census asks specifically for the “primary mode” of transportation to work, so those who bicycle less than 50% of the time, or combine the bicycle with other commute modes, are likely unaccounted for. As a component of a future update of this NMTP, the City could consider developing a citywide non-motorized transportation survey.

Bike to Work Day events held in the City in 2003 and 2004 determined that there are a number of regular bicycle commuters in the City. The 2003 and 2004 events had nearly 30 participants each and several of them reported that they commute by bicycle on a regular basis. EDCTC has promoted events in the City of Placerville in conjunction with the Regional May is Bike Month promotion. The promotion encourages bicyclists to register online at [www.mayisbikemonth.com](http://www.mayisbikemonth.com) and log recreation, commute and errand cycling miles during the month of May. El Dorado County participation continues to grow each year, with over 300 participants during 2010.

Many recent studies document the potential of the bicycle as a transportation mode. The 2009 National Household Travel Survey (NHTS) states that bicycling trips have increased from 1.7 billion in 1990 to 4 billion reported trips in 2009. The NHTS also stated that bicycling trips have increased 25% since 2001. A Lou Harris Poll conducted in 1991 found that nearly half (46%) of American adults age 18 or above had bicycled in the past year. Of these:

- 46% stated they would sometimes commute by bicycle if safe bicycle lanes were available
- 53% would if they had safe, separate, designated paths on which to ride
- 45% would if their workplace had showers, lockers, and secure bicycle storage
- 47% would if their employer offered financial or other incentives

**Source: National Bicycling and Walking Study, U.S. Dept. Of Transportation**

Many factors influence the decision to bicycle including weather and terrain; however, studies show that the primary factor is lack of safe facilities. Some retrofitting would be required, but the City has the opportunity to integrate the bicycle as a part of the transportation system today as new development occurs.

The 1990 Nationwide Personal Transportation Survey (NPTS) determined that two out of five travel trips are two miles or less, and nearly half are three miles or less. The small, closely-knit City provides a unique opportunity for increased short, local bicycle transportation trips. With improved bicycle facilities, the City could increase the mode split for bicycles and become a “bicycle friendly community.”

**Source: National Bicycling and Walking Study, U.S. Dept. Of Transportation**

## **2.5 Regional and Multi-Modal Connections**

Due to its central location in El Dorado County, many neighboring communities surround the City. The communities include Camino, Diamond Springs, El Dorado, Pleasant Valley, and Coloma. El Dorado Transit serves the City of Placerville and most of those neighboring communities. The major transit centers and bus stops are listed in Table 5 below.

<b>TABLE 5</b>			
<b>Major Transit and Multi-Modal Centers in the City of Placerville</b>			
<b>Location</b>	<b>Bike Racks Present</b>	<b>Bike Lockers Present</b>	<b>Other Amenities</b>
Placerville Station, Mosquito Road	Yes	No	Restrooms, benches, covered shelter
City Hall Bus Stop, Main Street	No	No	Restrooms nearby
Fairgrounds Park and Ride Lot, Armory Way	No	Yes	None

The El Dorado Transit Commuter Bus to Sacramento is one of the most popular bus services provided by El Dorado Transit. There are commuter bus stops at two locations in the City, the Placerville Station and the Fairgrounds Park and Ride lot. For convenient use by bicyclists, El Dorado Transit buses include racks with capacity for up to three bicycles. Access to both of these important multi-modal transit centers was considered in the development of this NMTP.

## **2.6 Bicycle and Pedestrian Safety**

Bicycle safety and education programs are an important component of any non-motorized transportation system. For both existing and potential users, perceptions about safety directly affect the numbers of potential bicyclists in the City. Bicycle education programs and accident data were reviewed as a component of this plan.

### **2.6.1 Accident Data**

The California Highway Patrol maintains Statewide Integrated Traffic Records System (SWITRS) accident data. The data is contained in the “[California Report of Fatal and Injury Motor Vehicle Traffic Collisions](#).” The most recent data available is from 2008, and the City of Placerville and El Dorado County portion relating to bicycles and pedestrians is located in Table 6 below:

<b>TABLE 6</b>				
<b>City of Placerville and El Dorado County Collisions - 2008</b>				
<b>Incorporated Cities and type of Roadway</b>	<b>Collisions</b>			
	<b>Pedestrian Involved</b>		<b>Bicycle Involved</b>	
	<b>Fatal</b>	<b>Injury</b>	<b>Fatal</b>	<b>Injury</b>
City of Placerville	0	3	0	1
South Lake Tahoe	0	10	0	14
Unincorporated State Highways	0	4	0	4
County Roadways	0	8	0	16
<b>County Total</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>35</b>

### **2.6.2 Safety/Education Programs**

Since 2007, there has been an annual Bike Rodeo held in August at the El Dorado County Library in Placerville in conjunction with National Nite Out.

The National Nite Out Bike Rodeo included the following activities:

- Mechanical bike checks by a local bicycle shop
- Riding skills event
- Helmet fit check

Neither the City nor the County has an existing brochure for bicycle and pedestrian safety. There is a bicycle safety coloring book that is offered by the California Highway Patrol at events like the annual County Fair, Kids Expo, and National Nite Out.

***Recommendation: Develop an educational non-motorized safety brochure targeted for children.***



2004 Bike to Work Day in Placerville

Special events such as “Bike to Work Day” and “Walk to School Day” encourage people to try bicycle commuting or walking to school. The first Bike to Work Day event was held in the City in 2003. Both the 2003 and 2004 events had nearly 30 participants stop by the location in downtown Placerville for refreshments, bicycle products, information, and educational resources.

In 2005, EDCTC began promoting the Sacramento Region “May is Bike Month” campaign by encouraging residents to register at [www.mayisbikemonth.com](http://www.mayisbikemonth.com) to log bicycling miles toward the “Million Mile Challenge.” The Million Mile Challenge is an effort to collectively log over one million commute, errand, and recreation bicycling miles in the Sacramento Region during May. Several events have been held since 2005 including Bike to Work Day events and the annual “Great Bike Ride” at the El Dorado County Government Center. The Great Bike Ride brings together City Council members, County Supervisors, local government employees and citizens for a lunchtime bike ride along the El Dorado Trail. The event is held in coordination with the 50 Corridor Transportation Management Association during the first week of May to kick off the Regional May is Bike Month Promotion.



City of Placerville Mayor Pierre Rivas and El Dorado County Parks and Recreation Commissioner Bob Smart at the 2010 “Great Bike Ride”

City of Placerville Participation in the May is Bike Month Campaign is detailed in Table 7.

<b>TABLE 7</b>						
<b>City of Placerville Area Participation in Annual May is Bike Month Campaign (Zip Code 95667)</b>						
<b>Year</b>	<b>Residential Zip Code</b>	<b>Number of Participating Residents</b>	<b>Total Commute Miles Logged</b>	<b>Total Errand Miles Logged</b>	<b>Total Recreation Miles Logged</b>	<b>Total Miles Logged</b>
2010	95667	25	560	50	3316	3926
2009	95667	20	601	57	2283	2959
2008	95667	34	715	31	2978	3743
2007	95667	28	1229	88	3205	4522
2006	95667	17	1671	115	1673	3459

### **3.1 Overall Goal and Vision Statement**

Provide a safe, efficient, and convenient network of non-motorized facilities that establish alternative transportation as a viable option in the City.

### **3.2 Goals, Objectives, and Policies**

The Placerville City Council adopted the Goals, Objectives, and Policies for this plan on November 25, 2003. The Goals, Objectives, and Policies from 2003 were utilized for the 2010 update of the plan. A copy of the resolution is included as Appendix A.

#### **1. Non-Motorized Circulation**

**GOAL:** Develop a bicycle and pedestrian system that enhances the safety and convenience of bicycling and walking to employment, residential neighborhoods, parks, education, commercial and other activity centers in the City of Placerville.

***Objective:** Increase bicycling and walking as a transportation mode to reduce congestion, improve air quality, and improve public health.*

**POLICY 1a:** Develop and adopt a Non-Motorized Transportation Plan that identifies existing conditions, deficiencies, and future needs. The plan should provide specific recommendations for facilities to be developed in existing, new, and redeveloping areas.

**POLICY 1b:** Develop the proposed non-motorized system and update the Non-Motorized Transportation Plan regularly (every two to five years, as needed).

**POLICY 1c:** Install directional signage to indicate connections to key activity center destinations.

**POLICY 1d:** Require all bikeways to conform to the most recent design standards adopted by Caltrans unless unique, unavoidable circumstances such as topography, historic nature of the City, physical, environmental or other circumstances create the need for a design exception.

#### **2. Safety and Education**

**GOAL:** Maximize pedestrian and bicycle safety.

***Objective:** Improve pedestrian and bicycle safety and increase safety and awareness programs.*

**POLICY: 2a:** Work with local law enforcement and EDCTC to encourage the development of a bicycle education program that is available to all school children in the City of Placerville.

**POLICY 2b:** Enhance the visibility and safety of all bicycle and pedestrian crossings in the City of Placerville.

**POLICY 2c:** Encourage the development of the most recently accepted forms of traffic calming in identified problem areas.

**POLICY 2d:** Encourage the development of a citywide map and bicycling safety publications.

POLICY 2e: Encourage the installation of appropriate signage such as share the road, pedestrian crossing, school crossing, and directional bicycle route signage.

### **3. Implementation and Maintenance**

**GOAL:** Identify detailed and prioritized improvements in the City of Placerville Non-Motorized Transportation Plan.

**Objective:** *Implement the priority projects and maintain the system identified in the Non-Motorized Transportation Plan.*

POLICY 3a: Maintain a current list of the top five priority non-motorized improvements to be developed in the short to mid-term.

POLICY 3b: Encourage the use of existing natural or manmade corridors such as creeks, power line corridors, railroad corridors, abandoned ditches, and other corridors for future bike path alignments.

POLICY 3c: Review all new developments for consideration of bicycle and pedestrian needs and linkages, except where prohibited by topography or safety considerations.

POLICY 3d: Work with Caltrans to provide safe and effective bicycle facilities at freeway interchanges.

### **4. Land Use Development**

**GOAL:** Integrate bicycle and pedestrian planning with other regional and community planning, including land use and transportation.

**Objective:** *Strongly consider the needs of the bicycle and pedestrian system identified in the City of Placerville Non-Motorized Transportation Plan when reviewing new development, redeveloping, and construction projects, and incorporate those needs into such projects whenever feasible.*

POLICY 4a: Examine the adopted land use element to determine areas of potential growth and development in the City. Consider possible impacts any new or re-developing projects may have on the non-motorized system, including the analysis of a need for through routes in subdivisions.

POLICY 4b: Develop policies for new developments which ensure that non-motorized user's needs are incorporated into new subdivisions or commercial areas; including providing access points to existing and proposed bicycle and pedestrian facilities, on-street facilities for bicycles and, whenever feasible, grade separations at roadway crossings where new streets will cross existing and proposed bikeways.

POLICY 4c: Where applicable, enforce the City's Street Frontage Improvement Ordinance to ensure connectivity in the City's pedestrian system.

### **5. Multi-Modal Integration**

**GOAL:** Maximize multi-modal connections to the bicycle and pedestrian system.

**Objective:** *Develop a system that encourages use of multiple transportation modes.*

POLICY 5a: Work with the El Dorado County Transit Authority to install bike lockers where appropriate and to maintain and install bike racks on buses.

POLICY 5b: Ensure that the Citywide non-motorized system serves all multi-modal facilities in Placerville.

POLICY 5c: Encourage the installation of appropriately located bicycle parking and related facilities.

## **6. Pedestrian Mobility**

**GOAL:** Identify potential improvements or deficiencies in the pedestrian network in the City of Placerville.

**Objective:** *Identify important connections, barriers, and necessary improvements in the City of Placerville's pedestrian network.*

POLICY 6a: Encourage the development of facilities that provide for both bicyclists and pedestrians.

POLICY 6b: Enforce existing requirements for property owners to properly maintain sidewalks on their property.

POLICY 6c: Encourage the development of a pedestrian master plan.

## **7. Funding**

**GOAL:** Pursue all possible sources of funding for timely implementation of the Non-Motorized Transportation Plan.

**Objective:** *Construct the bicycle and pedestrian facilities identified in the City of Placerville Non-Motorized Transportation Plan and provide for the maintenance of both new and existing facilities.*

POLICY 7a: Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines.

POLICY 7b: Develop and maintain a current prioritized list of the top five (5) improvements including detailed cost estimates, and identify appropriate funding sources for each proposal.

POLICY 7c: Include non-motorized improvements in the City's Capital Improvement Program (CIP).

POLICY 7d: Encourage multi-jurisdictional funding applications.



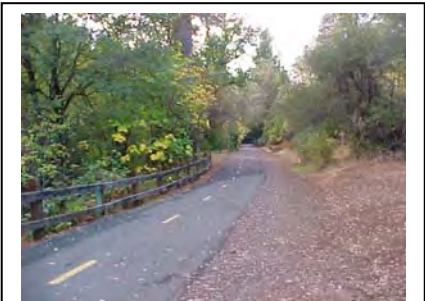
### 4.1 Non-Motorized Facilities in the City of Placerville

The City has been actively completing non-motorized transportation projects throughout the City, as well as working toward development of the El Dorado Trail bike path on the Michigan-California and Southern Pacific rail-trail corridors. The project manager and members of the bicycle advisory committee surveyed the existing bicycle and sidewalk conditions either on foot or by bicycle. The resultant existing conditions data assisted in the development of the project proposals included in Chapter 5.

### 4.2 Existing Bicycle Facilities

#### 4.2.1 Class I Bike Path

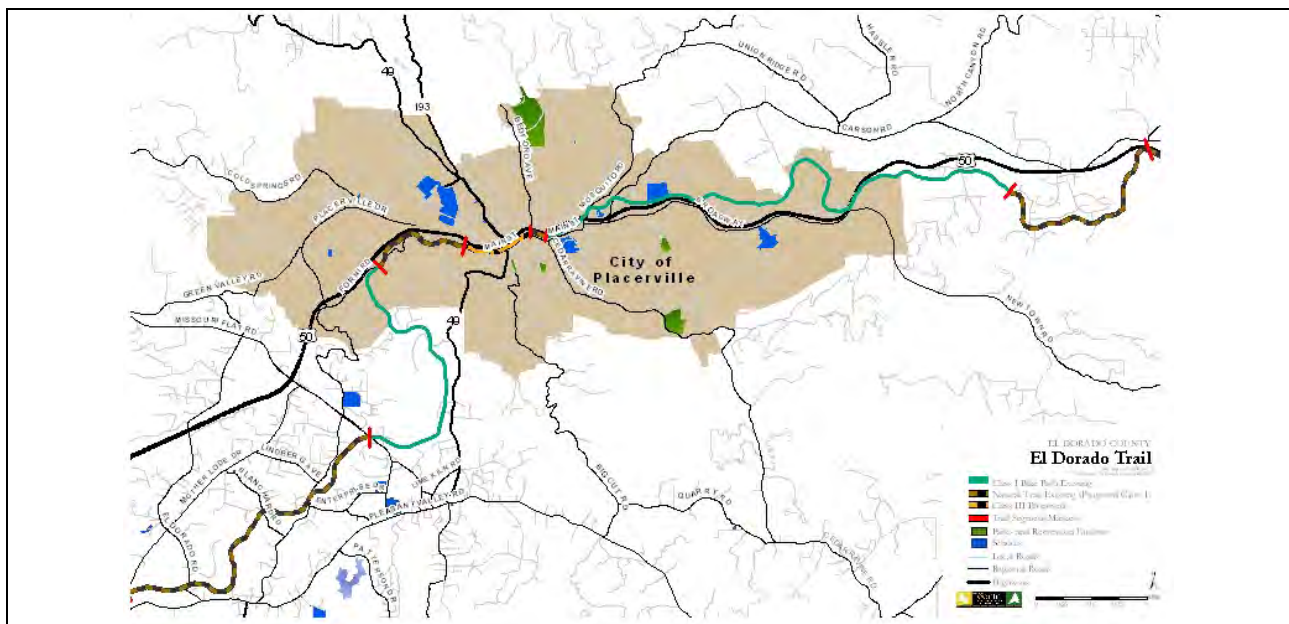
The prominent Class I Bike Path that traverses the City from Clay Street in downtown Placerville to the eastern City limit is known as the El Dorado Trail. The El Dorado Trail segment within the City is over two miles long. The trailhead at the Placerville Station Park and Ride Lot at Mosquito Road is a popular start/finish location for trail users destined eastward toward Camino. The City developed a majority of that section of trail in 1992. In 2000, El Dorado County extended the trail to Parkway Drive in Smith Flat and in 2007 it was extended further to Los Trampas Road in Camino. The El Dorado County Bicycle Transportation Plan includes plans to extend the El Dorado Trail from the western El Dorado County line east to Snows Road in Camino. The ultimate vision is for the trail to extend to Lake Tahoe.



The El Dorado Trail, Placerville

Two segments of the El Dorado Trail have been completed since the original adoption of this NMTP in 2005:

1. Mosquito Road to Clay Street - Completed in 2005
2. Forni Road to Placerville City Limit - Completed in 2009 (The complete section continues to Missouri Flat Road in El Dorado County)



**Class II Bike Lanes**

Class II Bike Lanes exist in three locations in the City of Placerville:

1. Main Street from Canal Street to US 50/Placerville Drive
2. Placerville Drive from US 50 to Ray Lawyer Drive
3. Ray Lawyer Drive from Forni Road to Placerville Drive

**4.3 Bicycle Support Facilities**

Bicycle support facilities include physical infrastructure designed to support, assist, or accommodate the use of bicycles. Types of support facilities include bike racks, bike lockers and shower facilities. Support facilities are important because potential bicycle commuters may be discouraged if they think their bicycle will be stolen or vandalized if they have to leave it unlocked or out of sight once they reach their destination. The availability of parking is a prerequisite for automobile use – the same holds true for bicycling.

In some cities and counties, installation of secure bicycle parking is required as part of the local transportation system management plan or zoning code. Goal 5 of this NMTP, Multi-Modal Integration, Policy C, states: *Encourage the installation of appropriately located bicycle parking and related facilities.*

An inventory of bike racks and locker facilities was conducted in the City for the purpose of this plan. The details of that inventory follow and are displayed on Maps 1 and 2 included in this NMTP.

**4.3.1 Bike Racks**

There are three existing bike racks within the Rite Aid/Safeway center at Placerville Drive and Fair Lane: Rite Aid and Safeway each have their own racks, as well as the Carl’s Jr. Restaurant. The bagel shop on Main Street and the Placerville Station Multi-Modal center on Mosquito Road also have bike racks. There are bike racks throughout the El Dorado County Government Center at each of the building entrances including the library.

**4.3.2 Bike Lockers**

El Dorado Transit maintains bike lockers at the El Dorado County Fairgrounds. The bike lockers are available to rent for \$5.00 per month with a refundable \$20.00 key deposit. The lockers are billed six months in advance; the first bill includes the key deposit and is \$50.00, and the cost is \$30.00 every six months after that.

<b>TABLE 8</b>		
<b>Bike Lockers in the City of Placerville</b>		
<b>Location</b>	<b>Number of Lockers</b>	<b>Number in use June 2010</b>
City of Placerville – El Dorado County Fairgrounds	6	0

**4.3.3 Showers**

There are a limited number of large businesses in the City; however, the recently reconstructed Fausel Office Building in downtown Placerville includes shower and locker facilities for employees.

**4.4 Past Expenditures for Bikeway Facilities**

Major bikeway projects completed in the City of Placerville are shown in Table 9.

<b>TABLE 9</b>		
<b>Completed Bikeway Projects/Past Expenditures</b>		
<b>Location</b>	<b>Facility Type</b>	<b>Cost/Funding Source</b>
Placerville Drive	Class II Bike Lanes	Component of roadway construction
Ray Lawyer Drive	Class II Bike Lanes	Component of roadway construction
El Dorado Trail	Class I Bikeway – Dimity Road to Jacquier Road	\$300,000/Transportation Enhancement Activities (1992)
El Dorado Trail	Class I Bikeway – Dimity Road to Mosquito Road	\$112,000/Proposition 116 (1997)
El Dorado Trail	Class I Bikeway – Mosquito Road to Clay Street	\$270,000/Transportation Enhancements (2007)
Lower Main Street	Class II Bike Lanes – Canal Street to US 50/Placerville Drive	Component of US 50 Operational Improvements Project
El Dorado Trail	Class I Bikeway – Forni Road in the City of Placerville – Missouri Flat Road in El Dorado County	\$2.3m Total Cost included \$1.1m Transportation Enhancements and \$400,000 Bicycle Transportation Account funds, plus local funds

**4.5 Pedestrian Circulation**

The City’s pedestrian and sidewalk system is extremely unique and has many physical constraints and challenges. For example, elevated, narrow, and historic sidewalks without standard curb and gutter configurations, narrow roadways and steep topography add to the challenges of improving the pedestrian system.

**4.5.1 Existing Crosswalk Locations**

Crosswalks exist in many locations throughout the City. Several of the crosswalks are either mid-block, or at uncontrolled intersection crossings. See Maps 3 and 4 for existing crosswalk locations.

**4.5.2 Pedestrian Facility Existing Conditions**

Due to the historic nature, topography, and physical constraints of the City, the pedestrian system is faced with many challenges. In some locations the sidewalks are elevated and lack safety railings. Many sidewalks (and roadways) are historic in nature and narrower than the current standards of our time. Narrow and elevated sidewalks add to the City’s unique, historic charm. In many cases, widening the existing sidewalk is not feasible due to space constraints.

Elevated sidewalks within the City of Placerville:



- Bee Street, near Canal Street
- Clay Street, from US 50 undercrossing to Lincoln Street
- Coloma Street, between US 50 overcrossing and Spring Street
- Bedford Ave, from Coleman Street half-way to Pleasant Street
- Spring Street, between US 50 and Coloma Street

**4.5.3 Gaps in the Pedestrian System**

Maps 1 and 2 on pages 12 and 13 of this chapter display existing sidewalks and gaps in the pedestrian system in the City of Placerville. The gaps are areas where there is no sidewalk on either side of the roadway. In some cases, closing the gaps would be a significant improvement to the pedestrian system as a whole.

**4.5.4 Sidewalk Repair**

The City of Placerville has a City Code and Ordinance with regard to sidewalks which include the following 5 sections: 1) Encroachments to Sidewalk Space; 2) Sidewalk Repairs Required; 3) Notice, Failure to Repair, Lien; 4) Service of Notice; and 5) Action for Recovery of Lien. Section 2 of the City Code places the responsibility for the repair of sidewalks on the adjacent property owner and reads as follows:

***Excerpt from Placerville City Code:***

**SIDEWALK REPAIRS REQUIRED:** *It shall be unlawful for any person owning or having charge or control of any building, lot or premises in the City fronting on any portion of an improved street or where a sidewalk is laid, to allow any portion of the sidewalk in front of the building, lot or premises to be out of repair, and the person must at all times keep the sidewalk in such condition that it will not endanger persons or property passing thereon, and will not interfere with public convenience in the use thereof.*

Some cities with ordinances similar to the City of Placerville's have developed a no-interest loan program for property owners who need to maintain their sidewalks. The cities supplement the program by providing excavation and grading services so that concrete contractors need only to set forms, pour and finish the concrete. Excavation and grading services provided by the cities save property owners 15-20% of the sidewalk installation. Other cities have utilized a one time only 50/50 split for the cost of sidewalk repair.



*Sidewalk on Pacific Street*

In the City of Placerville, another alternative for sidewalk improvement would be to explore the development of a long-term City wide pedestrian improvement plan that could be funded by an impact fee.

***Recommendation: Develop a sidewalk repair program and schedule.***

The City streets listed below have sidewalks in need of some level of maintenance or repair:

- Pacific Street
- Bedford Avenue
- Broadway
- Clay Street
- Main Street
- Spring Street
- Canal Street
- Coloma Street
- Bee Street

**4.6 Placerville Bicycle and Pedestrian Facilities Inventory**

Included in Table 10 is an inventory of several roads within the City of Placerville that are considered to have a significant need or opportunity for non-motorized transportation facilities. The inventory includes details on existing shoulder widths, presence of sidewalks and curb cuts, and miscellaneous information related to the roadway segment. Both the project manager and the City NMTP advisory committee members collected the data.

The roads listed below have enough existing shoulder width for bike lanes and require only the addition of bike lane striping and signage:

- ❑ Spring Street, from Coloma Street to Pleasant Street
- ❑ Tunnel Street, from Spring Street to Robin Court
- ❑ Cedar Ravine, from Country Club Drive to Lions Park
- ❑ Mosquito Road, from Clay Street to Dimity Lane
- ❑ Marshall Way, from Cedar Ravine to Corker Street
- ❑ Mallard Lane, from Green Valley Road to City Limit

The following roads have enough shoulder to be considered for bike lanes if the traffic lane was reduced to 10 feet.

- ❑ Clay Street, from Coleman Street to Arizona Way
- ❑ Schnell School Road, from Broadway to Carson Road
- ❑ Pacific Street, from Cedar Ravine to Benham Street
- ❑ Main Street, from City limit to Spring Street
- ❑ Bee Street, from State Highway 49 to Canal Street

The following roads have enough shoulder in most areas, but would require some minor addition of asphalt to become bike lanes.

- ❑ Placerville Drive, from Ray Lawyer Drive to Fair Lane
- ❑ Forni Road, from Placerville Drive to Ray Lawyer Drive
- ❑ Combellack Road, from Middletown to State Highway 49

<b>TABLE 10</b>					
<b>CITY OF PLACERVILLE EXISTING CONDITIONS</b>					
<b>STREET NAME</b>	<b>FROM-TO</b>	<b>SHOULDER WIDTH</b>	<b>SIDEWALKS</b>	<b>CURB CUTS</b>	<b>MISC/OTHER</b>
Placerville Dr.	US 50 - Ray Lawyer	5 Foot shoulder, Class II Bike Lane	Sidewalk from Transit stop to Movie theater on North side, Sidewalk from Transit stop (Big 5) to Ray Lawyer on South side	Yes	Narrow Bridge at Hangtown Creek – needs restriping
Placerville Dr.	Ray Lawyer - Armory Dr.	No defined shoulder	Sidewalk on east side in front of Raley’s		
Placerville Dr.	Armory Drive- Fair Lane	No defined shoulder	No sidewalk	N/A	
Ray Lawyer Dr.	Placerville Dr. - Fair Lane	5 Foot shoulder, Class II Bike Lane, obstructed by parking in some areas	Sidewalk on south side. Sidewalk on north side to Placer Village Apts	Yes	Bike Lane needs lane stencils, signs, no parking

<b>TABLE 10</b>					
<b>CITY OF PLACERVILLE EXISTING CONDITIONS (continued)</b>					
<b>STREET NAME</b>	<b>FROM-TO</b>	<b>SHOULDER WIDTH</b>	<b>SIDEWALKS</b>	<b>CURB CUTS</b>	<b>MISC/OTHER</b>
Ray Lawyer Dr.	Fair Lane - Forni Road	5 Foot shoulder, Class II Bike Lane	Sidewalk on the west side	Yes	Needs bike lane signs
Forni Road	Placerville Dr. - Briw Ridge	4 foot shoulder to Lo-High Way	Sidewalk on south side	Yes	
Forni Road	Briw Ridge - Gold Nugget Way	2-4 foot shoulder	Sidewalk on south side in front of car dealership only	Yes	
Armory Drive	Placerville Dr. - Ray Lawyer	No shoulder	Sidewalk on north side near Shell station/Raley's	Yes	Park and Ride lot/major commuter transit stop
Fair Lane	Placerville Dr. - Ray Lawyer	Wide near government center, narrows toward Placerville Dr.	Sidewalks near government center	Yes	
Cold Springs Road	Placerville Dr. - Bud Ln	No shoulder	Sidewalk in front of DMV, north side	No	
Cold Springs Road	Bud Ln. - Woodbridge Ct.	Wide street, some narrow points	Two segments of unconnected sidewalk on north side	No	
Cold Springs Road	Woodbridge Ct. - City Limit	No shoulder	No sidewalks		Pierroz - Woodbridge North side informal walking path on shoulder
Pierroz Road	Cold Springs - Placerville Dr.	No shoulder	No sidewalks		
Middletown Road	Cold Springs - Canal Street	No shoulder	No sidewalks		Very narrow, near schools
Canal Street	Middletown - Hilltop Dr.	No shoulder	Sidewalk on west side to Hilltop Drive	Yes	Crosswalk at Hilltop
Canal Street	Hilltop Dr. - Moulton Dr.	No shoulder, narrow road	Sidewalk on East side to Moulton Drive	Yes	Crosswalk and curb cuts
Canal Street	Moulton Dr. - Bee Street	No shoulder, narrow road	Sidewalk on east side to Bee St., on south side from school extension to Bee St.	No curb cut at Lee Ct.	
Canal Street	Bee St. - US 50	No shoulder, narrow road	East side, entire length. West side segment missing.	Very low cut sidewalk	Both sides need maintenance in some areas
Canal St./US 50	Intersection	N/A	Crosswalk on east side	Yes	
Moulton Dr.	Entire Length	No shoulder	Sidewalk on north side	Yes	
Bee Street	Canal St. - Hwy 49	Wide street - potential for Class II Lanes	Sidewalk on north side	Yes	

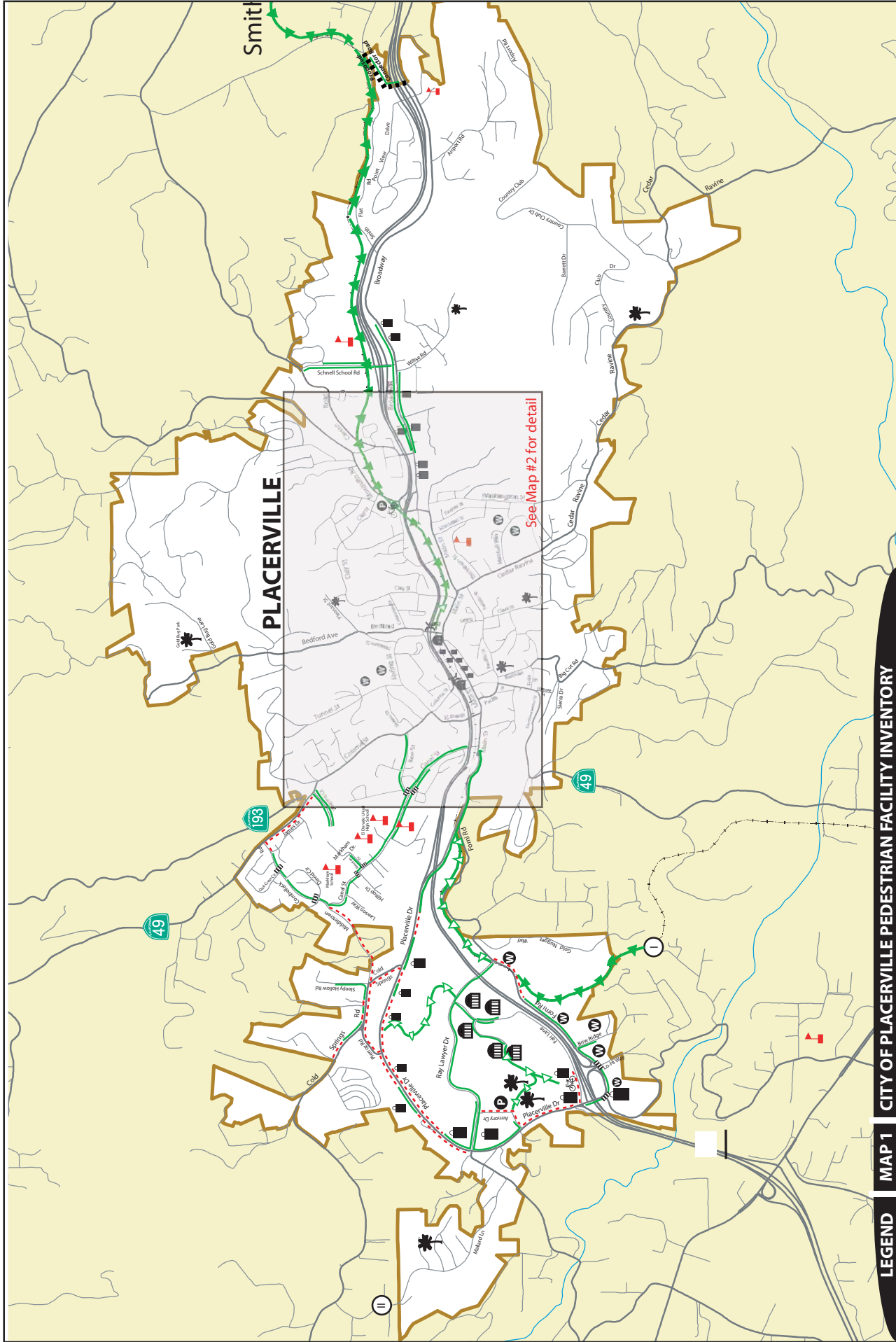
<b>TABLE 10</b>					
<b>CITY OF PLACERVILLE EXISTING CONDITIONS (continued)</b>					
<b>STREET NAME</b>	<b>FROM-TO</b>	<b>SHOULDER WIDTH</b>	<b>SIDEWALKS</b>	<b>CURB CUTS</b>	<b>MISC/OTHER</b>
Combella Rd.	Middletown – Hwy 49	Wide street - potential for Class II Lanes	Sidewalk on south side from David Cir. to James Dr.	No curb cuts at south side crosswalks	2 mid-block crossings – Bicycle Transportation Account project to be completed in 2010
Coloma Street/Hwy 49	Hwy 193 - Bee Street	No shoulder	East side elevated hiking trail/sidewalk. No sidewalk on west side	Sidewalk areas either have curb cuts or are at same grade as roadway	Intersections with roadways on east side need crosswalks
Coloma Street/Hwy 49	Bee Street - Spring Street	No shoulder	Sidewalk on both sides	Yes	Sidewalk needs repair on east side
Coloma Street	High Street/US 50 overcrossing - Spring Street	Narrow road, no shoulder	Sidewalk on both sides, elevated on the west side	Coloma/High Street intersection needs curb cuts on east side	Access to US 50 overcrossing at Quartz St. Elevated sidewalk on west side
Coloma Street	High Street/US 50 overcrossing - Spring Street	Narrow road, no shoulder	Sidewalk on both sides, elevated on the west side	Coloma/High Street intersection needs curb cuts on east side	Access to US 50 overcrossing at Quartz St. Elevated sidewalk on west side
Spring Street	US 50 - Coloma Street	No shoulder	Sidewalk on both sides		Elevated sidewalk on east side
Spring Street	Coloma Street - Tunnel Street	Wide Street - potential for Class II Lanes	Sidewalk on north and south side half way to Tunnel from Coloma	Coloma/Spring intersection has two of four curbs cut	South side needs clearing and weed removal
Spring Street	Tunnel Street - Pleasant Street	Wide Street - potential for Class II Lanes	Sidewalk on north side in front of El Dorado Professional Bldg, ends before Tunnel Street	No curb cuts	
Spring Street	Pleasant Street - Bedford	Street narrows, no shoulder	No sidewalk	Crosswalk at Union Street - no curb cuts	Crosswalk needs re-striping
Union Street	At Spring/Bedford	Intersection of US 50	Sidewalk on north side	No curb cuts at Spring or Bedford crosswalks	

<b>TABLE 10</b>					
<b>CITY OF PLACERVILLE EXISTING CONDITIONS (continued)</b>					
<b>STREET NAME</b>	<b>FROM-TO</b>	<b>SHOULDER WIDTH</b>	<b>SIDEWALKS</b>	<b>CURB CUTS</b>	<b>MISC/OTHER</b>
Tunnel Street	Robin Ct. - Spring Street	Wide street - potential for Class II Lanes	Sidewalk on West side	No curb cut on Robin Court side (no sidewalk either)	Apartments in the area
Bedford Ave.	Gold Bug Lane - Pleasant Street	No shoulder	Walking path on the East side	No	Path to Gold Bug Park
Bedford Ave. US 50 intersection	US 50 area	No striping for traffic shoulder	Sidewalk on north side	No	Access to US 50 ped overcrossing
Bedford Ave.	Pleasant St. - US 50	Narrow road, no shoulder	Sidewalk on both sides halfway. Both end between Coleman and Pleasant Streets	No curb cuts at crosswalk near overcrossing	Access to US 50 ped overcrossing
Coleman Rd.	Bedford Ave. - Clay Street	Narrow road, no shoulder	No sidewalk	N/A	
Clay Street	Main Street - Grand View	No shoulder	Sidewalk on west side to Grandview. East side sidewalk ends before Grandview	N/A	
Clay Street	Grand View - Coleman Street	Narrow road, no shoulder	No sidewalk	N/A	
Clay Street	Coleman Street - Arizona Way	Wide street - potential for Class II Lanes where parking restricted	Sidewalk on east side	Yes	Roadway needs traffic calming
Clay Street	Arizona Way - Mosquito Road	No shoulder, parking permitted in some areas	Sidewalk on west side	Yes	Needs crosswalks where sidewalk changes sides
Mosquito Rd.	Broadway St. - Clay Street	No shoulder	Sidewalk in front of Placerville Station	Yes	
Mosquito Rd.	Clay St. - Dimity Ln.	Wide roadway - potential for Class II Lanes	Sidewalk in front of EID bldg.	Yes	
Dimity Lane	Mosquito - Carson Road	No shoulder	No sidewalk	N/A	
Carson Road	Dimity Lane - Broadway	No shoulder	No sidewalk	N/A	
Carson Road	Dimity Lane - Schnell School Road	No shoulder	No sidewalk	N/A	
Schnell School Road	Broadway- Schnell School	Class II potential with 10' lanes	Sidewalk on west side through US 50 interchange, on east side after interchange	Yes	
Schnell School Road	Schnell School - Carson Road	Class II potential with 10' lanes	Sidewalk on both sides	Yes	
Main Street	Canal Street - Spring Street	No Shoulder	Sidewalk on north side	Yes	

<b>TABLE 10</b>					
<b>CITY OF PLACERVILLE EXISTING CONDITIONS (continued)</b>					
<b>STREET NAME</b>	<b>FROM-TO</b>	<b>SHOULDER WIDTH</b>	<b>SIDEWALKS</b>	<b>CURB CUTS</b>	<b>MISC/OTHER</b>
Main Street	Spring Street - Pacific St.	No shoulder	Sidewalk on both sides	Yes	
Main Street	Pacific Street - Sacramento St.	No shoulder	Sidewalk on both sides	Yes	
Main Street	Sacramento St. - Bedford Ave	Narrow with parking	Sidewalk on both sides	No curb cuts at City Hall crosswalk	
Main Street	Pacific Street - Sacramento St.	No shoulder	Sidewalk on both sides	Yes	
Main Street	Sacramento St. - Bedford Ave	Narrow with parking	Sidewalk on both sides	No curb cuts at City Hall crosswalk	
Main Street	Bedford Ave. - Clay Street	Narrow, parking in some areas	Sidewalk on both sides	Soda Factory crosswalk needs curb cuts - Clay Street crosswalk needs curb cuts (to be completed with roundabout project)	
Main Street	Clay Street - Cedar Ravine	No shoulder	Sidewalk on both sides	None at Cedar Ravine/Main (to be completed with roundabout project)	
Main Street	Clay Street - Mosquito Rd.	No shoulder			
Pacific Street	Main St - Benham St.	Wide street, on street parking in some areas	Sidewalk on both sides	Yes	
Pacific Street	Benham St. - Clark St.	Potential for Class II Lanes		At Benham and Pacific Streets	
Pacific Street	Clark St. - Cedar Ravine	Wide street - potential for Class II Lanes	Sidewalk on south side from Clark Street to Cedar Ravine	No curb cut on north side of Pacific at Cedar Ravine, No curb cut at Pacific and Clark	Needs maintenance - overgrown and in disrepair.
Broadway	Mosquito Rd. - Carson Rd.	Narrow road, no shoulder	Sidewalk on south side only from Mosquito to Carson Road	At Broadway and Main Streets	
Broadway	Carson Rd - Schnell School Road	No shoulder	Sidewalk on both sides, north side ends at Wiltse		

<b>STREET NAME</b>	<b>FROM-TO</b>	<b>SHOULDER WIDTH</b>	<b>SIDEWALKS</b>	<b>CURB CUTS</b>	<b>MISC/OTHER</b>
Broadway	Schnell School Road - Smith Flat Road	2-4 foot shoulder on south side only	Sidewalk on north side in front of businesses only		
Broadway	Smith Flat Rd. - Airport Road	No shoulder	No sidewalk	N/A	
Broadway	Airport Road - Point View Drive	No shoulder	No sidewalk	N/A	
Benham St.	Pacific Street - Parkview Ct.	Narrow with parking	Sidewalk on both sides	No curb cuts at Pacific Street	
Clark St.	Pacific St. - Rotary Park	No shoulder	Sidewalk from Pacific Street to Adams Way on East side	No curb cut at Adams Way	
Cedar Ravine	Main Street - Pacific St.	No shoulder	Sidewalk from Pacific to Main on West side	Needs curb cut at Pacific Street	
Cedar Ravine	Pacific Street - Thompson St.	No shoulder	Sidewalk from Pacific to Thompson on West Side	Crosswalk at Thompson (school route)	
Cedar Ravine	Thompson St. - Victor Ct.	No shoulder	Sidewalk to Victor Ct. on West side	Curb cut at crosswalk at Thompson, but not on the Cedar Ravine side	
Cedar Ravine	Victor Ct. - Marshall Way	No shoulder	Sidewalk from Victor Ct. to Marshall on East side	Crosswalk at Victor Ct. has curb cuts	
Cedar Ravine	Marshall Way - Country Club Drive	No shoulder	Small segment of sidewalk near Washington		
Cedar Ravine	Country Club Drive - Lions Park	2-4 foot shoulder	No sidewalk	N/A	
Thompson Street	Cedar Ravine - Sheridan Street	2-4 foot shoulder on South side to Sierra School	Sidewalk in front of Sierra School		
Sheridan Street	Thompson St. - Main St.	Shoulder on West side			
Marshall Way	Cedar Ravine - Corker Street	Sufficient shoulder for Class II Lanes to the Hospital	Sidewalk on the north side halfway to Fowler	Yes at Cedar Ravine	
Marshall Way	Fowler Way - Corker	Sufficient shoulder for Class II Lanes to the Hospital	Sidewalk on north side half way from Corker to Fowler	Yes at Corker	
Washington Street	Cedar Ravine - Spanish Ravine Road	No shoulder	No sidewalk	N/A	
Wiltse Road	Lumsdsen Park - Broadway	No shoulder	No sidewalk		

<b>TABLE 10</b>					
<b>CITY OF PLACERVILLE EXISTING CONDITIONS (continued)</b>					
<b>STREET NAME</b>	<b>FROM-TO</b>	<b>SHOULDER WIDTH</b>	<b>SIDEWALKS</b>	<b>CURB CUTS</b>	<b>MISC/OTHER</b>
Corker Street	Entire Length	No shoulder	No sidewalk		
Turner Street	Entire Length	Narrow - no shoulder	No sidewalk	N/A	
Country Club Dr.	Cedar Ravine - Sean Drive	Wide street with on street parking	Sidewalk on north side	Rolled curbs	
Country Club Dr.	Sean Drive - Barrett Drive	Wide street with on street parking	Sidewalk on north side to Barrett Drive	Rolled curbs	



**LEGEND**

- Local Road/Arterial
- School
- Shopping Center
- Employment Center
- Bicycle Parking
- Government Center
- Park & Ride Lot
- Park
- EXISTING SIDEWALK
- EXISTING CROSSWALK
- GAPS IN THE PEDESTRIAN SIDEWALK SYSTEM (no existing sidewalk on either side of roadway)
- Existing Class I Bike Path
- Proposed Class I Bike Path

**MAP 1** CITY OF PLACERVILLE PEDESTRIAN FACILITY INVENTORY

0 0.125 0.25 0.5 Miles





This chapter describes the bicycle facilities proposed in the City of Placerville and descriptions of concepts for improving the pedestrian system. Also included is a discussion of the process used to develop the proposed improvements and a discussion of how the facilities interface with other transportation modes and activity centers.

The information presented in this chapter is the result of the planning efforts of the Bicycle Advisory Committee, the El Dorado County Transportation Commission staff and interested members of the public.

## **5.1 Proposed Bicycle System**

The proposed bicycle system was developed with the intent of achieving the goals, objectives, and policies included in Chapter 3 of this plan. The proposed bikeways were selected specifically to improve connectivity between activity centers (*Goal 1, non-motorized circulation*), and to improve multi-modal integration (*Goal 5, multi-modal integration*). Maps 3 and 4 on pages 12 and 13 of this chapter lay out the proposed system of Class I, II, and III bikeways. Tables 14 – 16 on pages 9 through 11 of this chapter include detailed descriptions of the proposed bikeway improvements.

Some concepts for potential future bicycle paths and non-motorized connections were explored and discussed during this planning effort. These ideas could be considered in future updates of this plan and as new developments or projects come forward. As circumstances change within the city, some concepts may become more viable in the future. Below is a list of these concepts.

1. Utilizing El Dorado Irrigation District (EID) canals for non-motorized paths
2. Bicycle path along Hangtown Creek
3. Bicycle facility through the downtown corridor
4. Non-motorized connections between Washington Street and Barrett Drive
5. Improving general non-motorized connectivity between Country Club Drive and Broadway
6. Improving bicycle and pedestrian facilities on Broadway and Placerville Drive
7. Bike path connection between Clark Street and Big Cut or Pardie Way
8. Non-motorized connection between Skyline Drive and Excelsior Road

### **5.1.1 Class II Bike Lane Limitations within the City of Placerville**

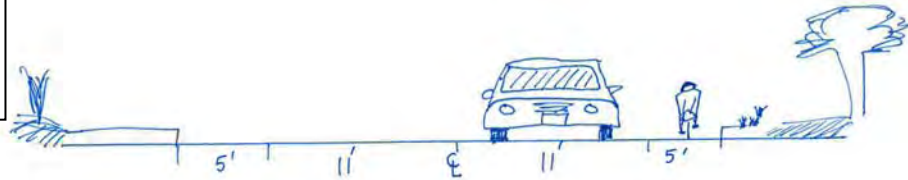
As a component of the 2010 Non Motorized Transportation Plan Update, staff conducted an analysis of the NMTP's proposed Class II Roadway segments. The analysis included roadway site visits and curb-to-curb roadway measurements. It was determined that a few of the roadway segments proposed in the 2005 NMTP were too narrow or have constraints that prohibit the ability to widen the roadway sufficient for accommodation of both Class II bike lanes and on-street parking. While bike lanes are a desired bikeway facility and an important component of the bikeway network, on-street parking is also recognized as an important asset to the residents of the City of Placerville. In order to strike a balance between these two interests, there are creative solutions that can be implemented in attempt to accommodate both interests. Fog line striping is one of those solutions, and it is described further in section 5.1.2.

Parking is prohibited in Class II Bike Lanes, therefore, roadway curb-to-curb widths, with 11-foot travel lanes and parking on both sides must be a minimum of 46 feet wide. Few roadways within the City of Placerville have an existing width greater than 40 feet. Table 11 shows roadway cross sections and widths necessary for Class II Bike Lanes without parking and with parking permitted on one-side only.

**TABLE 11**

**Roadway Cross Section – Class II Bike Lanes without On-Street Parking**

Minimum Width with 11-foot travel lanes is **32 feet**



**Roadway Cross Section – Class II Bike Lanes with On-Street Parking on one side**

Minimum Width with 11-foot travel lanes is **39 feet**



Table 12 lists the project segments that were changed from Proposed Class II to Proposed Class III in the 2010 NMTP due to roadway width or other prohibitive constraints.

**TABLE 12**

<b>2010 NMTP Proposed Class II Bike Lane Changes</b>			
<b>Roadway</b>	<b>Segment</b>	<b>2005 NMTP Proposal</b>	<b>2010 NMTP Proposal</b>
Pleasant Street	Bedford Ave. to Spring Street	Class II Bike Lanes	Class III Bike Route
Clay Street	Mosquito Road to Pennsylvania Ct.	Class II Bike Lanes	Class III Bike Route
Pacific Street	Benham Street to Clark Street	Class II Bike Lanes	Class III Bike Route

**5.1.2 Fog Line Striping**

It was also suggested that several roadways throughout the City of Placerville may be candidates for fog line striping. Fog line striping on roadways with existing on-street parking will help to constrain the vehicle travel way and provide a delineated shoulder for bicycle travel. If on-street parking is absent, the shoulder can be utilized for bicycle travel. When on-street parking is present, bicyclists share the travel way with motor vehicles.

The following City roadways are good candidates for fog line striping:

- Spring Street
- Pacific Street
- Bee Street
- Clay Street

In some residential areas of the City of Folsom, roadways with existing on-street parking are striped with fog lines, but do not have a centerline. The absence of a centerline is known to be an effective traffic calming measure that induces lower car speeds, increases driver awareness, and improves safety. The City of Placerville could consider implementation of such a treatment on the roadways listed above.

**5.2 Major Activity Centers**

The proposed bicycle transportation system will provide bicycle facilities to the major activity centers in the City and along some of the major arterials that connect the popular areas of the City. Activity centers include residential neighborhoods, schools, regional parks, shopping centers, employment centers, government centers, park and ride lots, transit centers and other recreational destinations. Maps 3 and 4 display the major activity centers in Placerville. Some of the major activity centers shown on the maps include:

- Downtown Placerville – Main Street
- Southeast Placerville – Broadway
- Placerville Drive Commercial Area
- Forni Road Commercial Area
- Schools on Canal Street
- City Parks/Benham Park and Aquatic Center
- El Dorado County Government Center

**5.3 Multi-Modal Connections**

The bicycle transportation system will provide connections to the multi-modal centers within the City as well as areas outside the City limits in El Dorado County. El Dorado Transit provides bicycle racks on all of their fixed route buses. The “Placerville Shuttle” is the bus route that primarily serves the City of Placerville. The El Dorado Transit Commuter Bus connection to downtown Sacramento is an extremely popular commute mode from Placerville, and commuters frequently use the bicycle in combination with the bus. El Dorado Transit buses are equipped with racks that hold up to three bikes. Two multi-modal centers exist in the City of Placerville, and both of them serve as commuter bus stops. The lots and their amenities are described in Table 13 below.



<b>TABLE 13</b>		
<b>Existing Multi-Modal Centers</b>	<b>Location</b>	<b>Amenities</b>
Placerville Station Multi-Modal Center	Mosquito and Clay Streets in the City of Placerville	Bike racks, restrooms, El Dorado Transit bus stop, park and ride
El Dorado County Fairgrounds Commuter Bus Stop, Placerville	Armory Way in the City of Placerville	Commuter bus stop and park and ride with bike lockers

The City of Placerville and El Dorado Transit are in the early stages of planning for a new multi modal facility, which could be located in the vicinity of Placerville Drive and Forni Road. Additionally, a transit stop/plaza is planned for Main Street near the historic Bell Tower as a component of the Downtown Placerville revitalization plan.

## 5.4 The El Dorado Trail

The El Dorado Trail concept is for a trail that spans the entire length of El Dorado County from the western County line to the Lake Tahoe Basin. The current alignment of the El Dorado Trail includes two railroad rights-of-way, the Michigan-California railroad right-of-way, and the Sacramento-Placerville Transportation Corridor (SPTC).



*Developed segment of the El Dorado Trail in Placerville*

The Michigan-California railroad right-of-way extends from Camino to Placerville. Currently, the right-of-way is developed with a segment of improved dirt trail and approximately 4.5 miles of Class I Bike Path. Approximately 2.5 miles of the existing Class I Bike Path is located within the City limits. The existing segments of El Dorado Trail Class I bike path located in the City are as follows (west to east):

- ❑ Clay Street to Mosquito Road
- ❑ Mosquito Road to Dimity Way
- ❑ Dimity Way to eastern City Limit

Proposed segments of El Dorado Trail Class I bike path through the City of Placerville are listed below (see maps 3 and 4):

- ❑ Clay Street to Bedford Avenue
- ❑ Forni Road/Lower Main Street to Ray Lawyer Drive

## 5.5 2005 Placerville Downtown Trail Feasibility Study

The 2005 version of the NMTP included a supplement titled the “Placerville Downtown Trail Feasibility Study.” The feasibility study provided detail on issues related to the Highway 50 Operational Improvements Project (US 50 Ops) and the concept of a trail alignment through the downtown core of the City. Prior to the development of the US 50 Ops project, there was interest from local cycling and trail advocates to develop a contiguous trail parallel to US 50 through the downtown core of the City of Placerville. The Placerville Downtown Trail Feasibility Study explored the possibility of such a trail, analyzing various alignments and determining costs.

Due to its low costs, minimal impacts, and ease of implementation, the overall preferred option for the Placerville Downtown Trail was determined to be the “On-Street Main Street Trail Alignment.” This alignment would provide trail users with a signed and stenciled route on Main Street through the historic downtown area between Bedford Avenue and Canal Street. It was also suggested that the City consider developing customized directional signage to guide trail users from the trail right-of-way at Bedford Avenue to the trail continuation westbound near Forni Road. It was also highly recommended that the City construct an off-street trail from Clay to Bedford, in order to provide an important connection to the recently reconstructed bicycle/pedestrian bridge at Bedford Ave.

In order to implement the recommendations proposed in the 2005 Placerville Downtown Trail Feasibility Study the following projects are proposed in this NMTP:

- ❑ Class I Bike Path Clay Street to Bedford Avenue
- ❑ Main Street Class III Shared Roadway Marking

**5.5.1 Class III Shared Roadway Marking**

Recently, “Shared Roadway Marking” stencils, an additional treatment for Class III facilities, have been introduced in California and nationally. The stencil can serve a number of purposes, such as making motorists aware of bicycles potentially in their lane, showing bicyclists the direction of travel, and, with proper placement, reminding bicyclists to bike further from parked cars to prevent “dooring” collisions. In 2004, the City of San Francisco tested two designs of the shared roadway marking stencil for use on Class III facilities with narrow lanes. Based on the results of the San Francisco study, the California Traffic Control Devices Committee (CTCDC) recommended in August 2004 that the “Chevron Bicycle Symbol” design of the Shared Roadway Marking be adopted by Caltrans as a standard traffic control device in California. It is now included in the 2010 California Manual of Uniform Traffic Devices, Part 9, as follows:

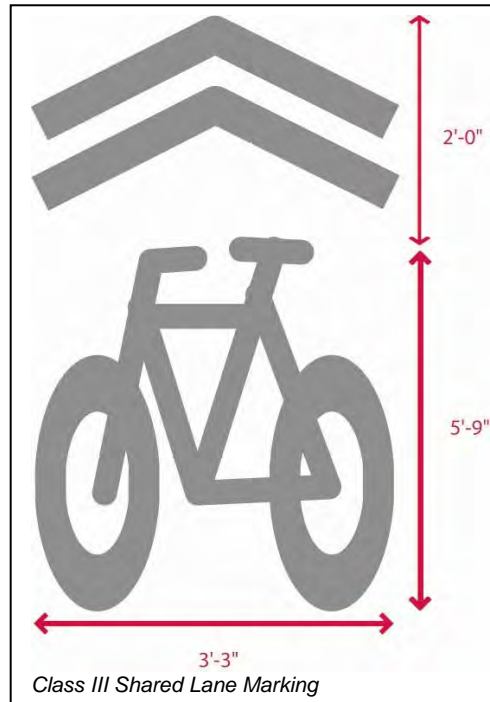
**Section 9C.103(CA) Shared Roadway Bicycle Marking**

Option:

The shared roadway bicycle marking shown in Figure 9C-104(CA) may be used to assist bicyclists with positioning on a shared roadway with on-street parallel parking and to alert road users of the location a bicyclist may occupy within the traveled way.

Standard:

**The shared roadway bicycle marking shall only be used on a roadway (Class III Bikeway (Bike Route) or Shared Roadway (No Bikeway Designation) which has on-street parallel parking. If used, shared roadway bicycle markings shall be placed so that the centers of the markings are a minimum of 3.3 m (11 ft) from the curb face or edge of paved shoulder. On State highways, the shared roadway bicycle marking shall be used only in urban areas.**



Option:

For rural areas, the SHARE THE ROAD (W16-1) plaque may be used in conjunction with the Bicycle Warning (W11- 1) sign (see Sections 2C.51 and 9B.18).

Support:

Information regarding classification of rural versus urban roadways can be found at the California Department of Transportation website: <http://www.dot.ca.gov/hq/tsip/hpms/Page1.php>.

Guidance:

If used, the shared roadway bicycle marking should be placed immediately after an intersection and spaced at intervals of 75 m (250 ft) thereafter. If used, the shared roadway bicycle marking should not be placed on roadways with a speed limit at or above 60 km/h (40 mph).

Option:

Where a shared roadway bicycle marking is used, the distance from the curb or edge of paved shoulder may be increased beyond 3.3 m (11 ft). The longitudinal spacing of the markings may be increased or reduced as needed for roadway and traffic conditions. Where used, bicycle guide or warning signs may supplement the shared roadway bicycle marking.

Support:

The shared roadway bicycle marking is intended to:

- Reduce the chance of bicyclists impacting open doors of parked vehicles on a shared roadway with on-street parallel parking.
- Alert road users within a narrow traveled way of the lateral location where bicyclists ride.
- Be used only on roadways without marked bicycle lanes or shoulders.

## 5.6 Pedestrian Element

Downtown Placerville is an attractive walking environment and provides pedestrians with an excellent opportunity to exercise and enjoy the attributes of the City. Pedestrian travel can be encouraged through basic design features. The Pedestrian Element of this plan provides concepts for the City to use in designing or improving streets and public areas to help extend and improve the walking environment beyond Main Street.



### 5.6.1 Pedestrian Friendly Design Features

The following general design features encourage pedestrian travel. Not all of these features will be appropriate for every location.

- ❑ *Compact Development* – Locates a greater number of destinations within walking distance than linear-type development
- ❑ *Mixed Land Uses* – Makes it possible for people to walk between land uses i.e., from home to work, from home to the store, from work to restaurants, etc.
- ❑ *Good Transit Access* – Encourages a mode of travel that stimulates walking at either end of the trip
- ❑ *Lighted/Reflective Markings at Crosswalks* – adds visibility to nighttime walkers thereby increasing safety
- ❑ *Pedestrian Activated Flashing Lights* – Helps pedestrians cross streets with greater ease, convenience and perception of safety
- ❑ *Textured or Colored Crosswalks* – Draws more attention to pedestrians, increasing safety and enhancing the aesthetics of the walking area
- ❑ *Narrowed Streets* – Provides for easy crossing in busy pedestrian areas, makes walking more desirable, brings land uses closer to pedestrians and slows traffic
- ❑ *Sidewalks Adjacent to Businesses and Storefronts* – Makes access more convenient than those with parking separating sidewalks from entrances. This is safer for pedestrians as well. Sidewalks next to businesses attract window shoppers and make for pleasant walking environments
- ❑ *Zero Lot Line Zoning* – Allows buildings to abut one another, keeping the distance between businesses convenient for walkers
- ❑ *Adequately Wide Sidewalks and Street Lighting* – Comfortably accommodates pedestrians and increases safety, as well as the perception of safety.

- ❑ *Lower Speed Limits* – Makes for safe, quiet, more pleasant walking in high pedestrian areas
- ❑ *Intersections Designed for the Blind and People in Wheelchairs* – Wheelchair ramps, textured mats to alert the blind of intersections, and tactile devices (beepers) for the blind to cross accommodate the needs of disabled people and make it possible to travel on sidewalks, as well as increase their safety
- ❑ *Design Standards for Commercial Signage* – Enhances the aesthetics of public space

### **5.6.2 Pedestrian Activity Center Streetscape Features**

Pedestrian-friendly activity areas have a number of features that add to the convenience and aesthetics of being on the sidewalk. Some of the amenities listed below are found in the Main Street area of Placerville.

- ❑ Trees and landscaping
- ❑ Benches or other street furniture
- ❑ Bus shelters
- ❑ Textured or colored sidewalk paving
- ❑ Attractive street lights
- ❑ Attractive trash and recycling receptacles
- ❑ Attractive news racks
- ❑ Coordinated street furniture
- ❑ Clocks
- ❑ Restrooms
- ❑ Public art
- ❑ Banners (where permitted) and flags
- ❑ Regulated food vendors
- ❑ Information kiosks
- ❑ Fountains
- ❑ City wide logo/signage programs
- ❑ Bicycle parking

### **5.6.3 Traffic Calming**

In some areas, the City may want to encourage slower traffic speeds. A growing number of communities employ various techniques to slow traffic to create more pedestrian friendly streets. Traffic calming is often applied in retail “Main Street” environments, residential neighborhoods and around schools. Such techniques may be applied to retrofit existing streets, or designed into new streets. Whenever traffic calming is used, careful planning should take into account that slowing traffic may unintentionally divert it onto parallel streets. The following traffic calming devices are commonly used:

- ❑ Traffic Circles
- ❑ Fog line striping
- ❑ Corner and mid-block bulb-outs
- ❑ Chokers
- ❑ Speed humps
- ❑ Raised intersections/crosswalks
- ❑ Lighted crosswalks



- ❑ Median islands
- ❑ Narrower streets and lane widths
- ❑ Speed limit enforcement
- ❑ Street trees
- ❑ Surface treatments

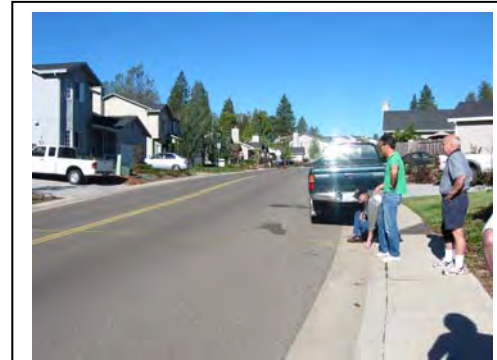
#### **5.6.4 Recommendations for Pedestrian Friendly Development in the City of Placerville**

##### **1. Clay Street Traffic Calming**

Local residents have identified Clay Street as a high-speed roadway in need of traffic calming. At the intersection of Clay and Coleman Streets, the City installed speed bumps in front of the stop sign as a form of traffic calming. In other areas of the roadway, wider vehicle travel lanes and a lack of on-street parking allow for increased car speeds in a relatively high-density residential area.

As recommended in this plan, Class II bike lanes with ten-foot vehicle travel lanes between Coleman Road and Arizona Way would be helpful. Additionally, a crosswalk near Arizona Way is could also be beneficial, as the sidewalk switches sides in this location.

In spring of 2004 Dan Burden, a nationally recognized expert in pedestrian facilities, took a walk through Clay Street and some of downtown Placerville. Mr. Burden recommended a traffic circle at the intersection of Clay and Grandview. He also recommended a center median-type island on the eastern downhill corner of Clay Street near Mosquito Road.



*Assessing Clay Street with Dan Burden*

<b>TABLE 14</b>			
<b>PROPOSED BIKEWAY FACILITIES - CLASS II BIKE LANES</b>			
<b>ROADWAY, ROUTE OR PROJECT NAME</b>	<b>SEGMENT</b>	<b>SEGMENT DISTANCE (miles)</b>	<b>NOTES</b>
Mallard Lane	Green Valley Road to City limit	.5	
Green Valley Road	Placerville Drive to Mallard Lane	.20	
Placerville Drive	Green Valley Road to Forni Road/US 50	.5	
Placerville Drive	Bridge over Hangtown Creek	.10	Bike Lanes require additional width on bridge
Forni Road	Ray Lawyer Drive to US 50/Placerville Drive	.5	Small segment in the County
Cold Springs Road	City Limit to Placerville Drive	.5	
Pierroz Road	Cold Springs Road to Placerville Drive	.15	
Combella Road	Entire length	.25	BTA Project to be completed in 2011
State Route 49	City Limit to Green Street	1	
Spring Street	SR 49 to Pleasant Street	.35	May effect existing on-street parking
Middletown Road	Canal Street to Cold Springs Road	.25	Portion of this segment within the County
Bee Street	Entire length	.25	May effect existing on-street parking
Main Street	Spring Street to Canal Street	.10	May effect existing on-street parking
Pacific Street	Main Street to Sacramento Street and Cedar Ravine to Clark Street	.20	May effect existing on-street parking
Marshall Way	Cedar Ravine to Marshall Hospital	.25	
Clay Street	Coleman Street to Arizona Way	.20	
Mosquito Road	Dimity Lane to Broadway	.25	
Schnell School Road	Broadway to Carson Road	.25	
Broadway	Main Street to Schnell School Road	.5	
Broadway	Schnell School Road to Point View Drive	1	
Tunnel Street	Spring Street to Robin Court	.25	May effect existing on-street parking
Cedar Ravine	Washington Street to Lyon Park	1	
<b>TOTAL CLASS II BIKE LANES PROPOSED</b>		<b>8.55 MILES</b>	

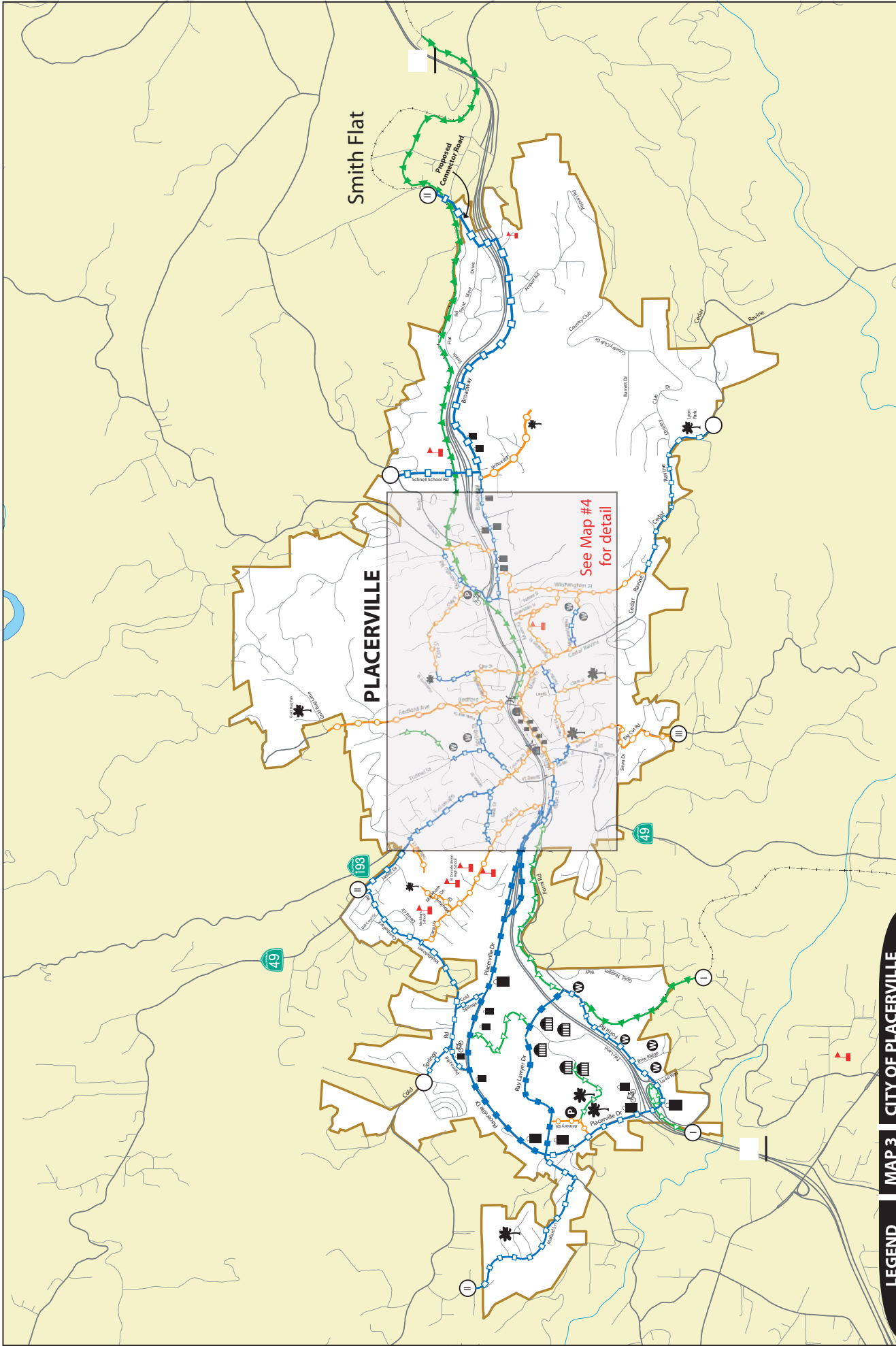
<b>TABLE 15</b>			
<b>PROPOSED BIKEWAY FACILITIES - CLASS III BIKE ROUTES</b>			
<b>ROADWAY, ROUTE OR PROJECT NAME</b>	<b>SEGMENT</b>	<b>SEGMENT DISTANCE (miles)</b>	<b>NOTES</b>
Armory Drive	Entire length	.25	
Canal Street	Entire length	.75	
Bedford Ave	Pleasant Street to Gold Bug Park	.75	
Moulton Drive/Markham Drive	Entire length	.25	
Coloma Court	Entire length	.25	
SR 49 and Coloma Street	Green Street to US 50 Overcrossing	.20	
Benham Ave	Entire length	.25	
Big Cut Road	To City limit	.5	
Spring Street	US 50 to Pleasant Street	.10	
Main Street	Spring Street to Clay Street	.5	Includes Shared Roadway Marking
Cedar Ravine	Main Street to Marshall Way	.25	
Washington Street	Main Street to Cedar Ravine	.5	
Sherman Street/Thompson Street/Sheridan Street	Washington St. to Sierra School/Main Street	.35	
Spanish Ravine Road	Connection from Main St. to McDonald's parking lot	.10	Make the gate bicycle and pedestrian friendly
Clay Street	Arizona Way to Mosquito Road.	.5	
Carson Road	Broadway to Dimity Lane	.25	
Dimity Lane	Mosquito Road to Carson Road	.10	
Wiltse Road	Broadway to Lumsden Park	.5	
Clark Street	Pacific Street to Rotary Park	.5	
<b>TOTAL CLASS III BIKE ROUTES PROPOSED</b>		<b>5.95 MILES</b>	

**Note regarding Class III Bike Routes:** Whenever feasible, stripe fog lines to allow two or more feet of shoulder for bicyclists.

<b>TABLE 16</b>			
<b>PROPOSED BIKEWAY FACILITIES - CLASS I BIKE PATHS</b>			
<b>ROADWAY, ROUTE OR PROJECT NAME</b>	<b>SEGMENT</b>	<b>SEGMENT DISTANCE (miles)</b>	<b>MISCELLANEOUS</b>
El Dorado Trail	Clay Street to Bedford Ave.	.25	Fully Funded
El Dorado Trail	Main Street at Forni Road to Ray Lawyer Dr.	1	
Government Center Placerville Drive connector	Fair Lane to Armory Way	.5	As a component of future development
Government Center to Fairgrounds Connector	Fair Lane Court to El Dorado County Fairgrounds	.10	
Quartz Mountain Bike Path	Quartz Mountain Road to Robin Court/Tunnel Street	.25	
Weber Creek Bridge Overcrossing	Perks Court (El Dorado County) to Placerville Drive/Forni Road	.25	Fully Funded – Construction in 2010/11
<b>TOTAL CLASS I BIKE PATHS PROPOSED</b>		<b>2.35 MILES</b>	

**TABLE 17****PROPOSED BICYCLE FACILITIES – BIKE RACKS AND LOCKERS**

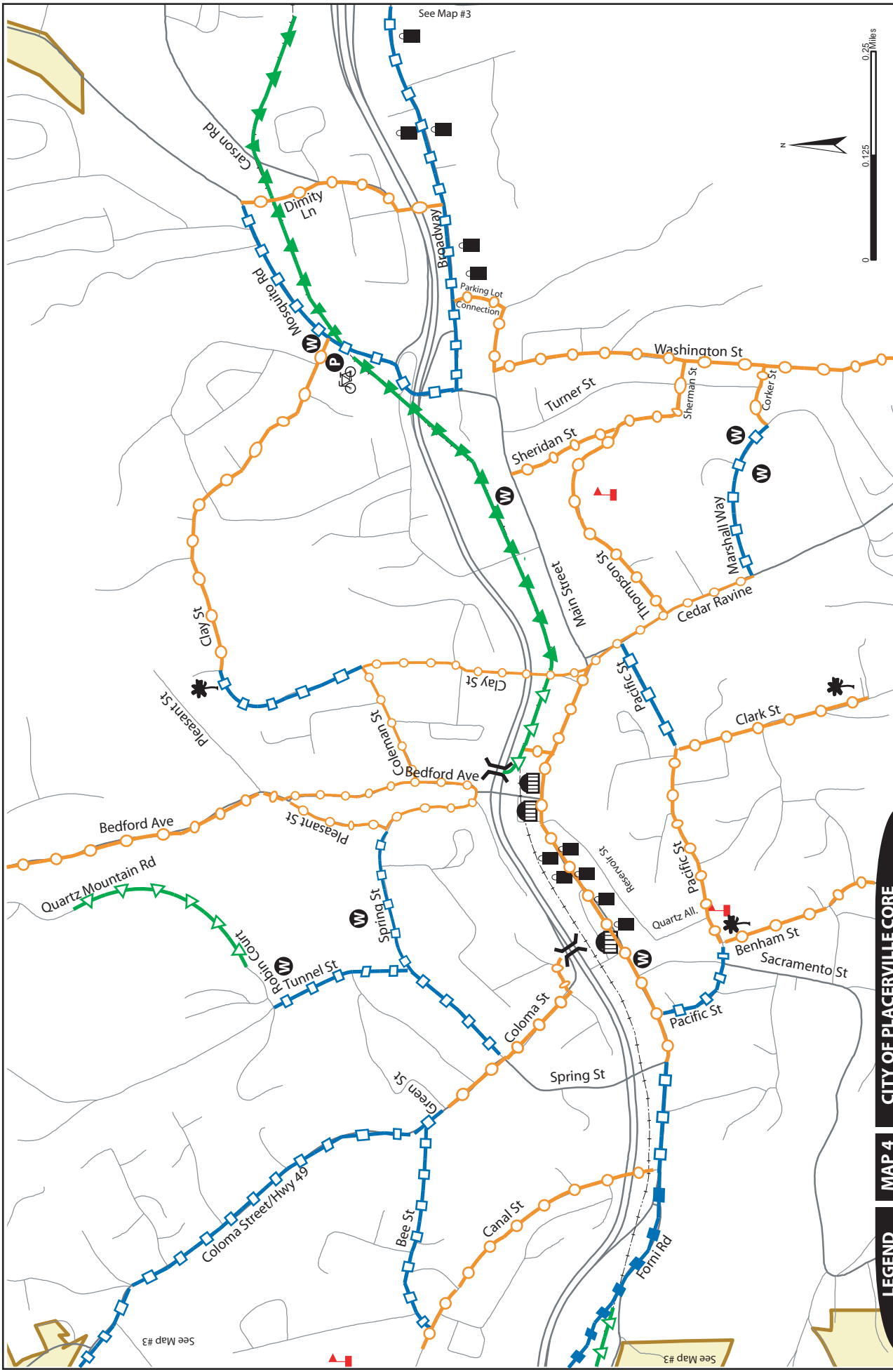
Bike Racks	Lower Broadway, near Taco Bell, Rite Aid
Bike Racks	Upper Broadway, near Grocery Outlet
Bike Racks	At Raley's Center on Placerville Drive
Bike Lockers	Placerville Station on Mosquito Road
Bike Lockers	Downtown Parking Garage
Bike Lockers	At any new Park and Ride Lot in the City of Placerville



**LEGEND MAP 3 CITY OF PLACERVILLE**

- Local Road/Arterial
- School
- Shopping Center
- Employment Center
- Bicycle Parking
- Government Center
- Park & Ride Lot
- Park
- CLASS I BIKE PATH
  - Existing
  - Proposed
- CLASS II BIKE LANES
  - Existing
  - Proposed
- CLASS III BIKE ROUTE
  - Existing
  - Proposed
- CONTINUES AS CLASS
  - I
  - II
  - III
  - No Bikeway





**LEGEND** **MAP 4** **CITY OF PLACERVILLE CORE**

Local Road/Arterial	Bicycle Parking	CLASS I BIKE PATH	CLASS II BIKE LANES	CLASS III BIKE ROUTE	CONTINUES AS CLASS
School	Government Center	Existing	Existing	Existing	I
Shopping Center	Park & Ride Lot	Proposed	Proposed	Proposed	II
Employment Center	Park				III
					No Bikeway
					Bike/Ped Overcrossing



**6.1 Bikeway Cost Estimates**

Table 18 below provides conceptual cost estimates for the construction of bikeway facilities in the City of Placerville. The cost estimates are based on costs experienced in the development of past projects throughout El Dorado County and the City of Placerville, as well as costs experienced in other similar California communities. These cost estimates should only be used to develop generalized construction cost estimates and project prioritization. More detailed estimates should be developed after preliminary engineering.

<b>TABLE 18</b>	
<b>City of Placerville Bikeway Cost Estimates</b>	
<b>Facility Type</b>	<b>Estimated Cost Per Mile</b>
<b>CLASS I BIKE PATH</b> <ul style="list-style-type: none"> <li>• Cost to grade and pave an 8-foot wide surface with 2-foot graded shoulders on each side. (Does not include amenities such as landscaping, lighting, irrigation, phones etc.)</li> </ul>	\$400,000
<b>CLASS II BIKE LANES</b> <ul style="list-style-type: none"> <li>• Signing and striping only with minor shoulder improvement: Cost to install pavement striping, markings, and signs on both sides of an existing 4-foot roadside shoulder</li> <li>• Signing and striping plus major shoulder improvement: Cost to install 4-foot strips of pavement, pavement striping, markings and signs on both sides of a roadway</li> </ul>	 \$25,000  \$300,000
<b>CLASS III BIKE ROUTE</b> <ul style="list-style-type: none"> <li>• Signing only</li> <li>• Signing plus moderate shoulder improvement: Cost to install 2-3 foot strips of pavement, a 6-inch fog line and signs on both sides of the roadway</li> </ul>	 \$3,000  \$150,000

**6.2 Priority Projects**

Priority bikeway projects were selected based on anticipated use, type of facility, connectivity, and potential improvements for safety. Priority projects are listed in Table 19.

<b>PROJECT OR ROADWAY</b>	<b>SEGMENT</b>	<b>DISTANCE/COST ESTIMATE</b>
El Dorado Trail Western Extension	Forni Road/ Main Street to Ray Lawyer Drive	1 mile / \$400,000
Broadway Bike Lanes	Main Street to Schnell School Road	.5 mile / \$300,000
Middletown Road	Canal Street to Cold Springs Road	.25 mile / \$300,000
Main Street Shared Roadway Marking and Bike Route Signage	Spring Street to Clay Street	.5 mile / \$7,500
Placerville Drive Bike Lanes	Green Valley Road to Forni Road/US 50	.5 mile / \$150,000
Mallard Lane/Green Valley Road Bike Lanes	City Limit to Green Valley Road/ Mallard Lane to Placerville Drive	.75 mile / \$150,000
Upper Broadway Bike Lanes	Schnell School Road to Point View Drive	1 mile / \$300,000

### 6.3 Bikeway System Funding Needs

Due to variations in costs of Class II Bike Lanes, the cost estimates are assumed at \$175,000 per mile. Some Class III Bike Routes proposed in this plan may require additional shoulder width, therefore costs for Class III are assumed at \$75,000.

<b>Facility Type</b>	<b>Miles Proposed</b>	<b>Approximate Funding Need</b>
Class I Bike Path	2.35	\$800,000
Class II Bike Lanes	8.55	\$1,400,000
Class III Bike Route	5.85	\$400,000

### 6.4 Maintenance of Bikeways

Maintenance of bikeways is an important element of an effective bicycle transportation system. Roadway debris, including gravel and glass, is typically 'swept' by passing cars onto the roadway shoulder or bike lane making them challenging for bicyclists. Without routine sweeping and maintenance, bicyclists are often forced to ride closer to the travel lane to avoid accidents and flat tires.

Under Article 3 of the Transportation Development Act (TDA), up to two percent of the Local Transportation Fund (LTF) allocation to cities and counties can be used for bicycle and pedestrian projects, and this funding source can be used to maintain bikeways. Unfortunately, there are few other regional, state, and federal grants available for maintenance. Even if a grant could be used to buy capital equipment like a sweeper, many cities and counties lack the funds to perform the service.

Class I segments of trail should be maintained using standard pick-up trucks on the pathway itself. Class I bike path maintenance includes cleaning, resurfacing and re-striping the asphalt path, repairs to crossings, cleaning drainage systems, trash removal and landscaping. Underbrush and weed abatement should be performed once in the late spring and again in mid-summer.

***Recommendation: Develop a bikeway maintenance reporting and response system, including a telephone number listed on available maps and other documents that assures that reported maintenance problems are responded to within 48 hours.***

***Recommendation: Ensure that bike lanes and shoulder areas of roadways are swept as part of routine street sweeping operations.***

Maintenance of bike lanes and roadway shoulders during construction periods is often identified as a particular concern of bicyclists. Roadway shoulders are often cluttered with dirt and gravel, and right of way on the shoulders are frequently obstructed by pylons and vehicular warning signage associated with construction projects. Shoulders and bike lanes need to be both maintained as a through right-of-way and kept clean from debris. The following recommendation is provided for maintaining roadway shoulders and bike lanes during construction periods:

***Recommendation: Ensure that all construction projects adjacent to a roadway maintain both a clean swept shoulder and a through right-of-way for bicycles.***

***Recommendation: Require all new construction projects to pay for street sweeping in the immediate vicinity as needed to keep streets and shoulders free of debris.***

## **6.5 Funding Sources**

Implementation of the proposed bikeway system will require funding from local, state and federal sources and coordination with other agencies and entities. In some cases, portions of the proposed system will be completed as part of future development, road widening and construction projects. For those portions that will rely on other funding mechanisms, the following discussion provides descriptions of the most common funding sources for bikeway projects.

### **6.5.1 Federal Sources**

Federal transportation funds are distributed through the Federal Transportation Act for the 21<sup>st</sup> Century. The programs are distributed over a six-year period and are historically known as ISTEA, TEA-21 and SAFETEA-LU. Re-authorization of the next six-year Federal Transportation Bill is anticipated late in 2010. For the City of Placerville, applicable federal programs include the following:

- Regional Surface Transportation Program (RSTP)
- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Enhancements
- Safe Routes to School

Federal funding is administered through the State and regional transportation planning agencies in this case, the El Dorado County Transportation Commission (EDCTC). Most of the funding programs are transportation oriented with an emphasis on reducing auto trips and providing a

multi-modal connection. Funding criteria includes completion and adoption of a Bicycle Transportation Plan, costs and benefits of the implemented system (in some cases quantification of reduced vehicle trips and reduction in air pollution), public support for the project, California Environmental Quality Act (CEQA) compliance, and commitment of local resources. In most cases, federal funding will provide matching grants of 80 to 90 percent.

Of the above listed programs, RSTP, TE and CMAQ are formula-based and received with each authorization of federal transportation funding. RSTP is distributed based on a road mileage formula, and CMAQ is distributed as a 'fair and equitable share' via Sacramento Area Council of Governments. The other sources listed above are competitive, grant programs for which projects are selected based on the criteria of the program.

Other federal funding sources include the following:

- National Recreational Trails Fund
- Land and Water Conservation Fund Program (administered locally by the California Department of Parks and Recreation, Local Assistance)
- Recreation and Public Purposes Act (Bureau of Land Management)
- Schools and Road Grants to States (United States Forest Service)

### **6.5.2 State Sources**

The following sources provide funding that is applicable to bikeway facilities. Such facilities also benefit and are used by other non-motorized user groups.

**Bicycle Transportation Account** – The State Bicycle Transportation Account (BTA) is an annual program for bicycle projects. The BTA provides \$7.2 million annually to the state of California. Available as competitive-based grants to jurisdictions, the emphasis is on projects that benefit bicycling for commute purposes. The BTA provides State funding for projects that improve safety and convenience for bicycle commuters. Streets and Highways Code Section 893 describes the types of projects eligible for BTA funds. The Bicycle Facilities Unit in the Office of Local Programs administers the BTA program in cooperation with the office of Local Assistance in each Caltrans District. Cities and Counties are eligible to apply for BTA funds and may apply on behalf of an agency that is not a city or county for construction of a bicycle project that benefits commute bicycling.

To be eligible for BTA funds, cities and counties must have the following:

1. The governing body of a city or county must adopt the BTP by resolution or certify that it is current and complies with Streets and Highways Code Section 891.2.
2. The city or county must submit the BTP to the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) for review and approval for compliance with Streets and Highways Code Section 891.2 and the regional transportation plan (RTP).
3. Following regional approval, the city or county must submit the resolution adopting the BTP and the letter of approval from the MPO/RTPA to the Caltrans Bicycle Facilities Unit (BFU).
4. BTP adoption establishes eligibility for five consecutive BTA funding cycles. For example: BTPs adopted in 2008 and submitted December 1, 2008; with an application for 2009/2010 BTA funding would establish eligibility for state fiscal years 2009/2010, 2010/2011, 2011/2012, 2012/2013, and 2013/2014. The state fiscal year begins on July 1 and ends on June 30 of the following year.

BTA projects must be in compliance with the applicable provisions of the California Environmental Quality Act (CEQA) by the BTA application submittal date. The lead agency is responsible for preparing the required environmental documentation and submitting it with the application.

Section 893.6 of the Streets and Highways Code specifies that no agency may receive more than 25 percent of the total funds transferred into the BTA in a single fiscal year. Section 891.4(b) requires local agencies to fund at least ten percent of the total project cost. Applications should be submitted only for projects where the right-of-way will be clear prior to award of contract and where cooperative agreements with other groups such as railroads, utility districts, flood control districts, coastal commissions etc., will be completed prior to award of contract.

Applications must include a description of the project and an estimate of project costs including preliminary and construction engineering, right-of-way, and construction. The estimate should include only those items for which the local agency intends to claim reimbursement. A detailed estimate is not necessary, but the Bicycle Facilities Unit needs enough information to ensure that the proposed project is consistent with the program guidelines. *Under state law, BTA projects must conform to the minimum design standards for bikeways in Chapter 1000 of the Highway Design Manual.*

**Local Transportation Fund (LTF)** – Under Article 3 of the Transportation Development Act (TDA), up to two percent of the LTF allocation to cities and counties can be used for bicycle and pedestrian projects. Revenues to the LTF program are derived from ¼ cent of the statewide sales tax. These funds are distributed through the El Dorado County Transportation Commission (EDCTC) to the local jurisdictions. Between 2004 and 2011 EDCTC has apportioned between \$51,000 and \$75,000 annually in TDA LTF Article 3 funds.

In September of 2007, EDCTC adopted guidelines for the use of TDA LTF Article 3 set aside funding. EDCTC refers to the funding as *TDA Article 3 Pedestrian and Bicycle Funding* and the adopted Rules and Regulations for use of the funds are listed below, in priority order.

1. Projects shall be:
  - Included in an adopted Bicycle Transportation Plan, Non-Motorized Transportation Plan, Transit Plan, or Pedestrian Plan, as applicable
  - Endorsed by a Council or Board, as applicable
2. The primary use of this fund source shall be as matching funds for projects that are either grant funded or have a significant contribution by a local agency, i.e. Bicycle Transportation Account Funding, or other fund source.
3. The funding may be used to augment ongoing construction projects, i.e. a road rehabilitation or construction project that requires additional funding for bicycle, pedestrian facilities or signage.
4. The funding may be used to for minor bicycle and pedestrian projects as follows:
  - For installation of bicycle racks or lockers
  - For installation of bicycle and pedestrian signage for bicycle routes, school zones and park and ride lots
  - For crosswalk striping, pedestrian refuges, minor bicycle lane striping
  - For maintenance of existing bicycle or pedestrian facilities

5. The funding may be used to supplement moneys from other sources to fund bicycle safety education programs.

**AB 2766** – Motor vehicle registration surcharge fees are available for bicycle and pedestrian projects that can improve air quality. The El Dorado County Air Pollution Control District allocates these funds for El Dorado County.

**Environmental Enhancement and Mitigation Program (EEM)** – Bicycle projects can qualify for EEM funds if they meet the program’s requirements. Any non-profit organization can sponsor projects, which are submitted to the State Resources Agency for evaluation in June/July of each year.

**Flexible Congestion Relief Program (FCR)** – Bicycle projects are eligible to compete for FCR funds. Projects must provide congestion relief and they must be included in an approved Regional Transportation Improvement Program (RTIP). Local agencies must submit projects for FCR funding to EDCTC.

### **6.5.3 Local Sources**

A variety of local sources are available for funding bikeway facilities, however, their use is often dependent on political support.

**New Construction** – Future road widening and construction projects are one means of developing on-street and separated bikeways. To ensure that roadway construction projects provide these facilities when needed, roadway design standards should include minimum cross-sections that have sufficient pavement for on-street bikeways and the review process for new development should include input pertaining to consistency with the proposed bikeway system. Future development in the City of Placerville will contribute to the implementation of new bikeway facilities if discretionary development projects are conditioned and roadway project designs are specifically required to include bikeway facilities.

**Traffic Impact Mitigation Fees** – Another potential local source of funding is developer impact fees, which are typically tied to trip generation rates and traffic impacts produced by the proposed development. Road right-of-way amenities that are bicycle friendly can be constructed incidental to other road improvements which accommodate increased vehicle traffic. Additionally, a developer may reduce the number of trips (and hence impacts and cost) by paying for on and off-street bikeway improvements which will encourage residents to bicycle rather than drive.

**Assessment Districts** – Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscaping Districts. These types of districts have specific requirements relating to their establishment and use of funds.

**Other Sources** – Local sales taxes, developer or public agency land dedications, private donations, service clubs, and fund-raising events are other local options to generate funding for bikeway projects. Creation of these potential sources usually requires substantial local support.

## **6.6 Bikeway Design Standards**

The most commonly used bikeway design standards are contained in the Caltrans Highway Design Manual, Chapter 1000 – Bikeway Planning and Design, dated September 1, 2006. The Caltrans

standards are based largely on standards developed by the American Association of State Highway and Transportation Officials (AASHTO). The Manual on Uniform Traffic Control Devices, Federal Highway Administration, 2009 Edition, Part 9, contains standards for bikeway signing.

**Recommendation:** *All bicycle facilities should conform to Caltrans Highway Design Manual Chapter 1000 and the Manual of Uniform Traffic Control Devices for Streets and Highways published by the Federal Highway Administration.*

All Class II Bike Lanes should conform to the design recommendations in Chapter 1000 of the Caltrans Highway Design Manual. Caltrans provides recommended intersection treatments in Chapter 1000 including bike lane turn pockets and signal loop detectors. The City's Public Works Department should develop a protocol for application of these recommendations, so that improvements can be funded and made part of regular improvement projects (see figures in Appendix D).

**Recommendation:** *Bike lane pockets (minimum four feet wide) between right-turn lanes and through lanes should be provided wherever available width allows, and right turn volumes exceed 150 motor vehicles per hour.*

The following is the description of the four classifications of bikeways as included in the Caltrans Highway Design Manual. The type of facility to select in meeting the bicycle need is dependent on many factors, but the following applications are the most common for each type.

**(1) Shared Roadway (No Bikeway Designation).** Most bicycle travel in the State now occurs on streets and highways without bikeway designations. This probably will be true in the future as well. In some instances, entire street systems may be fully adequate for safe and efficient bicycle travel and signing and pavement marking for bicycle use may be unnecessary. In other cases, prior to designation as a bikeway, routes may need improvements for bicycle travel.

Many rural highways are used by touring bicyclists for intercity and recreational travel. It might be inappropriate to designate the highways as bikeways because of the limited use and the lack of continuity with other bike routes. However, the development and maintenance of 1.2 m paved roadway shoulders with a standard 100 mm edge line can significantly improve the safety and convenience for bicyclists and motorists along such routes.

**(2) Class I Bikeway (Bike Path).** Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, ocean fronts, canals, utility rights-of-way, abandoned railroad rights-of-way, within college campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.).

**(3) Class II Bikeway (Bike Lane).** Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. But a more important reason for constructing bike lanes is

to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting parking on given streets in order to delineate bike lanes. In addition, other things can be done on bike lane streets to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities, etc.). Generally, pavement markings alone will not measurably enhance bicycling.

If bicycle travel is to be controlled by delineation, special efforts should be made to assure that high levels of service are provided with these lanes.

In selecting appropriate streets for bike lanes, location criteria discussed in the next section should be considered.

**(4) Class III Bikeway (Bike Route).** Bike routes are shared facilities which serve either to:

- (a) Provide continuity to other bicycle facilities (usually Class II bikeways); or
- (b) Designate preferred routes through high demand corridors.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged.

It is emphasized that the designation of bikeways as Class I, II and III should not be construed as a hierarchy of bikeways; that one is better than the other. Each class of bikeway has its appropriate application.

In selecting the proper facility, an overriding concern is to assure that the proposed facility will not encourage or require bicyclists or motorists to operate in a manner that is inconsistent with the rules of the road.

An important consideration in selecting the type of facility is continuity. Alternating segments of Class I and Class II (or Class III) bikeways along a route are generally incompatible, as street crossings by bicyclists are required when the route changes character. Also, wrong-way bicycle travel will occur on the street beyond the ends of bike paths because of the inconvenience of having to cross the street.

*Appendix D* includes design diagrams from the *Caltrans Highway Design Manual, Chapter 1000, Bikeway Planning and Design* and the *Manual of Uniform Traffic Control Devices (MUTCD), Part 9, Traffic Controls for Bicycle Facilities*. Both of these documents are available online, the Highway Design Manual at <http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm> and the MUTCD at <http://mutcd.fhwa.dot.gov/>.

**APPENDIX A:**

**2003 Resolution Approving Scope for City of Placerville Non-Motorized Transportation Plan, Resolution Adopting Non-Motorized Plan Goals, Objectives and Policies**



**RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF PLACERVILLE APPROVING THE PROJECT SCOPE FOR  
THE CITY'S NON-MOTORIZED TRANSPORTATION PLAN**

WHEREAS, the City has identified the need to establish a non-motorized transportation plan ("Plan"); and

WHEREAS, the El Dorado County Transportation Commission has offered the services of its staff in establishing the Plan; and

WHEREAS, an advisory committee has been formed to facilitate establishing the Plan; and

WHEREAS, said committee has established a Project Scope and requested that the Council approve that Scope.

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby approves the Project Scope to establish a Plan, which Scope is attached hereto and incorporated herein by reference.

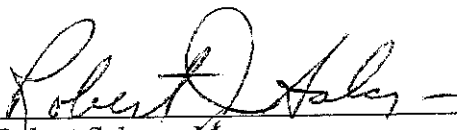
The foregoing Resolution was adopted at a regular meeting of the City Council of the City of Placerville held on September 23, 2003, by Councilmember Washburn, who moved its adoption. The motion was seconded by Councilmember Lishman. A poll vote was taken which stood as follows:

AYES: Colvin, Lishman, Rivas, Salazar, Washburn

NOES: None

ABSTAIN: None

ABSENT: None

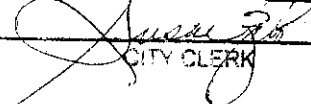
  
Robert Salazar, Mayor

ATTEST:

  
Susan Zito, City Clerk

THE FOREGOING IS A FULL TRUE AND  
CORRECT COPY OF THE ORIGINAL  
RECORD IN THE OFFICE OF THE CITY  
CLERK OF THE CITY OF PLACERVILLE  
COUNTY OF EL DORADO, STATE OF  
CALIFORNIA.

DATED THIS 26<sup>th</sup> DAY OF Sept 20 03

  
CITY CLERK

RECEIVED SEP 29 2003

## PROJECT SCOPE:

### CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION PLAN

- The Caltrans Streets and Highways Code outlines very specific requirements that must be included in a bicycle transportation plan. \*\*See Caltrans Streets and Highways Code – California Bicycle Transportation Act, Sections 890-894.2 (the requirements of a planning document are listed in sections 891.2, a-k).
- The plan's primary emphasis should be on planning for the facilities used by the "Bicycle Commuter" (as defined in the Streets and Highways Code Section 890.3).
- The City has requested the plan be more than just a bicycle transportation plan so that it may be adopted as part of the City's General Plan, Transportation element.
- The plan will include an inventory of the existing sidewalks in the City of Placerville to the following extent: The sidewalk or pathway provides a significant transportation benefit for either pedestrian or bicycle travel and provides connectivity between activity centers; i.e. schools, commerce, parks or employment centers.

The project scope described above will allow the City of Placerville access to Bicycle Transportation Account (BTA) funds. The details of this funding source are listed below:

- \$7.2 Million Statewide until FY 06/07, at which time it may revert to \$5 Million
- Max applicant allocation (City or County) is 25% of the yearly allocation (\$7.2 Million at this time)
- 10% Local Match required

*While the EDCTC and City of Placerville support and encourage the development of recreational trails, the primary goal of this effort is to plan for alternative commute modes. Trails that are purely recreational in nature (in that they provide no connection between activity centers or are exclusively for recreational use) should be the responsibility of a separate planning effort.*

RESOLUTION NO. 7072

**RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF PLACERVILLE APPROVING THE GOALS AND OBJECTIVES  
FOR THE CITY'S NON-MOTORIZED TRANSPORTATION PLAN**

WHEREAS, the City has determined that it is in the City's best interest to prepare and adopt a Non-Motorized Transportation Plan ("Plan"); and

WHEREAS, the El Dorado County Transportation Commission has offered to participate with the City in developing such a plan; and

WHEREAS, an Advisory Committee has been established to assist in the development of the Plan, and said Advisory Committee has proposed that the Plan include the attached Goals and Objectives; and

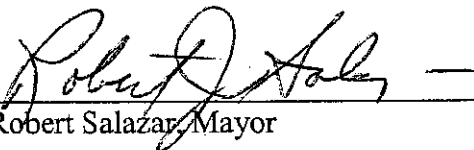
WHEREAS, the City Council believes that the Goals and Objectives as proposed by the Advisory Committee represent appropriate goals and objectives to be included in such a plan.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Placerville approves the attached Goals and Objectives for the City's Non-Motorized Transportation Plan.

The foregoing Resolution was introduced at a regular meeting of the City Council of the City of Placerville held on November 25, 2003, by Councilmember Rivas, who moved its adoption. The motion was seconded by Councilmember Washburn.

A poll vote was taken, which stood as follows:

AYES: Colvin, Lishman, Rivas, Salazar, Washburn  
NOES: None  
ABSENT: None  
ABSTAIN: None

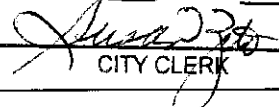
  
Robert Salazar, Mayor

Attest:

  
Susan Zito, City Clerk

THE FOREGOING IS A FULL TRUE AND  
CORRECT COPY OF THE ORIGINAL  
RECORD IN THE OFFICE OF THE CITY  
CLERK OF THE CITY OF PLACERVILLE  
COUNTY OF EL DORADO, STATE OF  
CALIFORNIA.

DATED THIS 4th DAY OF Dec 2003

  
CITY CLERK

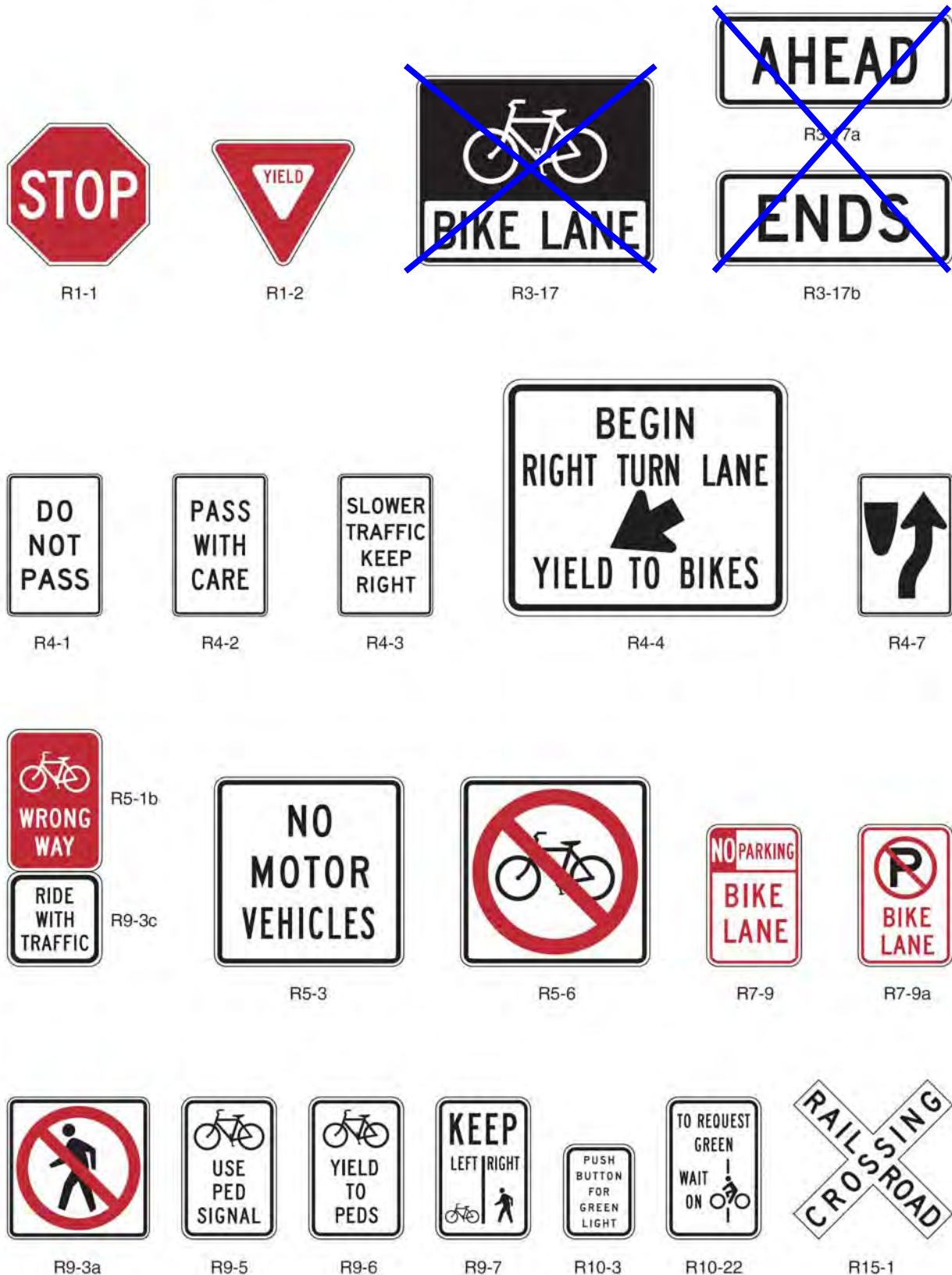


**APPENDIX B:**

**Bicycle Facility Design Diagrams**



Figure 9B-2. Regulatory Signs for Bicycle Facilities



**Figure 9B-2 (CA). California Regulatory Signs for Bicycle Facilities**



R44A (CA)



R44B (CA)



R44C (CA)



R62C (CA)



R81 (CA)



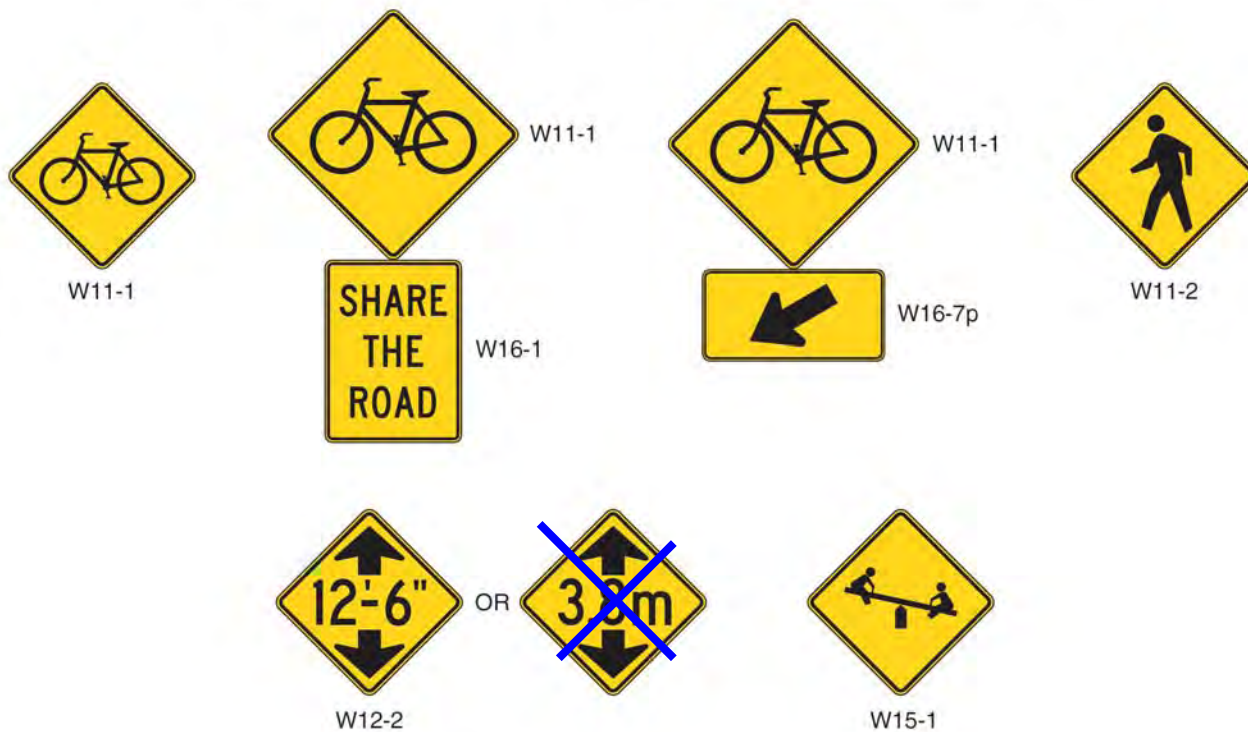
R81A (CA)



R81B (CA)

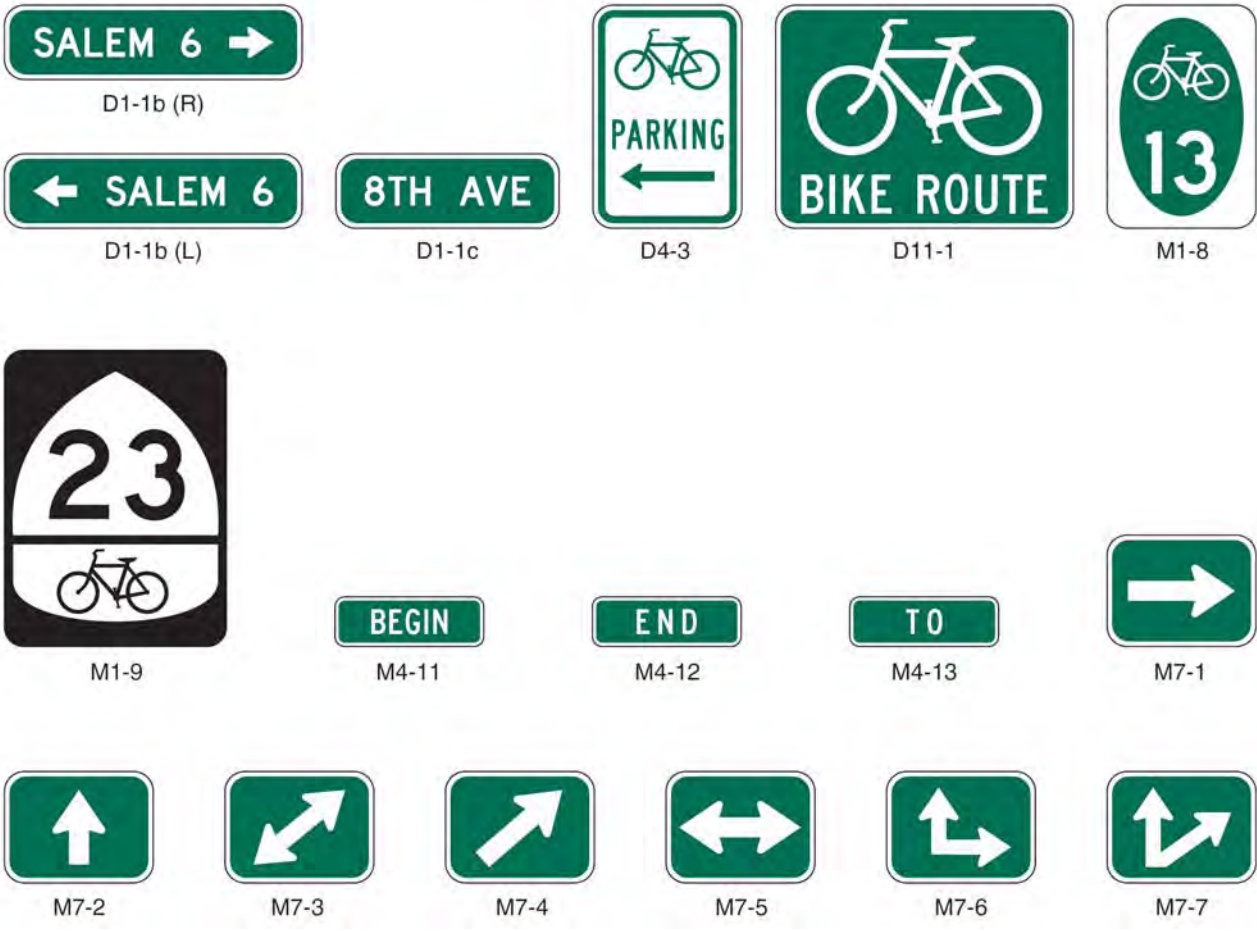
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**Figure 9B-3. Warning Signs for Bicycle Facilities (Sheet 2 of 2)**



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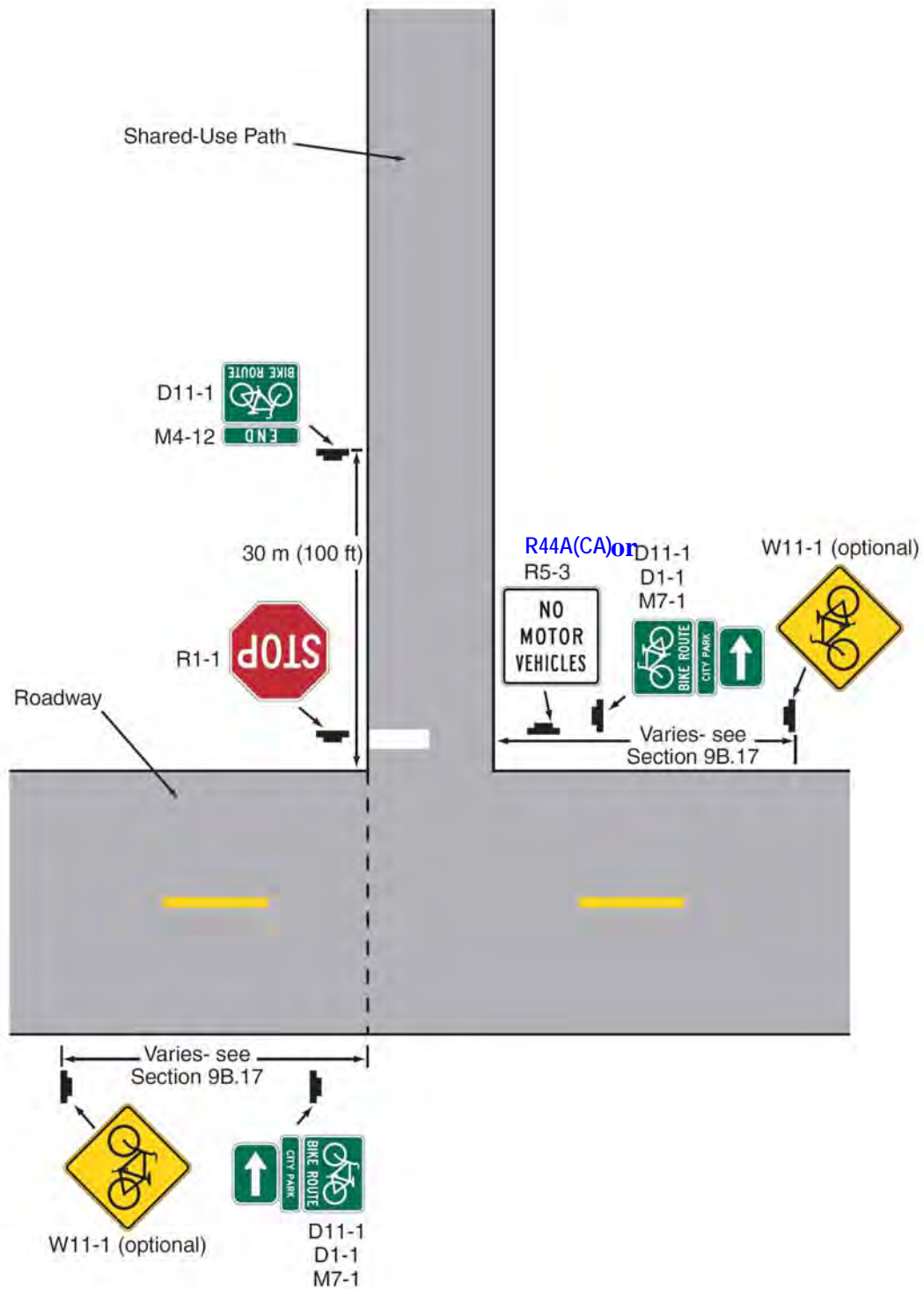
**Figure 9B-4. Guide Signs for Bicycle Facilities**



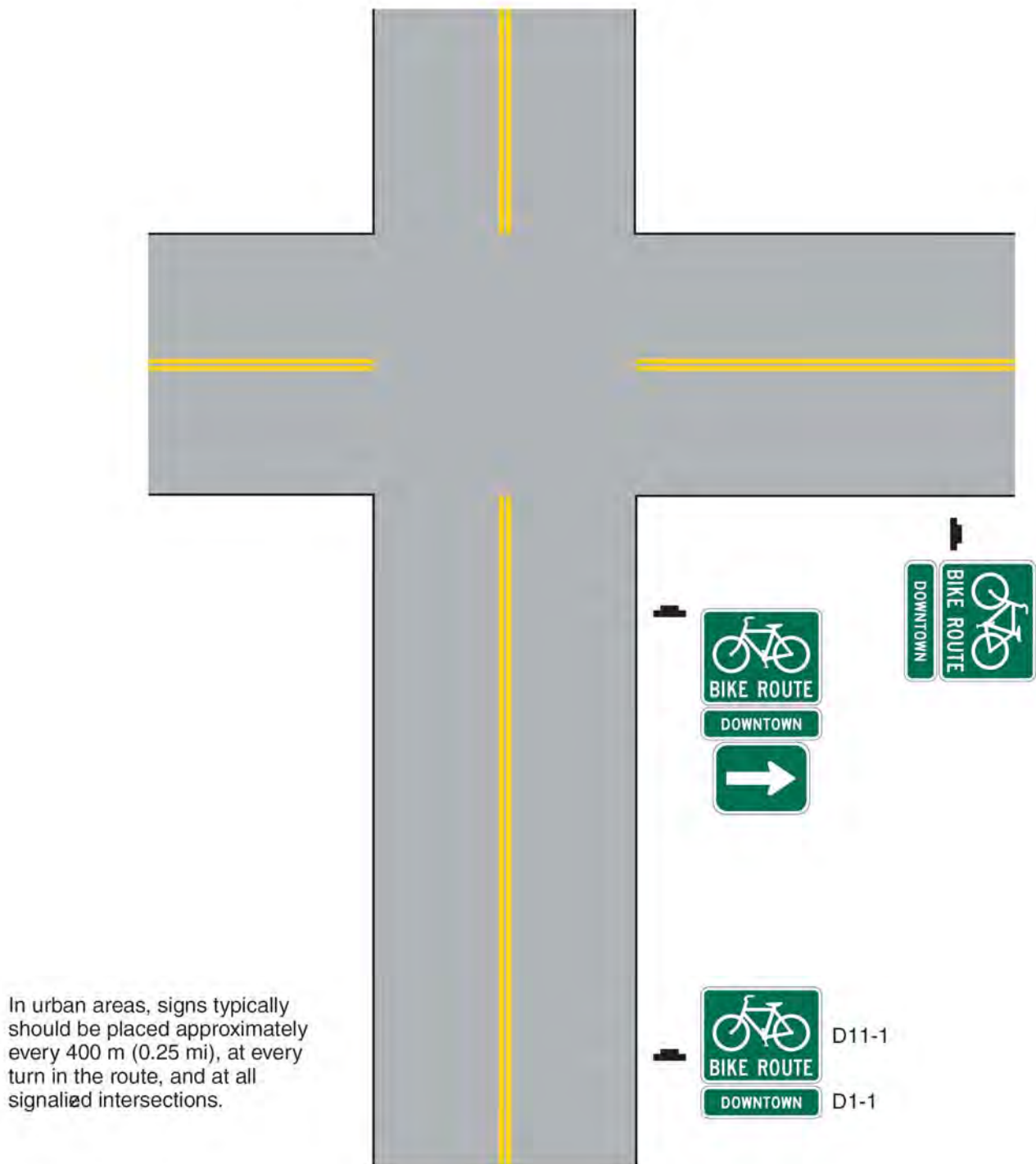
**Figure 9B-4 (CA). California Guide Signs for Bicycle Facilities**



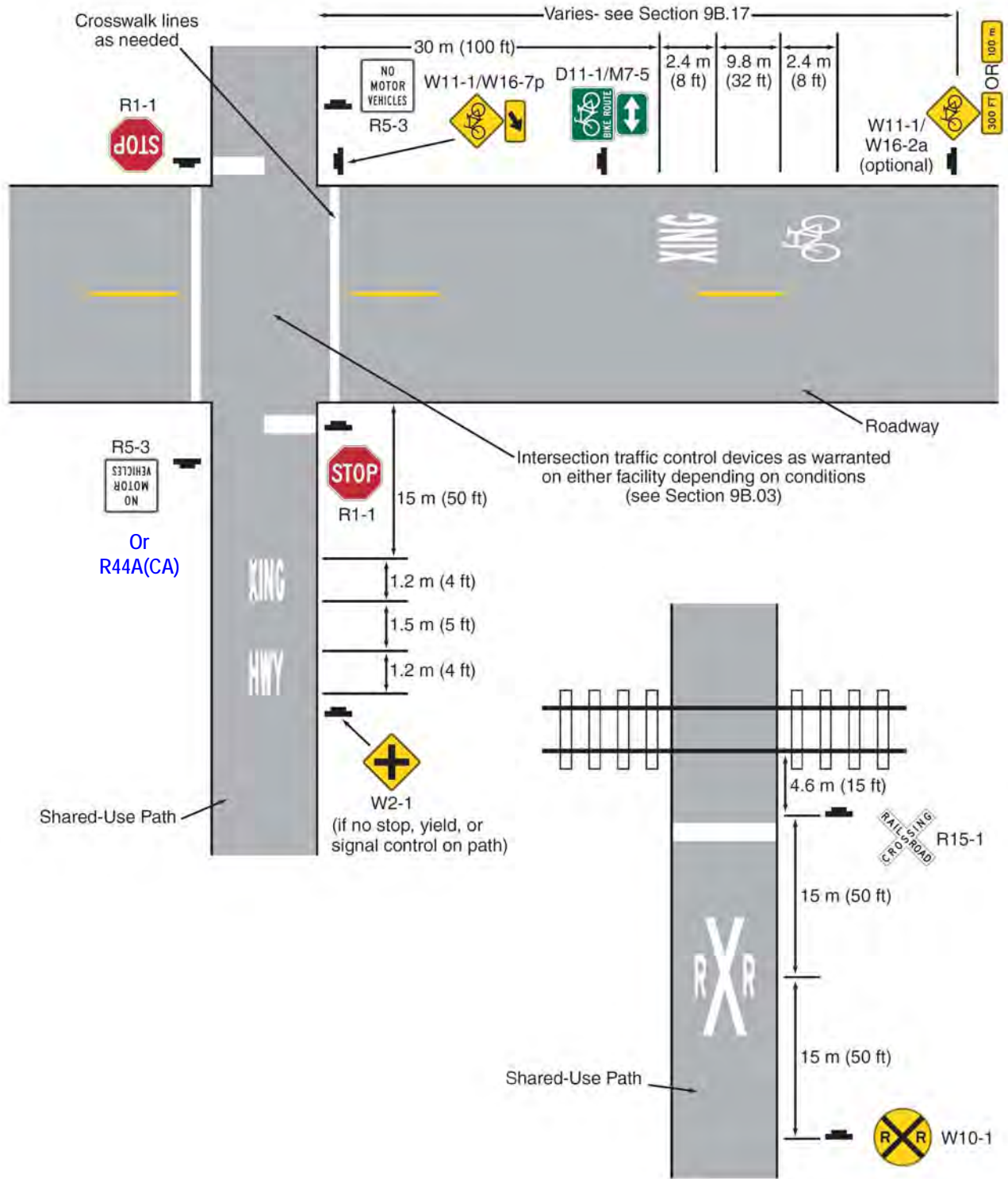
**Figure 9B-5. Example of Signing for the Beginning and End of a Designated Bicycle Route on a Shared-Use Path**



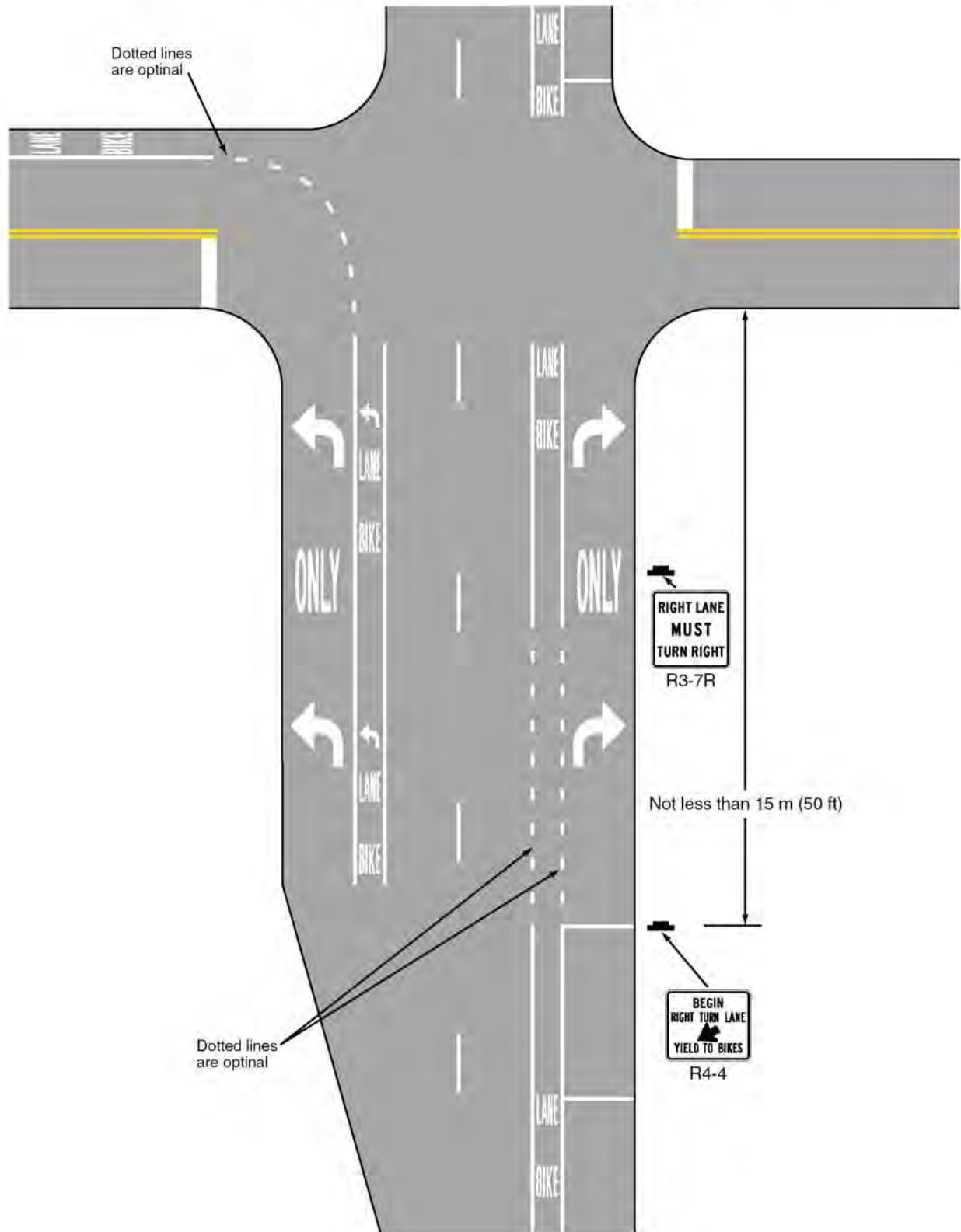
**Figure 9B-6. Example of Signing for an On-Roadway Bicycle Route**



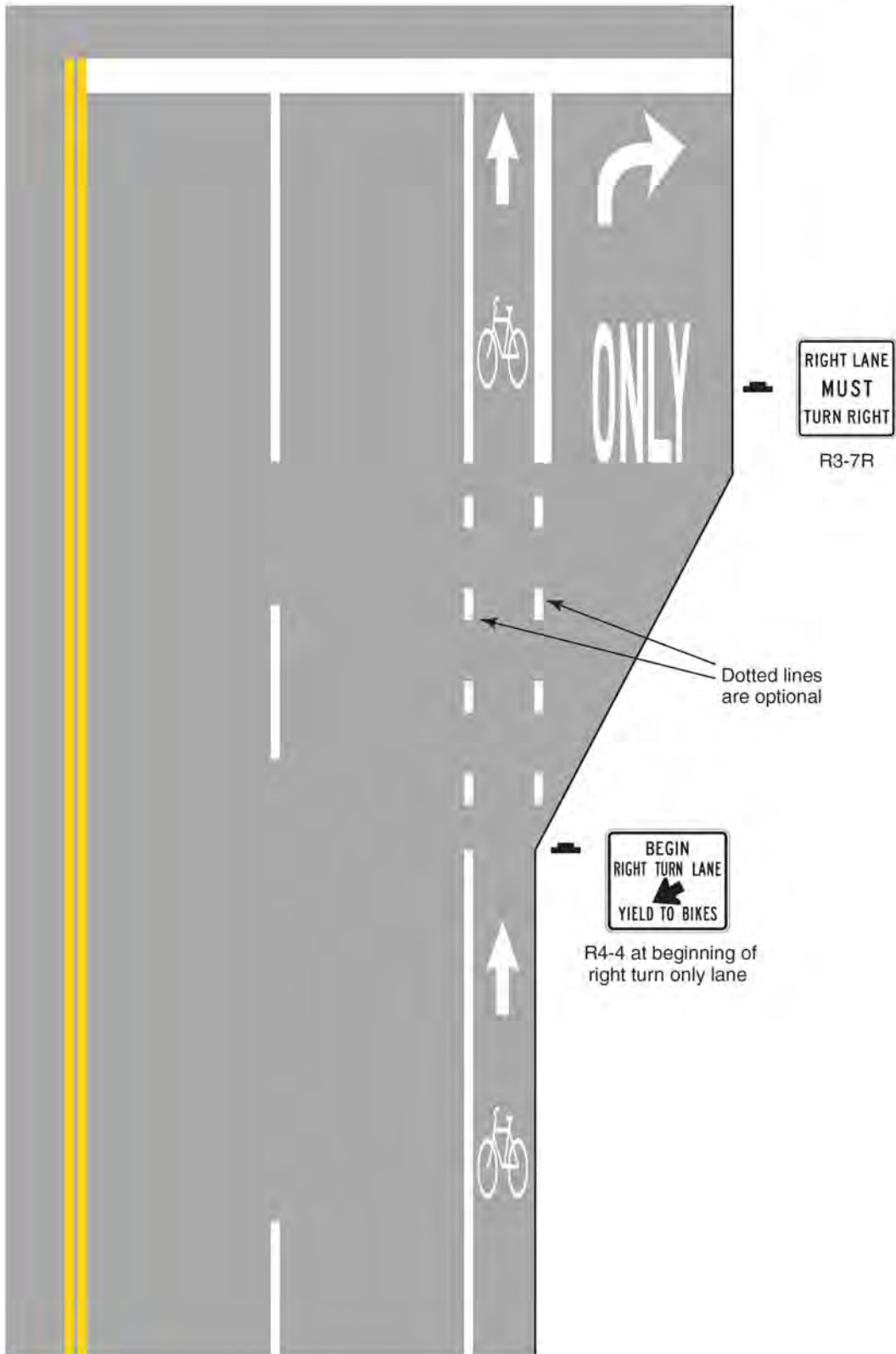
**Figure 9B-7. Examples of Signing and Markings for Shared-Use Paths**



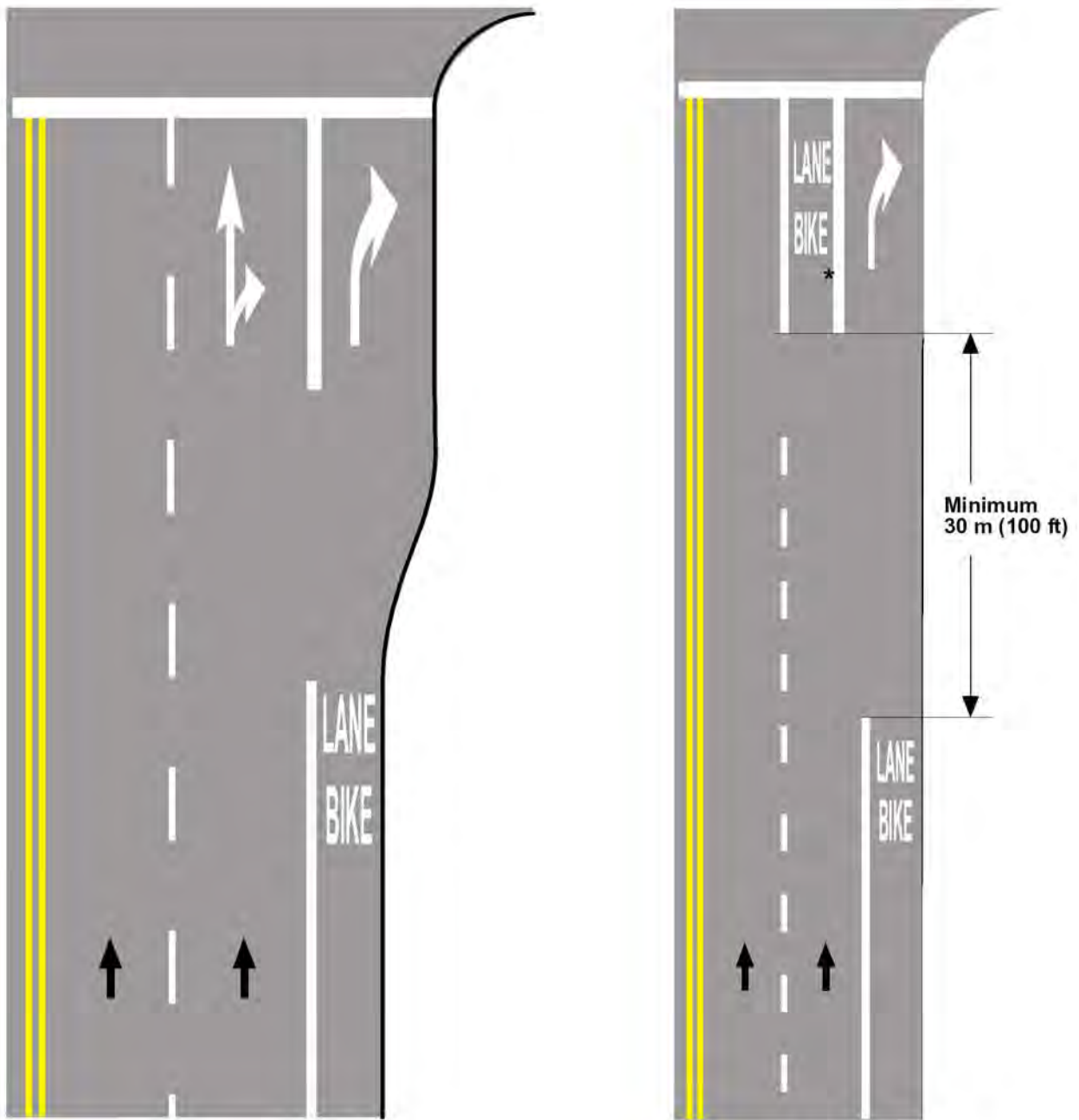
**Figure 9C-1. Example of Intersection Pavement Markings—Designated Bicycle Lane with Left-Turn Area, Heavy Turn Volumes, Parking, One-Way Traffic, or Divided Highway**



**Figure 9C-3. Example of Bicycle Lane Treatment at a Right Turn Only Lane**



**Figure 9C-3 (CA). Examples of Bicycle Lane Treatments at Right Turn Only Lanes**



**a - Optional Through-Right and Right-Turn-Only Lanes**

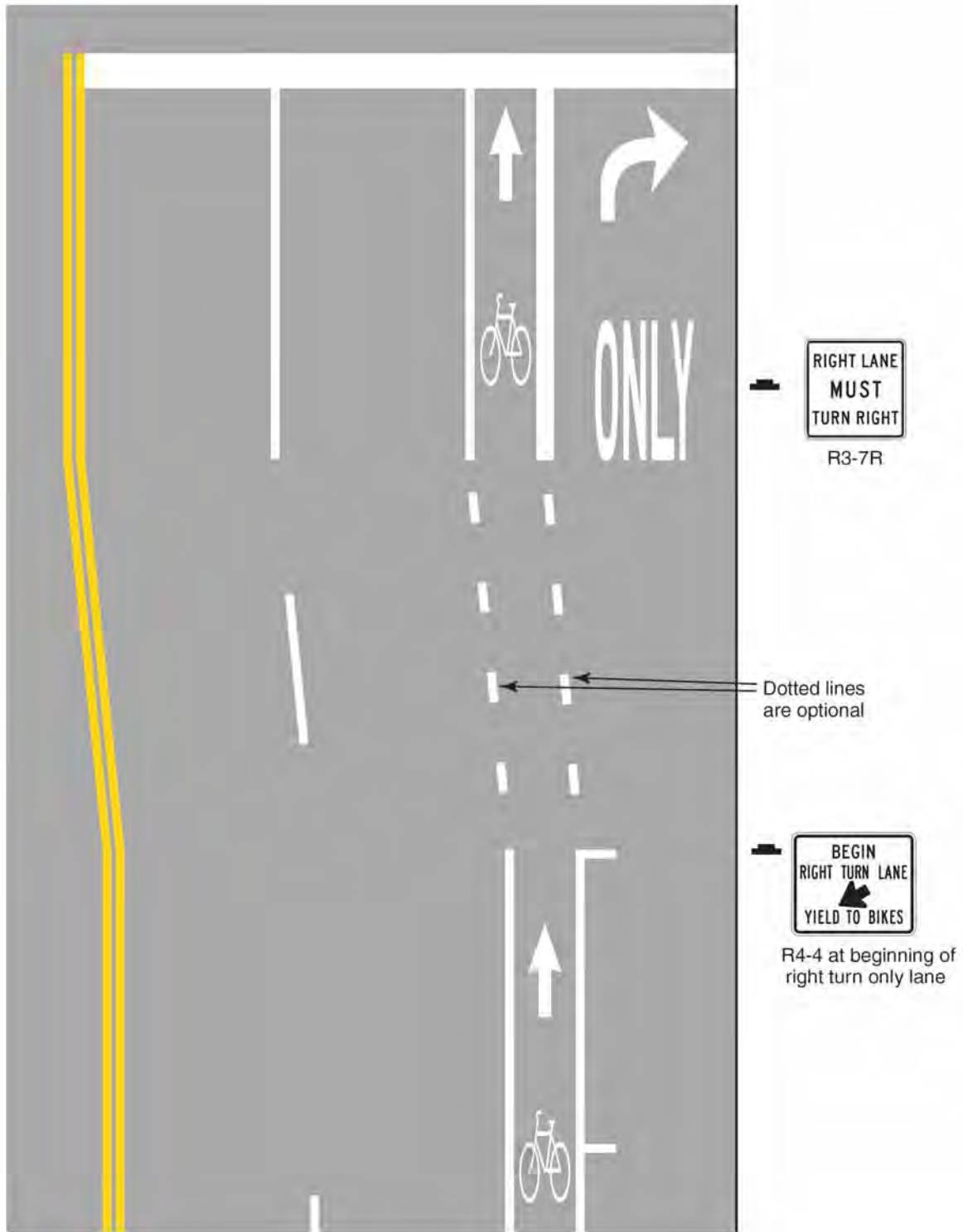
**b - Right Lane Becomes Right-Turn-Only Lane**

\* 1.2 m (4 ft) minimum width

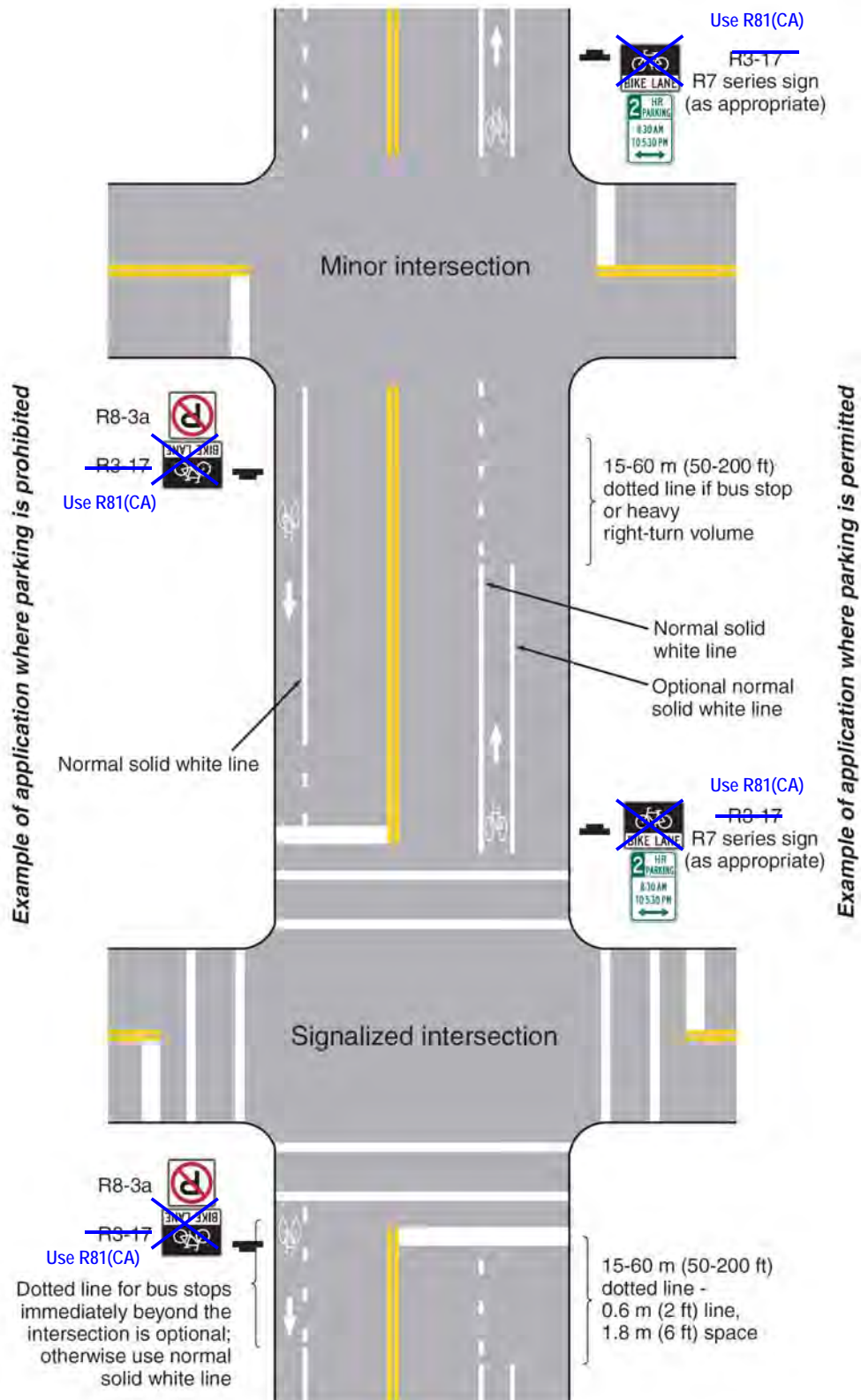
**LEGEND**

➔ Direction of Travel      NOT TO SCALE

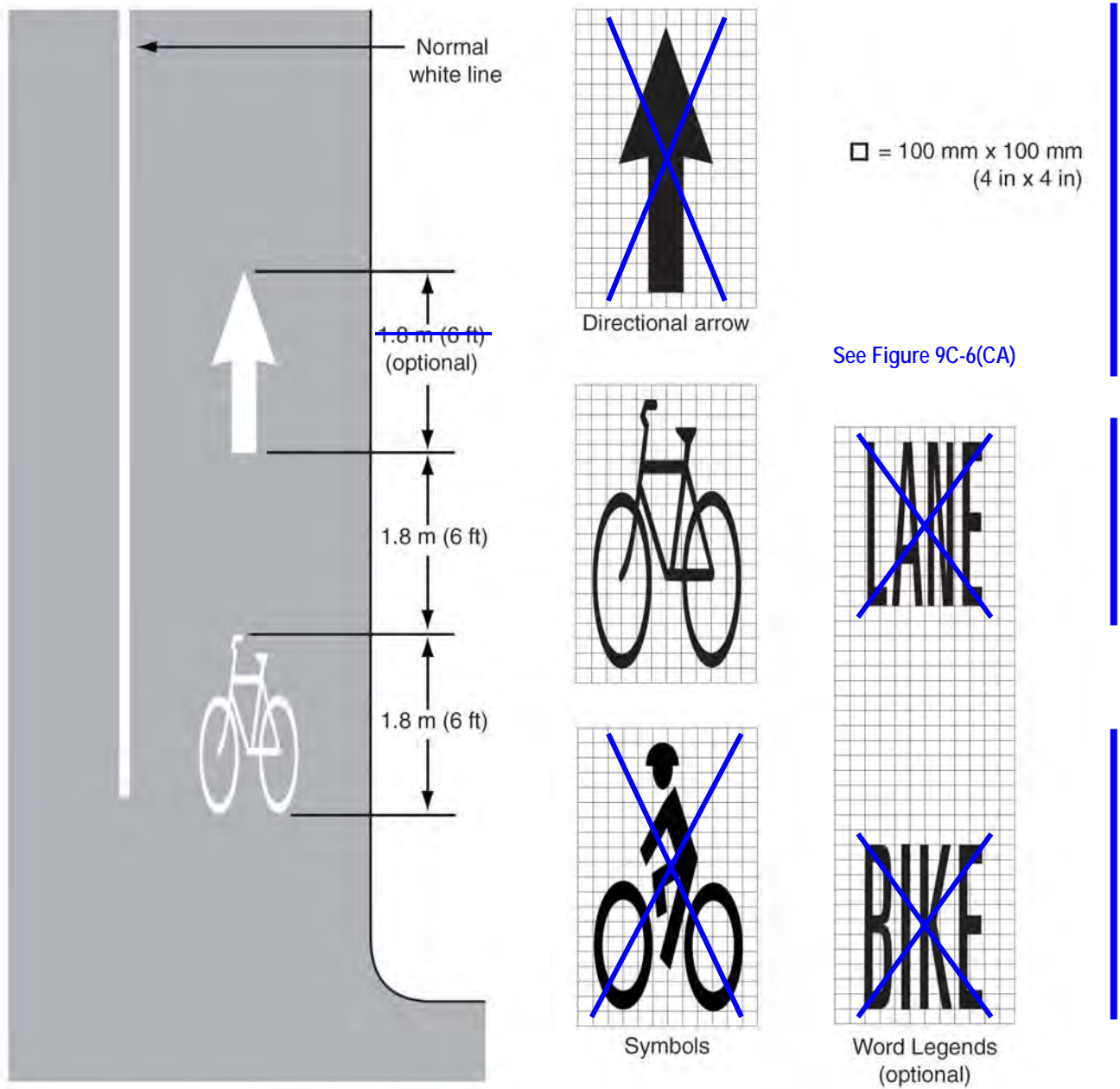
**Figure 9C-4. Example of Bicycle Lane Treatment at Parking Lane into a Right Turn Only Lane**



**Figure 9C-5. Example of Pavement Markings for Bicycle Lanes on a Two-Way Street**

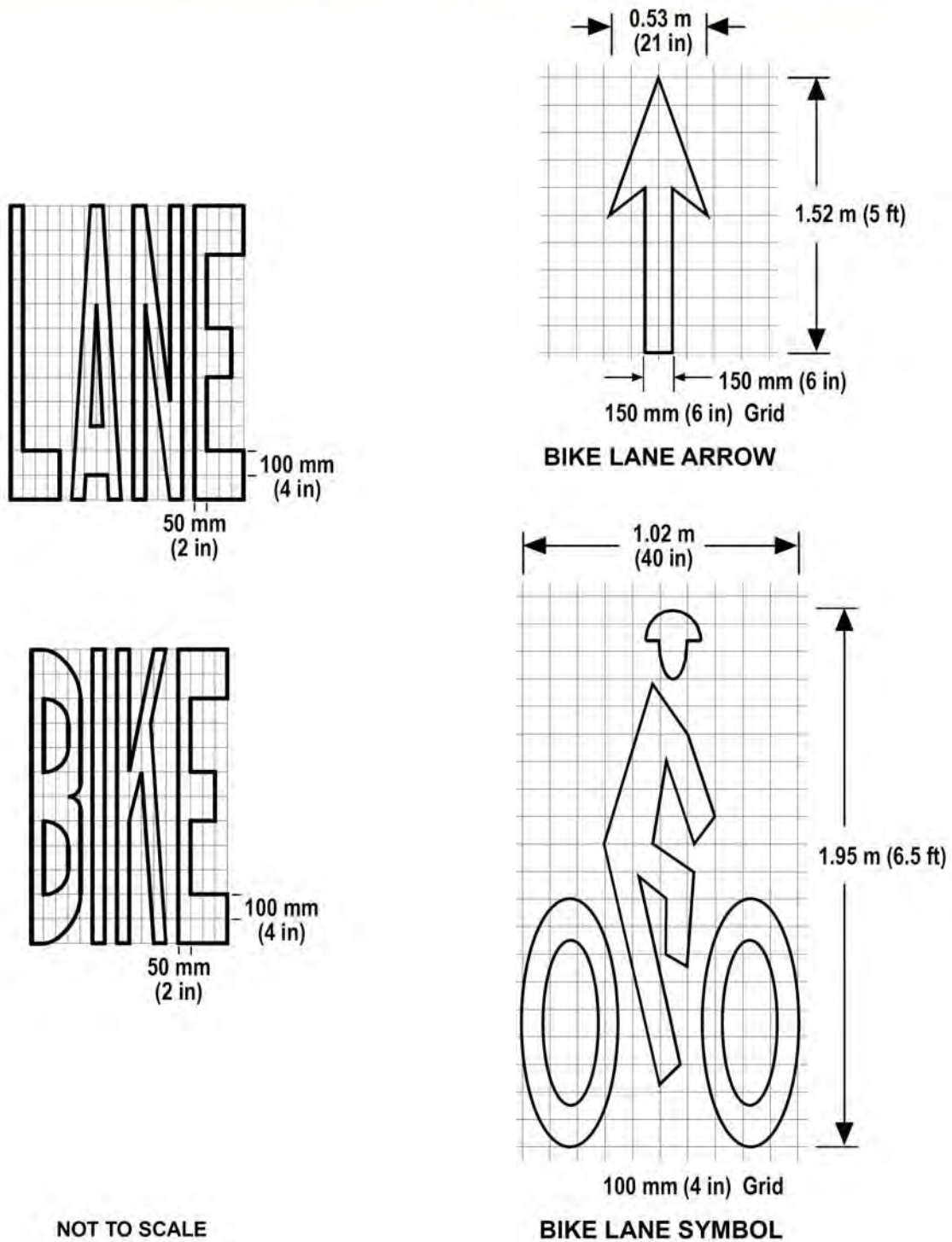


**Figure 9C-6. Example of Optional Word and Symbol Pavement Markings for Bicycle Lanes**



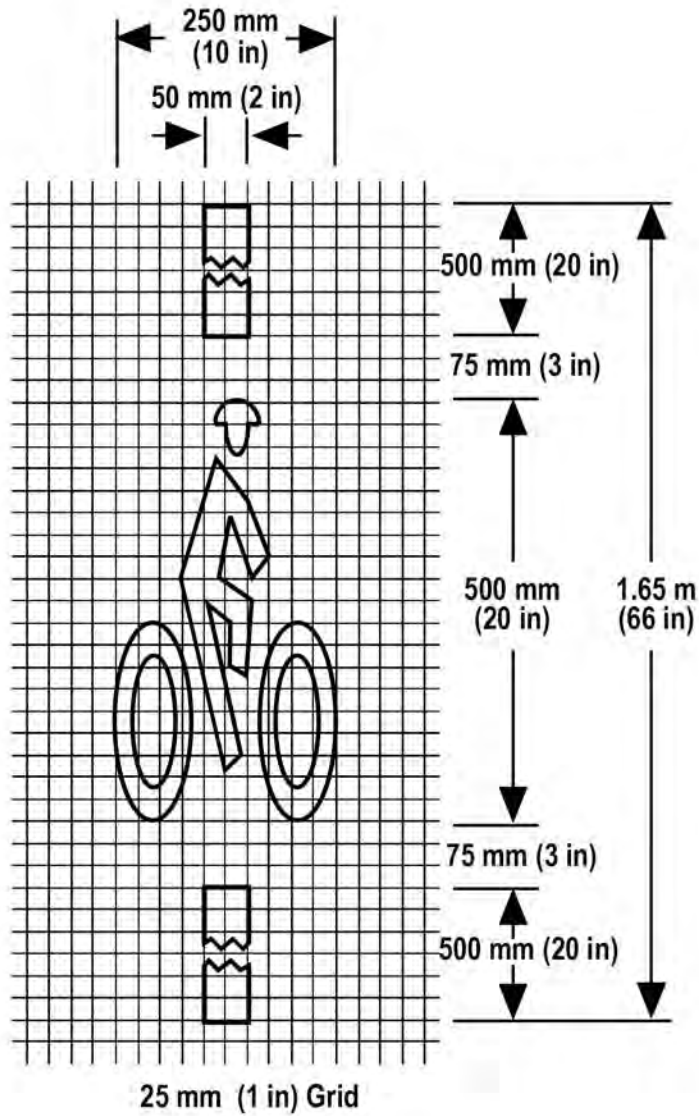
*(This space left intentionally blank)*

**Figure 9C-6 (CA). Example of Optional Word and Symbol Pavement Markings for Bicycle Lanes**



**NOTE:** The design details for various arrows and symbols are also shown in the Standard Plans published by the Department of Transportation.

**Figure 9C-7 (CA). Example of Bicycle Detector Pavement Marking**

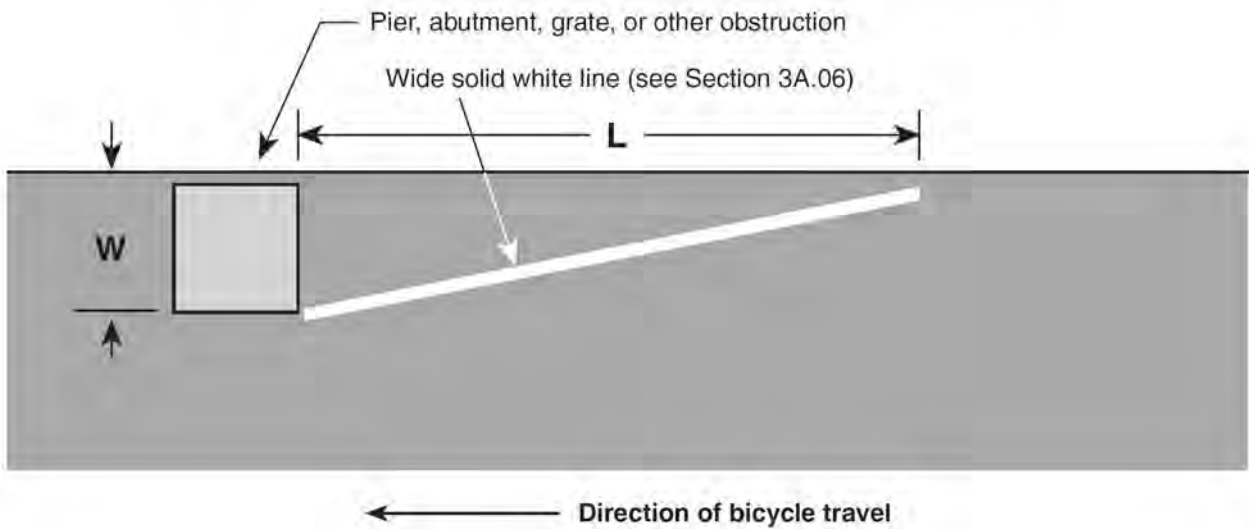


**BICYCLE  
DETECTOR SYMBOL**

**NOT TO SCALE**

**NOTE: The design details for various arrows and symbols are also shown in the Standard Plans published by the Department of Transportation.**

**Figure 9C-8. Example of Obstruction Pavement Marking**



**For metric units:**

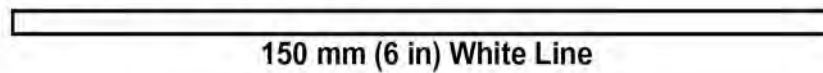
$L = 0.6 WS$ , where S is bicycle approach speed in kilometers per hour

**For English units:**

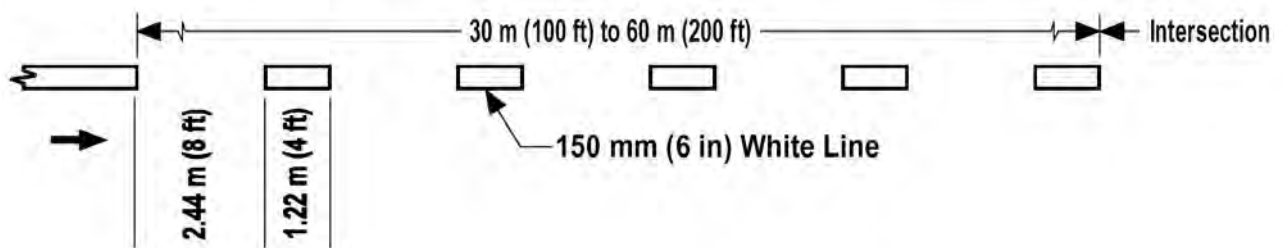
$L = WS$ , where S is bicycle approach speed in miles per hour

**Figure 9C-101 (CA). Marking Details for Bicycle Lanes**

**DETAIL 39 - Bike Lane Line**

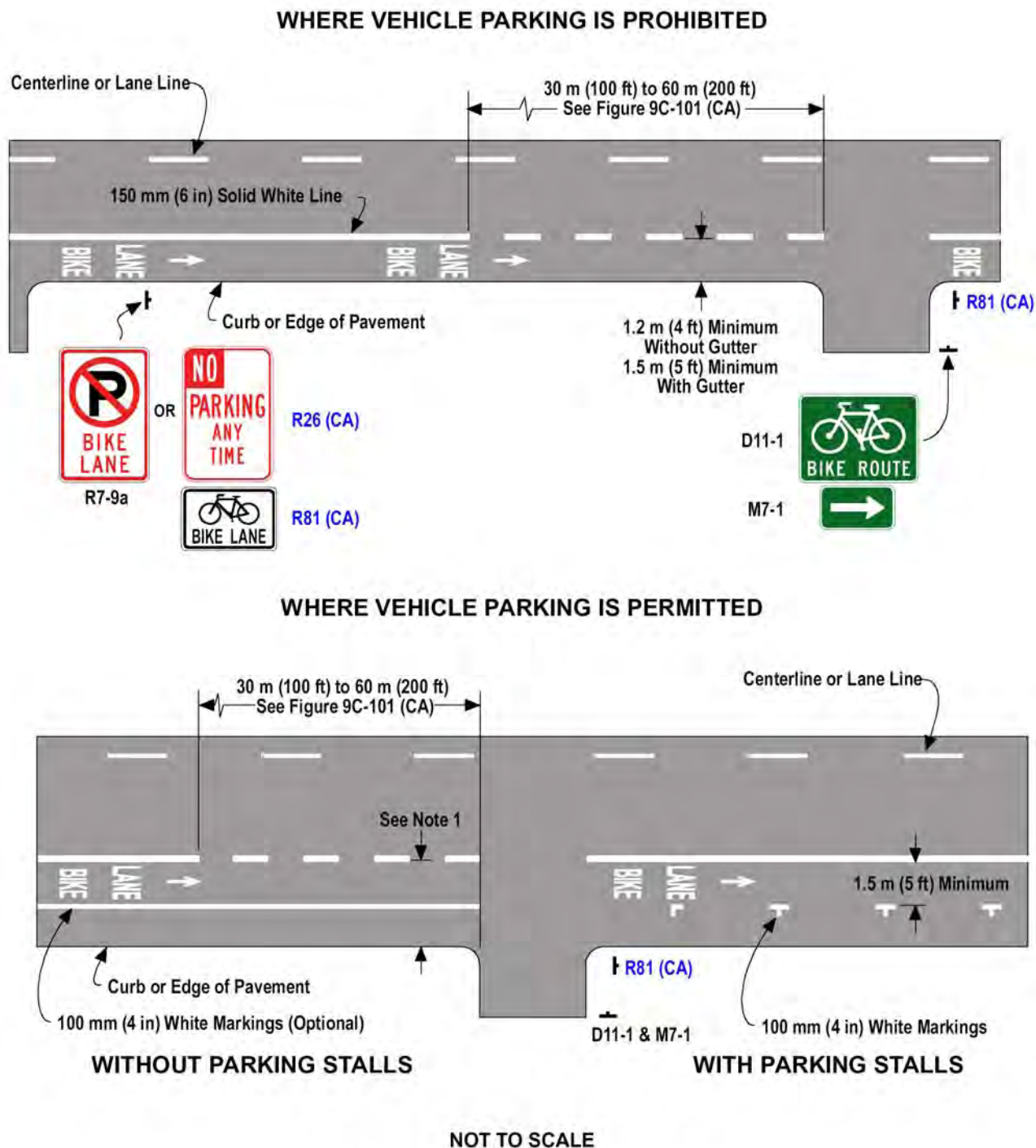


**DETAIL 39A - Bike Lane Intersection Line**



NOT TO SCALE

**Figure 9C-102 (CA). Examples of Bicycle Lane Treatment Where Vehicle Parking is Prohibited/Permitted**



**NOTE 1:** 3.3m (11 ft) Minimum for Rolled Curb  
 3.6m (12 ft) Minimum for Vertical Curb

**Figure 9C-103 (CA). Example of Bicycle Lane Treatment Through an Interchange**

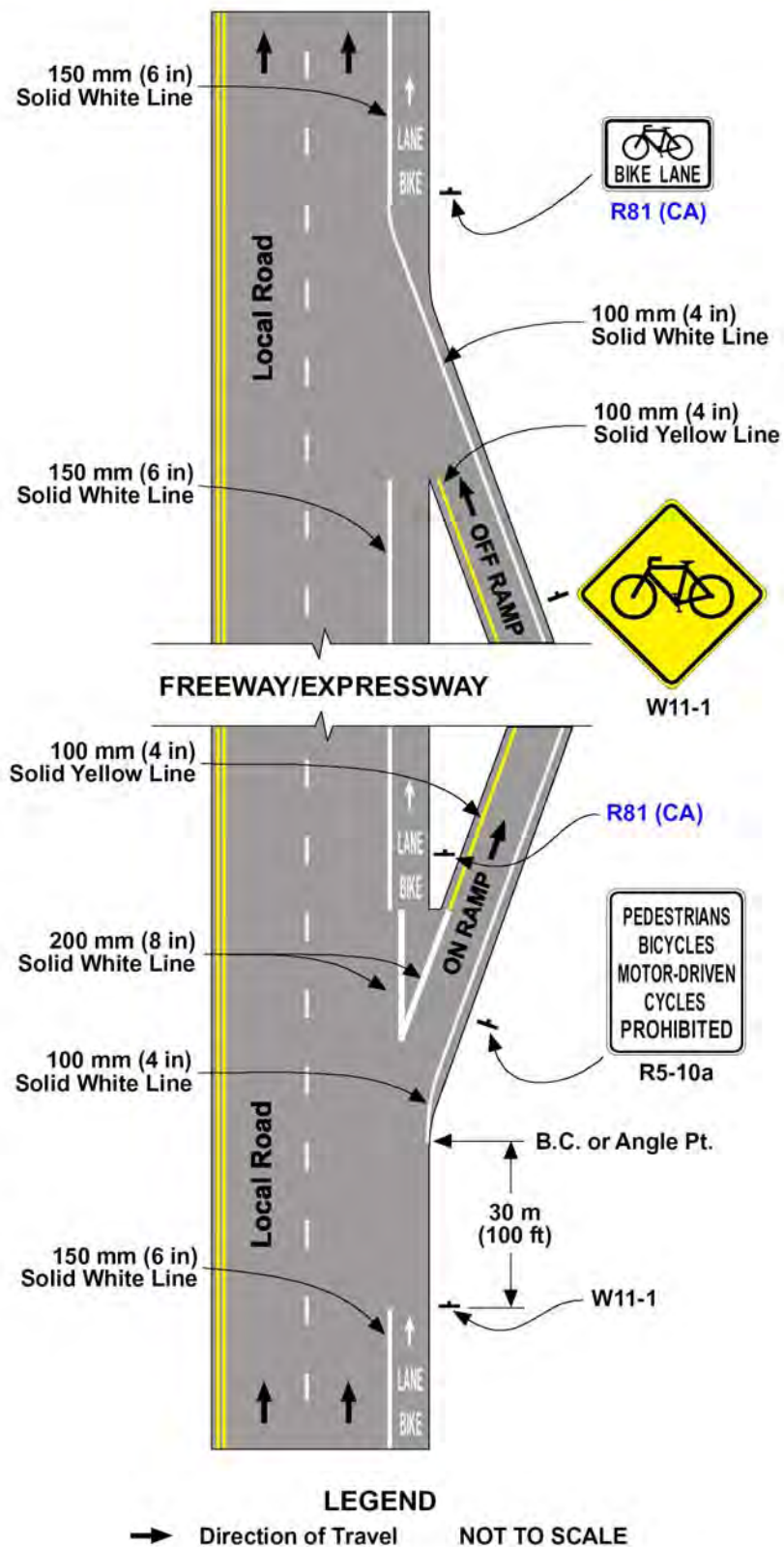
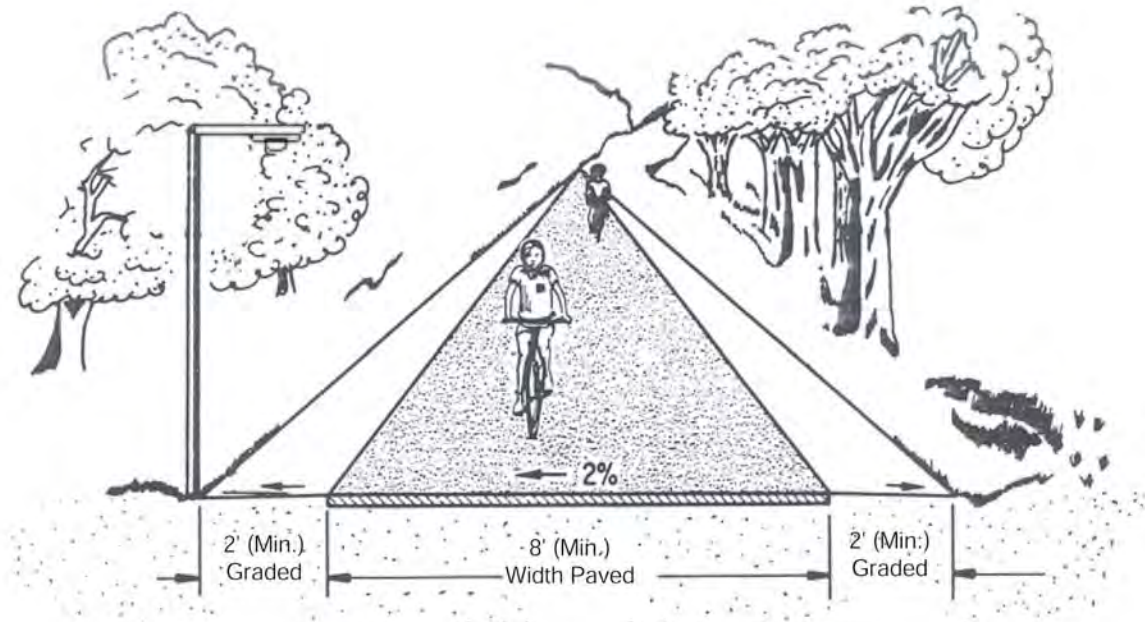


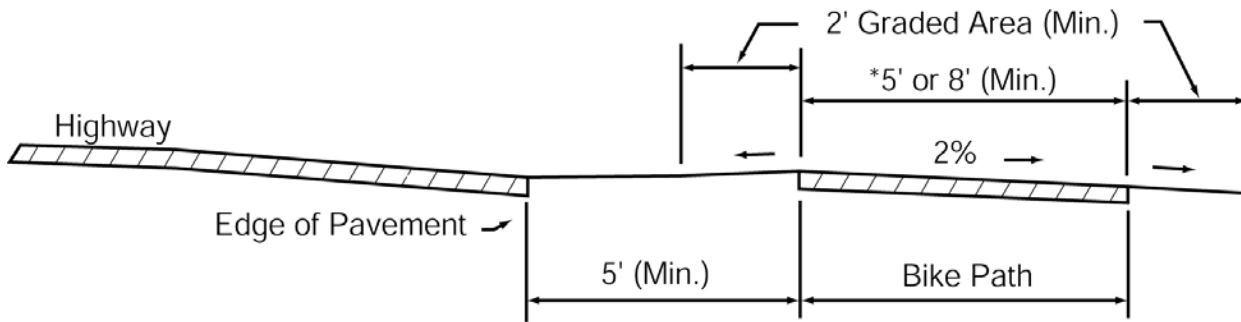


Figure 1003.1A

**Two-Way Bike Path on Separate Right of Way**

Note: For sign clearances, see MUTCD, Figure 9B-1.

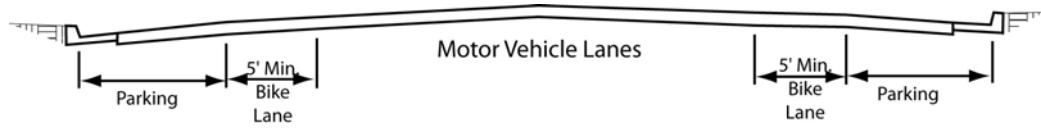
**Figure 1003.1B**  
**Typical Cross Section of Bike**  
**Path Along Highway**



NOTE: See Index 1003.1(5)

\*One - Way: 5' Minimum Width  
Two - Way: 8' Minimum Width

**Figure 1003.2A  
Typical Bike Lane Cross Sections  
(On 2-lane or Multilane Highways)**

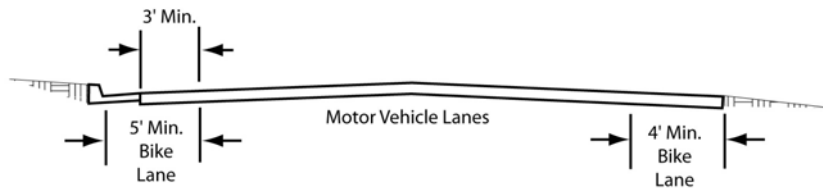


**(1) MARKED PARKING**



\* 13' is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

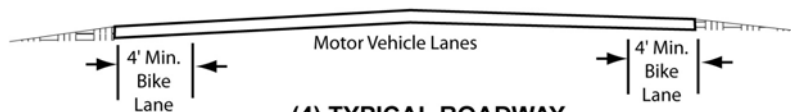
**(2) PARKING PERMITTED WITHOUT  
MARKED PARKING OR STALL**



(With  
Gutter)

**(3) PARKING PROHIBITED**

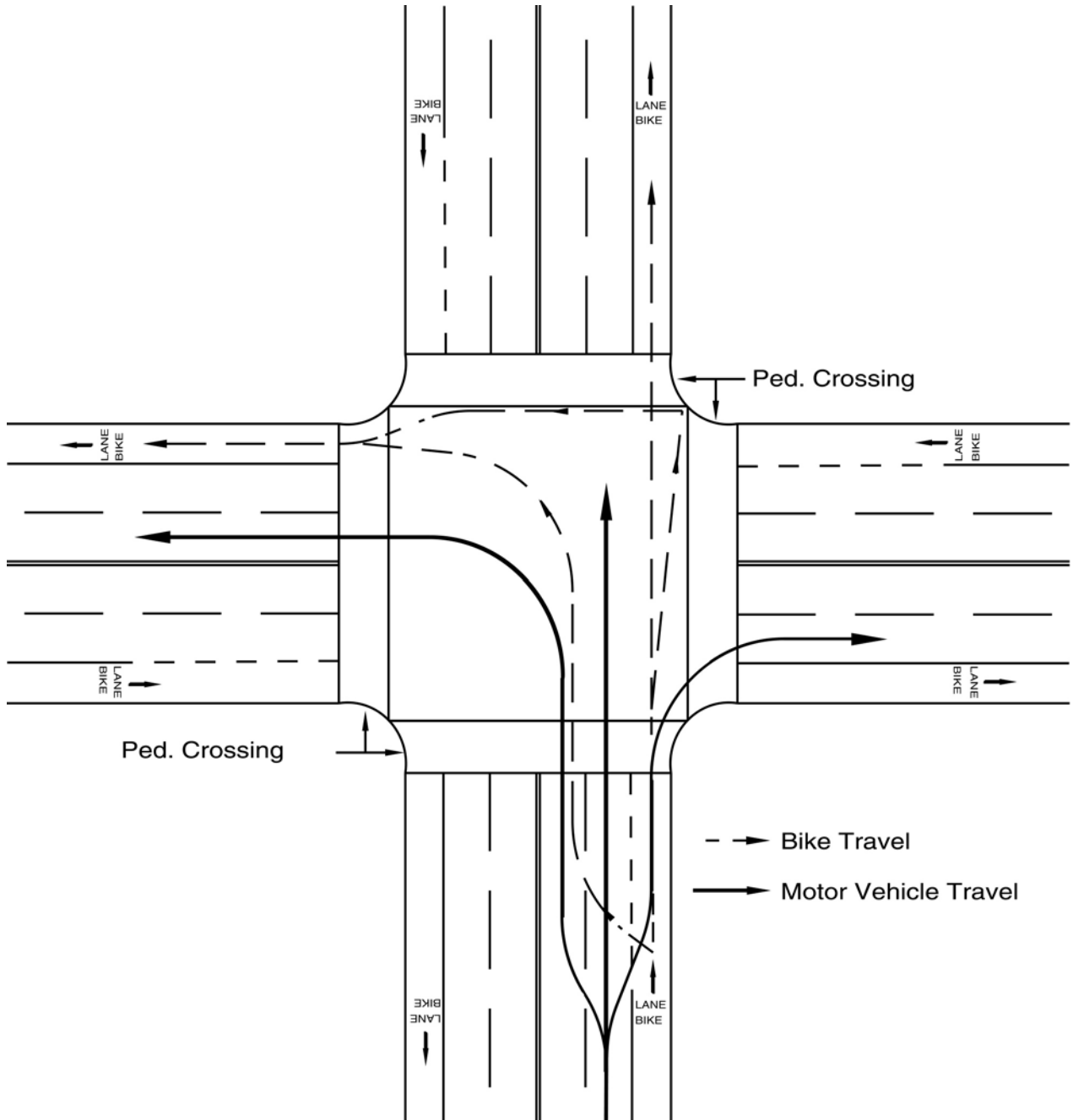
(Without  
Gutter)



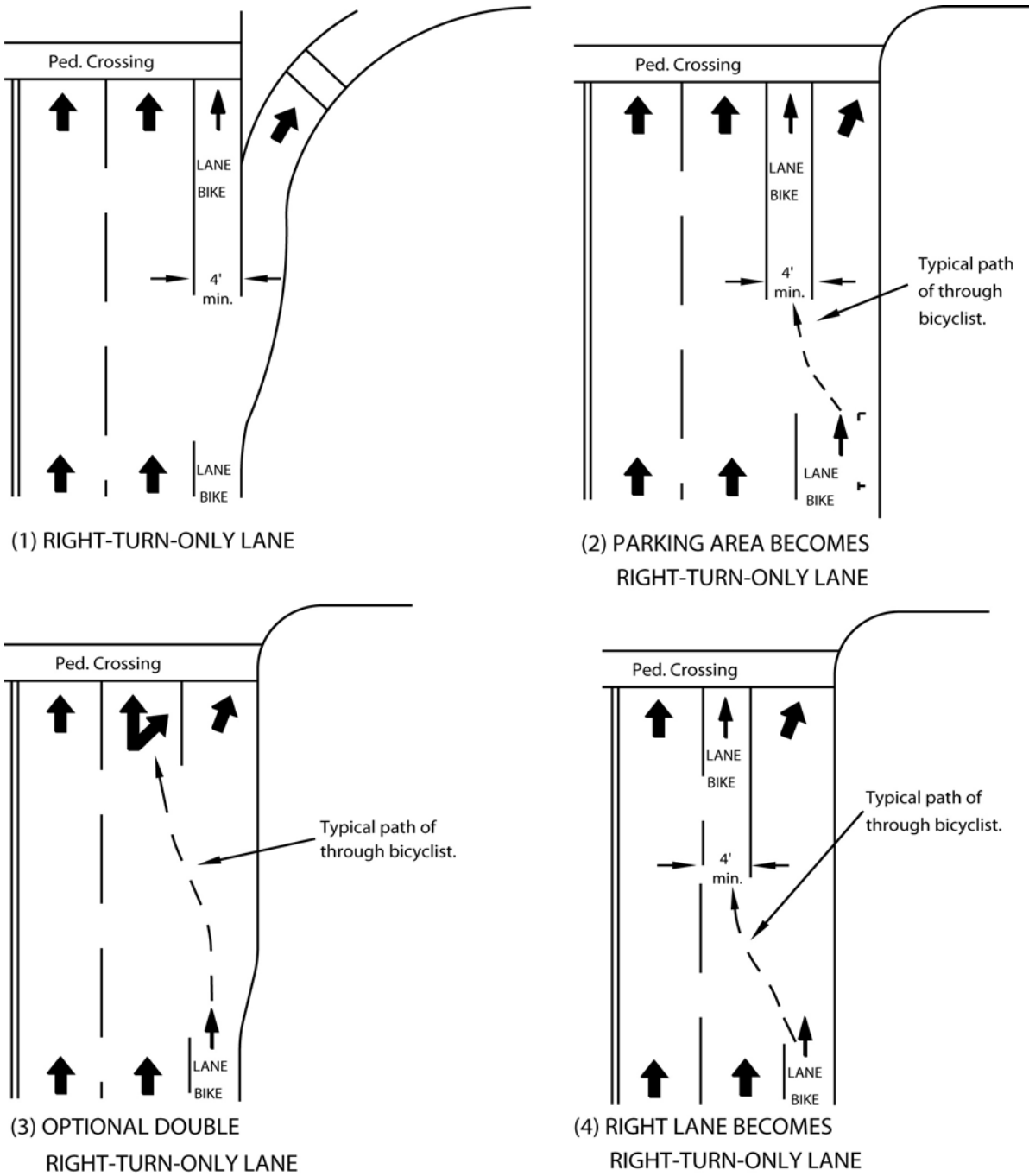
**(4) TYPICAL ROADWAY  
IN OUTLYING AREAS  
PARKING RESTRICTED**

Note: For pavement marking guidance, see the California MUTCD, Section 9C.04

**Figure 1003.2B**  
**Typical Bicycle/Auto Movements at**  
**Intersections of Multilane Streets**

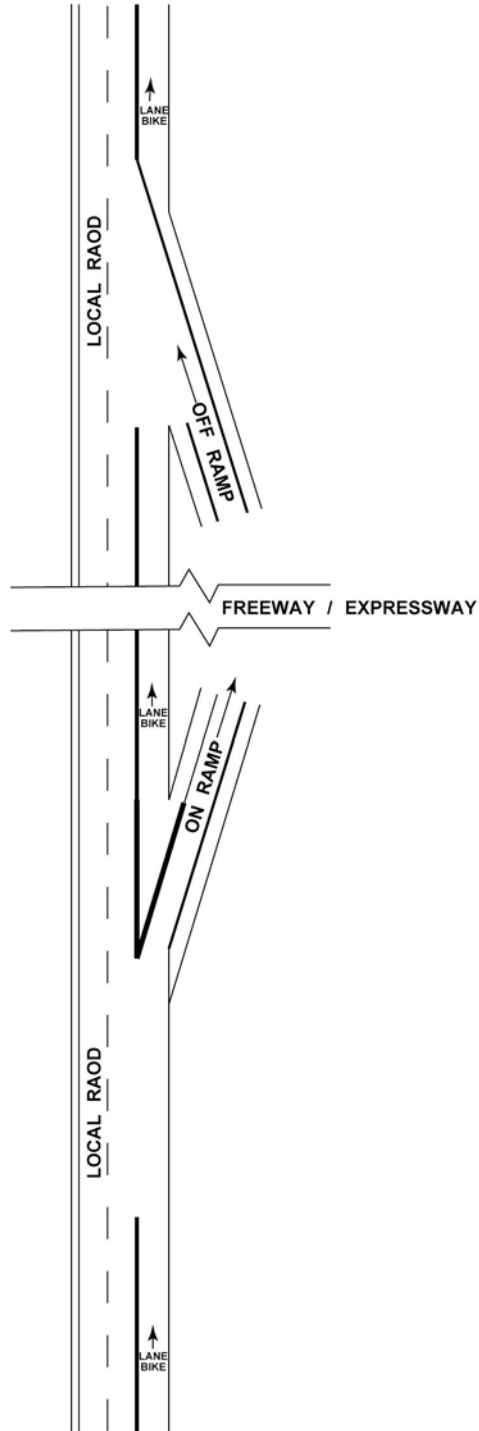


**Figure 1003.2C**  
**Bike Lanes Approaching Motorist**  
**Right-turn-only Lane**



Note: For bicycle lane markings, see the California MUTCD, Section 9C.04.

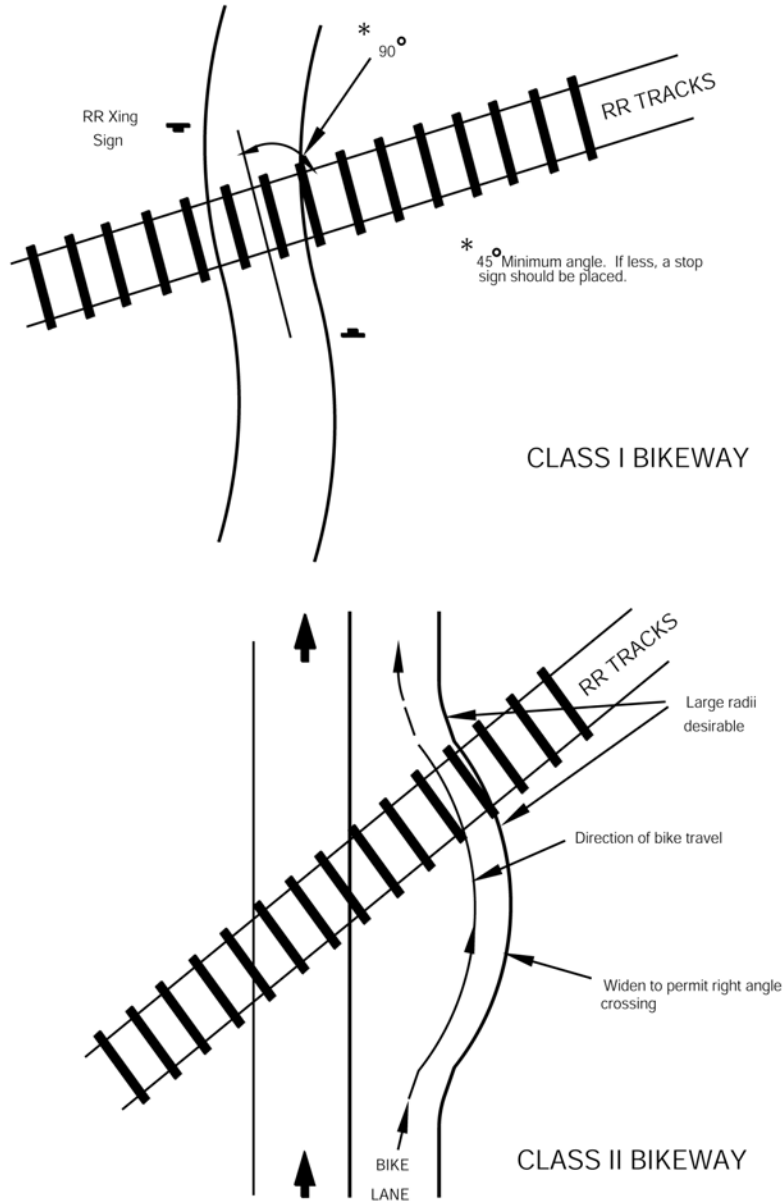
**Figure 1003.2D  
Bike Lanes Through  
Interchanges**



**Notes:**

- 1.) See Index 1003.2(4) for additional information.
- 2.) The shoulder width shall not be reduced through the interchange area. The minimum shoulder width shall match the approach roadway shoulder width, but not less than 4 feet or 5 feet if a gutter exists. If the shoulder width is not available, the designated bike lane shall end at the previous local road intersection.
- 3.) See Index 1003.3(4) for information on Bike Routes Through Interchanges.

**Figure 1003.6A  
Railroad Crossings**



**APPENDIX C:**

**California Streets and Highways Code**



**STREETS AND HIGHWAYS CODE**  
**CALIFORNIA BICYCLE TRANSPORTATION ACT**  
**SECTION 890-894.2**

890. It is the intent of the Legislature, in enacting this article, to establish a bicycle transportation system. It is the further intent of the Legislature that this transportation system shall be designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills.

890.2. As used in this chapter, "bicycle" means a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having either two or three wheels in a tandem or tricycle arrangement.

890.3. As used in this article, "bicycle commuter" means a person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination.

890.4. As used in this article, "bikeway" means all facilities that provide primarily for bicycle travel. For purposes of this article, bikeways shall be categorized as follows:

(a) Class I bikeways, such as a "bike path," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) Class II bikeways, such as a "bike lane," which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Class III bikeways, such as an onstreet or offstreet "bike route," which provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

890.6. The department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. The criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic

traffic control devices, drainage, and general safety. The criteria shall be updated biennially, or more often, as needed.

890.8. The department shall establish uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted.

891. All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Sections 890.6 and 890.8.

891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

(c) A map and description of existing and proposed bikeways.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

891.4. (a) A city or county that has prepared a bicycle transportation plan pursuant to Section 891.2 may submit the plan to the county transportation commission or transportation planning agency for approval. The city or county may submit an approved plan to the department in connection with an application for funds for bikeways and related facilities which will implement the plan. If the bicycle transportation plan is prepared, and the facilities are proposed to be constructed, by a local agency other than a city or county, the city or county may submit the plan for approval and apply for funds on behalf of that local agency.

(b) The department may grant funds applied for pursuant to subdivision (a) on a matching basis which provides for the applicant's furnishing of funding for 10 percent of the total cost of constructing the proposed bikeways and related facilities. The funds may be used, where feasible, to apply for and match federal grants or loans.

891.5. The Sacramento Area Council of Governments, pursuant to subdivision (d) of Section 2551, may purchase, operate, and maintain callboxes on class 1 bikeways.

891.8. The governing body of a city, county, or local agency may do all of the following:

(a) Establish bikeways.

(b) Acquire, by gift, purchase, or condemnation, land, real property, easements, or rights-of-way to establish bikeways.

(c) Establish bikeways pursuant to Section 21207 of the Vehicle Code.

892. (a) Rights-of-way established for other purposes by cities, counties, or local agencies shall not be abandoned unless the governing body determines that the rights-of-way or parts thereof are not useful as a nonmotorized transportation facility.

(b) No state highway right-of-way shall be abandoned until the department first consults with the local agencies having jurisdiction over the areas concerned to determine whether the right-of-way or part thereof could be developed as a nonmotorized transportation facility. If an affirmative determination is made, before abandoning the right-of-way, the department shall first make the property

available to local agencies for development as nonmotorized transportation facilities in accordance with Sections 104.15 and 887.6 of this code and Section 14012 of the Government Code.

892.2. (a) The Bicycle Transportation Account is continued in existence in the State Transportation Fund, and, notwithstanding Section 13340 of the Government Code, the money in the account is continuously appropriated to the department for expenditure for the purposes specified in Section 892.4. Unexpended moneys shall be retained in the account for use in subsequent fiscal years.

(b) Any reference in law or regulation to the Bicycle Lane Account is a reference to the Bicycle Transportation Account.

892.4. The department shall allocate and disburse moneys from the Bicycle Transportation Account according to the following priorities:

(a) To the department, the amounts necessary to administer this article, not to exceed 1 percent of the funds expended per year.

(b) To counties and cities, for bikeways and related facilities, planning, safety and education, in accordance with Section 891.4.

892.5. The Bikeway Account, created in the State Transportation Fund by Chapter 1235 of the Statutes of 1975, is continued in effect, and, notwithstanding Section 13340 of the Government Code, money in the account is hereby continuously appropriated to the department for expenditure for the purposes specified in this chapter. Unexpended money shall be retained in the account for use in subsequent fiscal years.

892.6. The Legislature finds and declares that the construction of bikeways pursuant to this article constitutes a highway purpose under Article XIX of the California Constitution and justifies the expenditure of highway funds therefor.

893. The department shall disburse the money from the Bicycle Transportation Account pursuant to Section 891.4 for projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:

(a) New bikeways serving major transportation corridors.

(b) New bikeways removing travel barriers to potential bicycle commuters.

(c) Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings.

(d) Bicycle-carrying facilities on public transit vehicles.

(e) Installation of traffic control devices to improve the safety and efficiency of bicycle travel.

(f) Elimination of hazardous conditions on existing bikeways.

(g) Planning.

(h) Improvement and maintenance of bikeways.

In recommending projects to be funded, due consideration shall be given to the relative cost effectiveness of proposed projects.

893.2. The department shall not finance projects with the money in accounts continued in existence pursuant to this article which could be financed appropriately pursuant to Article 2 (commencing with Section 887), or fully financed with federal financial assistance.

893.4. If available funds are insufficient to finance completely any project whose eligibility is established pursuant to Section 893, the project shall retain its priority for allocations in subsequent fiscal years.

893.6. The department shall make a reasonable effort to disburse funds in general proportion to population. However, no applicant shall receive more than 25 percent of the total amounts transferred to the Bicycle Transportation Account in a single fiscal year.

894. The department may enter into an agreement with any city or county concerning the handling and accounting of the money disbursed pursuant to this article, including, but not limited to, procedures to permit prompt payment for the work accomplished.

894.2. The department, in cooperation with county and city governments, shall adopt the necessary guidelines for implementing this article.



**APPENDIX D:**

**Caltrans Deputy Directive 64 and US DOT Policy Statement**



# Deputy Directive

<i>Number:</i>	DD-64-R1
<i>Refer to Director's Policy:</i>	DP-22 Context Sensitive Solutions DP-05 Multimodal Alternatives DP-06 Caltrans Partnerships DP-23-R1 Energy Efficiency, Conservation and Climate Change
<i>Effective Date:</i>	October 2008
<i>Supersedes:</i>	DD-64 (03-26-01)

**TITLE** Complete Streets - Integrating the Transportation System

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**POLICY**

The California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

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. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

**DEFINITIONS/BACKGROUND**

Complete Street – A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of “complete streets.”

State and federal laws require the Department and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and nonmotorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Department standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of “complete streets,” manuals, guidance, and training will be updated and developed.

## *RESPONSIBILITIES*

### Chief Deputy Director:

- Establishes policy consistent with the Department’s objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

### Deputy Directors, Planning and Modal Programs and Project Delivery:

- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure Department manuals, guidance, standards, and procedures reflect this directive, and identify and explain the Department’s objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.

Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures Department manuals, guidance, standards, and procedures reflect this directive and identifies and explains the Department's objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and State agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that State highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

Chiefs, Divisions of Aeronautics, Local Assistance, Mass Transportation, Rail, Transportation Planning, Transportation System Information, Research and Innovation, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

*APPLICABILITY*

All departmental employees.

*Randell H. Iwasaki*

\_\_\_\_\_  
RANDELL H. IWASAKI  
Chief Deputy Director

*October 2, 2008*

\_\_\_\_\_  
Date Signed



# UNITED STATES DEPARTMENT OF TRANSPORTATION

## United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

### Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

### Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

### Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

### Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an

older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

## Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

**Ray LaHood, United States Secretary of Transportation**

## APPENDIX

### Key Statutes and Regulations Regarding Walking and Bicycling

#### *Planning Requirements*

The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system. Key sections from the U.S.C. and CFR include, with italics added for emphasis:

- The scope of the metropolitan planning process "will address the following factors...(2) Increase the safety for motorized and *non-motorized users*; (3) Increase the security of the transportation system for motorized and *non-motorized users*; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life..." 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans "...shall, at a minimum, include...existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, *pedestrian walkways and bicycle facilities*, and intermodal connectors that should function as an integrated metropolitan transportation system..." 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including *accessible pedestrian walkways and bicycle transportation facilities*)." 23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2). 23 CFR 450.324(c) states that the TIP "shall include ...trails projects, pedestrian walkways; and bicycle facilities..."
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing...representatives of users of *pedestrian walkways and bicycle transportation facilities*, and *representatives of the disabled*, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process." 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.

#### *Prohibition of Route Severance*

The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances. Key references in the CFR and U.S.C. include:

- "The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." 23 U.S.C. 109(m).

"In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.

- 23 CFR 652 provides "procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects."

#### *Project Documentation*

- "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in *pedestrian walkways and bicycle transportation facilities*) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." 23 CFR 332(a).

#### *Accessibility for All Pedestrians*

- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).
- The DOT Section 504 regulation requires the Federal Highway Administration (FHWA) to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices review pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities as defined in their stewardship plans.
- FHWA posted its [Clarification of FHWA's Oversight Role in Accessibility](#) to explain how to accommodate accessibility in policy, planning, and projects.

**APPENDIX E:**

**Placerville City Council  
Resolution No. 7845  
October 12, 2010**







**APPENDIX F:**

**El Dorado County Transportation Commission Resolution  
10/11.08, November 4, 2010**





2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

**Councilmembers Representing City of Placerville**

Patty Borelli, Vice Chair  
Mark Acuna  
Carl Hagen  
Kathryn Mathews, Executive Director

**Supervisors Representing El Dorado County**

John Knight, Chair  
Ray Nutting  
Jack Sweeney

**RESOLUTION 10/11.08**

**RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING THE 2010 CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION PLAN**

**WHEREAS**, the El Dorado County Transportation Commission is the responsible agency for transportation planning for the Western Slope of El Dorado County and is responsible for the planning, allocating and/or programming of funds; and

**WHEREAS**, the California Government Code §29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin; and

**WHEREAS**, El Dorado County Transportation Commission prepared the 2010 update to the City of Placerville Non-Motorized Transportation Plan for the City of Placerville; and

**WHEREAS**, the 2010 City of Placerville Non-Motorized Transportation Plan was approved by the Placerville City Council on October 12, 2010; and

**WHEREAS**, the City of Placerville Non-Motorized Transportation Plan was developed to establish a non-motorized transportation system designed to achieve the functional needs of the employee, student, business person and shopper as the foremost consideration in route selection; and

**WHEREAS**, the City of Placerville Non-Motorized Transportation Plan was developed to plan a system of bikeways for the 'bicycle commuter' in order to increase transportation related bicycle trips from home to work, home to school, neighborhoods to business districts, and between activity center areas; and

**WHEREAS**, the City of Placerville Non-Motorized Transportation Plan includes an inventory of the existing sidewalks in the City to the extent which the sidewalk or pathway provides a significant benefit for pedestrian or bicycle travel; and

**WHEREAS**, the City of Placerville Non-Motorized Transportation Plan complies with the Department of Transportation Streets and Highways Code Section 891.2 (a) through (k); and

**WHEREAS**, the City of Placerville Non-Motorized Transportation Plan is consistent with the El Dorado County Transportation Commission Draft 2010-2030 Regional Transportation Plan.

**NOW THEREFORE, BE IT RESOLVED**, that the El Dorado County Transportation Commission approves the 2010 City of Placerville Non-Motorized Transportation Plan.

/  
/  
/  
/

**PASSED AND APPROVED** by the El Dorado County Transportation Commission governing body at the regular meeting held on November 4, 2010 by the following vote:

Vote pending

Attest:

---

John R. Knight, Chairperson

---

Joni G. Rice, Secretary to the Commission

ATTACHMENT E

# CITY OF PLACERVILLE



# PEDESTRIAN CIRCULATION PLAN

FINAL

Adopted January 23, 2007

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### 1.1. INTRODUCTION

Placerville is a closely-knit historical California gold rush town named after the placer gold deposits found in its riverbeds and hills in the late 1840's. The City limits are approximately nine miles wide from west to east and 2 miles wide north to south. The 2005 population is 10,350. The city core was originally built for travel by foot, horseback and stagecoach, and as a result the core infrastructure still lends itself to walking for transportation. As time went on, the automobile became the primary form of transportation and the quality of the pedestrian environment in the City has declined. Walking has become more challenging as sidewalk conditions have deteriorated and the number and speeds of automobiles have increased. However, pedestrian travel remains an important element to our transportation system and a renewed interest in non-motorized transportation has developed in recent years. According to the 2000 U.S. Census, 151 workers 16 years and over within the City of Placerville reported walking as a primary means of transportation to work. Walking as a form of transportation is healthy, environmentally friendly, and enjoyable.



Walking has become more challenging as sidewalk conditions have deteriorated and the number and speeds of automobiles have increased. However, pedestrian travel remains an important element to our transportation system and a renewed interest in non-motorized transportation has developed in recent years. According to the 2000 U.S. Census, 151 workers 16 years and over within the City of Placerville reported walking as a primary means of transportation to work. Walking as a form of transportation is healthy, environmentally friendly, and enjoyable.

On April 26, 2005 the Placerville City Council adopted a Non-Motorized Transportation Plan (NMTP). The plan was developed to address several issues related to non-motorized transportation, including an inventory of the City's sidewalks. The sidewalk inventory was completed to the extent the sidewalk or pathway provides a significant transportation benefit for either bicycle or pedestrian travel and provides connectivity between activity centers; i.e. schools, commerce, parks or employment centers.

The development of the City of Placerville Pedestrian Circulation Plan (Ped Plan) is the logical next step to the NMTP process. The Ped Plan will extend the inventory included in the NMTP process to the outlying areas of the City of Placerville. The Ped Plan will provide project priorities and options for funding a subsequent "Pedestrian Circulation Improvement Program" for the ultimate construction and maintenance of an extensive sidewalk network throughout the City.

### 1.2 DEFINITION OF A PEDESTRIAN

The term "pedestrian" includes people who walk or otherwise travel by means of a wheelchair, electric scooter, crutches or other walking devices or mobility aides. Pedestrians include people of all ages and abilities, as well as those pulling or pushing strollers, carriages, carts and wagons, and those walking bicycles. At some point in every trip a person becomes a pedestrian, even while walking from a parked car or bus stop to a place of business or restaurant.



### **1.3 PLAN DEVELOPMENT**

The Placerville Pedestrian Circulation Plan was presented on September 22, 2005 to the Placerville City Council. Public Works Director Randy Pesses engaged the City Council in a discussion with regard to the Placerville Pedestrian System and planning effort as follows:

- Existing system issues
- Deterioration of existing sidewalks
- Sidewalk gaps
- Opportunities for system expansion
- Current practice, policies and codes
- Pedestrian Plan goals
- Implementation strategies
- Possible funding strategies

The Council explored and discussed ideas including: providing somewhat flexible standards for City sidewalks; equity with regard to the funding program; prioritization of certain primary walking routes; and all aspects of education, including informing property owners of their responsibility to maintain sidewalks.

In January 2006, 3,400 public opinion “Sidewalk Surveys” were sent to residents of the City of Placerville via City water bills. The survey results were utilized to gather input on City resident’s feelings regarding several pedestrian issues related to the development of this plan. The survey questions and responses are included in Chapter 2. In March 2006, the survey results were tabulated and discussed at the public meetings of the City Planning Commission and the City Council. In April 2006, a public meeting was held to gather further input from City residents regarding the development of the plan. At that meeting, maps of the existing sidewalk conditions were presented and a public forum discussion was held covering topics including locations for new sidewalks, prioritization of projects, and funding programs for project development. The combined input from the Planning Commission, City Council and Public at large were utilized to develop the Pedestrian Circulation Plan.

### **1.4 PEDESTRIAN PLAN GOALS**

- 1. Promote convenient and safe pedestrian circulation (per City General Plan)**
- 2. Repair and upgrade the existing system of sidewalks**
- 3. Close gaps to increase the connectivity and viability of existing system**
- 4. Expand the system to provide greater opportunities to pedestrians**



## **1.5 PLACERVILLE GENERAL PLAN GOALS AND OBJECTIVES**

Goal F: To promote convenient and safe pedestrian circulation.

Policies:

1. Pedestrian circulation needs and convenience in the downtown shall be given priority over the needs of through-traffic.
2. The City shall continue to enforce its program requiring adjoining property owners to repair and replace sidewalks in older neighborhoods to increase pedestrian safety and convenience.
3. In approving development projects, the City shall continue to require the construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
4. Where deemed necessary and appropriate, the City shall undertake construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
5. The City shall require all developments with a density of R1-20,000 [maximum density 2.18 dwelling units per acre] or greater to provide a sidewalk on at least one side of any street that is developed as part of the project or is used as a perimeter street by that project.
6. The City shall require all multi-family developments to provide sidewalks on both sides of any street that is developed as part of the project and on one side of any street that is used as a perimeter street by that project.
7. The City shall promote the construction of pedestrian overpasses along Highway 50 in conjunction with future highway construction.



### **2.1. SIDEWALK SYSTEM EXISTING CONDITIONS**

With the exception of the central downtown area, the existing sidewalk system in the City of Placerville is rapidly deteriorating. Many sidewalks are cracked, eroded, uneven or obstructed by foliage. In many cases, sidewalks are elevated above the roadway and lack fence or railing to prevent falls. The average sidewalk width for many of the original sidewalks in the City is four feet.

### **2.2 SIDEWALK REPAIR – Existing City Code**

The City of Placerville has a City Code and Ordinance with regard to sidewalks which includes the following sections; 1) Encroachments to Sidewalk Space, 2) Sidewalk Repairs Required, 3) Notice; Failure to Repair; Lien, 4) Service of Notice, 5) Action for Recovery of Lien (see *Appendix 1*). Section 2 places the responsibility for the repair of sidewalks on the adjacent property owner and reads as follows:

#### **Excerpt from Placerville City Code:**

*SIDEWALK REPAIRS REQUIRED: It shall be unlawful for any person owning or having charge or control of any building, lot or premises in the City fronting on any portion of an improved street or where a sidewalk is laid, to allow any portion of the sidewalk in front of the building, lot or premises to be out of repair, and the person must at all times keep the sidewalk in such condition that it will not endanger persons or property passing thereon, and will not interfere with public convenience in the use thereof.*

### **2.3 EXISTING CROSSWALKS**

Many of the existing crosswalks in the City of Placerville have standard crosswalk striping (two parallel white lines). The crosswalks along the El Dorado Trail within the City of Placerville have two parallel white lines plus a textured and painted asphalt surface within the walking area. This texture and coloration is a nice aesthetic feature, with an added benefit of increased visibility for the crosswalk.

### **2.4 EXISTING CURB CUTS**

Throughout the Main Street area of Placerville, curb cuts, or accessible curb ramps, exist in most locations. Other areas lack curb cuts and will need to be retrofitted with accessible curb ramps. The City of Placerville Non-Motorized Transportation Plan, adopted in April 2005, includes an existing conditions assessment in Chapter Four. Included in the assessment is an inventory of existing/missing curb cuts on each roadway inventoried. The existing conditions assessment is included in the pedestrian plan as Appendix Three.



**2.5 PEDESTRIAN ACCIDENT DATA**

The California Highway Patrol maintains Statewide Integrated Traffic Records System (SWITRS) accident data. The data is contained in the “California Report of Fatal and Injury Motor Vehicle Traffic Collisions.” The most recent data available is from 2003, and the portion relating to bicycles and pedestrians within the City of Placerville is listed in Table 2-1.

TABLE 2-1												
City of Placerville Collisions – 2001-2003												
Year	Collisions						Bicycle Involved					
	Pedestrian Involved			Injury			Fatal			Injury		
	2001	2002	2003	2001	2002	2003	2001	2002	2003	2001	2002	2003
City of Placerville	0	0	0	2	3	3	0	0	0	1	2	1

**2.6 ELEVATED SIDEWALKS**

Due to the historic nature, topography, and physical constraints of the City, the pedestrian system was constructed with narrow and, in some locations, elevated sidewalks. Some of the elevated sidewalks do not have a fence or railing to prevent falls.



Elevated sidewalk in Placerville. Photo by Jerry Barton

Elevated sidewalks within the City of Placerville:

- ❑ Bee Street, near Canal Street
- ❑ Clay Street, from US 50 undercrossing to Lincoln Street
- ❑ Coloma Street, between US 50 overcrossing and Spring Street, and there is a significant elevated portion north of Bee Street
- ❑ Bedford Ave, from Coleman Street half-way to Pleasant Street
- ❑ Spring Street, between US 50 and Coloma Street

**2.7 PEDESTRIAN FRIENDLY STREETScape FEATURES**

Including certain features and amenities in the pedestrian environment encourages walking. Several pedestrian friendly features are found on Main Street in the City of Placerville. A list of the features found on Main Street is included below:

- ❑ Trees and landscaping
- ❑ Benches or other street furniture
- ❑ Attractive street lights
- ❑ Attractive trash and recycling receptacles
- ❑ Coordinated street furniture
- ❑ Clocks



Placerville Streetscape feature – Banner and Attractive Streetlight. Photo by Dan Burden



- ❑ Restrooms
- ❑ Public art
- ❑ Banners (where permitted) and flags
- ❑ Food vendors
- ❑ Information kiosks
- ❑ Fountains
- ❑ Bicycle parking

**2.8 PEDESTRIAN FRIENDLY DESIGN FEATURES**

Certain general design features in development encourage pedestrian travel. Some of the existing pedestrian-friendly design features already existing in the City of Placerville are included in Table 2-2 below.

<b>TABLE 2-2</b>	
<b>LOCATION</b>	<b>DESIGN FEATURE</b>
<i>Downtown, Placerville Drive, Broadway</i>	<i>Mixed Land Uses</i> – Makes it possible for people to walk between land uses i.e., from home to work, from home to shopping, from work to restaurants, etc.
<i>Downtown, Placerville Drive, Broadway</i>	<i>Good Transit Access</i> – Encourages a mode of travel that stimulates walking at either end of the trip.
<i>Along the El Dorado Trail</i>	<i>Textured or Colored Crosswalks</i> – Draws more attention to pedestrians, increasing safety and enhancing the aesthetics of the walking area.
<i>Downtown area, Canal Street area</i>	<i>Narrowed Streets</i> – Provides for easy crossing in busy pedestrian areas, makes walking more desirable, brings land uses closer to pedestrians and slows traffic.
<i>Downtown</i>	<i>Sidewalks Adjacent to Businesses and Storefronts</i> – Makes access more convenient than those with parking separating sidewalks from entrances. This is safer for pedestrians as well. Sidewalks next to businesses attract window shoppers and make for pleasant walking environments.
<i>Downtown</i>	<i>Zero Lot Line Zoning</i> – Allows buildings to abut one another, keeping the distance between businesses convenient for walkers.
<i>Downtown</i>	<i>Lower Speed Limits</i> – Makes for safe, quiet, more pleasant walking in high pedestrian areas.
<i>Downtown</i>	<i>Design Standards for Commercial Signage</i> – Enhances the aesthetics of public space.



**2.9 WALK TO SCHOOL DAY/WALKING SCHOOL BUSES**

Placerville’s first Walk to School Day was held in October of 2004. Several community members and community officials participated. Over 150 children walked to Sierra Elementary School from two locations in downtown Placerville. The event helped encourage children to walk to school and created awareness of the condition of sidewalk and crosswalk facilities in the City near Sierra School. In 2005, the event was expanded to include Schnell Elementary School, and 276 children walked to school. Children walked to school in groups led by parents and community leaders on specified routes. These “Walking School Buses” reduce traffic around schools, provide adult supervision for children and encourage physical activity. Some Cities throughout the Country have embraced the idea of Walking School Buses and implemented programs support supervised walking school buses year-round.



A “Walking School Bus” ready to depart for school at the 2004 Walk to School Day event

**2.10 CURRENT OPINIONS ON PLACERVILLE SIDEWALKS**

In January 2006, 3,400 surveys were sent out with City water bills to gather input from city residents regarding several issues related to pedestrian circulation. Nearly 900 surveys were returned, and the tabulated results are presented on the following pages.

1. “As a pedestrian, how comfortable would you be sharing the asphalt roadway with automobiles?”

Very Comfortable	4%
Comfortable	10%
Somewhat Comfortable	13%
Slightly Comfortable	13%
Not Comfortable	59%

2. “Does a lack of sidewalks or poor sidewalk maintenance in the City keep you from walking to work, school, shopping, etc.?”

Yes	35%
No	41%
Occasionally	22%
No Response	2%

3. “How important is it to you that the City has a well-maintained and continuous sidewalk system?”

Very Important	39%
Important	27%



Somewhat Important	17%
Slightly Important	7%
Not important	9%
No Response	1%

4. "Should every street within the City of Placerville have a Sidewalk?"

Yes	21%
No	27%
Whenever practical or feasible	51%
No Response	1%

5. "How important is it to you that sidewalks are located on both sides of the street?" responses were:

Very Important	12%
Important	15%
Somewhat Important	19%
Slightly Important	15%
Not important	39%
No Response	1%

6. "Should all new development [or construction] be required to install sidewalks on at least one side of the street?"

Yes	79%
No	15%
No Response	6%

7. "Would you support an impact fee on all new construction for the purpose of constructing sidewalks in the City?"

Yes	57%
No	34%
No Response	9%

8. "Current City Code states that property owners with a sidewalk abutting their property are responsible for construction and maintenance of that sidewalk. Do you feel this is a fair or unfair requirement?"

Fair	16%
Unfair	76%
No Response	8%

9. "Would you support a City-Wide Assessment [Tax] for construction and maintenance of sidewalks?"

Yes	44%
-----	-----



No	45%
No Response	11%



# CITY OF PLACERVILLE PEDESTRIAN CIRCULATION PLAN

## Sidewalk Installation & Design

### 3.1 SIDEWALK & WALKWAY INSTALLATION - LOCATIONS & GUIDELINES

Sidewalks and walkways should provide a continuous system of safe, accessible pathways for pedestrian travel throughout the City of Placerville. A lack of pedestrian activity in a location with discontinuous sidewalks is not necessarily an indication of a lack of pedestrian demand. People tend to walk in locations where continuous connections are provided. However, within the City of Placerville, pedestrians are often forced to walk routes without pedestrian facilities because there is no other option.

For the purposes of this discussion, sidewalks will be defined as any pathway that is paved with either concrete or asphalt, and separated by a curb from a roadway. Conversely, walkways are defined as any pathway that is not paved, and not necessarily separated by a curb.

<b>Location</b>	<b>Sidewalk Width</b>	<b>Buffer**</b>	<b>Details</b>
Schools: Elementary, Middle, High, Colleges	5 foot width with buffer, 6 foot width without	6 foot buffer, trees, lighting	Both sides of the street near schools
Low Volume Roadways, ADT < 150 (1/2 acre or more lot size, cul de sac, 10-15 homes)	No sidewalk OR AC Dike and 3' Asphalt sidewalk, or decomposed granite walkway	No buffer	One side or both sides of street
Highly Constrained Areas*	3-4' decomposed granite walkway, separated by AC Dike whenever possible	Whenever feasible	One side only
High Volume Roadways, ADT >2500, Collectors, Arterials	5 foot width with buffer, 6 foot width without	6 foot buffer, trees, lighting	Both sides of street
Commercial Areas	5 foot width with buffer, 6 foot width without	6 foot buffer, trees, lighting	Both sides of street
Industrial Areas	6 foot width	No buffer	Along perimeter boundaries

\* Due to the many space constraints within the City of Placerville caused by narrow roadways and topography, the City will pursue opportunities for installation of walkways improved with decomposed granite. In some cases, topography constraints allow only for installation of an improved walkway. A good example of this situation is on a segment of State Route 49/Coloma Street. Along this roadway a decomposed granite pathway could provide a workable temporary solution until such time when more permanent improvements are made.

\*\*Almost every location in the City of Placerville has space constraints; therefore, it is recognized that the possibility to provide buffers is very limited.



### 3.2 SIDEWALK WIDTH/SURFACE

The recommended width for sidewalks with a buffer is five feet. Four-foot wide sidewalks are no longer recommended because they do not accommodate two people walking side by side. Five-foot wide sidewalks allow people to pass each other without having to step off the sidewalk. Five feet is also the minimum needed for two wheelchairs to pass, and allows at least four feet of width at pinch points where obstructions such as utility poles or signposts exist.

If there is no sidewalk buffer sidewalks are recommended to be six feet wide, exclusive of the curb. In areas with heavier pedestrian volumes, six-foot sidewalks may be insufficient. A pedestrian capacity analysis (per the Highway Capacity Manual, 2000) should be done to determine the appropriate width in certain locations. Landscape buffers with shade trees are important on arterial and collector roadways and are preferred for all sidewalks (see Section 3.4).

Sidewalk surfaces should have a firm, stable and non-slip surface. Concrete is preferred, however asphalt may be appropriate in some locations. It is important to maintain proper drainage on sidewalks to prevent puddles.

### 3.3 WALKWAY WIDTH/SURFACE

Walkways can be pursued throughout the City of Placerville where topographic and space constraints are insurmountable due to various causes. Walkways will be graded smooth, three-four feet wide with a base of decomposed granite. Walkways will serve as an interim (and in some areas permanent), solution in cases where there is a need to make a pedestrian connection but development of a sidewalk is unplanned or infeasible due to terrain constraints.

### 3.4 SIDEWALK BUFFERS

A pedestrian's safety and comfort level in the roadway environment is largely dependent on the width and quality of the buffer between the sidewalk and the roadway. Physical barriers such as trees, landscaping, bike lanes and parked cars between the roadway and the sidewalk increase pedestrian safety and comfort and encourage walking. The recommended width for a landscaped buffer is six feet, with five feet being the minimum width for minor residential streets in new developments (widths are measured from face of curb to nearest edge of sidewalk). Landscaped buffers should include trees for added protection and shaded comfort for pedestrians. Routine maintenance of landscaped buffers (i.e. mowing) will be the responsibility of the adjacent property owner or a landscape district formed by the development. However, it is recognized that due to space limitations in existing developments combined with the terrain of the City of Placerville, the ability to provide buffers is limited.



### 3.5 CURB TYPES

Rolled curbs reduce pedestrian's feeling of safety and separation from adjacent traffic. They also make it easier for drivers to park vehicles on the sidewalk. As such, they are not recommended. They are however an acceptable substitute on residential streets. In all other locations, including collector and arterial streets with or without landscape buffers, vertical curbs should be used.

### 3.6 ELEVATED SIDEWALKS – RAILING OR FENCING

Several segments of sidewalk in the City of Placerville are elevated 2-4 feet above the roadway surface. Many elevated sidewalks lack railing or fencing to prevent falls. It is recommended that the city select a consistent railing type to install on these elevated sidewalk segments. One potential railing type is that which was selected as a component of the Highway 50 Operational Improvements Project. Below is a photo simulation of the Bedford Avenue pedestrian overcrossing to be constructed as a component of the Highway 50 Operational Improvements Project.



Caltrans photo simulation of Bedford Pedestrian Overcrossing to be constructed as a component of the Highway 50 Operational Improvements project.



### 3.7 TRANSIT STOPS AND SHELTERS

At transit stops, sidewalks should be constructed from the embarkation point (where people enter/exit the bus) to the nearest intersection or to the nearest section of existing sidewalk. It may be necessary to wrap a sidewalk around a corner to join an existing sidewalk on a side street. Care should be taken to place the bus stop in areas that maximize pedestrian safety and convenience. Streets within .25 miles of transit stops should have continuous sidewalks, high visibility crosswalks and other enhanced crossing measures (see Section 2.10).



### 3.8 MEANDERING SIDEWALKS

While providing a continuous landscape buffer between the sidewalk and the edge of the street is encouraged, meandering sidewalks (sidewalks that weave back and forth within the right-of-way) are not recommended. While they are often preferred for aesthetic aspects, they are annoying to pedestrians who desire a non-circuitous route. More importantly, they cause navigational difficulties for people with visual impairments. There are circumstances when it is desirable to curve the sidewalk away from the road to achieve a greater degree of separation between the sidewalk and the road. It may also be desirable for a sidewalk to gently curve to meet a pedestrian destination, such as a plaza, or to align with driveway crossings and crosswalks, or to avoid wetlands or significant trees. In short, curves should be used to create a more direct connection as opposed to enhancing aesthetic appearance.

### 3.9 PEDESTRIAN ACCOMMODATIONS IN RURAL AREAS

Many of the outlying areas of the City of Placerville are considered rural. Rural areas tend to lack nearby destinations and urban services and are often sparsely developed. This pedestrian plan does not include proposals for formal concrete sidewalks in the rural areas of Placerville, but it is recognized that people who live in these areas may take walks along the roadways for (primarily) recreation. In rural areas, walkways as (defined in section 2.3) could be installed adjacent to the roadway or as a separated path with a natural buffer.

### 3.10 CROSSING TREATMENTS – GENERAL

Crosswalks are an essential element of a connected pedestrian system. An intersection crossing is essentially an extension of the sidewalk across an intersection. Midblock crossing locations can also be marked with crosswalks. While every attempt should be made to cross pedestrians at intersections, pedestrians tend to walk in a path that represents the shortest distance between two points, therefore midblock crossings are necessary in some locations. Provisions for midblock crossings should be carefully considered, because a poorly designed midblock crossing can violate driver expectations and cause safety problems for pedestrians.



Pedestrian roadway crossings should be as short as possible to reduce pedestrian exposure time and to decrease motor vehicle delay. Pedestrian refuge islands should be used whenever crossing distances exceed 60 feet, to allow a refuge for slower pedestrians who may not be able to complete the crossing in one signal phase.

### **3.11 CROSSWALK DESIGN AND PLACEMENT**

Marked crosswalks should be placed at all signalized intersections and on all legs of the intersection, except in those rare cases where a pedestrian crossing is prohibited. Marked crosswalks are also recommended at stop-controlled intersections where pedestrian traffic commonly occurs, particularly near parks, schools, transit stops and other similar areas.

Marked crosswalks are most effective when used in combination with other pedestrian crossing measures at intersections i.e. crossing islands, adequate night lighting, traffic calming, etc.



The standard crossing treatment for low-volume pedestrian crossing locations is two parallel lines.

High visibility ladder style crosswalks are recommended in the following locations:

- Near all schools and in locations where a school crossing guard is usually stationed
- Near transit stops and adjacent to bus stops
- At all mid-block crossing locations
- In locations that experience frequent pedestrian crossings

### **3.12 CROSSING ISLANDS/PEDESTRIAN REFUGE**

Islands serve three primary purposes: 1) to control and direct traffic movement, usually turning; 2) to divide opposing or same direction traffic streams; and 3) to increase the safety and comfort of pedestrians crossing at intersections and midblock locations. When islands are designed for this latter purpose, they are often termed “pedestrian crossing islands” or “pedestrian refuges.”

Pedestrian crossing islands provide a waiting area for those who cannot safely finish crossing a roadway, either because they began crossing late, travel slowly, or in the case of a midblock crossing, because it is safer to cross one leg of a roadway at a time.

Crossing islands should be a minimum width of six feet to accommodate the typical length of a bicycle; however, ten feet is advisable. Detectable warning surfaces should be provided per Americans with Disabilities Act (ADA) standards and, wherever possible, a raised approach nose should be included to reduce encroachment of turning vehicles into the pedestrian waiting area.



**3.13 HANDICAPPED ACCESSIBILITY AND ADA COMPLIANCE**

The Americans with Disabilities Act (ADA) imposes certain requirements upon states and local jurisdictions to make sure that new facilities utilized by the public meet certain criteria to provide access to citizens with disabilities. These requirements apply to major rehabilitation projects on existing facilities as well.

The construction of any pedestrian facilities within the City of Placerville pursuant to the implementation of this pedestrian plan, whether new construction or a major rehabilitation, will be ADA compliant. ADA compliance in this instance typically consists of the inclusion of ADA compliant ramps, and other features at intersection and crosswalk locations. In addition, minimum horizontal clearances must be maintained to obstructions such as fire hydrants and utility poles, which in some instances may impact sidewalk location.



### 4.1 FUNDING BACKGROUND

In order to improve the sidewalk system in the City of Placerville it will be necessary to increase the number of funding options available to the City. The City will need to take a proactive approach to secure funds and grants specifically for pedestrian enhancements.

Governments use different revenue mechanisms depending on who receives the benefits of certain programs or infrastructure. Taxes are used when the benefit accrues to a broad range of residents. Fees are used where the service only benefits a user group. And finally, if a benefit primarily accrues to a property owner, costs are to be borne by the property owner, even if the improvement is in the public right-of-way. In the City of Placerville, sidewalk improvements have been the responsibility of the property owner, falling in the latter category mentioned above. However, recognition of the broader public benefit provided by a consistent sidewalk network suggests that Placerville may consider revisiting historical policies regarding responsibility for sidewalk improvements.

The City of Placerville currently employs the following mechanisms to fund sidewalk improvements:

1. **Property-owner maintenance of existing sidewalks** - Per current City Code, maintenance of existing sidewalks is the responsibility of the adjacent property owners.
2. **Deferred Frontage Improvement Agreements** - Improvement or construction of sidewalks is “deferred” until adjacent properties enter into agreements or construct sidewalks.
3. **Conditions on development projects** – New development is required to install sidewalks within the development area as a condition of project approval. However, in the past this condition has been waived on many development projects.

The current practice for funding sidewalks in the City of Placerville has left existing sidewalks in disrepair and construction of new sidewalks has been sporadic.

### 4.2 OPTIONS TO IMPLEMENT PEDESTRIAN PLAN UTILIZING EXISTING FUNDING MECHANISMS

The information outlined below provides an option for the city to utilize the current funding mechanisms with some minor changes and an aggressive implementation effort to implement the Pedestrian Circulation Plan.

#### All New Development

1. Construct sidewalks where appropriate on all new development projects consistent with City codes.
2. Construct new sidewalk off-site as necessary to connect to nearby existing facilities.
3. Pay fee to provide for city-wide system.
4. Where construction of new sidewalk off-site (as in #2 above) is part of citywide system, credit may be issued.



5. Where off-site construction (as in #2 above) involves existing Deferred Frontage Improvement Agreement's, the City will agree to call agreement.

### Existing Development

#### I. With Deferred Frontage Improvement Agreement (DFIA):

1. If located on route proposed for improvements, notify that at some point property owner will have to construct a sidewalk along their street frontage.
2. When constructing improvements consistent with the Pedestrian Circulation Plan, call in all existing DFIA's within project limits.
3. If not on proposed or existing route, provide the property owner an opportunity to cash out DFIA at specified discount rate; i.e. 20% - 40% discount over current cost of improvements. Funding to be held in account for top priority proposed improvements.
4. If possible, at sale of property, City makes demand on DFIA and accepts cash for implementation of Pedestrian Circulation Plan in lieu of improvements.

#### II. Property owner does not have DFIA, but has existing sidewalk:

1. If existing sidewalk is in good repair, no action is necessary.
2. If existing sidewalk is deficient – repair as required per City Code (8-1-1, Chapter 1, Sidewalks).

#### III. Property owner does not have DFIA, does not have existing sidewalk, but is on a proposed pedestrian route:

1. Upon issuance of building permit, (i.e. room addition, remodel, garage, pool etc.) property owner pays adopted Pedestrian Circulation Improvement fee or may be required to construct improvements at the City's option.

#### IV. Property owner does not have DFIA, does not have a sidewalk, and is NOT on an existing or proposed pedestrian route:

1. Upon issuance of building permit, (i.e. room addition, remodel, garage, pool etc.) property owner pays adopted Pedestrian Circulation Improvement fee for general sidewalk development in other priority areas.

### 4.3 ADDITIONAL IMPLEMENTATION/FUNDING OPTIONS TO BE CONSIDERED

#### Pedestrian Impact Mitigation Fee

A pedestrian impact mitigation fee could be charged to all new development to fund the implementation of the pedestrian plan. This fee would apply to any new development within the City and improvements would be made only on the proposed new sidewalk improvements identified in this plan. The needs for expanded pedestrian facilities are directly related to the increase in population and travel demand that comes with new development. Traffic impact mitigation fees developed to fund roadway improvements utilize the basic unit of measure



known as "Equivalent Dwelling Unit" (EDU). EDU's quantify the traffic increase associated with a single-family residential unit. A Pedestrian Impact Mitigation Fee could be structured in the same fashion as a roadway impact fee where the contribution from a specific development type is prorated based upon its EDU ranking. A specified amount could be charged to both commercial and residential development, since a comprehensive pedestrian circulation network would enhance the ability for people to walk to from residences to activity centers such as shopping, work, entertainment, etc.

Since improvements constructed utilizing the Pedestrian Impact Mitigation Fee would also benefit existing residents, a portion of the cost to construct the improvements proposed in this pedestrian plan would equitably be apportioned to existing residents within the city. The existing residents share in this cost could be represented by the grant funds the city is able to obtain for the purpose of constructing sidewalk improvements. Section 4.4 of this Chapter explains some of the state and federal grant funding options available to the City.

### Sidewalk Assessment

The City could collect an annual sidewalk assessment from each property owner to be applied toward the development of the proposed sidewalk routes identified in this plan. The city would also take on responsibility to repair and replace all public sidewalks, as necessary. The funding would allow the city to aggressively pursue implementation of the proposed improvements included in this plan.

The survey sent to residents within the City of Placerville as a component of this pedestrian plan asked the following question, "Would you support a City-Wide Assessment [Tax] for construction and maintenance of sidewalks?" responses were:

Yes	44%
No	45%
No Response	11%

The results of this survey represent a very even margin, and a 2/3's majority vote would be required to pass a City Sidewalk Fee. However, in completing the survey each respondent made some assumptions including how much the assessment would be and where improvements would be made. With the development and adoption of this pedestrian plan, residents of the city can locate where improvements are proposed, and the associate costs with those improvements.

### Local Improvement Districts

Local Improvement Districts could be developed and approved by the City Council. Funds collected within the Improvement Districts could be utilized to construct necessary sidewalk improvements within the district. Sidewalks within the City of Placerville tend to be sporadic and often exist on only one side of the street. Arguably those who live (or work) in the district and do not have sidewalks on their own frontage are beneficiaries of existing sidewalks on others' frontage. Under the current system, maintenance of existing sidewalks is the sole responsibility of the property owner with the sidewalk on their frontage. Development of Local Improvement Districts, consistent with the area maps included in Chapter 5, could provide some equity between those with and without existing sidewalks. Under this scenario, new development



would remain responsible for constructing sidewalks on their frontage and for constructing sidewalks off-site as necessary to connect to the existing system.

### **Repair and Educate Program**

There is an identified need for basic maintenance, weed abatement, and brush/tree trimming in many existing sidewalk locations throughout the city. The City of Placerville could consider utilizing water bills to send out flyers to residents notifying them of their responsibility (per city code) for repair and maintenance of the sidewalk located on their frontage. The flyer could be circulated during the Fall when the city conducts an annual free yard waste pickup. An example flyer is included in Appendix 2.

## **4.4 FEDERAL/STATE FUNDING SOURCES**

### **Safe Routes to School (SR2S)**

For infrastructure related projects, eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school.

These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.

Additionally, SR2S projects must include an education element to encourage walking and bicycling to school. These include public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and training for volunteers and managers of safe routes to school programs.

### **Local Transportation Fund (LTF)**

Under Article 3 of the Transportation Development Act (TDA), up to two percent of the LTF allocation to cities and counties can be used for bicycle and pedestrian projects. Revenues to the LTF program are derived from  $\frac{1}{4}$  cent of the statewide sales tax. These funds are distributed through the El Dorado County Transportation Commission (EDCTC) to the local jurisdictions. Historically, EDCTC has received between \$50,000 and \$60,000 annually in TDA LTF Article 3 funds since 2002. TDA Article 3 funds can be used to maintain bicycle and pedestrian facilities.

### **Assembly Bill 2766**

Motor vehicle registration surcharge fees are available for bicycle and pedestrian projects that can improve air quality. Through a competitive grant process, the El Dorado County Air Pollution Control District allocates these funds to El Dorado County and the City of Placerville.

### **Regional Surface Transportation Program (RSTP)**

RSTP was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and continued with the passage of TEA 21 in 1997 and SAFETEA-LU in 2005. Of all the funding programs in TEA 21, RSTP is most flexible. A broad variety of transportation projects and modes, including streets and roads, are eligible.

Examples of projects eligible for RSTP include highway projects; bridges (including



construction, reconstruction, seismic retrofit and painting); transit capital improvements; carpool, parking, bicycle, and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

80% of the apportionment is distributed among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations and Regional Transportation Planning Agencies. The remainder goes directly to counties in a formula equal to 110% of the Federal Aid Urban/Federal Aid Secondary funding in place prior to 1991.

The estimated annual program level is \$320 million statewide and \$1 million for El Dorado County.

### **Congestion Mitigation and Air Quality Program (CMAQ)**

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and was re-authorized with the passage of TEA-21 and SAFETEA-LU. Funds are directed to transportation projects and programs which contribute to the attainment of maintenance of National provisions in the federal Clean Air Act. As part of the Sacramento Valley air basin, which is in non-attainment for ozone, El Dorado County is eligible for CMAQ funds.

Eligible federal-aid projects include public transit improvements; high occupancy vehicle (HOV) lanes; Intelligent Transportation Infrastructure; traffic management and traveler information systems (i.e., electric toll collection systems); employer-based transportation management plans and incentives; traffic flow improvement programs (signal coordination); fringe parking facilities serving multiple occupancy vehicles; shared ride services; bicycle and pedestrian facilities; flexible work-hour programs; outreach activities establishing Transportation Management Associations (TMAs); fare/fee subsidy programs; and under certain conditions, PM-10 projects.

The estimated annual program level is \$360 million statewide and \$1.8 million for El Dorado County.

### **Transportation Enhancement Activities Program (TEA)**

Federal Transportation Enhancement Activity funds are to be used for transportation-related capital improvement projects that enhance quality-of-life in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the surface transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people. TEA funds are programmed as part of the State Transportation Improvement Program (STIP) process. Under TEA 21, California received approximately \$60 million per year for six years, starting in 1997. This is divided into the following four shares: 1) Regional; 2) Conservation Lands; 3) Caltrans; and 4) Statewide Transportation Enhancement. Regional Transportation Planning Agencies receive 75% of the TEA dollars in California, which are distributed to regions via the same formula as STIP funds. The remaining 25% goes to the State.

The estimated annual program level is \$271,000 for El Dorado County.



**5.1 PROPOSED SIDEWALK IMPROVEMENTS**

The proposed sidewalk improvements are included on a series of maps on the following pages. The Area Index Map on the following page displays the City of Placerville divided into seven areas as follows:

- Area 1: Placerville Drive and Vicinity
- Area 2: Canal Street and Vicinity
- Area 3: Spring Street, Bedford and State Route 49
- Area 4: Clay Street, Mosquito Road
- Area 5: Benham Street, Pacific Street, Lower Main
- Area 6: Cedar Ravine, Washington Street
- Area 7: Upper Broadway

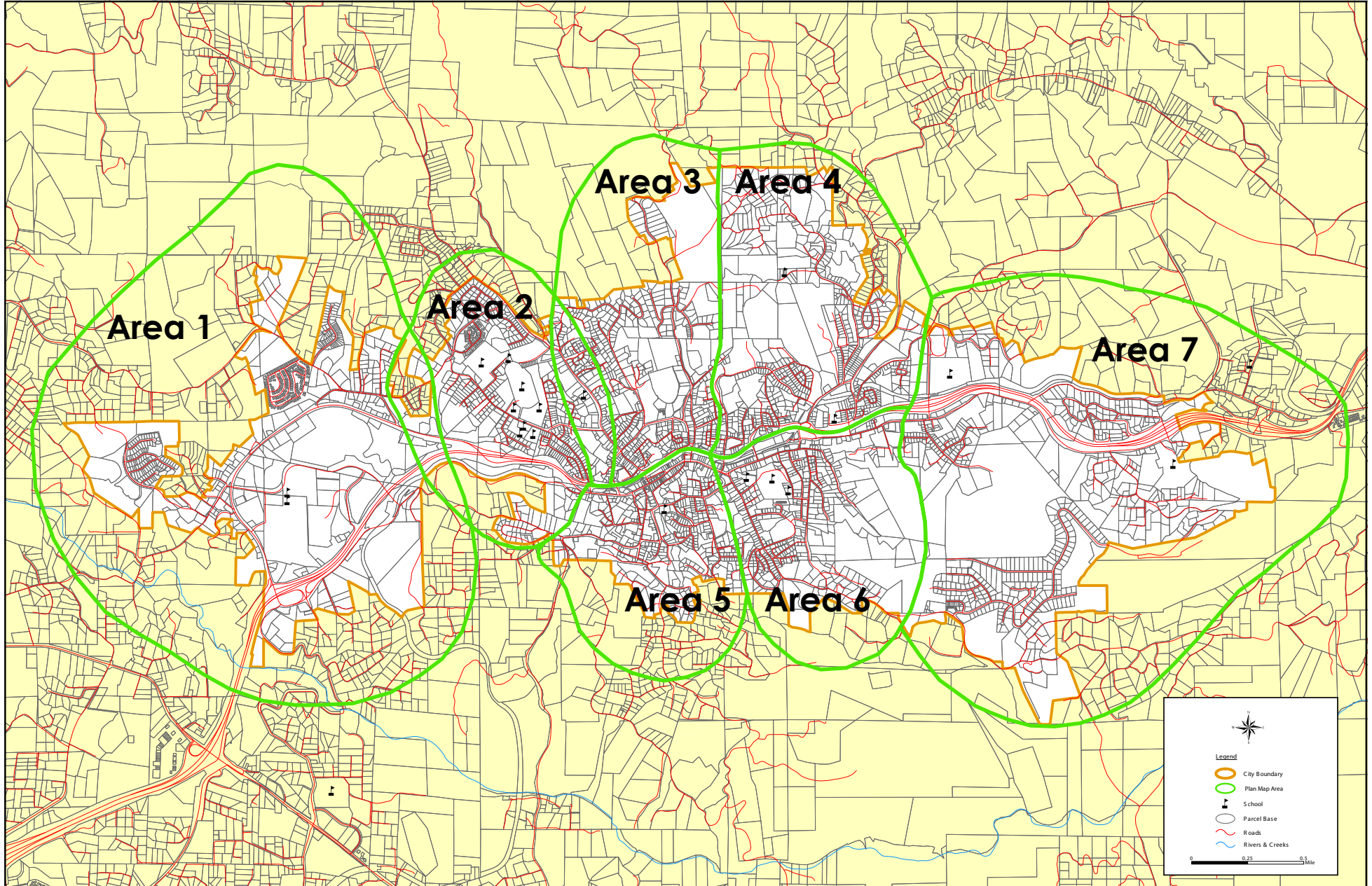
Each Area Map displays existing sidewalks and various destinations; i.e. schools, parks, government centers and shopping centers. The Area Maps also include proposed sidewalk improvements, both on the map and described in a table adjacent to each map. Cost estimates are provided for each specific project. Projects are listed in a priority order. Priority projects were identified based on the destinations they serve, with highest priority emphasis being placed on areas near schools, parks and other known pedestrian destinations, as well as areas in need of improvement for safety and comfort of pedestrians.

In addition to the proposed improvement tables, some Area Maps include a table describing segments of existing sidewalk that are non-standard or in need of maintenance.

<b>TABLE 5-1: SUMMARY OF PROPOSED SIDEWALKS</b>			
<b>AREA</b>	<b>PROPOSED SIDEWALK DISTANCE</b>	<b>TOTAL LINEAR FEET</b>	<b>ESTIMATED COST AT \$75 LINEAR FOOT</b>
AREA 1: Placerville Drive and Vicinity	5.35 miles	28,248	\$2,118,600
AREA 2: Canal Street & Vicinity	2.05 miles	10,824	\$811,800
AREA 3: Spring, Bedford, & State Route 49	.6 mile	3,168	\$237,600
AREA 4: Clay, Mosquito, Main	1.6 miles	8,448	\$633,600
AREA 5: Benham, Pacific, Lower Main	.55 mile	2,904	\$217,800
AREA 6: Cedar Ravine, Washington	1.8 miles	9,504	\$712,800
AREA 7: Upper Broadway	2.2 miles	11,616	\$871,200
<b>TOTAL</b>	<b>14.15 miles</b>	<b>74,712</b>	<b>\$5,603,400</b>



# Area Index Map



# AREA 1: Placerville Drive & Vicinity

## MAJOR PEDESTRIAN DESTINATIONS:

- Movie Theater
- El Dorado County Fairgrounds
- El Dorado County Library and Government Center

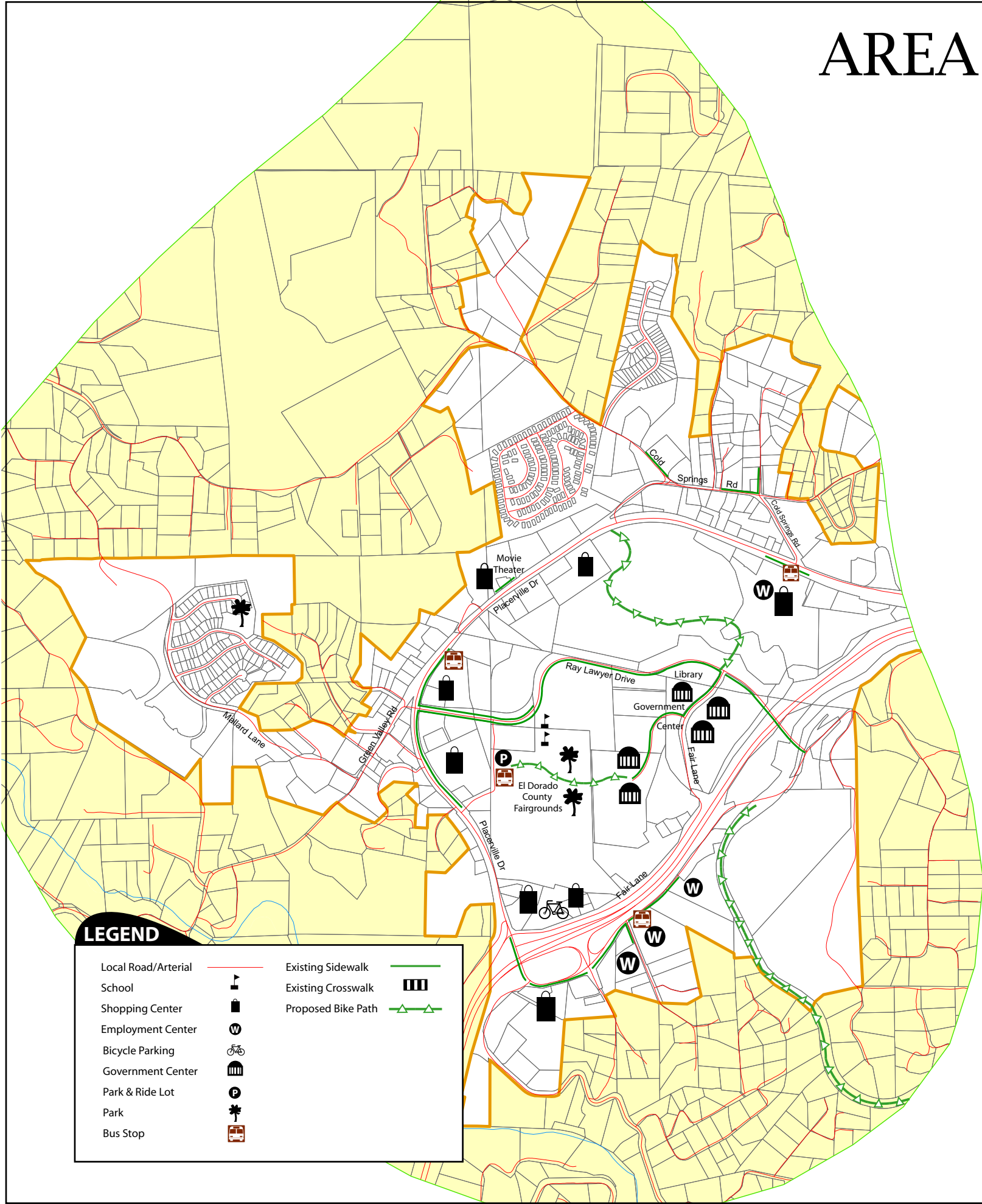
TABLE A1-1: Existing Sidewalk Gaps

Roadway	From	To	Side	Distance/Cost Estimate
Placerville Drive	Home Depot	Big 5	South Side	
Placerville Drive	Cold Springs Road	Green Valley Road	North Side	
Placerville Drive	Green Valley Road	Highway 50	East Side	

TABLE A1-2: Necessary Maintenance/Non-Standard Sidewalks

## PRIORITY ISSUES/NECESSARY INVESTMENT

- Placerville Drive - Consolidate driveways, improve ingress/egress to parking lots & Businesses. Plant Street trees.
- Sidewalks on Placerville Drive/500K



**LEGEND**

Local Road/Arterial		Existing Sidewalk	
School		Existing Crosswalk	
Shopping Center		Proposed Bike Path	
Employment Center			
Bicycle Parking			
Government Center			
Park & Ride Lot			
Park			
Bus Stop			

# AREA 2: Canal Street & Vicinity

## MAJOR PEDESTRIAN DESTINATIONS:

- 📍 El Dorado High School
- 📍 Markham Middle School

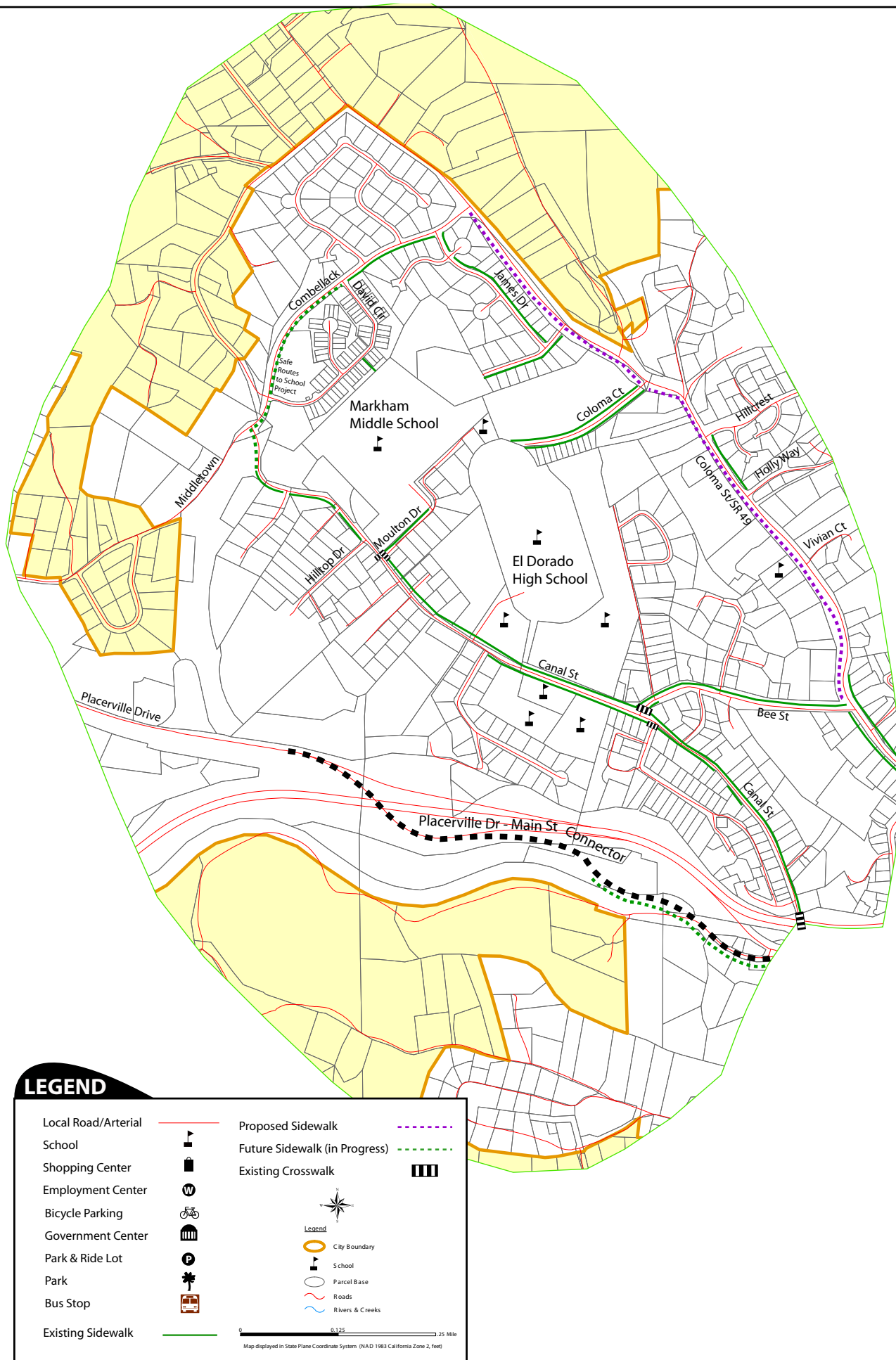
**TABLE A2 - 1: Proposed Sidewalk Improvements**

Area 2 – Canal & Vicinity Street: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Coloma St/State Route 49	Bee Street	Coloma Ct	West	.5 mile / \$198,000
2	Coloma St/State Route 49	Coloma Ct	Combellaack	West	.30 mile / \$118,800

**AREA 2 TOTAL NEW CONSTRUCTION: .35 mile \$316,800**

**TABLE A2 - 2: Maintenance/Non-Standard Sidewalks**

Area 2: Canal St. & Vicinity Maintenance/Non-Standard Sidewalks			
Roadway/Issue	From	To	Side
Coloma St/SR 49/Weed abatement, Sidewalk in disrepair	Near Bee Street	Spring Street	East
Canal Street/Cracked sidewalk at driveway	Corner of Bee Street	Canal Street	East
Bee Street near Canal/Elevated Sidewalk	Acacia Way	Canal Street	North
Canal Street/Sidewalk at street level, no curb,	Bee Street	Highway 50	Northeast
Canal Street/Cracked dilapidated sidewalk, sidewalk at street level	Myrtle Ave	Highway 50	Southeast



**LEGEND**

- Local Road/Arterial
- School
- Shopping Center
- Employment Center
- Bicycle Parking
- Government Center
- Park & Ride Lot
- Park
- Bus Stop
- Existing Sidewalk
- Proposed Sidewalk
- Future Sidewalk (in Progress)
- Existing Crosswalk
- City Boundary
- School
- Parcel Base
- Roads
- Rivers & Creeks

Map displayed in State Plane Coordinate System (NAD 1983 California Zone 2, feet)

# AREA 3: Spring, Bedford & State Route 49

## MAJOR PEDESTRIAN DESTINATIONS:

\* Gold Bug Park

🏥 El Dorado County Health Dept

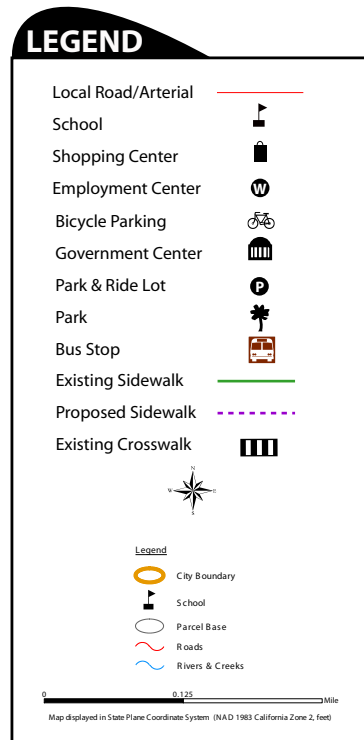
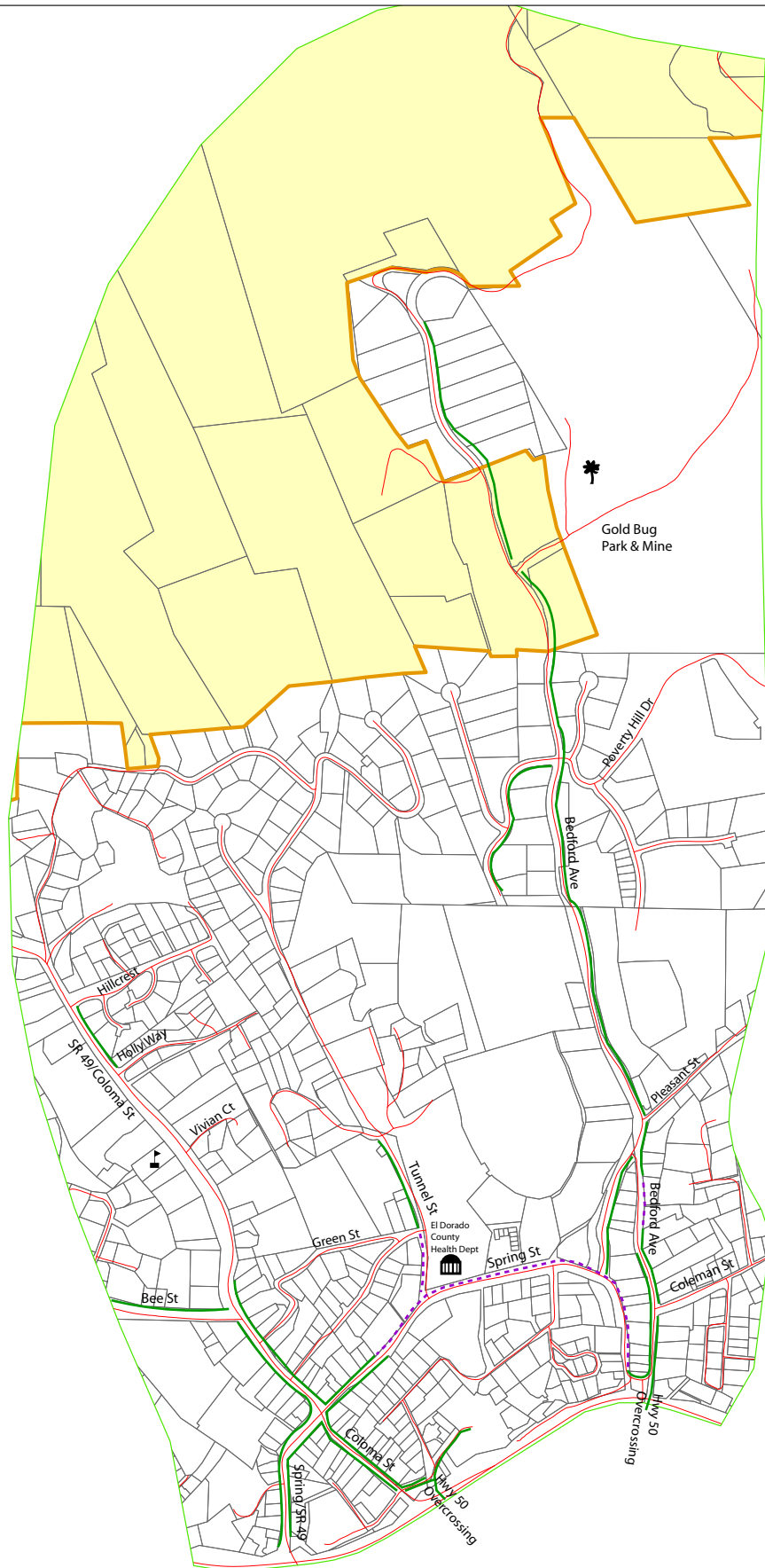
### TABLE A3 - 1: Proposed Sidewalk Improvements

Area 3 – Spring, Bedford & State Route 49: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Spring Street	Highway 50	Near Coloma Street	North	.40 mile / \$158,400
2	Tunnel Street	Green Street	Spring Street	West	.10 mile / \$39,600
3	Bedford Ave	Coleman Street	Pleasant Street	East	.10 mile / \$39,600

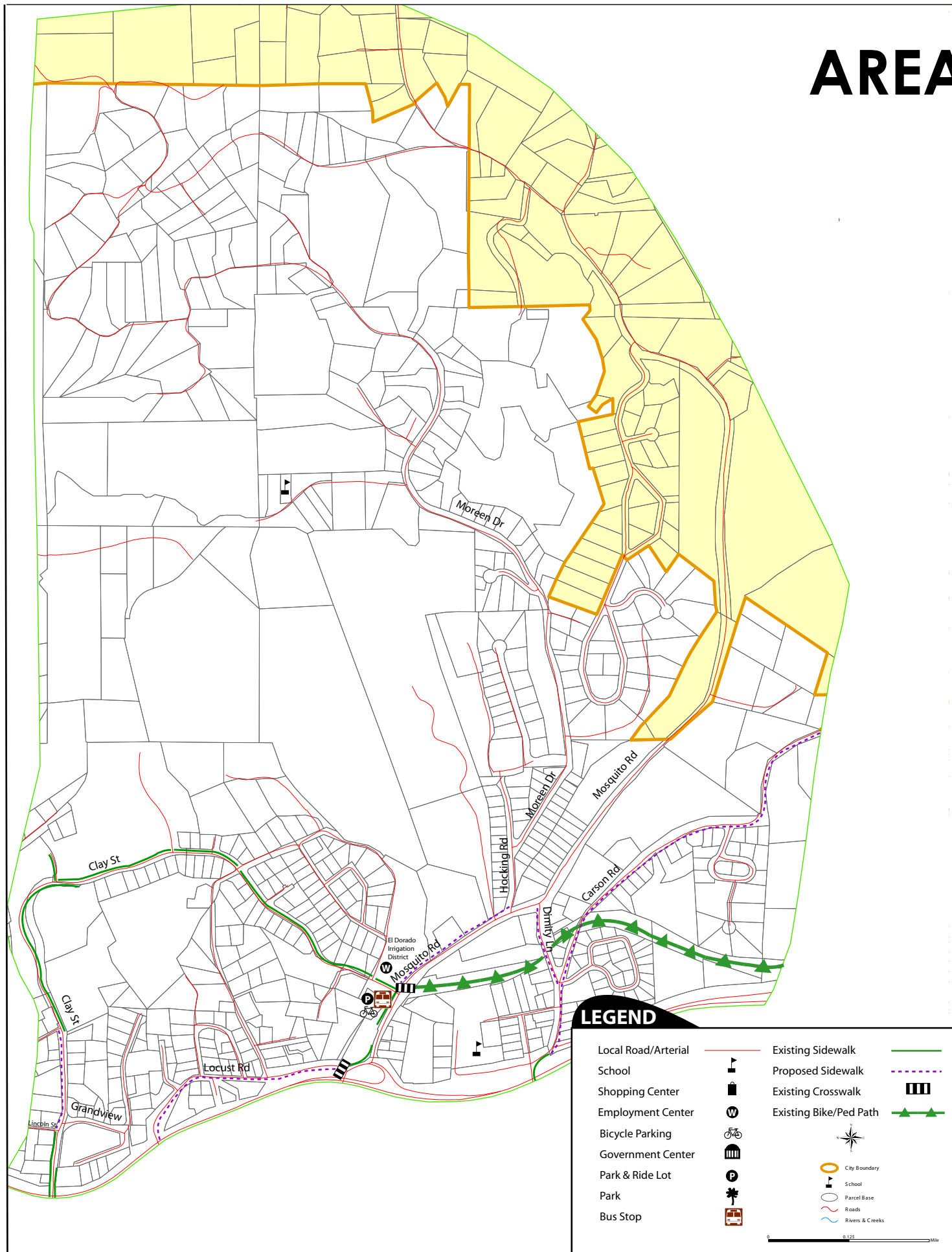
**AREA 3 TOTAL NEW CONSTRUCTION: .60 mile \$237,600**

### TABLE A3 - 2: Maintenance/Non-Standard Sidewalks

Area 3: Spring, Bedford & SR 49 Maintenance/Non-Standard Sidewalks			
Roadway/Issue	From	To	Side
Bedford Ave/Sidewalk in disrepair	Coleman St	End of sidewalk	East
Bedford Ave/Elevated Sidewalk (fence in some areas)	Hwy 50 Overcrossing	Coleman St	East
Coloma Street/Sidewalk cracked, in disrepair, slightly elevated	High St	Spring St/SR 49	Both
Coloma St/SR 49	Spring St	End of sidewalk near Bee St	East



# AREA 4: Clay, Mosquito



## MAJOR PEDESTRIAN DESTINATIONS:

- El Dorado Trail
- Placerville Station
- El Dorado Irrigation District

**TABLE A4 - 1: Proposed Sidewalk Improvements**

Area 4 Clay, Mosquito: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Clay Street	Coleman St	Lincoln St	West	.15 / \$59,400
2	Mosquito Rd	Hocking Rd	Clay Street	North	.20 / \$79,200
3	Carson Rd	Hwy 50	Schnell School Rd	South	.75 / \$297,000
4	Dimity Lane	Carson Rd	Mosquito Rd	East	.15 / \$59,400
5	Locust Rd	Mosquito Rd	Main Street	South	.35 mile / \$138,600

**AREA 4 TOTAL NEW CONSTRUCTION: 1.6 miles \$633,600**

**TABLE A4 - 2: Maintenance/Non-Standard Sidewalks**

Area 4: Clay, Mosquito, Main, Maintenance/Non-Standard Sidewalks			
Roadway/Issue	From	To	Side
Clay Street/Elevated Sidewalk, sidewalk in disrepair	Lincoln St	To Hwy 50 Undercrossing	West
Clay Street/Elevated Sidewalk	Near Grandview	To Hwy 50 Undercrossing	East

# AREA 5: Benham, Pacific, Lower Main

## MAJOR PEDESTRIAN DESTINATIONS:

- \* Benham Park/Aquatic Center, Rotary Park
- 🏛️ Courthouse, City Hall, Post Office
- 🏠 Main Street

**TABLE A5 - 1: Proposed Sidewalk Improvements**

**Area 5: Benham, Pacific, Lower Main: Concrete Sidewalks at \$75/Linear Foot**

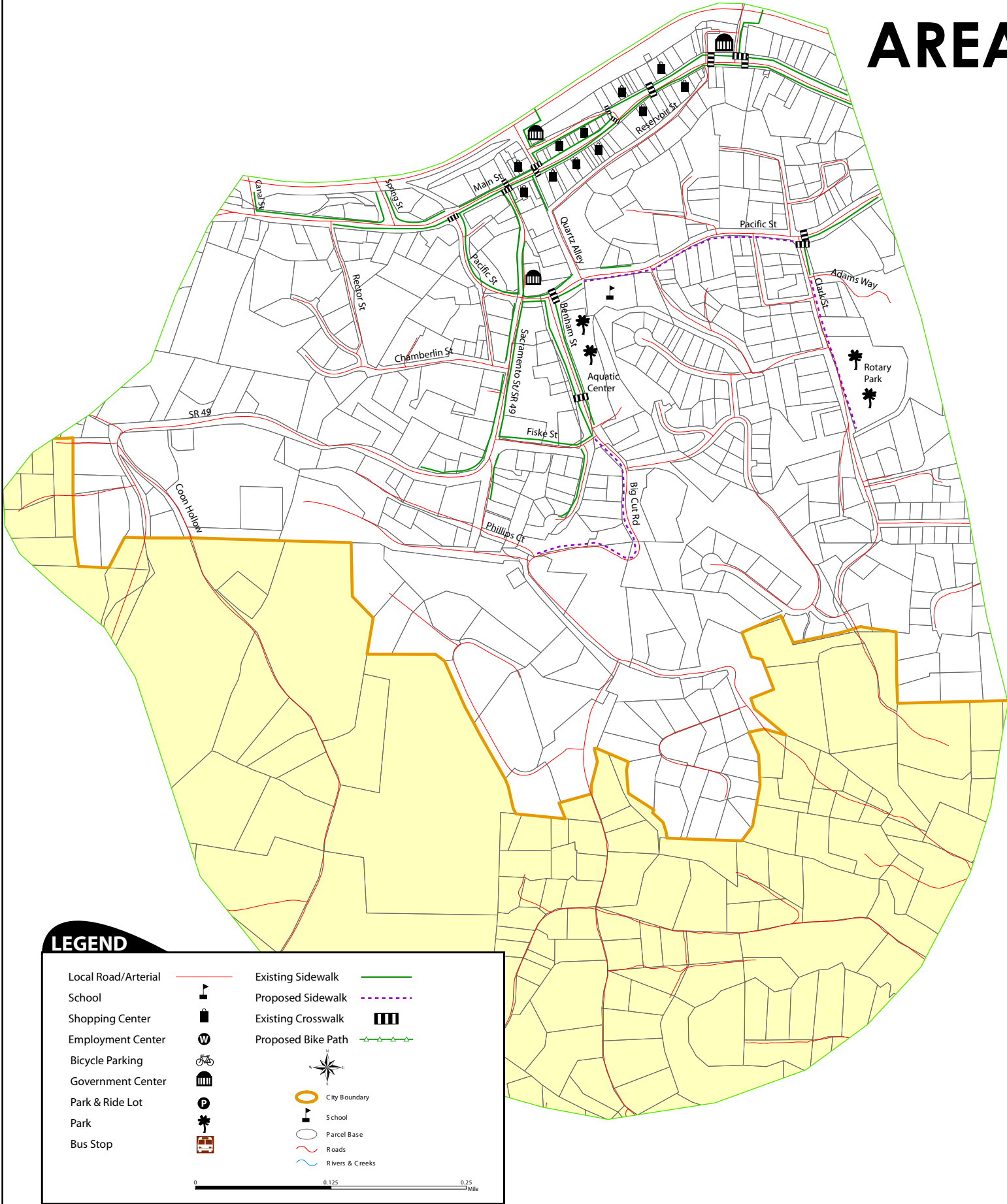
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Pacific Street	Clark St	Quartz Alley	South	.20 mile/\$79,200
2	Clark St	Adams Way	Rotary Park	To be determined	.15 mile/\$59,400
3	Big Cut Rd	Fiske St	Phillips Ct	To be determined	.20 mile/\$79,200

**AREA 5 TOTAL NEW CONSTRUCTION: .55 mile \$217,800**

**TABLE A5 - 2: Maintenance/Non-Standard Sidewalks**

**Area 5: Benham, Pacific, Lower Main Maintenance/Non-Standard Sidewalks**

Roadway/Issue	From	To	Side
Pacific Street/Weed & Brush Abatement	Clark Street	Cedar Ravine	South






**LEGEND**

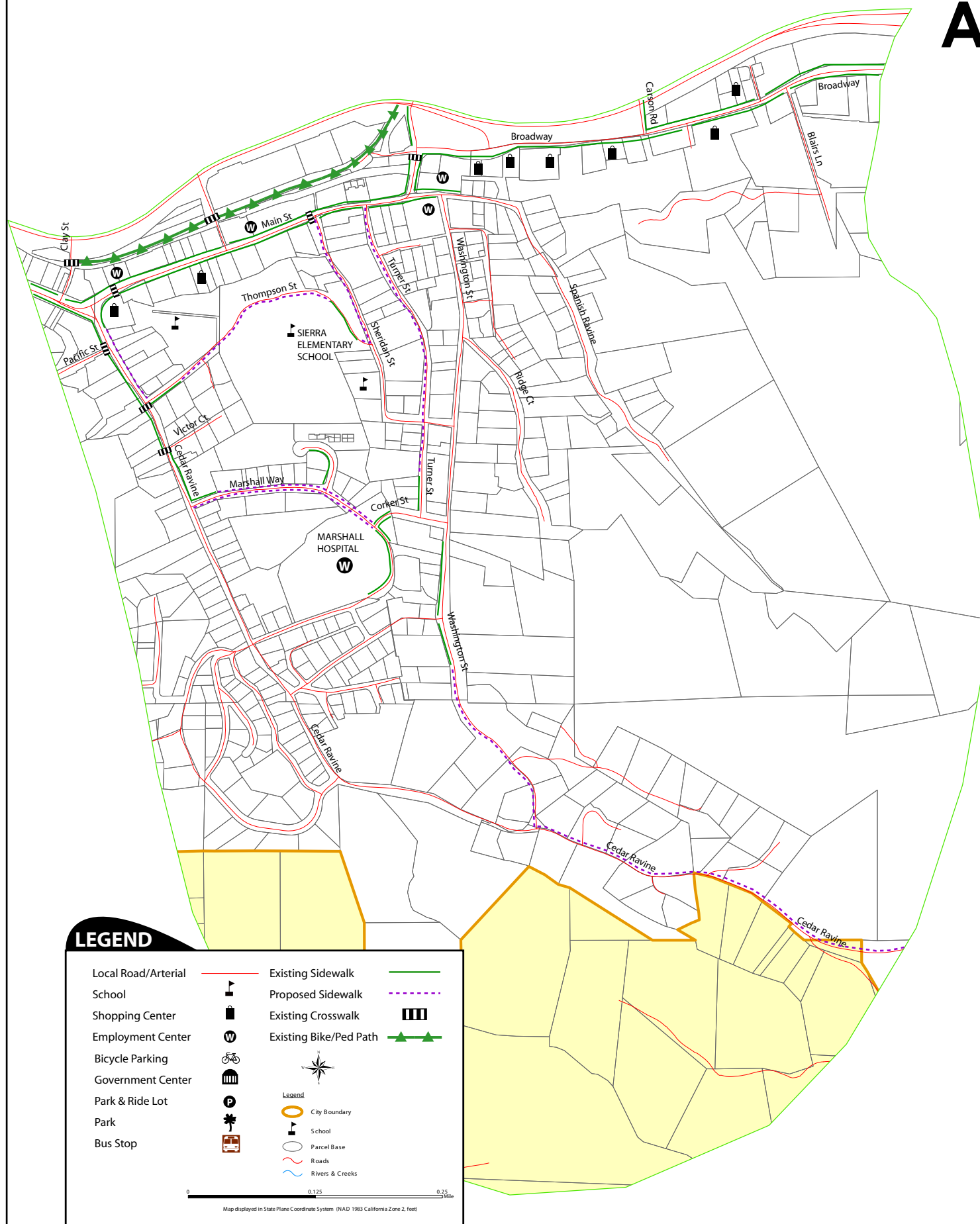
Local Road/Arterial	Existing Sidewalk	Proposed Sidewalk
School	Proposed Sidewalk	Existing Crosswalk
Shopping Center	Existing Crosswalk	Proposed Bike Path
Employment Center	Proposed Bike Path	City Boundary
Bicycle Parking	City Boundary	School
Government Center	School	Parcel Base
Park & Ride Lot	Parcel Base	Roads
Park	Roads	Rivers & Creeks
Bus Stop	Rivers & Creeks	

0 0.125 0.25 Mile

# AREA 6: Cedar Ravine, Washington

## MAJOR PEDESTRIAN DESTINATIONS:

-  Marshall Hospital
-  Sierra School
-  Broadway



### TABLE A6 - 1: Proposed Sidewalk Improvements

Area 6: Cedar Ravine, Washington: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Thompson Street	Cedar Ravine	Sierra School	South	.20 mile/\$79,200
2	Sheridan Street	Main Street	Thompson Street/Sierra School	East	.15 mile/\$59,400
3	Marshall Way	Cedar Ravine	Corker Street	North	.15 mile/\$59,400
4	Marshall Way	Cedar Ravine	Corker Street	South	.15 mile/\$59,400
5	Turner St	Main St	Corker Street	West	.25 mile/\$99,000
6	Cedar Ravine	Country Club Dr	Washington St	North	.60 mile/\$237,600
7	Washington St	Cedar Ravine	Near Marshall Hospital	West	.20 mile/\$79,200
8	Cedar Ravine	Main Street	Thompson Way	East	.10 mile/\$39,600

**AREA 6 TOTAL NEW CONSTRUCTION: 1.8 miles \$712,800**

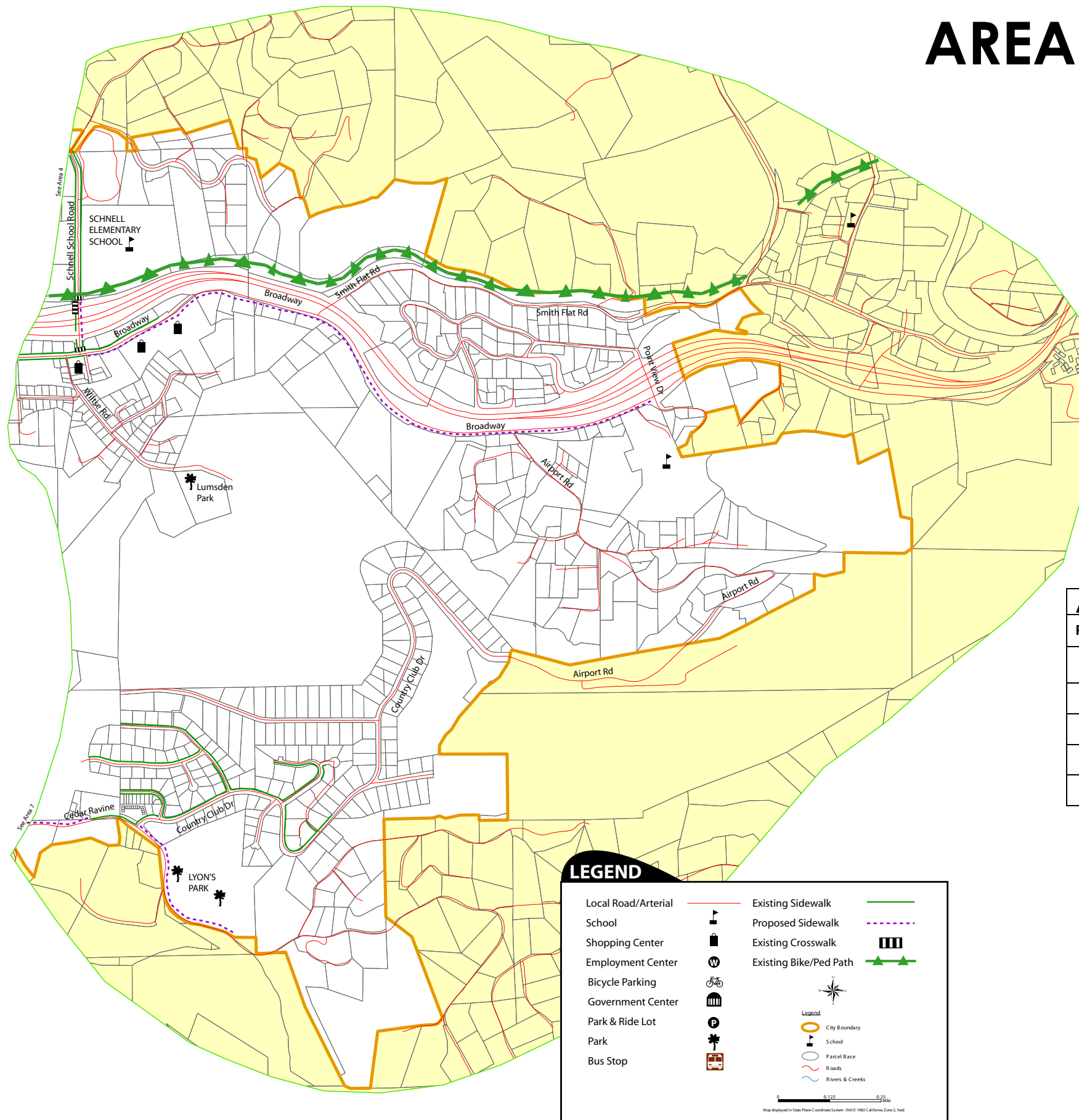
### TABLE A6 - 2: Maintenance/Non-Standard Sidewalks

Area 6: Cedar Ravine, Washington Maintenance/Non-Standard Sidewalks			
Roadway/Issue	From	To	Side
Cedar Ravine/Sidewalk at street level/narrow	Pacific Street	Victor Ct	West

# AREA 7: Upper Broadway

## MAJOR PEDESTRIAN DESTINATIONS:

- El Dorado Trail
- 🏫 Schnell School, El Dorado Adventist School
- 🌳 Lumsden Park, Lyon's Park



**TABLE A7 - 1: Proposed Sidewalk Improvements**

Area 7: Upper Broadway: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Schnell School Road	Broadway	North side of HWY 50	East	.20 mile/\$79,200
2	Broadway	Schnell School Rd	Smith Flat Road	South	.40 mile/\$158,400
3	Broadway	Smith Flat Road	Point View Drive	South	.85 mile/\$336,600
4	Cedar Ravine	Country Club Drive	Lyons park	Northeast	.35 mile/\$138,600
5	Wiltse Rd	Broadway	Lumsden Park	East	.40 mile/\$158,400

**AREA 7 TOTAL NEW CONSTRUCTION: 2.2 miles \$871,200**

## CHAPTER 1

### SIDEWALKS

#### SECTION:

- 8-1-1: Encroachments to Sidewalk Space
- 8-1-2: Sidewalk Repairs Required
- 8-1-3: Notice; Failure to Repair; Lien
- 8-1-4: Service of Notice
- 8-1-5: Action for Recovery of Lien

8-1-1: **ENCROACHMENTS TO SIDEWALK SPACE:** All electric light, telephone, telegraph or other poles and all trees, when such poles and trees stand within the space used for sidewalks, or in the surface drainways of the streets, and constitute obstructions thereto, are hereby declared to be nuisances. It shall be the duty of the Superintendent of Streets to demand, in writing, of the parties responsible therefor, that the obstructions be removed and in case of failure of the parties to so remove any of the obstructions within thirty (30) days after notification, the Superintendent of Streets shall proceed immediately thereafter to remove the obstructions. (Ord. 507, 8-9-01)

8-1-2: **SIDEWALK REPAIRS REQUIRED:** It shall be unlawful for any person owning or having charge or control of any building, lot or premises in the City fronting on any portion of an improved street or where a sidewalk is laid, to allow any portion of the sidewalk in front of the building, lot or premises to be out of repair, and the person must at all times keep the sidewalk in such condition that it will not endanger persons or property passing thereon, and will not interfere with public convenience in the use thereof. (Ord. 743, 9-24-51)

8-1-3: **NOTICE; FAILURE TO REPAIR; LIEN:** Whenever any sidewalk within the City becomes defective from want of repair or renewing, the Superintendent of Streets may, by notice in writing, notify the owner of the real property to renew or repair the sidewalk, specifying in the notice what repairs are required. After the expiration of ten (10) days time from the day of service of the notice, the City shall be deemed to have acquired jurisdiction to contract for the making of necessary repairs if such repairs be not commenced and diligently prosecuted to completion, and the Superintendent of Streets may enter into contract with any proper person to make the repairs at a reasonable price and at the expense of the City; and all such expenses with the cost of collecting the same shall become a lien upon all of the lots or subdivision of land that the sidewalk may be contiguous to; and the lien may be enforced and foreclosed as hereinafter provided. (Ord. 1480, 8-27-91)

8-1-4: **SERVICE OF NOTICE:** The notices provided for in this Chapter may be served personally by the Superintendent of Streets or by any citizen of the United States over the age of twenty one (21) years; or they may be served if the person upon whom service is to be made resides outside of the City, by the Superintendent by mail, by depositing the same in the United States post office in a sealed envelope, with the postage thereon prepaid, and directed to the person sought to be served, at his last known address or place of residence; and the certificate of the Superintendent of personal service or the affidavit of any other person as hereinbefore provided or in case of service by mail, the affidavit of the Superintendent as to the necessary facts as herein required, shall constitute prima facie evidence of service of the notice. In case the owner is a nonresident of the City, then the occupant of the property, if there is one, must also be served with a duplicate of the notice serviced by mail on the owner.

8-1-5: **ACTION FOR RECOVERY OF LIEN:** Whenever the Superintendent of Streets shall have caused any repairs to be made as in this Chapter provided, and the bills therefor shall have been presented to the Council, and the Council shall have ordered the same to be paid and a warrant upon the Treasurer to be drawn therefor, the Council may at the same time or at any subsequent meeting, order the Attorney to commence an action to recover the amount so ordered paid, and enforce and foreclose the lien of the City against the real property liable thereto. (Ord. 507, 8-9-01)



# Placerville Sidewalk Clean-up

## Help our community walk safely.

If you have a sidewalk in front of your residence, please do your part to keep it safe, clean and free from debris:

- Clear overgrown brush, weeds and shrubbery
- Trim low hanging tree branches
- Repair unsafe conditions such as large cracks, gaps, and uneven surfaces.
- Rake leaves

**FREE YARD WASTE PICKUP ON (Insert date here)**

*Dear Community Member,*

*The City of Placerville is currently developing a Pedestrian Master Plan with an overall goal of promoting convenient and safe pedestrian circulation throughout the City. While we recognize in many areas simple maintenance is only a fraction of necessary improvement, the first step toward improving the Placerville sidewalk system is to maintain the existing sidewalks to their best possible potential. [Current City Code places responsibility for sidewalk maintenance and repair with the abutting property owner, while the ultimate pedestrian master plan may alter this circumstance, currently the City relies on the property owner for the care of these facilities.] We appreciate your assistance in this effort.*

*Sincerely,  
Mayor*

TABLE 8 – City of Placerville Non-Motorized Transportation Plan

CITY OF PLACERVILLE EXISTING CONDITIONS					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Placerville Dr.	US 50 - Ray Lawyer	5 Foot shoulder, Class II Bike Lane	Sidewalk from Transit stop to Movie theater on North side, Sidewalk from Transit stop (Big 5) to Ray Lawyer on South side	Yes	Narrow Bridge at Hangtown Creek
Placerville Dr.	Ray Lawyer - Armory Dr.	No defined shoulder	Sidewalk on east side in front of Raley's		
Placerville Dr.	Armory Drive-Fair Lane	No defined shoulder	No sidewalk	N/A	
Ray Lawyer Dr.	Placerville Dr. - Fair Lane	5 Foot shoulder, Class II Bike Lane, obstructed by parking in some areas	Sidewalk on south side. Sidewalk on north side to Placer Village Apts	Yes	Bike Lane needs lane stencils, signs, no parking
Ray Lawyer Dr.	Fair Lane - Forni Road	5 Foot shoulder, Class II Bike Lane	Sidewalk on the west side	Yes	Needs bike lane signs
Forni Road	Placerville Dr. - Briw Ridge	4 foot shoulder to Lo-High Way	Sidewalk on south side	Yes	
Forni Road	Briw Ridge - Gold Nugget Way	2-4 foot shoulder	Sidewalk on south side in front of car dealership only	Yes	
Armory Drive	Placerville Dr. - Ray Lawyer	No shoulder	Sidewalk on north side near Shell station/Raley's	Yes	Park and Ride lot/major commuter transit stop
Fair Lane	Placerville Dr. - Ray Lawyer	Wide near government center, narrows toward Placerville Dr.	Sidewalks near government center	Yes	
Cold Springs Road	Placerville Dr. - Bud Ln	No shoulder	Sidewalk in front of DMV, north side	No	
Cold Springs Road	Bud Ln. - Woodbridge Ct.	Wide street, some narrow points	Two segments of unconnected sidewalk on north side	No	
Cold Springs Road	Woodbridge Ct. - City Limit	No shoulder	No sidewalks		Pierroz - Woodbridge North side informal walking path on shoulder
Pierroz Road	Cold Springs - Placerville Dr.	No shoulder	No sidewalks		
Middletown Road	Cold Springs - Canal Street	No shoulder	No sidewalks		Very narrow, near schools
Canal Street	Middletown - Lawson Way	No shoulder	No sidewalk, informal walking path on west side		
Canal Street	Lawson Way - Hilltop Dr.	No shoulder, narrow road	Asphalt path on west side		
Canal Street	Hilltop Dr. - Moulton Dr.	No shoulder, narrow road	No sidewalk	Crosswalk at Moulton Dr. has curb cut on north side	
Canal Street	Moulton Dr. - Bee Street	No shoulder, narrow road	Sidewalk on east side to Bee St., on south side from school extension to Bee St.	No curb cut at Lee Ct.	
Canal Street	Bee St. - US 50	No shoulder, narrow road	East side, entire length. West side segment missing.	Very low cut sidewalk	Both sides need maintenance in some areas
Canal St./US 50	Intersection	N/A	Crosswalk on east side	Yes	
Markham Dr.	Entire Length				
Moulton Dr.	Entire Length				
Bee Street	Canal St. -Hwy 49	Wide street - potential for Class II Lanes	Sidewalk on north side	Yes	
Combella Rd.	Middletown -Hwy 49	Wide street - potential for Class II Lanes	Sidewalk on south side from David Cir. to James Dr.	No curb cuts at south side crosswalks	2 mid-block crossings
Baker Road	Canal St. -Hwy 49/Coloma Street				
Coloma Street/Hwy 49	Hwy 193 - Bee Street	No shoulder	East side elevated hiking trail/sidewalk. No sidewalk on west side	Sidewalk areas either have curb cuts or are at same grade as roadway	Intersections with roadways on east side need crosswalks
Coloma Street/Hwy 49	Bee Street - Spring Street	No shoulder	Sidewalk on both sides	Yes	Sidewalk needs repair on east side

TABLE 8 – City of Placerville Non-Motorized Transportation Plan

CITY OF PLACERVILLE EXISTING CONDITIONS (continued)

STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Coloma Street	High Street/US 50 overcrossing - Spring Street	Narrow road, no shoulder	Sidewalk on both sides, elevated on the west side	Coloma/High Street intersection needs curb cuts on east side	Access to US 50 overcrossing at Quartz St. Elevated sidewalk on west side
Spring Street	US 50 - Coloma Street	No shoulder	Sidewalk on both sides		Elevated sidewalk on east side
Spring Street	Coloma Street - Tunnel Street	Wide Street - potential for Class II Lanes	Sidewalk on north and south side half way to Tunnel from Coloma	Coloma/Spring intersection has two of four curbs cut	South side needs clearing and weed removal
Spring Street	Tunnel Street - Pleasant Street	Wide Street - potential for Class II Lanes	Sidewalk on north side in front of El Dorado Professional Bldg, ends before Tunnel Street	No curb cuts	
Spring Street	Pleasant Street - Bedford	Street narrows, no shoulder	No sidewalk	Crosswalk at Union Street - no curb cuts	Crosswalk needs re-striping
Union Street	At Spring/Bedford	Intersection of US 50	Sidewalk on north side	No curb cuts at Spring or Bedford crosswalks	
Tunnel Street	Robin Ct. - Spring Street	Wide street - potential for Class II Lanes	Sidewalk on West side	No curb cut on Robin Court side (no sidewalk either)	Apartments in the area
Green Street	Tunnel Street - Coloma St.				
Bedford Ave.	Gold Bug Lane - Pleasant Street	No shoulder	Walking path on the East side	No	Path to Gold Bug Park
Bedford Ave. US 50 intersection	US 50 area	No striping for traffic shoulder	Sidewalk on north side	No	Access to US 50 ped overcrossing
Bedford Ave.	Pleasant St. - US 50	Narrow road, no shoulder	Sidewalk on both sides halfway. Both end between Coleman and Pleasant Streets	No curb cuts at crosswalk near overcrossing	Access to US 50 ped overcrossing
Coleman Rd.	Bedford Ave. - Clay Street	Narrow road, no shoulder	No sidewalk	N/A	
Clay Street	Main Street - Grand View	No shoulder	Sidewalk on west side to Grandview. East side sidewalk ends before Grandview	N/A	
Clay Street	Grand View - Coleman Street	Narrow road, no shoulder	No sidewalk	N/A	
Clay Street	Coleman Street – Arizona Way	Wide street - potential for Class II Lanes where parking restricted	Sidewalk on east side	Yes	Roadway needs traffic calming
Clay Street	Arizona Way - Mosquito Road	No shoulder, parking permitted in some areas	Sidewalk on west side	Yes	Needs crosswalks where sidewalk changes sides
Mosquito Rd.	Broadway St. – Clay Street	No shoulder	Sidewalk in front of Placerville Station	Yes	
Mosquito Rd.	Clay St. - Dimity Ln.	Wide roadway - potential for Class II Lanes	Sidewalk in front of EID bldg.	Yes	
Dimity Lane	Mosquito - Carson Road	No shoulder	No sidewalk	N/A	
Carson Road	Dimity Lane - Broadway	No shoulder	No sidewalk	N/A	
Carson Road	Dimity Lane - Schnell School Road	No shoulder	No sidewalk	N/A	
Schnell School Road	Broadway-Schnell School	Class II potential with 10' lanes	Sidewalk on west side through US 50 interchange, on east side after interchange	Yes	
Schnell School Road	Schnell School - Carson Road	Class II potential with 10' lanes	Sidewalk on both sides	Yes	
Main Street	City Limit - Spring Street	Should be Class II as a component of US 50 Ops project	No sidewalk		
Main Street	Spring Street - Pacific St.	Narrow with parking	Sidewalk on both sides	No curb cut at crosswalk on south side of Main at Main/Spring St. crosswalk. Cuts exist on the north side	

TABLE 8 – City of Placerville Non-Motorized Transportation Plan					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	STREET NAME	CURB CUTS	MISC/OTHER
Main Street	Pacific Street - Sacramento St.	No shoulder	Sidewalk on both sides	Yes	
Main Street	Sacramento St. - Bedford Ave	Narrow with parking	Sidewalk on both sides	No curb cuts at City Hall crosswalk	
Main Street	Bedford Ave. - Clay Street	Narrow, parking in some areas	Sidewalk on both sides	Soda Factory crosswalk needs curb cuts - Clay Street crosswalk needs curb cuts (both problems could be addressed through roundabout project)	
Main Street	Clay Street - Cedar Ravine	No shoulder	Sidewalk on both sides	None at Cedar Ravine/Main (could be addressed through roundabout project)	
Main Street	Clay Street - Mosquito Rd.	No shoulder			
Chapell Street	Main St - Sacramento St.	Wide street, on street parking in some areas	Sidewalk on both sides	Yes	
Pacific Street	Sacramento St. - Benham St.	Wide street, on street parking in some areas	Sidewalk on both sides	Yes	
Pacific Street	Benham St. - Clark St.	Potential for Class II Lanes			
Pacific Street	Clark St. - Cedar Ravine	Wide street - potential for Class II Lanes	Sidewalk on south side from Clark Street to Cedar Ravine	No curb cut on north side of Pacific at Cedar Ravine, No curb cut at Pacific and Clark	Needs maintenance - overgrown and in disrepair.
Broadway	Mosquito Rd. - Carson Rd.	Narrow road, no shoulder	Sidewalk on south side only from Mosquito to Carson Road		
Broadway	Carson Rd - Schnell School Road	No shoulder	Sidewalk on both sides, north side ends at Wiltse		
Broadway	Schnell School Road - Smith Flat Road	2-4 foot shoulder on south side only	Sidewalk on north side in front of businesses only		
Broadway	Smith Flat Rd. - Airport Road	No shoulder	No sidewalk	N/A	
Broadway	Airport Road - Point View Drive	No shoulder	No sidewalk	N/A	
Fiske St.	Entire Length				
Benham St.	Pacific Street - Parkview Ct.	Narrow with parking	Sidewalk on both sides	No curb cuts at Pacific Street	
Sierra Drive	Coon Hollow School - Gilmore Street				
Gilmore Rd.	Sierra Drive - Sacramento St.				
Clark St.	Pacific St. - Rotary Park	No shoulder	Sidewalk from Pacific Street to Adams Way on East side	No curb cut at Adams Way	
Cedar Ravine	Main Street - Pacific St.	No shoulder	Sidewalk from Pacific to Main on West side	Needs curb cut at Pacific Street	
Cedar Ravine	Pacific Street - Thompson St.	No shoulder	Sidewalk from Pacific to Thompson on West Side	Crosswalk at Thompson (school route)	
Cedar Ravine	Thompson St. - Victor Ct.	No shoulder	Sidewalk to Victor Ct. on West side	Curb cut at crosswalk at Thompson, but not on the Cedar Ravine side	
Cedar Ravine	Victor Ct. - Marshall Way	No shoulder	Sidewalk from Victor Ct. to Marshall on East side	Crosswalk at Victor Ct. has curb cuts	
Cedar Ravine	Marshall Way - Country Club Drive	No shoulder	Small segment of sidewalk near Washington		
Cedar Ravine	Country Club Drive - Lions Park	2-4 foot shoulder	No sidewalk	N/A	
Thompson Street	Cedar Ravine - Sheridan Street	2-4 foot shoulder on South side to Sierra School	Sidewalk in front of Sierra School		

<b>TABLE 8 – City of Placerville Non-Motorized Transportation Plan</b>					
<b>CITY OF PLACERVILLE EXISTING CONDITIONS (continued)</b>					
<b>STREET NAME</b>	<b>FROM-TO</b>	<b>SHOULDER WIDTH</b>	<b>STREET NAME</b>	<b>CURB CUTS</b>	<b>MISC/OTHER</b>
Sheridan Street	Thompson St. - Main St.	Shoulder on West side			
Marshall Way	Cedar Ravine - Corker Street	Sufficient shoulder for Class II Lanes to the Hospital	Sidewalk on the north side halfway to Fowler	Yes at Cedar Ravine	
Marshall Way	Fowler Way - Corker	Sufficient shoulder for Class II Lanes to the Hospital	Sidewalk on north side half way from Corker to Fowler	Yes at Corker	
Washington Street	Cedar Ravine - Spanish Ravine Road	No shoulder	No sidewalk	N/A	
Wiltse Road	Lumsdsen Park - Broadway				
Corker Street	Entire Length				
Turner Street	Entire Length	Narrow - no shoulder	No sidewalk	N/A	
Country Club Dr.	Cedar Ravine - Sean Drive	Wide street with on street parking	Sidewalk on north side	Rolled curbs	
Country Club Dr.	Sean Drive - Barrett Drive	Wide street with on street parking	Sidewalk on north side to Barrett Drive	Rolled curbs	

**ATTACHMENT F****EXHIBIT 10-I NOTICE TO PROPOSERS DBE INFORMATION**

The Agency has established a DBE goal for this Contract of 5.5%

OR

The Agency has not established a goal for this Contract. However, proposers are encouraged to obtain DBE participation for this contract.

**1. TERMS AS USED IN THIS DOCUMENT**

- The term “Disadvantaged Business Enterprise” or “DBE” means a for-profit small business concern owned and controlled by a socially and economically disadvantaged person(s) as defined in Title 49, Code of Federal Regulations (CFR), Part 26.5.
- The term “Agreement” also means “Contract.”
- Agency also means the local entity entering into this contract with the Contractor or Consultant.
- The term “Small Business” or “SB” is as defined in 49 CFR 26.65.

**2. AUTHORITY AND RESPONSIBILITY**

- A. DBEs and other small businesses are strongly encouraged to participate in the performance of Contracts financed in whole or in part with federal funds (See 49 CFR 26, “Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs”). The Consultant must ensure that DBEs and other small businesses have the opportunity to participate in the performance of the work that is the subject of this solicitation and should take all necessary and reasonable steps for this assurance. The proposer must not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts.
- B. Proposers are encouraged to use services offered by financial institutions owned and controlled by DBEs.

**3. SUBMISSION OF DBE INFORMATION**

If there is a DBE goal on the contract, Exhibit 10-O1 *Consultant Proposal DBE Commitment* must be included in the Request for Proposal. In order for a proposer to be considered responsible and responsive, the proposer must make good faith efforts to meet the goal established for the contract. If the goal is not met, the proposer must document adequate good faith efforts. All DBE participation will be counted towards the contract goal; therefore, all DBE participation shall be collected and reported.

Exhibit 10-O2 *Consultant Contract DBE Information* must be included with the Request for Proposal. Even if no DBE participation will be reported, the successful proposer must execute and return the form.

**4. DBE PARTICIPATION GENERAL INFORMATION**

It is the proposer’s responsibility to be fully informed regarding the requirements of 49 CFR, Part 26, and the Department’s DBE program developed pursuant to the regulations. Particular attention is directed to the following:

- A. A DBE must be a small business firm defined pursuant to 13 CFR 121 and be certified through the California Unified Certification Program (CUCP).

- B. A certified DBE may participate as a prime consultant, subconsultant, joint venture partner, as a vendor of material or supplies, or as a trucking company.
- C. A DBE proposer not proposing as a joint venture with a non-DBE, will be required to document one or a combination of the following:
  - 1. The proposer is a DBE and will meet the goal by performing work with its own forces.
  - 2. The proposer will meet the goal through work performed by DBE subconsultants, suppliers or trucking companies.
  - 3. The proposer, prior to proposing, made adequate good faith efforts to meet the goal.
- D. A DBE joint venture partner must be responsible for specific contract items of work or clearly defined portions thereof. Responsibility means actually performing, managing, and supervising the work with its own forces. The DBE joint venture partner must share in the capital contribution, control, management, risks and profits of the joint venture commensurate with its ownership interest.
- E. A DBE must perform a commercially useful function pursuant to 49 CFR 26.55, that is, a DBE firm must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work.
- F. The proposer shall list only one subconsultant for each portion of work as defined in their proposal and all DBE subconsultants should be listed in the bid/cost proposal list of subconsultants.
- G. A prime consultant who is a certified DBE is eligible to claim all of the work in the Contract toward the DBE participation except that portion of the work to be performed by non-DBE subconsultants.

## 5. RESOURCES

- A. The CUCP database includes the certified DBEs from all certifying agencies participating in the CUCP. If you believe a firm is certified that cannot be located on the database, please contact the Caltrans Office of Certification toll free number 1-866-810-6346 for assistance.
- B. Access the CUCP database from the Department of Transportation, Office of Business and Economic Opportunity Web site at: <http://www.dot.ca.gov/hq/bep/>.
  - 1. Click on the link in the left menu titled *Disadvantaged Business Enterprise*;
  - 2. Click on Search for a DBE Firm link;
  - 3. Click on *Access to the DBE Query Form* located on the first line in the center of the page.

Searches can be performed by one or more criteria. Follow instructions on the screen.

## 6. MATERIALS OR SUPPLIES PURCHASED FROM DBES COUNT TOWARDS THE DBE GOAL UNDER THE FOLLOWING CONDITIONS:

- A. If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies. A DBE manufacturer is a firm that operates or maintains a factory, or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract and of the general character described by the specifications.
- B. If the materials or supplies purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies. A DBE regular dealer is a firm that owns, operates or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the Contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a DBE regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the

purchase and sale or lease of the products in question. A person may be a DBE regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone or asphalt without owning, operating or maintaining a place of business provided in this section.

- C. If the person both owns and operates distribution equipment for the products, any supplementing of regular dealers' own distribution equipment shall be, by a long-term lease agreement and not an ad hoc or Agreement-by-Agreement basis. Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not DBE regular dealers within the meaning of this section.
- D. Materials or supplies purchased from a DBE, which is neither a manufacturer nor a regular dealer, will be limited to the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on the job site, provided the fees are reasonable and not excessive as compared with fees charged for similar services.

**EXHIBIT 10-01 CONSULTANT PROPOSAL DBE COMMITMENT**

(Inclusive of all DBEs listed at bid proposal. Refer to instructions on the reverse side of this form)

<b>Consultant to Complete this Section</b>			
1. Local Agency Name: _____			
2. Project Location: _____			
3. Project Description: _____			
4. Consultant Name: _____			
5. Contract DBE Goal %: _____			
<b>DBE Commitment Information</b>			
6. Description of Services to be Provided	7. DBE Firm Contact Information	8. DBE Cert. Number	9. DBE %
<b>Local Agency to Complete this Section</b>		10. Total % Claimed	_____ %
16. Local Agency Contract Number: _____			
17. Federal-aid Project Number: _____			
18. Proposed Contract Execution Date: _____			
Local Agency certifies that all DBE certifications are valid and the information on this form is complete and accurate:		11. Preparer's Signature _____	
19. Local Agency Representative Name (Print) _____		12. Preparer's Name (Print) _____	
20. Local Agency Representative Signature _____		13. Preparer's Title _____	
21. Date _____		14. Date _____	
22. Local Agency Representative Title _____		15. (Area Code) Tel. No. _____	
23. (Area Code) Tel. No. _____			

**Distribution:** (1) Original – Consultant submits to local agency with proposal  
 (2) Copy – Local Agency files

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**INSTRUCTIONS - CONSULTANT PROPOSAL DBE COMMITMENT****Consultant Section**

*The Consultant shall:*

1. **Local Agency Name** – Enter the name of the local or regional agency that is funding the contract.
2. **Project Location** - Enter the project location as it appears on the project advertisement.
3. **Project Description** - Enter the project description as it appears on the project advertisement (Bridge Rehab, Seismic Rehab, Overlay, Widening, etc.).
4. **Consultant Name** - Enter the consultant's firm name.
5. **Contract DBE Goal %** - Enter the contract DBE goal percentage, as it was reported on the Exhibit 10-I *Notice to Proposers DBE Information* form. See LAPM Chapter 10.
6. **Description of Services to be Provided** - Enter item of work description of services to be provided. Indicate all work to be performed by DBEs including work performed by the prime consultant's own forces, if the prime is a DBE. If 100% of the item is not to be performed or furnished by the DBE, describe the exact portion to be performed or furnished by the DBE. See LAPM Chapter 9 to determine how to count the participation of DBE firms.
7. **DBE Firm Contact Information** - Enter the name and telephone number of all DBE subcontracted consultants. Also, enter the prime consultant's name and telephone number, if the prime is a DBE.
8. **DBE Cert. Number** - Enter the DBEs Certification Identification Number. All DBEs must be certified on the date bids are opened. (DBE subcontracted consultants should notify the prime consultant in writing with the date of the decertification if their status should change during the course of the contract.)
9. **DBE %** - Percent participation of work to be performed or service provided by a DBE. Include the prime consultant if the prime is a DBE. See LAPM Chapter 9 for how to count full/partial participation.
10. **Total % Claimed** – Enter the total DBE participation claimed. If the Total % Claimed is less than item "6. Contract DBE Goal", an adequately documented Good Faith Effort (GFE) is required (see Exhibit 15-H *DBE Information - Good Faith Efforts* of the LAPM).
11. **Preparer's Signature** – The person completing this section of the form for the consultant's firm must sign their name.
12. **Preparer's Name (Print)** – Clearly enter the name of the person signing this section of the form for the consultant.
13. **Preparer's Title** - Enter the position/title of the person signing this section of the form for the consultant.
14. **Date** - Enter the date this section of the form is signed by the preparer.
15. **(Area Code) Tel. No.** - Enter the area code and telephone number of the person signing this section of the form for the consultant.

**Local Agency Section:**

*The Local Agency representative shall:*

16. **Local Agency Contract Number** - Enter the Local Agency Contract Number.
17. **Federal-Aid Project Number** - Enter the Federal-Aid Project Number.
18. **Contract Execution Date** - Enter date the contract was executed and Notice to Proceed issued. See LAPM Chapter 10, page 23.
19. **Local Agency Representative Name (Print)** - Clearly enter the name of the person completing this section.
20. **Local Agency Representative Signature** - The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
21. **Date** - Enter the date the Local Agency Representative signs the form.
22. **Local Agency Representative Title** - Enter the position/title of the person signing this section of the form.
23. **(Area Code) Tel. No.** - Enter the area code and telephone number of the Local Agency representative signing this section of the form.



**ATTACHMENT H****INSTRUCTIONS FOR COMPLETING EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES**

This disclosure form shall be completed by the reporting entity, whether subawardee or prime federal recipient at the initiation or receipt of covered federal action or a material change to previous filing pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for such payment or agreement to make payment to lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress an officer or employee of Congress or an employee of a Member of Congress in connection with a covered federal action. Attach a continuation sheet for additional information if the space on the form is inadequate. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered federal action for which lobbying activity is or has been secured to influence, the outcome of a covered federal action.
2. Identify the status of the covered federal action.
3. Identify the appropriate classification of this report. If this is a follow-up report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last, previously submitted report by this reporting entity for this covered federal action.
4. Enter the full name, address, city, state, and zip code of the reporting entity. Include Congressional District if known. Check the appropriate classification of the reporting entity that designates if it is or expects to be a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the first tier. Subawards include but are not limited to: subcontracts, subgrants, and contract awards under grants.
5. If the organization filing the report in Item 4 checks "Subawardee" then enter the full name, address, city, state, and zip code of the prime federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organization level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the federal program name or description for the covered federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans and loan commitments.
8. Enter the most appropriate federal identifying number available for the federal action identification in item 1 (e.g., Request for Proposal (RFP) number, Invitation for Bid (IFB) number, grant announcement number, the contract grant. or loan award number, the application/proposal control number assigned by the federal agency). Include prefixes, e.g., "RFP-DE-90-001."
9. For a covered federal action where there has been an award or loan commitment by the Federal agency, enter the federal amount of the award/loan commitments for the prime entity identified in item 4 or 5.
10. Enter the full name, address, city, state, and zip code of the lobbying entity engaged by the reporting entity identified in Item 4 to influence the covered federal action.
11. Enter the full names of the individual(s) performing services and include full address if different from 10 (a). Enter Last Name, First Name and Middle Initial (MI).
12. Enter the amount of compensation paid or reasonably expected to be paid by the reporting entity (Item 4) to the lobbying entity (Item 10). Indicate whether the payment has been made (actual) or will be made (planned). Check all boxes that apply. If this is a material change report, enter the cumulative amount of payment made or planned to be made.
13. Check all boxes that apply. If payment is made through an in-kind contribution, specify the nature and value of the in-kind payment.
14. Check all boxes that apply. If other, specify nature.
15. Provide a specific and detailed description of the services that the lobbyist has performed or will be expected to perform and the date(s) of any services rendered. Include all preparatory and related activity not just time spent in actual contact with federal officials. Identify the federal officer(s) or employee(s) contacted or the officer(s) employee(s) or Member(s) of Congress that were contacted.
16. Check whether or not a continuation sheet(s) is attached.
17. The certifying official shall sign and date the form, and print his/her name title and telephone number.

Public reporting burden for this collection of information is estimated to average 30-minutes per response, including time for reviewing instruction, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, D.C. 20503. SF-LLL-Instructions Rev. 06-04