

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

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Adopted by the Placerville City Council on October 12, 2010

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

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CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION PLAN

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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

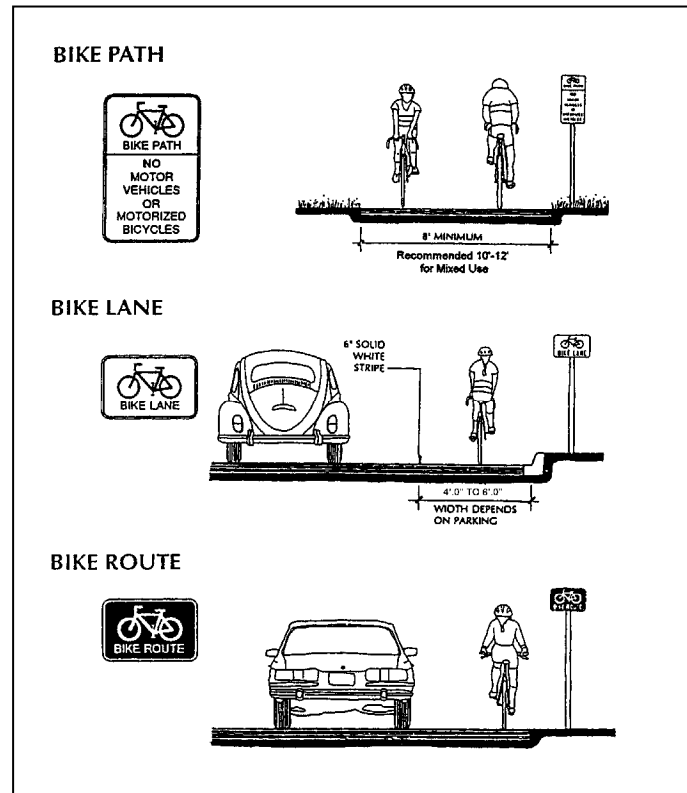
The most commonly used bikeway design standards are contained in the Caltrans Highway Design Manual, Chapter 1000 – Bikeway Planning and Design, dated September 1, 2006. The Caltrans standards are based largely on standards developed by the American Association of State Highway and Transportation Officials (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:

TABLE 1	
El Dorado County Bicycle Advisory Committee Ratified by EDCTC October 2, 2008	
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.

TABLE 2	
Caltrans requirement	Section/Description.....Location
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

TABLE 2 (continued)	
Caltrans requirement	Section/Description.....Location
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

TABLE 2 (continued)	
Caltrans requirement	Section/Description.....Location
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 ImprovementsChapter 5, page 10 Priority ProjectsChapter 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 ExpendituresChapter 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.

TABLE 3				
West Slope El Dorado County Population				
	2005	2013	2018	2035
El Dorado County	154,428	182,087	194,832	225,032
Placerville	13,646	14,761	15,654	18,179
Unincorporated	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.

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

Location	Bike Racks Present	Bike Lockers Present	Other Amenities
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:

Incorporated Cities and type of Roadway	Collisions			
	Pedestrian Involved		Bicycle Involved	
	Fatal	Injury	Fatal	Injury
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
County Total	0	25	0	35

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 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.

TABLE 7						
City of Placerville Area Participation in Annual May is Bike Month Campaign (Zip Code 95667)						
Year	Residential Zip Code	Number of Participating Residents	Total Commute Miles Logged	Total Errand Miles Logged	Total Recreation Miles Logged	Total Miles Logged
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.

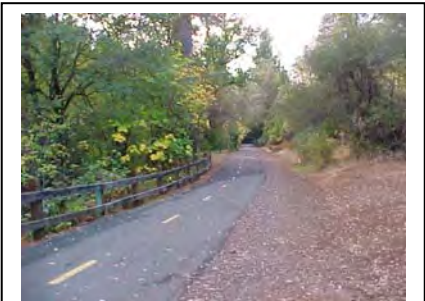
4.1 Non-Motorized Facilities in the City of Placerville

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

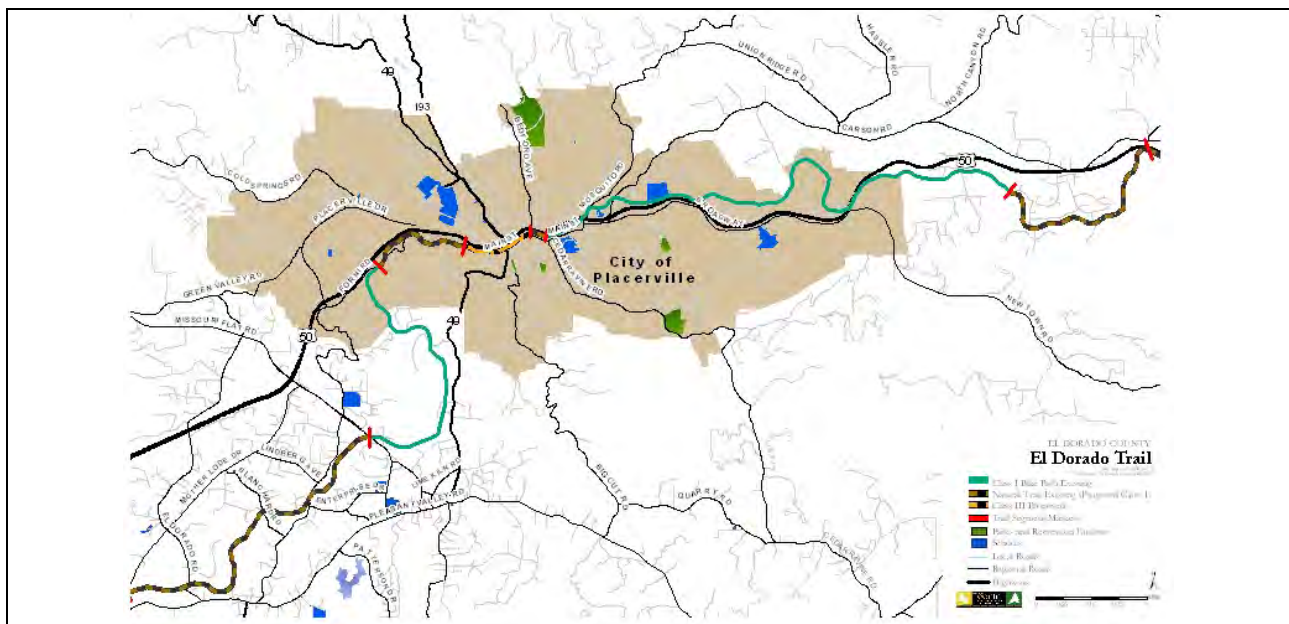
The prominent Class I Bike Path that traverses the City from Clay Street in downtown Placerville to the eastern City limit is known as the El Dorado Trail. The El Dorado Trail segment within the City is over two miles long. The trailhead at the Placerville Station Park and Ride Lot at Mosquito Road is 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.

TABLE 8		
Bike Lockers in the City of Placerville		
Location	Number of Lockers	Number in use June 2010
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.

TABLE 9		
Completed Bikeway Projects/Past Expenditures		
Location	Facility Type	Cost/Funding Source
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

TABLE 10

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 – 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

TABLE 10					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
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	

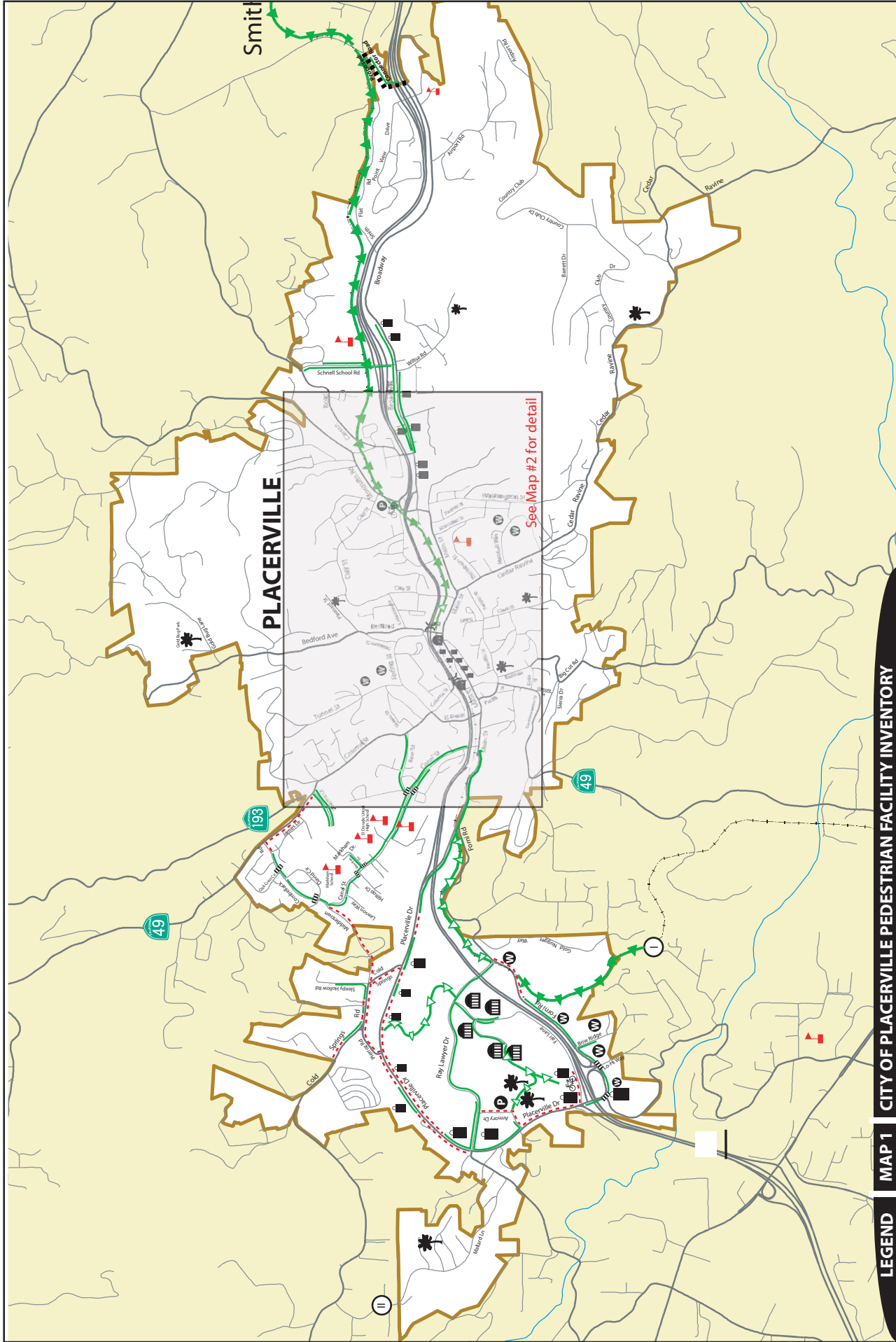
TABLE 10					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Combella Rd.	Middletown – Hwy 49	Wide street - potential for Class II Lanes	Sidewalk on south side from David Cir. to James Dr.	No curb cuts at south side crosswalks	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	

TABLE 10					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
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	

TABLE 10					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
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		

STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
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		

TABLE 10					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
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	

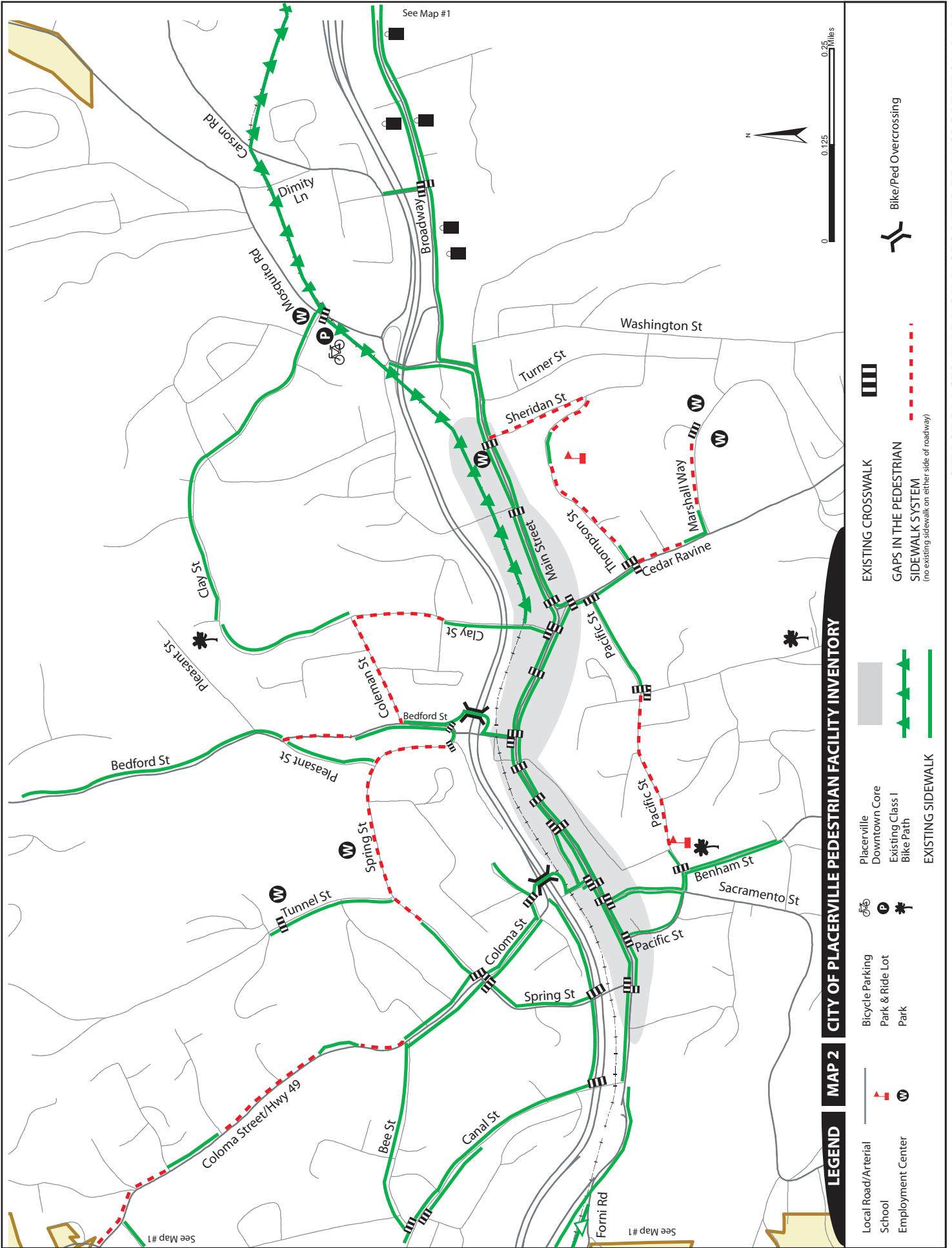


LEGEND

- 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



LEGEND MAP 2 CITY OF PLACERVILLE PEDESTRIAN FACILITY INVENTORY

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

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

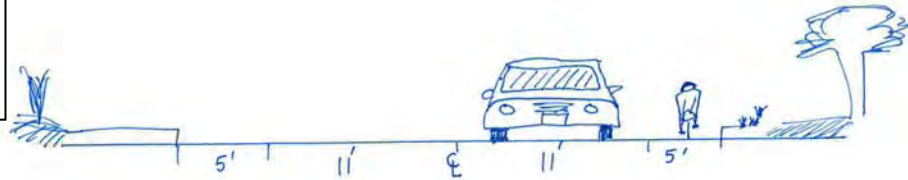
As a component of the 2010 Non Motorized Transportation Plan Update, staff conducted an analysis of the NMTP's proposed Class II Roadway segments. The analysis included roadway site visits and curb-to-curb roadway measurements. It was determined that a few of the roadway segments proposed in the 2005 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

2010 NMTP Proposed Class II Bike Lane Changes			
Roadway	Segment	2005 NMTP Proposal	2010 NMTP Proposal
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.



TABLE 13		
Existing Multi-Modal Centers	Location	Amenities
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:

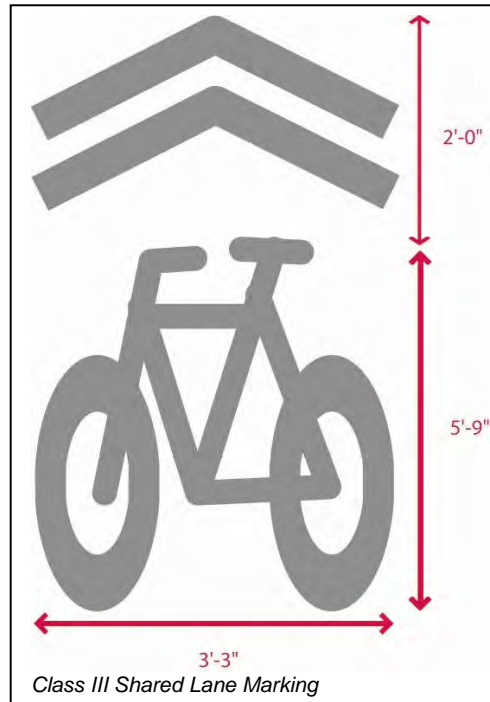
Section 9C.103(CA) Shared Roadway Bicycle Marking

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.



A midtown Sacramento landscaped pedestrian refuge with reflective crosswalk

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 widow 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

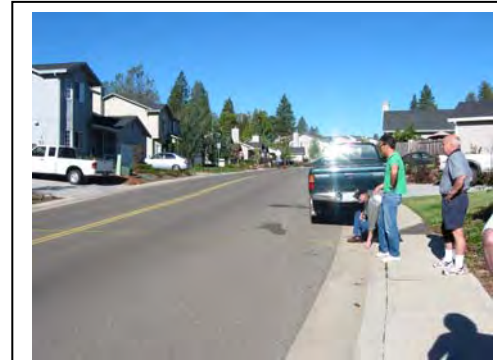
5.6.4 Recommendations for Pedestrian Friendly Development in the City of Placerville

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

TABLE 14			
PROPOSED BIKEWAY FACILITIES - CLASS II BIKE LANES			
ROADWAY, ROUTE OR PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	NOTES
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	
TOTAL CLASS II BIKE LANES PROPOSED		8.55 MILES	

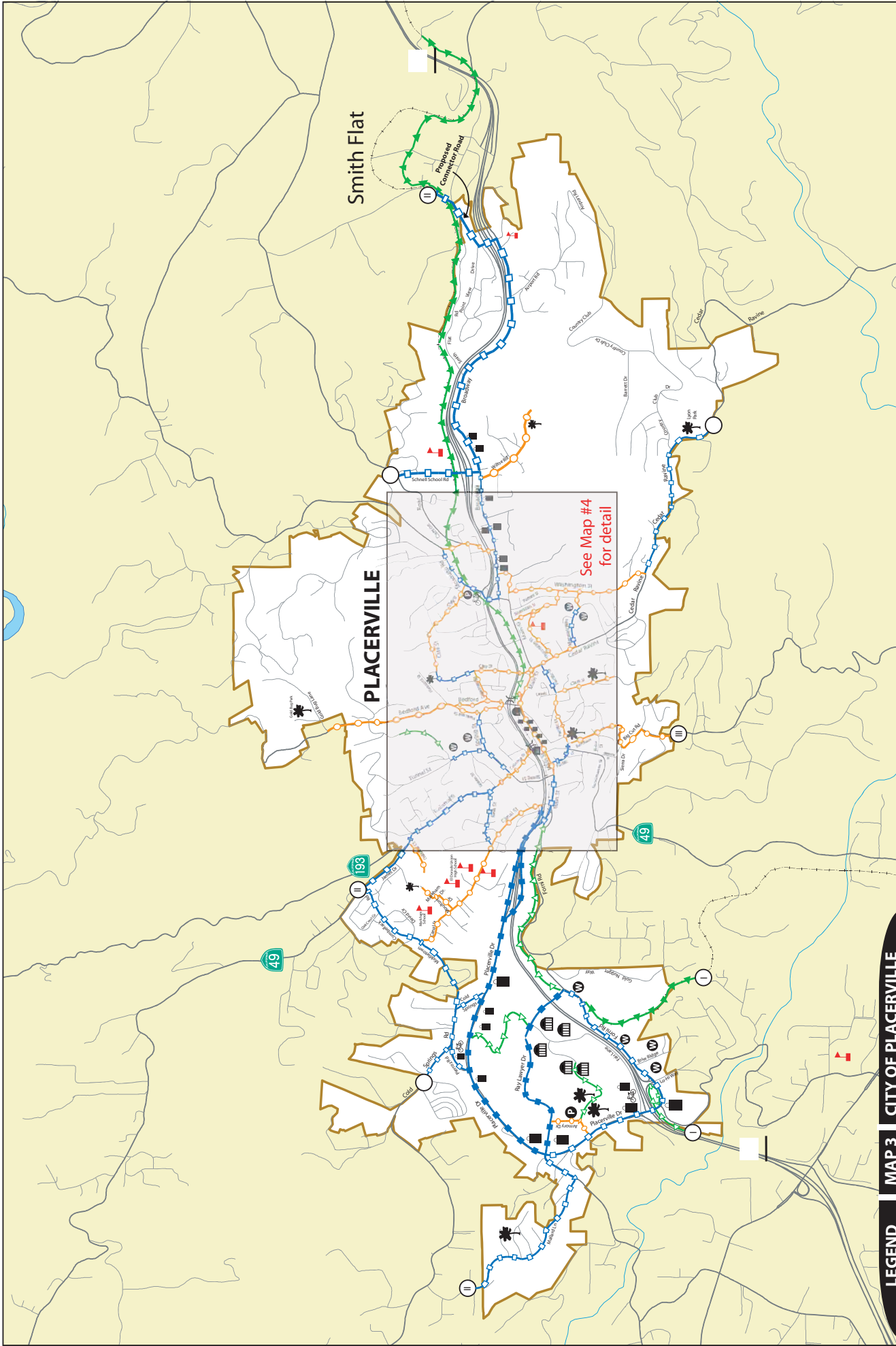
TABLE 15			
PROPOSED BIKEWAY FACILITIES - CLASS III BIKE ROUTES			
ROADWAY, ROUTE OR PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	NOTES
Armory Drive	Entire length	.25	
Canal Street	Entire length	.75	
Bedford Ave	Pleasant Street to Gold Bug Park	.75	
Moulton Drive/Markham Drive	Entire length	.25	
Coloma 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	
TOTAL CLASS III BIKE ROUTES PROPOSED		5.95 MILES	

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

TABLE 16			
PROPOSED BIKEWAY FACILITIES - CLASS I BIKE PATHS			
ROADWAY, ROUTE OR PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	MISCELLANEOUS
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
TOTAL CLASS I BIKE PATHS PROPOSED		2.35 MILES	

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

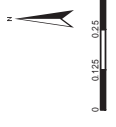
- Bicycle Parking
- Government Center
- Park & Ride Lot
- Park

- CLASS I BIKE PATH
- Existing
- Proposed

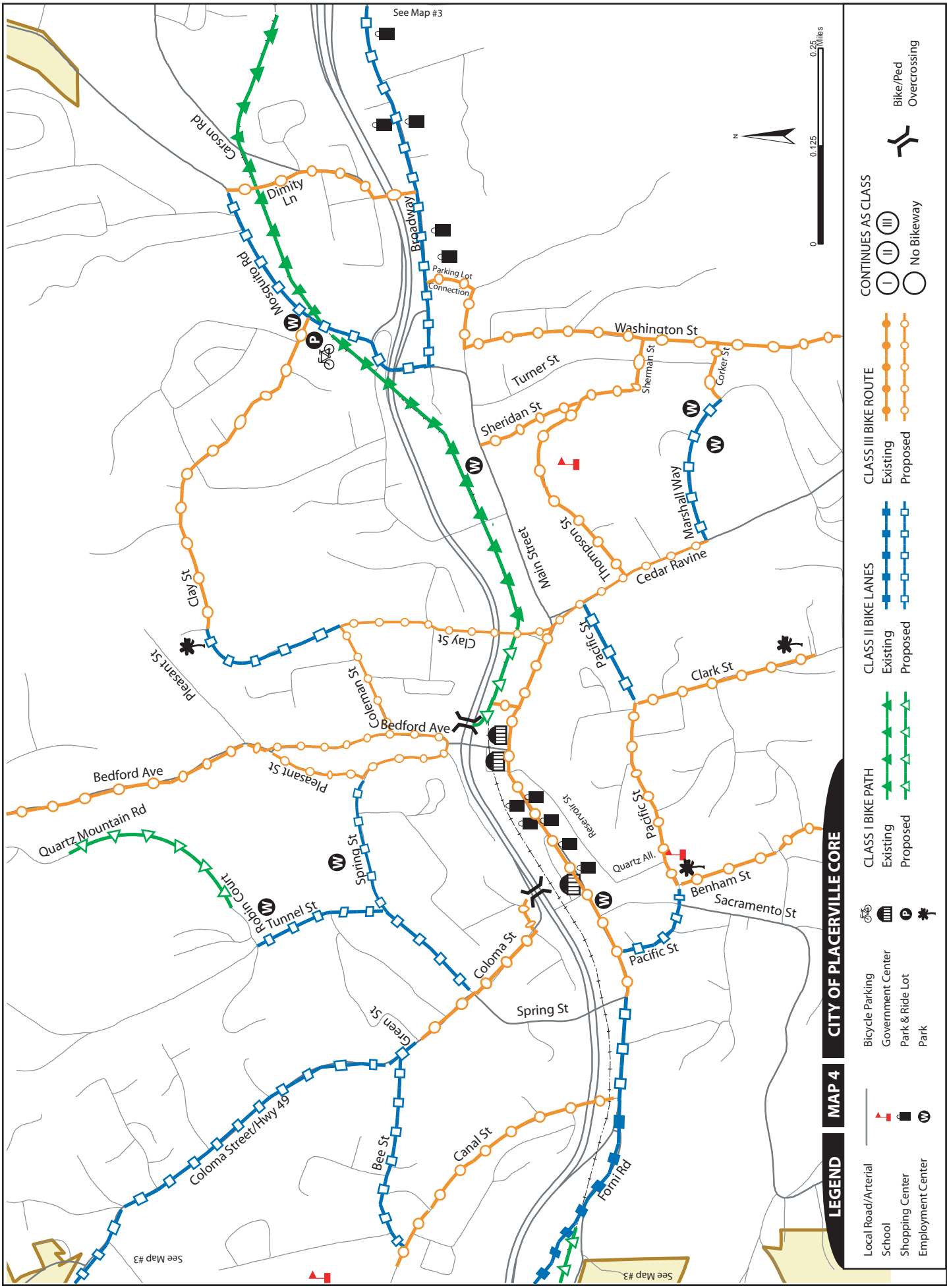
- CLASS II BIKE LANES
- Existing
- Proposed

- CLASS III BIKE ROUTE
- Existing
- Proposed

- CONTINUES AS CLASS
- I
- II
- III
- No Bikeway



See Map #4
for detail



LEGEND MAP 4 CITY OF PLACERVILLE CORE

- 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
- 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.

TABLE 18	
City of Placerville Bikeway Cost Estimates	
Facility Type	Estimated Cost Per Mile
CLASS I BIKE PATH <ul style="list-style-type: none"> • 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.) 	\$400,000
CLASS II BIKE LANES <ul style="list-style-type: none"> • 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 • 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 	\$25,000 \$300,000
CLASS III BIKE ROUTE <ul style="list-style-type: none"> • Signing only • 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 	\$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.

PROJECT OR ROADWAY	SEGMENT	DISTANCE/COST ESTIMATE
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.

Facility Type	Miles Proposed	Approximate Funding Need
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 21st 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.

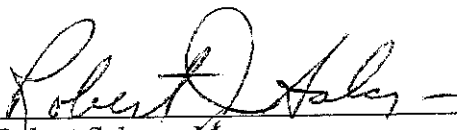
The foregoing Resolution was adopted at a regular meeting of the City Council of the City of Placerville held on September 23, 2003, by Councilmember Washburn, who moved its adoption. The motion was seconded by Councilmember Lishman. A poll vote was taken which stood as follows:

AYES: Colvin, Lishman, Rivas, Salazar, Washburn

NOES: None

ABSTAIN: None

ABSENT: None



Robert Salazar, Mayor

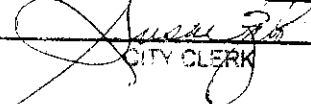
ATTEST:



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 26th DAY OF Sept 2003



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

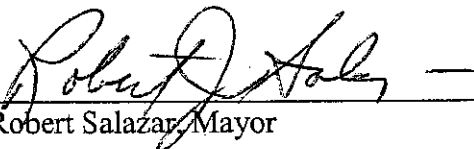
WHEREAS, the City Council believes that the Goals and Objectives as proposed by the Advisory Committee represent appropriate goals and objectives to be included in such a plan.

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

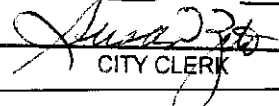

Robert Salazar, Mayor

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

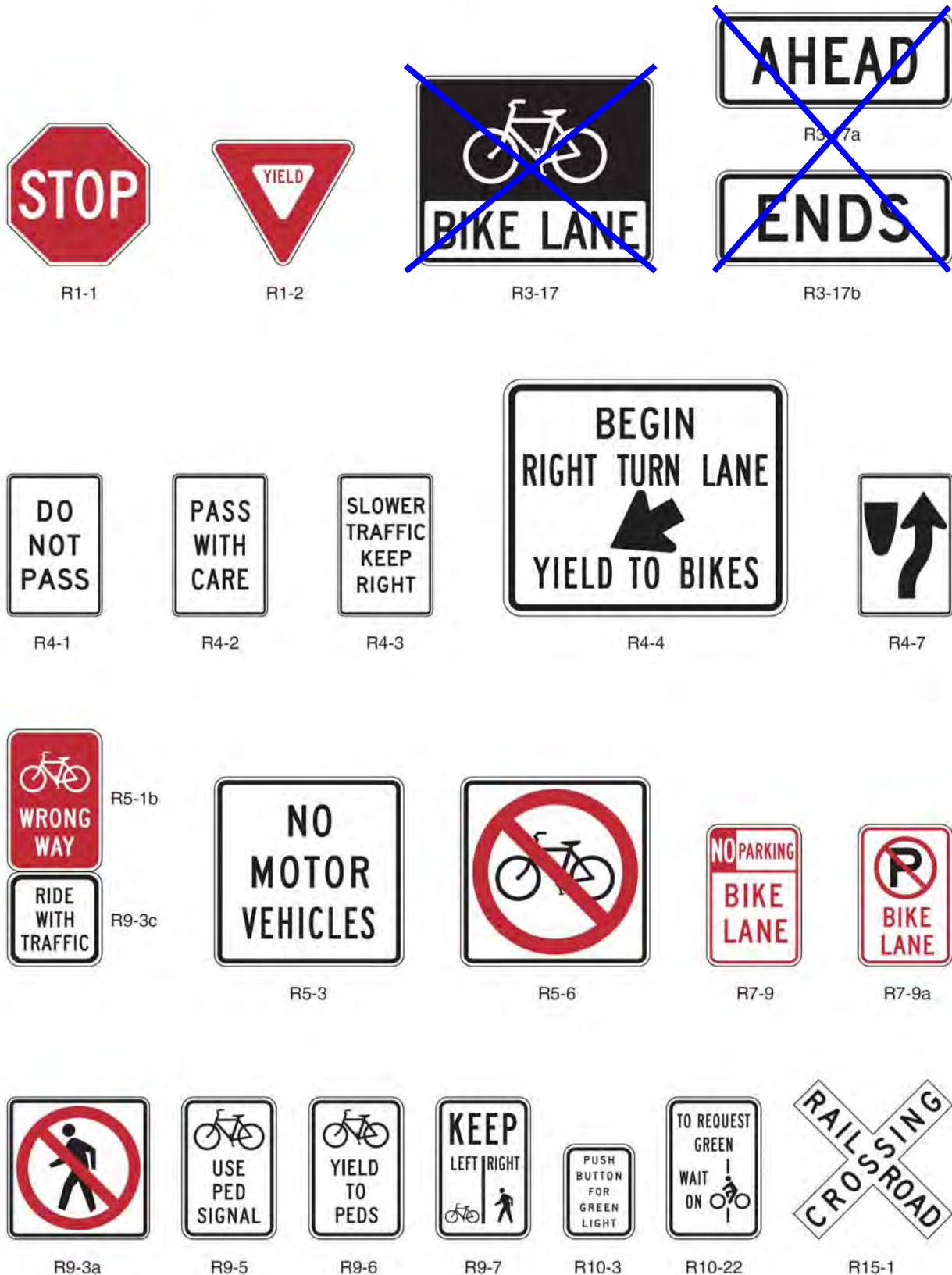


Figure 9B-2 (CA). California Regulatory Signs for Bicycle Facilities



R44A (CA)



R44B (CA)



R44C (CA)



R62C (CA)



R81 (CA)



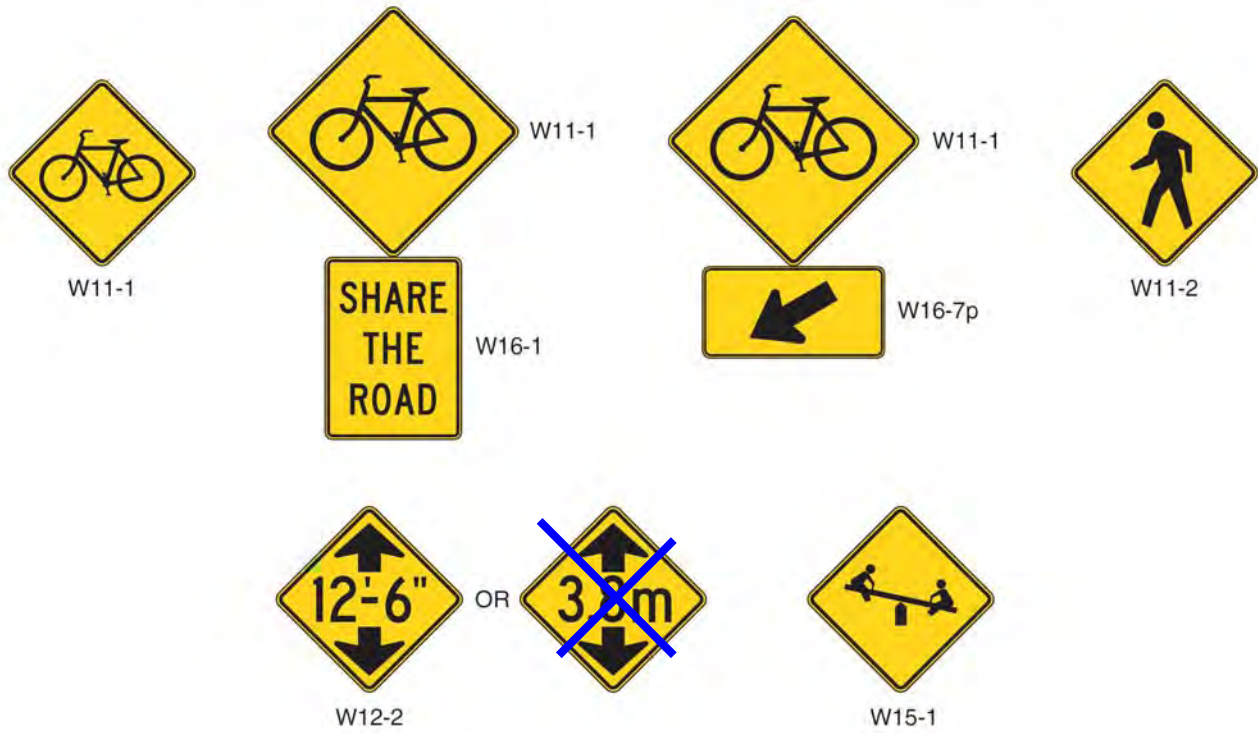
R81A (CA)



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

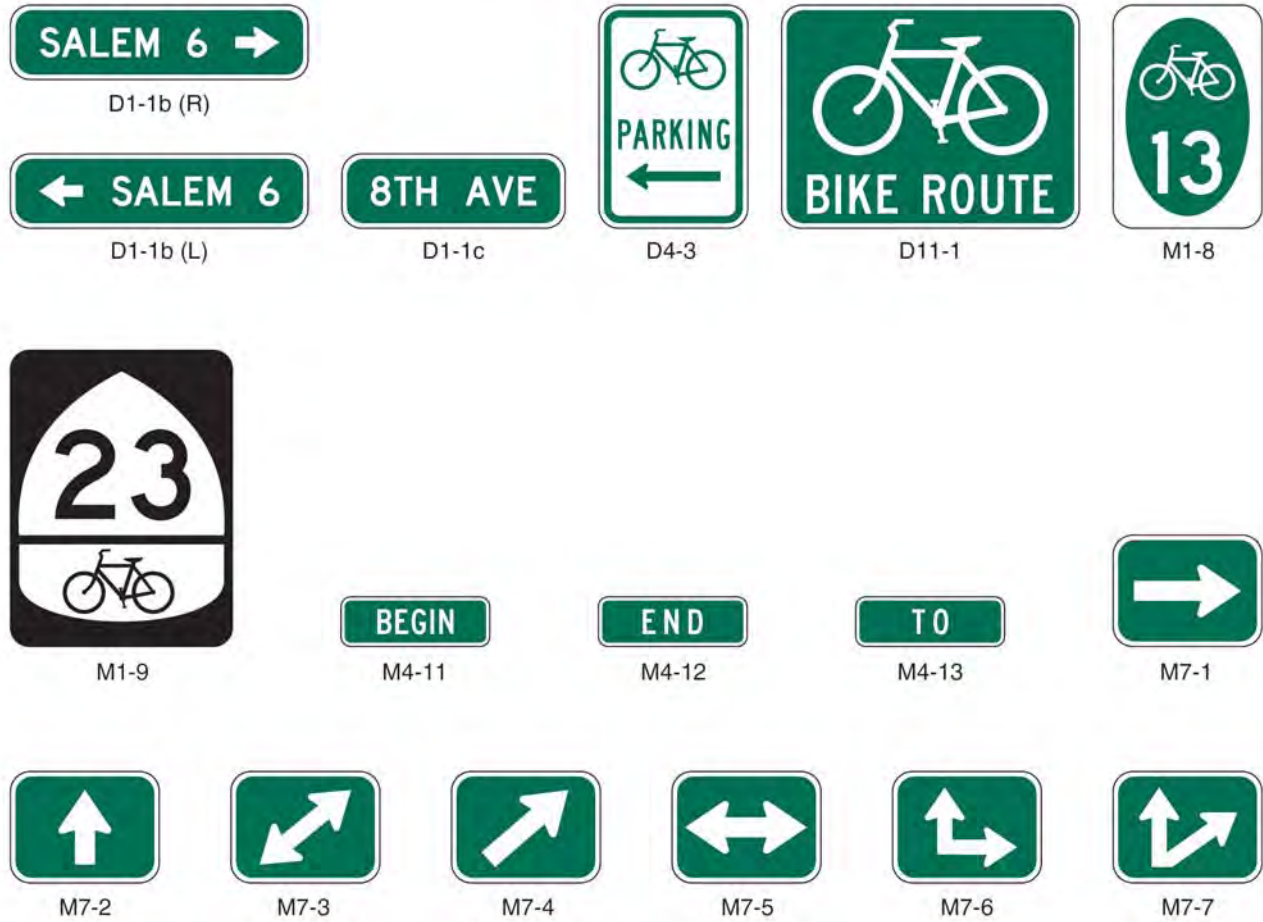


Figure 9B-4 (CA). California Guide Signs for Bicycle Facilities



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

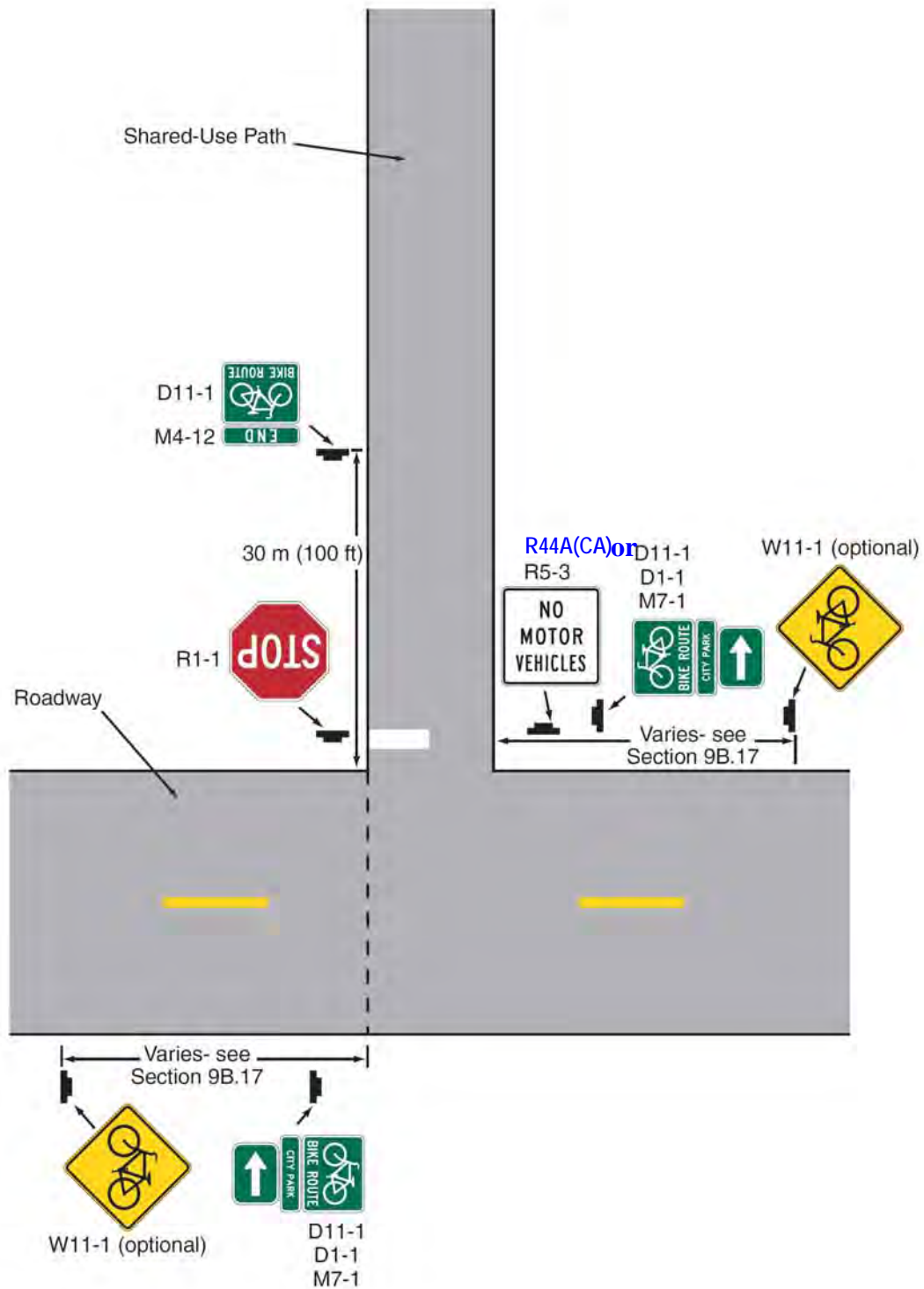


Figure 9B-6. Example of Signing for an On-Roadway Bicycle Route

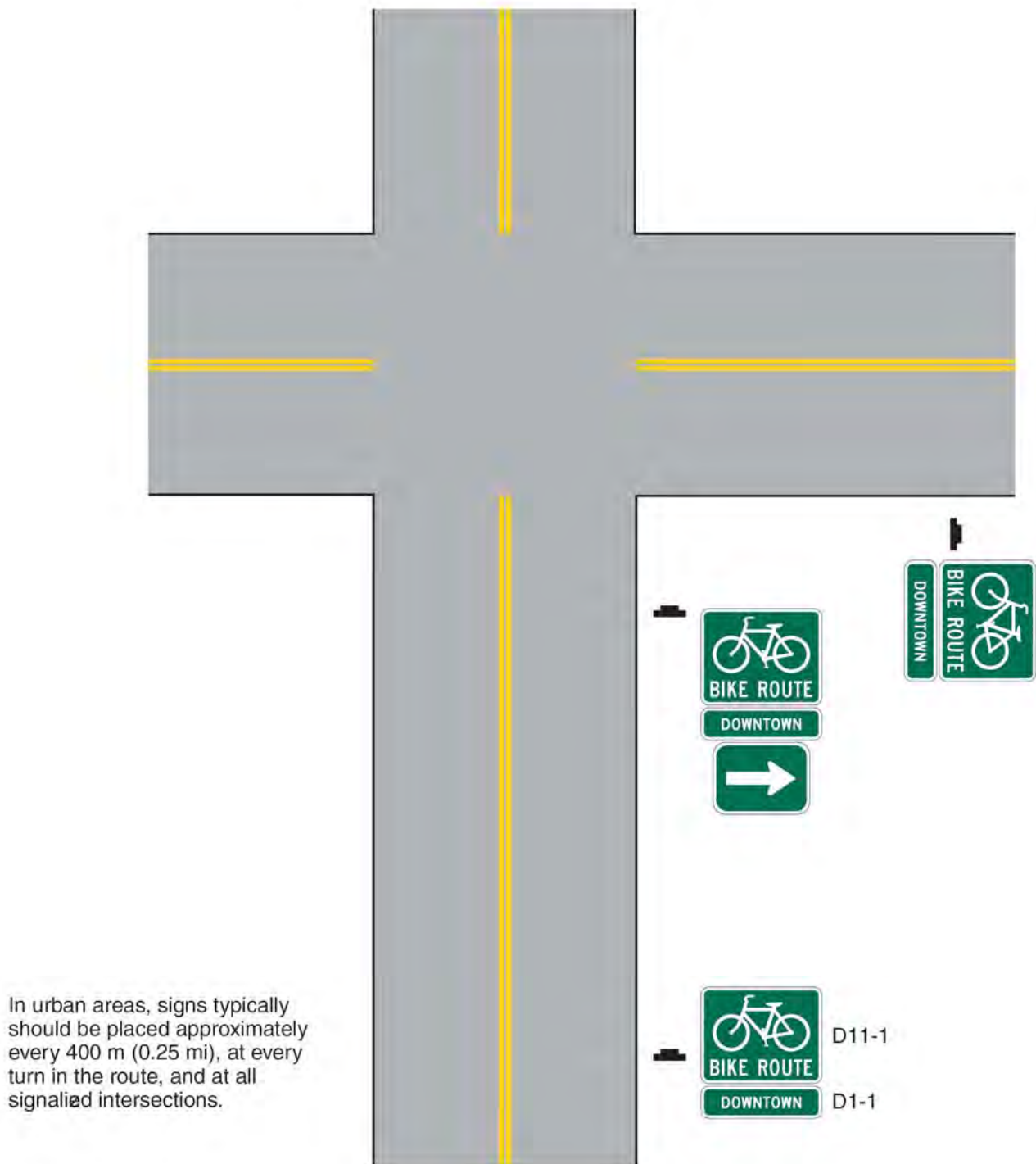


Figure 9B-7. Examples of Signing and Markings for Shared-Use Paths

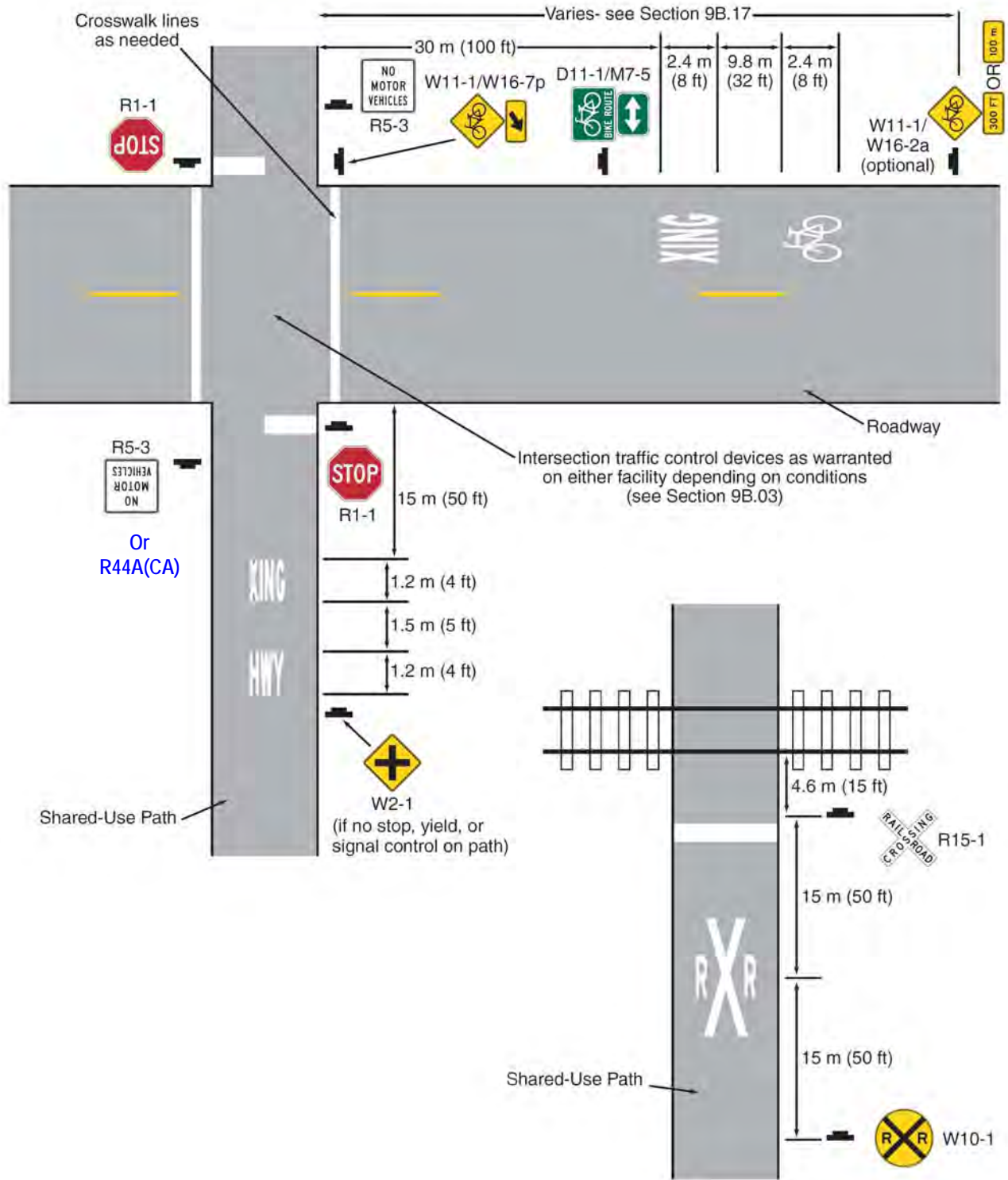


Figure 9C-1. Example of Intersection Pavement Markings—Designated Bicycle Lane with Left-Turn Area, Heavy Turn Volumes, Parking, One-Way Traffic, or Divided Highway

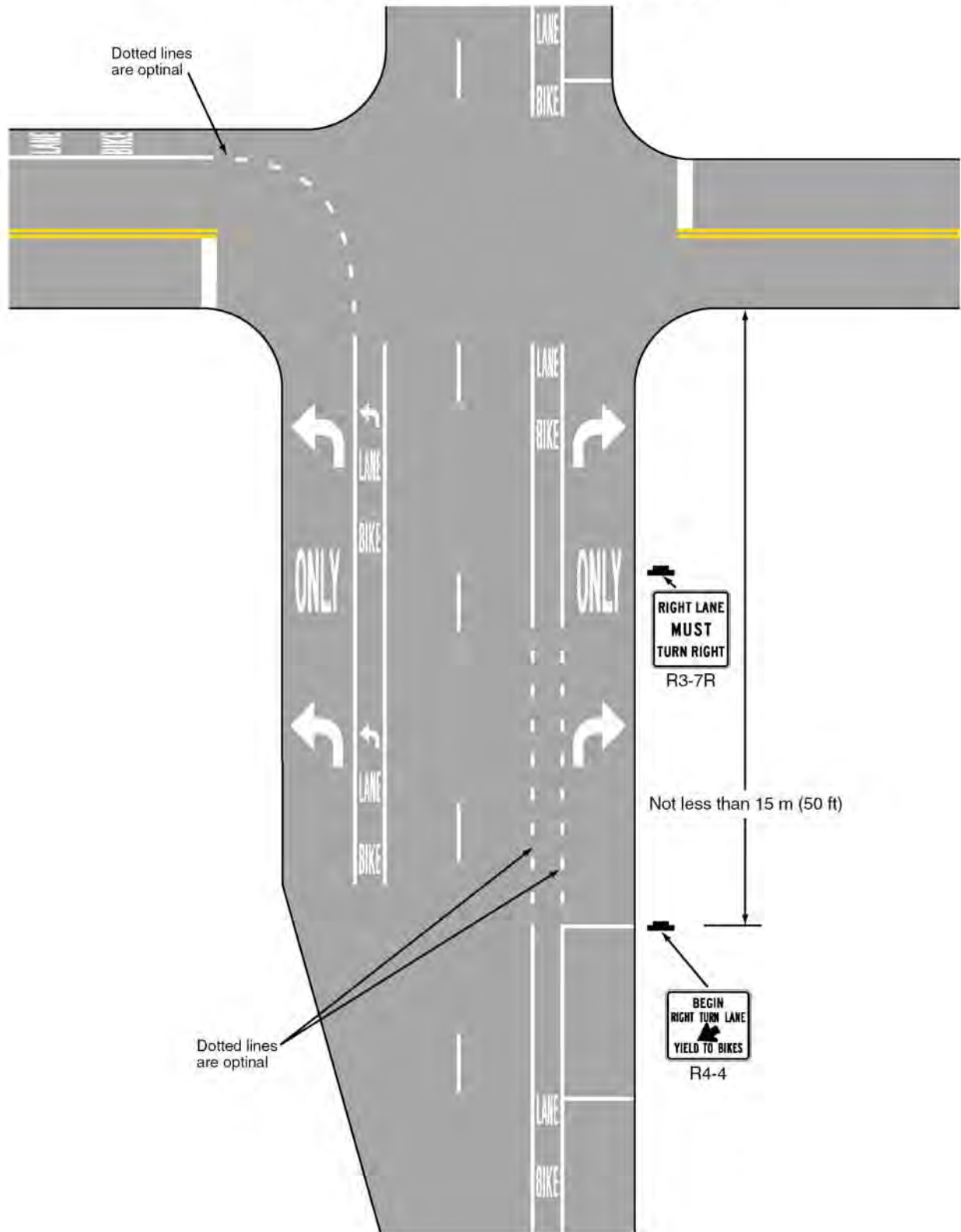


Figure 9C-3. Example of Bicycle Lane Treatment at a Right Turn Only Lane

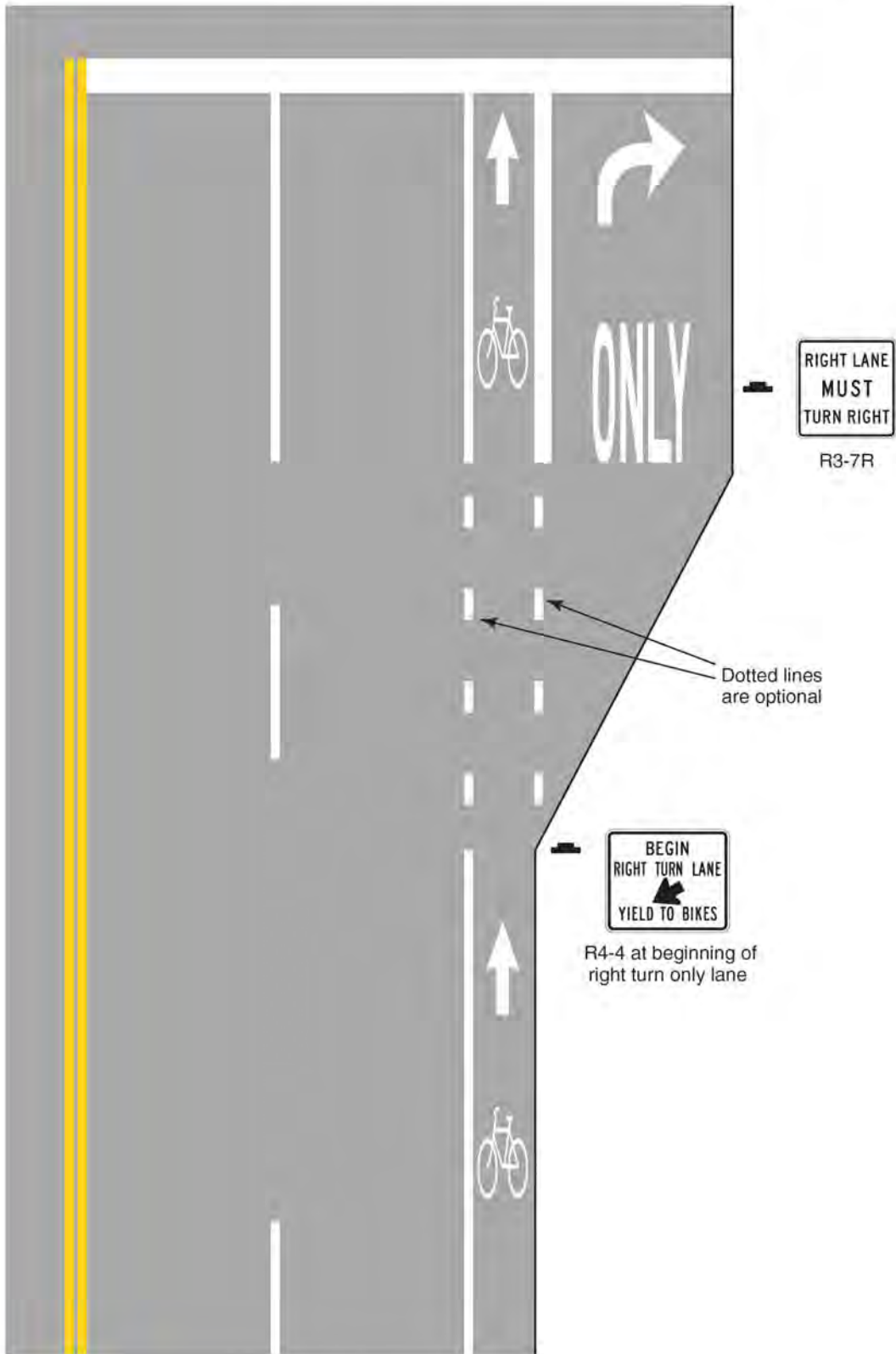
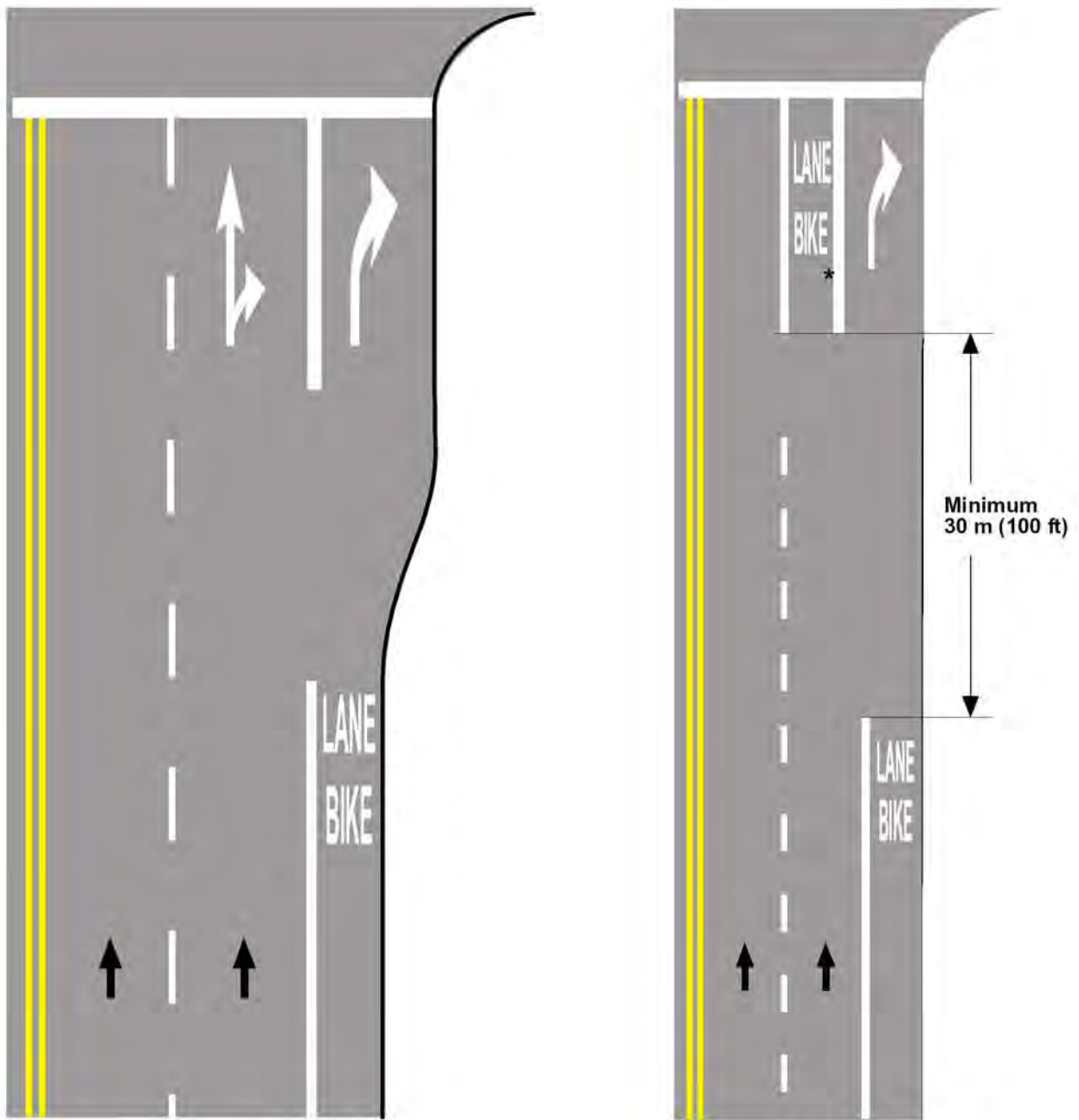


Figure 9C-3 (CA). Examples of Bicycle Lane Treatments at Right Turn Only Lanes



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

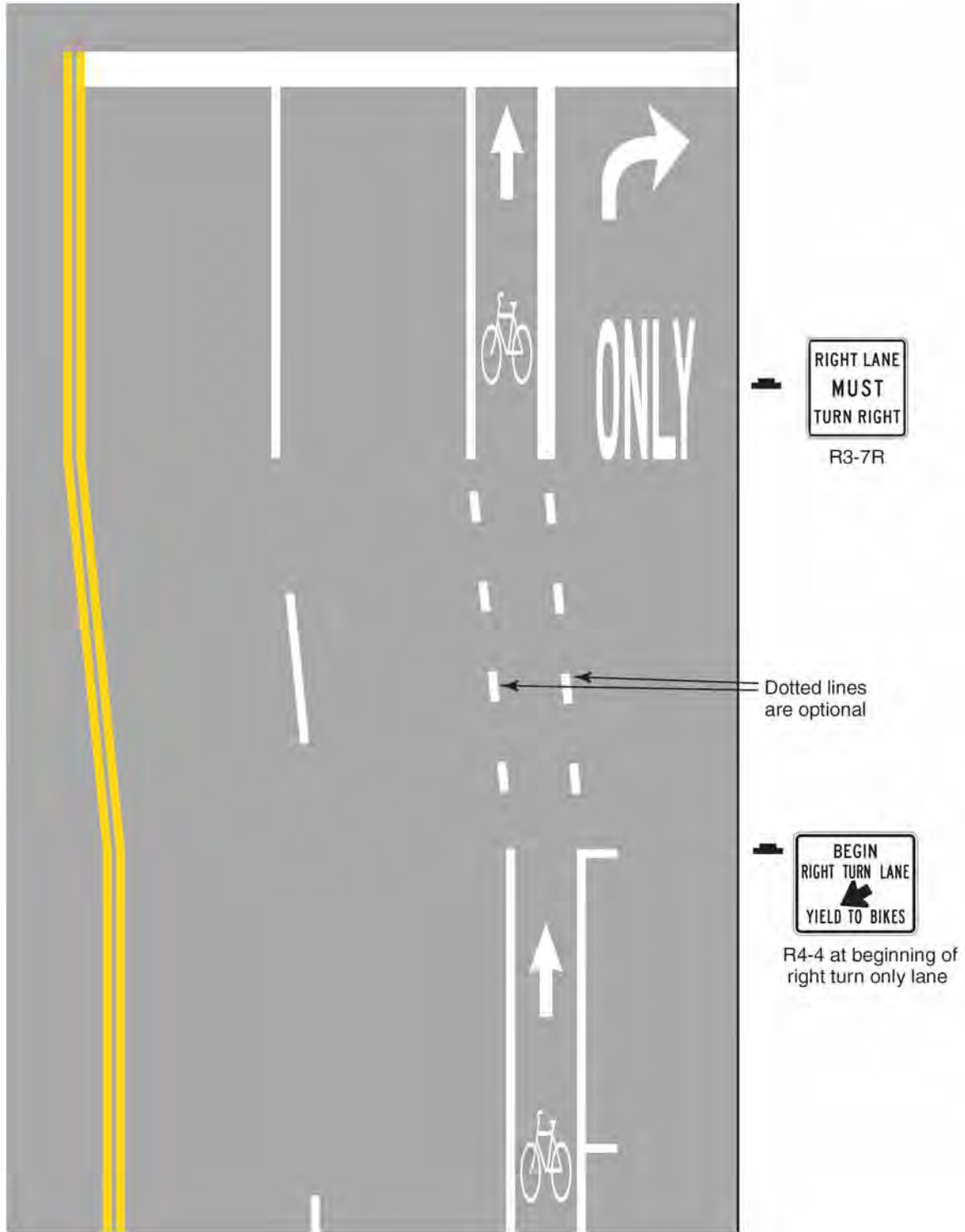


Figure 9C-5. Example of Pavement Markings for Bicycle Lanes on a Two-Way Street

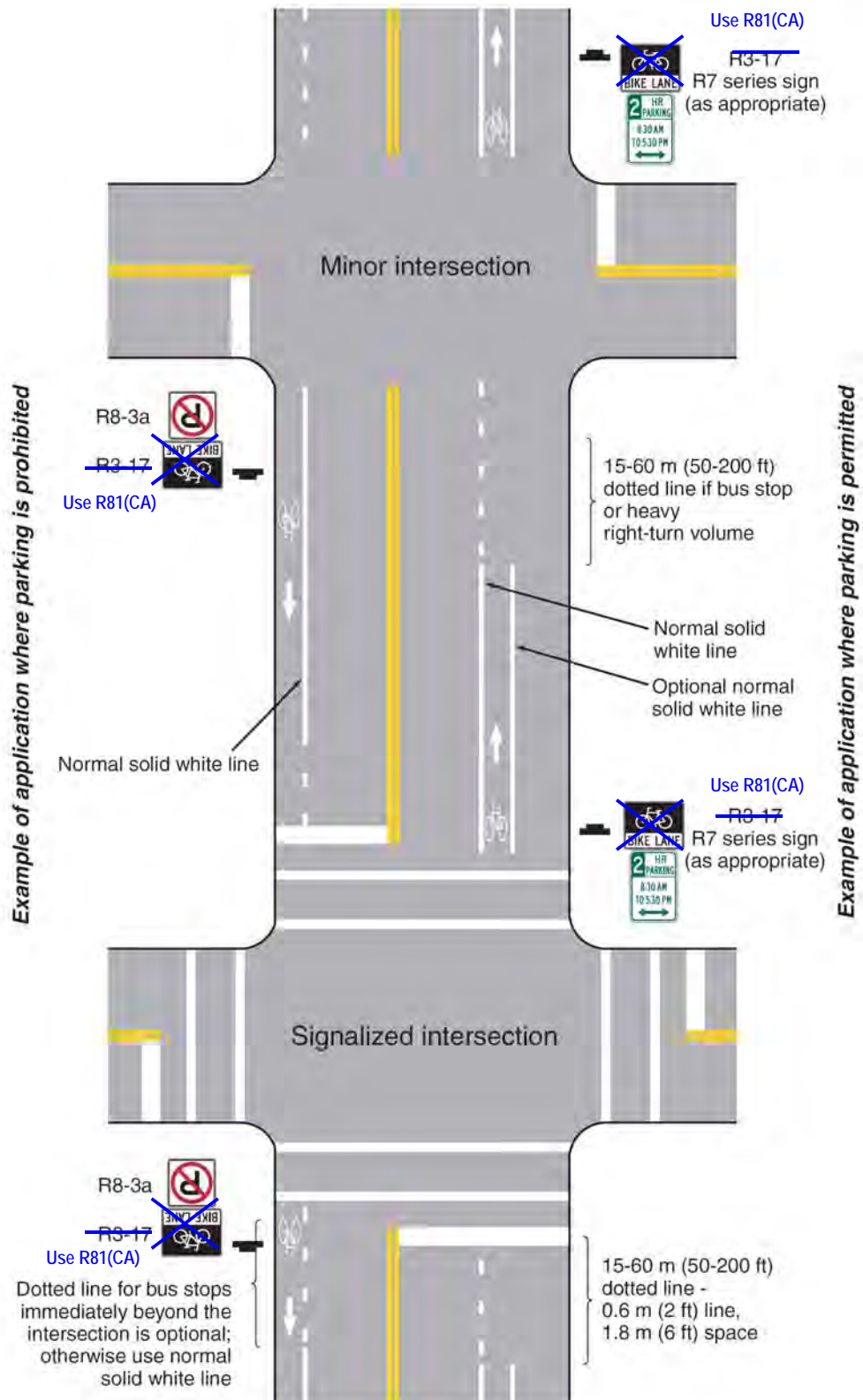
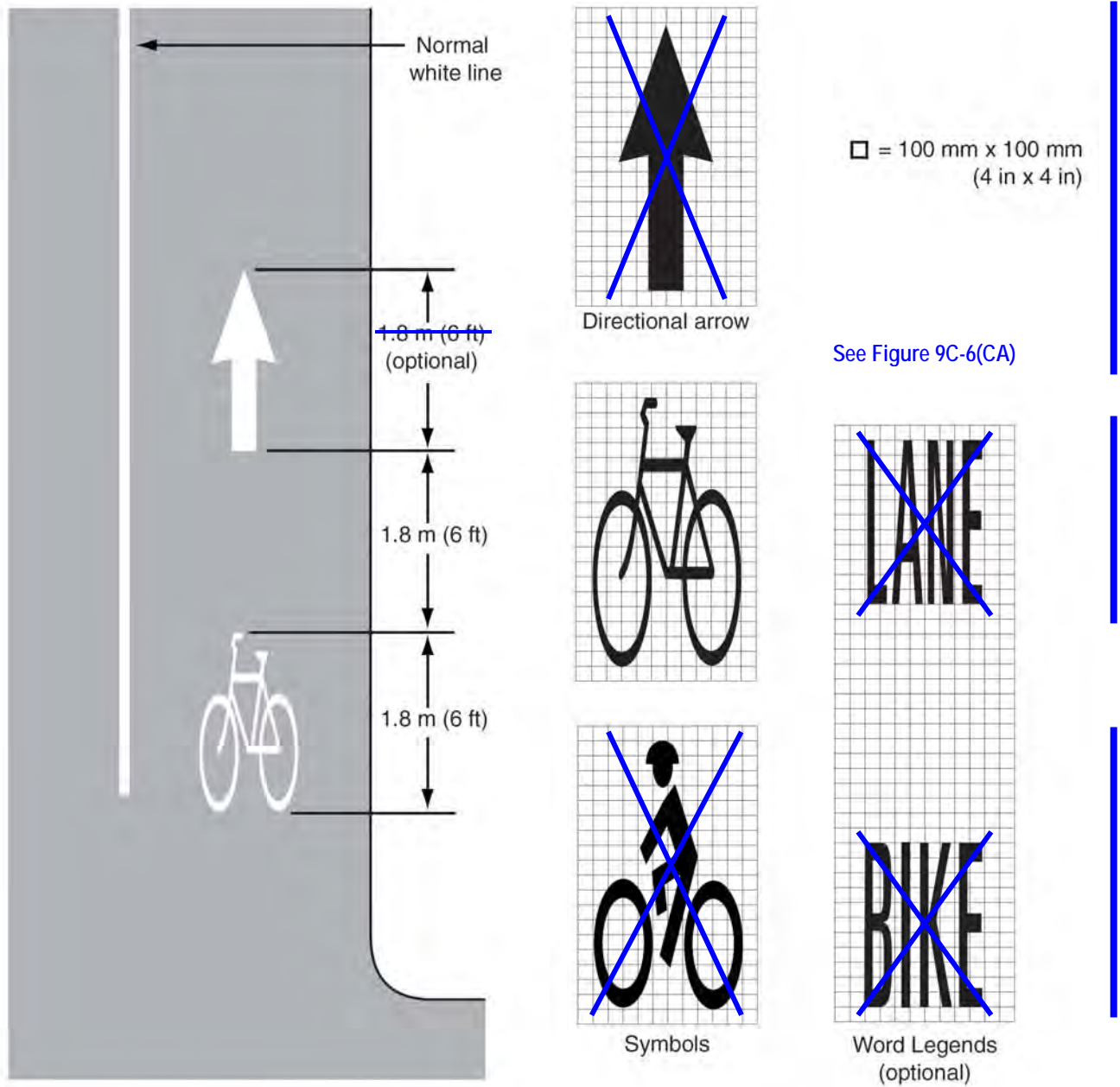
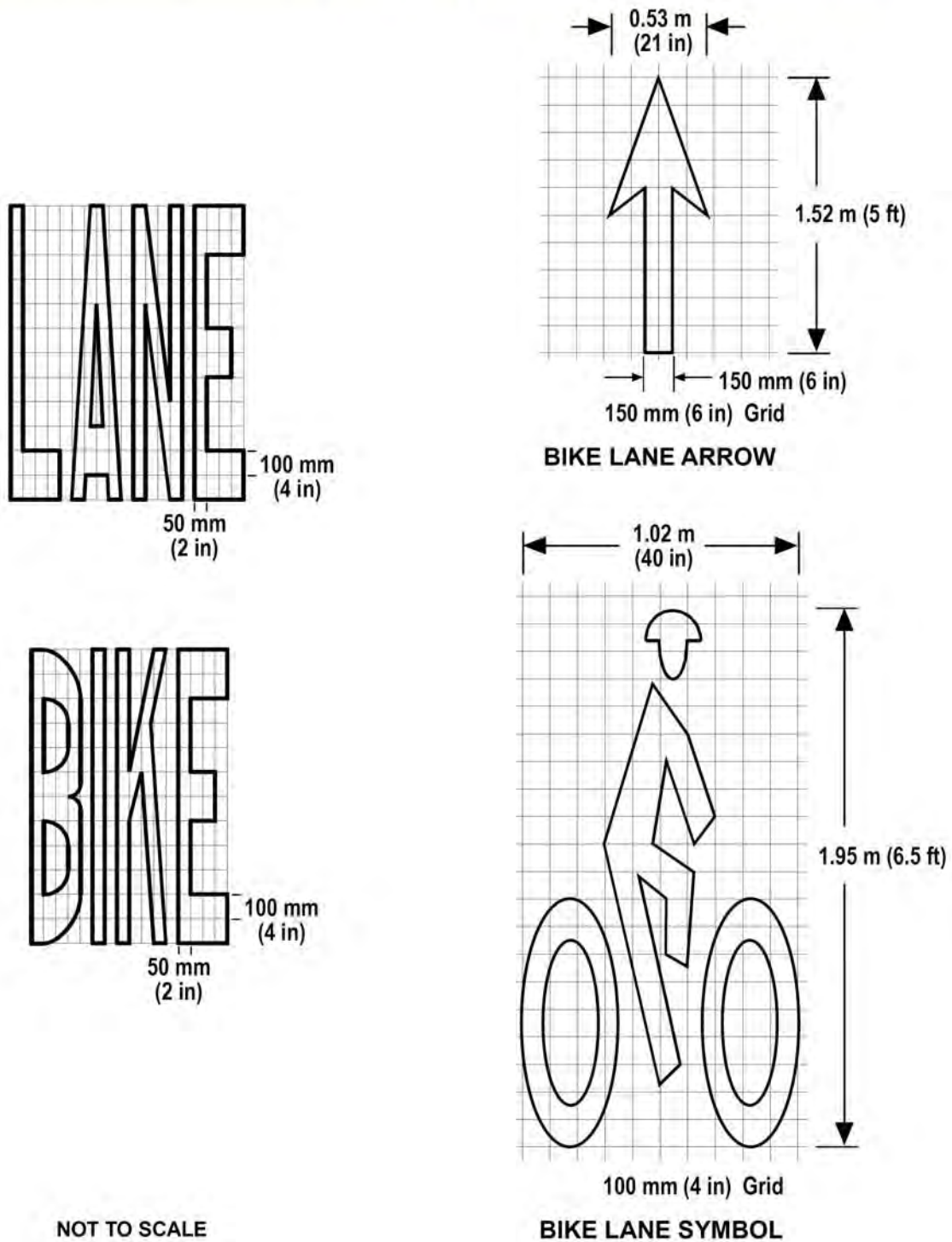


Figure 9C-6. Example of Optional Word and Symbol Pavement Markings for Bicycle Lanes



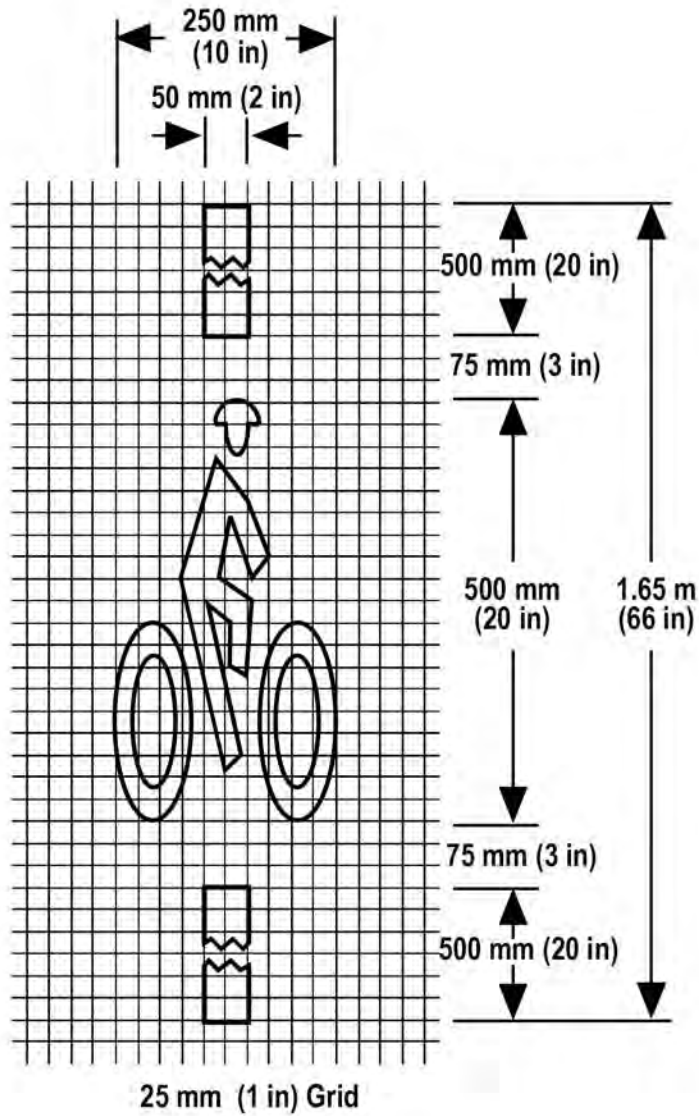
(This space left intentionally blank)

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

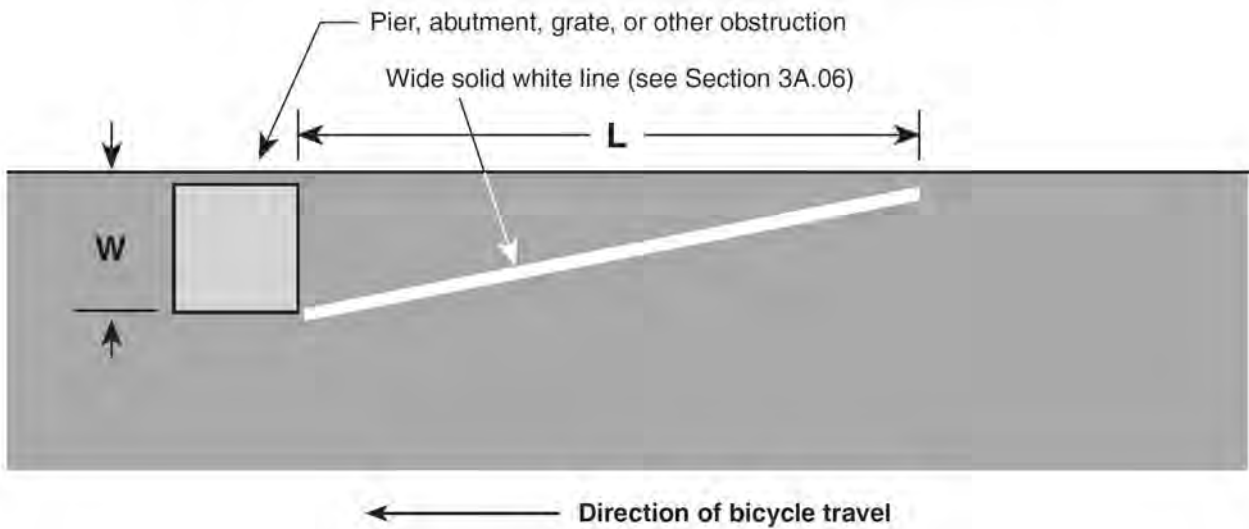


**BICYCLE
DETECTOR SYMBOL**

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:

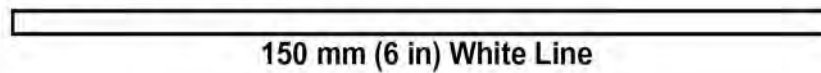
$L = 0.6 WS$, where S is bicycle approach speed in kilometers per hour

For English units:

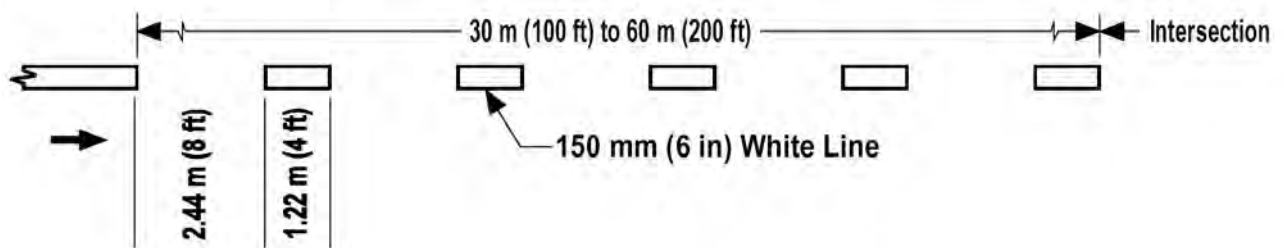
$L = WS$, where S is bicycle approach speed in miles per hour

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

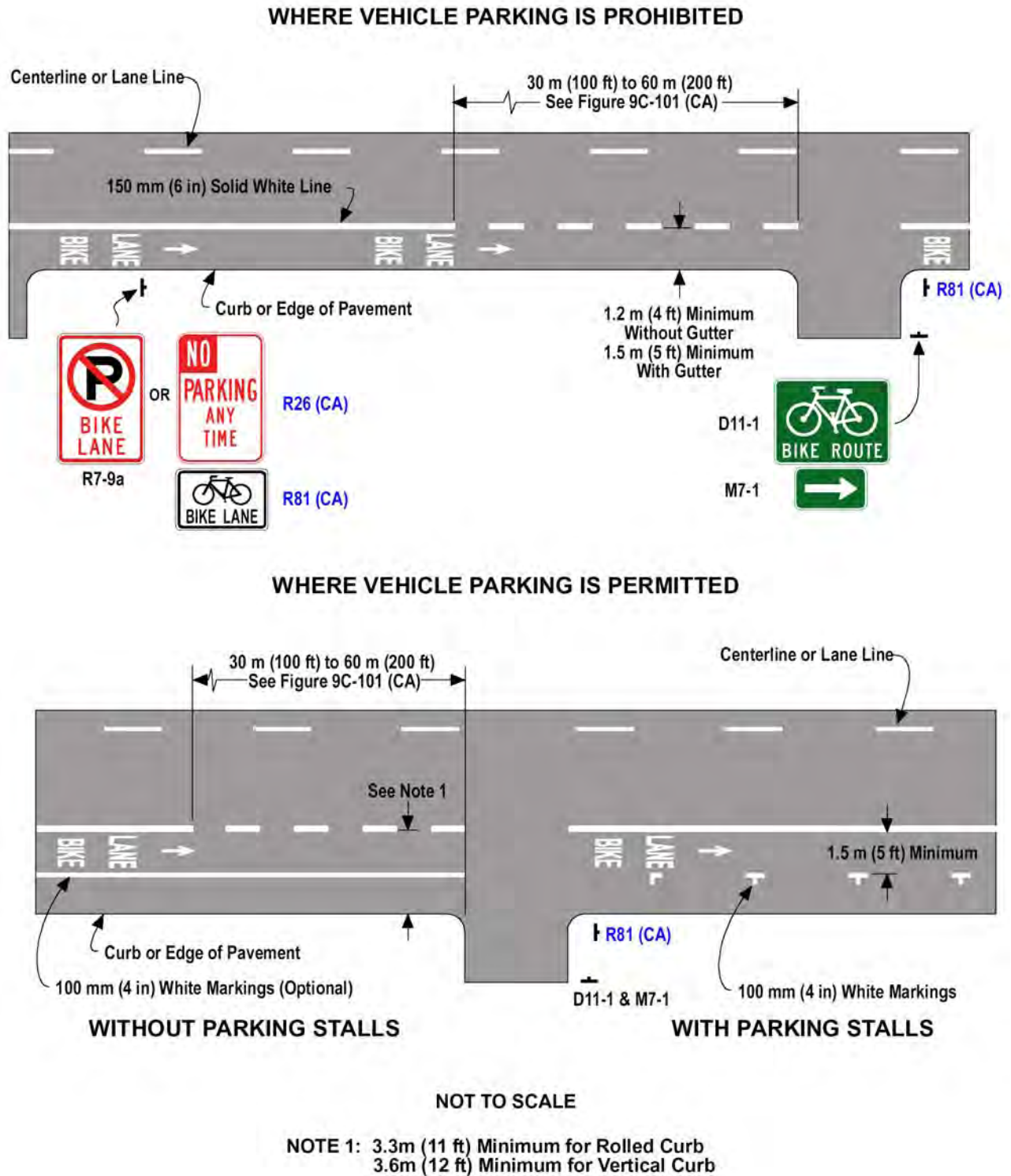


Figure 9C-103 (CA). Example of Bicycle Lane Treatment Through an Interchange

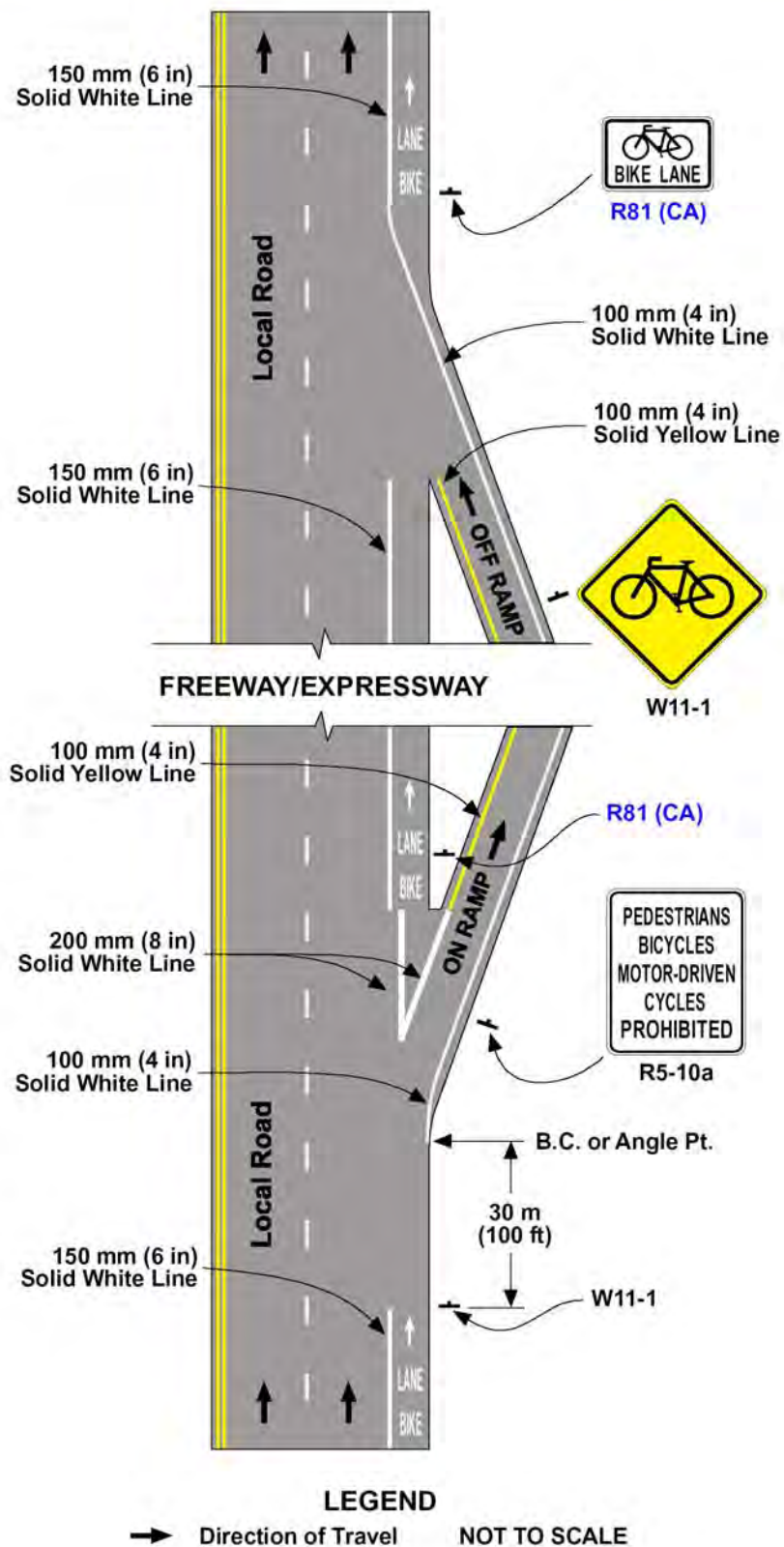
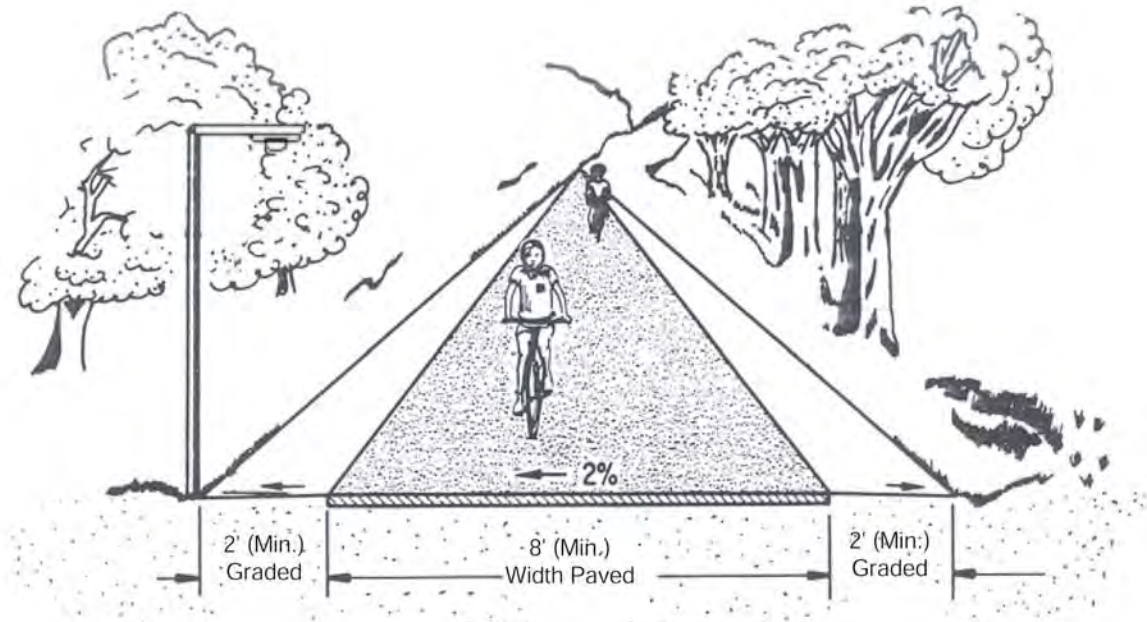
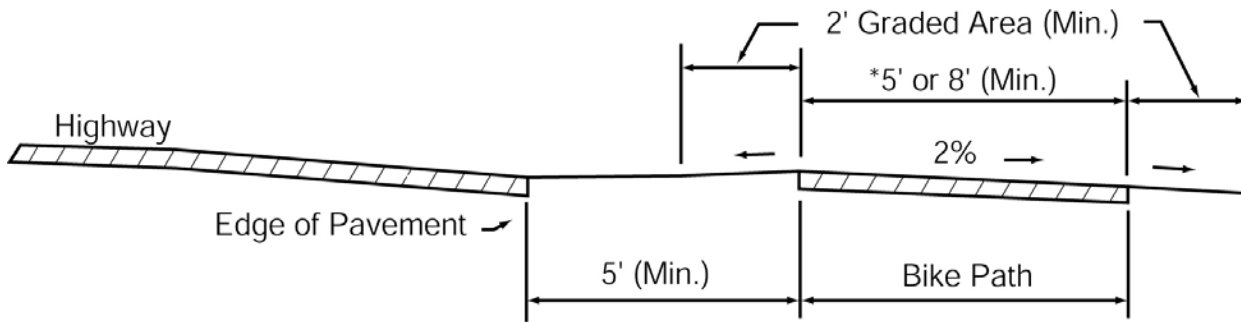


Figure 1003.1A

Two-Way Bike Path on Separate Right of Way

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

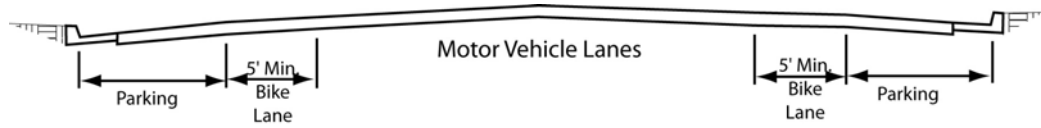
Figure 1003.1B
Typical Cross Section of Bike
Path Along Highway



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)**

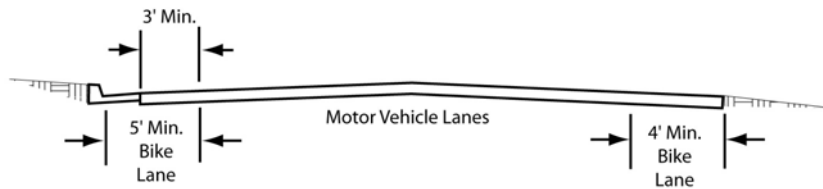


(1) MARKED PARKING



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

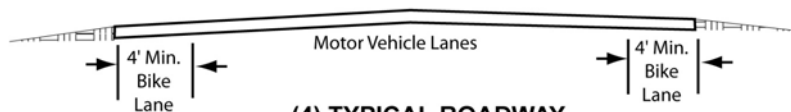
(2) PARKING PERMITTED WITHOUT MARKED PARKING OR STALL



(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

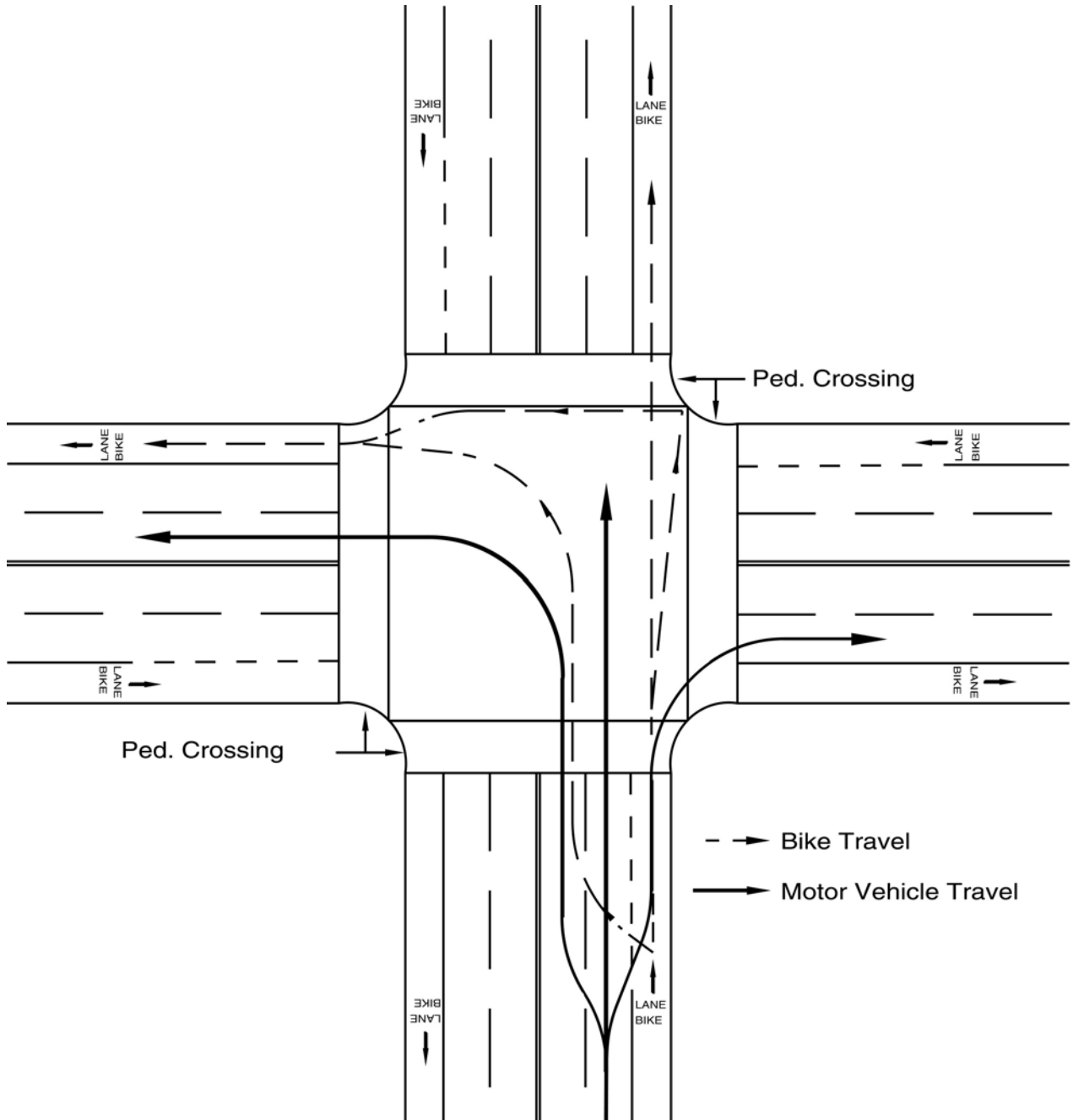
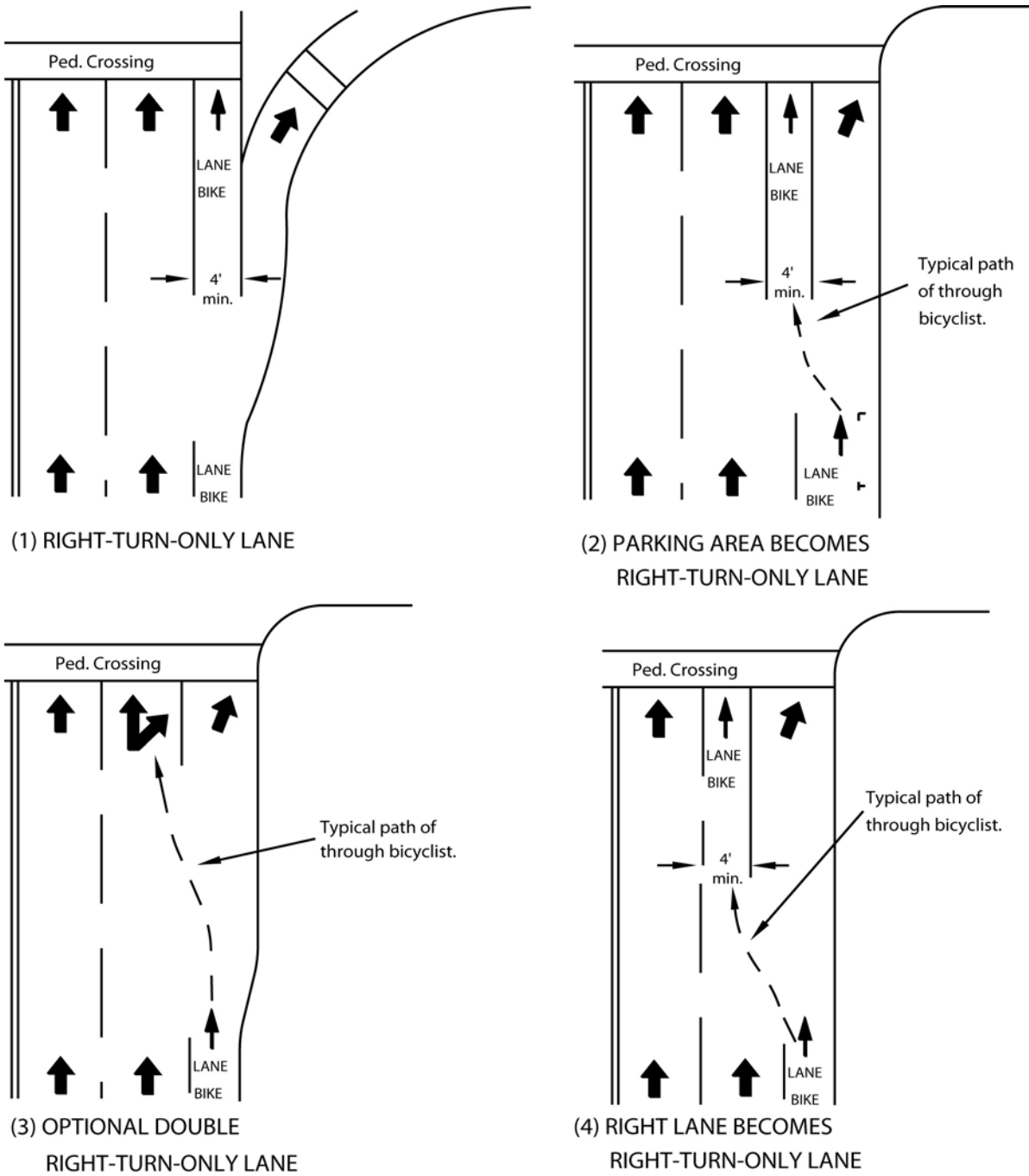
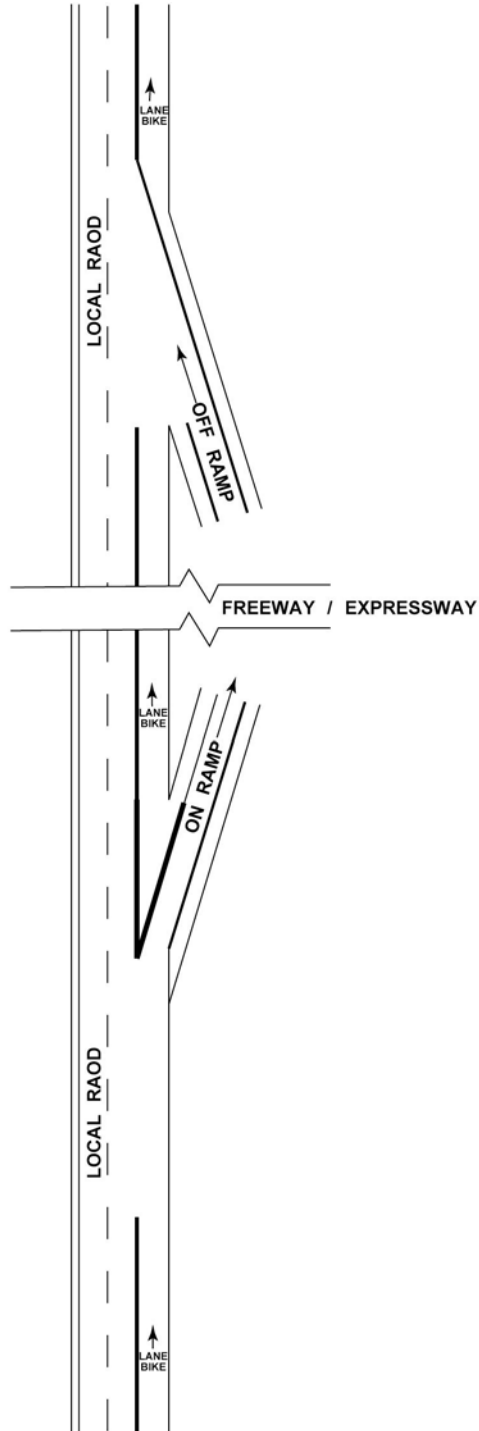


Figure 1003.2C
Bike Lanes Approaching Motorist
Right-turn-only Lane



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

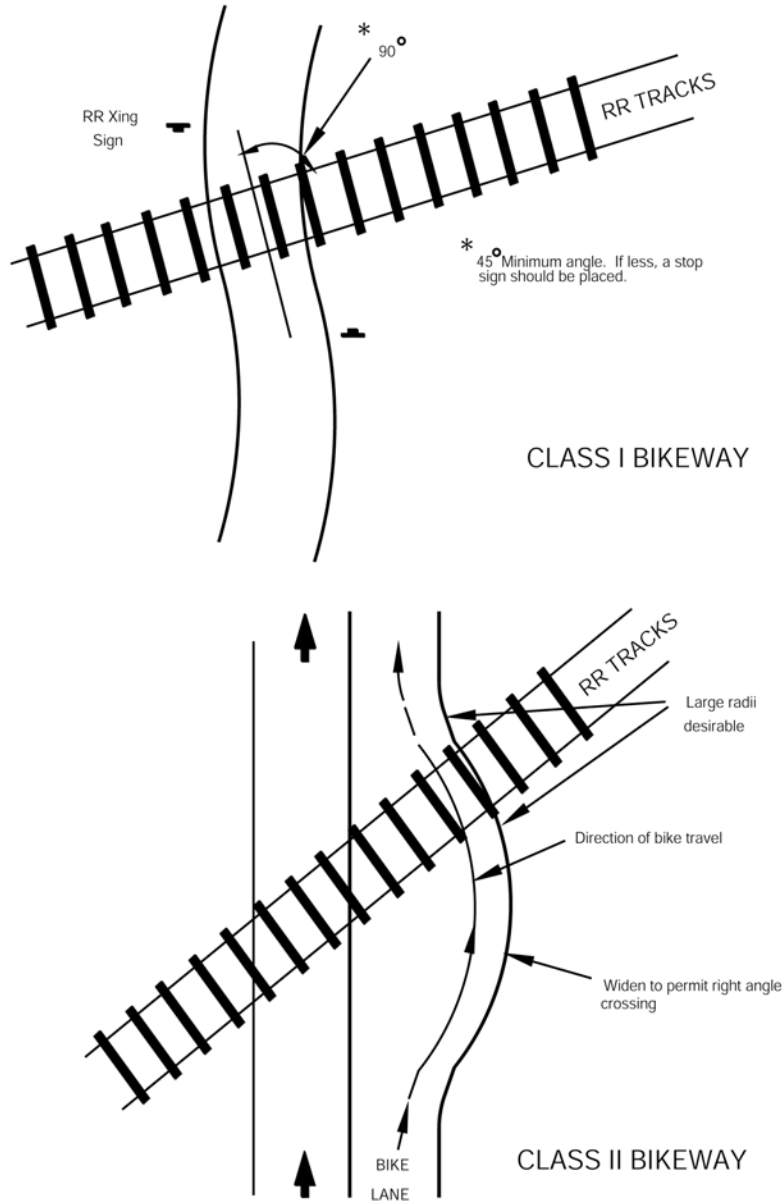
**Figure 1003.2D
Bike Lanes Through
Interchanges**



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

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**

RESOLUTION NO. 7845

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLACERVILLE
APPROVING THE 2010 UPDATE TO THE NON-MOTORIZED
TRANSPORTATION PLAN**

WHEREAS, the City adopted the first edition of the Non-Motorized Transportation Plan (NMTP) in 2005 to provide a blueprint for development of non-motorized improvements throughout the City; and,

WHEREAS, in accordance with Caltrans guidelines, the El Dorado County Transportation Commission (EDCTC) has conducted a five-year update of the NMTP on behalf of the City of Placerville; and,

WHEREAS, the adoption of the NMTP allows the City to be eligible to annually apply for State Bicycle Transportation Account funding through Caltrans; and,

WHEREAS, the EDCTC ratified membership of a Bicycle Advisory Committee to facilitate the update of the plan; and,

WHEREAS; the EDCTC made the document available for public comments via their web page for over 30 days; and,

WHEREAS; the NMTP was presented by EDCTC staff to the City Planning Commission on August 17, 2010, and the Commission recommended the Draft 2010 NMTP for approval by the City Council.

NOW THEREFORE, BE IT AND IT IS HEREBY RESOLVED, that the City Council of the City of Placerville does hereby:

1. Approve the 2010 Update to the Non-Motorized Transportation Plan, a copy of which is attached hereto.

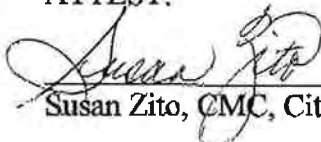
The foregoing Resolution was introduced at a regular meeting of the City Council of the City of Placerville held on October 12, 2010 by Councilmember Hagen who moved its adoption. The motion was seconded by Councilmember Borelli. A vote was taken, which stood as follows:

AYES:	Acuna, Borelli, Hagen, Machado
NOES:	None
ABSENT:	Rivas
ABSTAIN:	None



Vice-Mayor Dave Machado

ATTEST:


Susan Zito, CMC, City Clerk

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.

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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