

CITY OF PLACERVILLE



PEDESTRIAN CIRCULATION PLAN

FINAL

Adopted January 23, 2007

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1.1. INTRODUCTION

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



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

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

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

1.2 DEFINITION OF A PEDESTRIAN

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



1.3 PLAN DEVELOPMENT

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

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

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

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

1.4 PEDESTRIAN PLAN GOALS

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



1.5 PLACERVILLE GENERAL PLAN GOALS AND OBJECTIVES

Goal F: To promote convenient and safe pedestrian circulation.

Policies:

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



2.1. SIDEWALK SYSTEM EXISTING CONDITIONS

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

2.2 SIDEWALK REPAIR – Existing City Code

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

Excerpt from Placerville City Code:

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

2.3 EXISTING CROSSWALKS

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

2.4 EXISTING CURB CUTS

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



2.5 PEDESTRIAN ACCIDENT DATA

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

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

2.6 ELEVATED SIDEWALKS

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



Elevated sidewalk in Placerville. Photo by Jerry Barton

Elevated sidewalks within the City of Placerville:

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

2.7 PEDESTRIAN FRIENDLY STREETScape FEATURES

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

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



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



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

2.8 PEDESTRIAN FRIENDLY DESIGN FEATURES

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

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



2.9 WALK TO SCHOOL DAY/WALKING SCHOOL BUSES

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



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

2.10 CURRENT OPINIONS ON PLACERVILLE SIDEWALKS

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

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

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

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

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

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

Very Important	39%
Important	27%



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Existing Sidewalk System

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

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

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

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

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

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

Yes	79%
No	15%
No Response	6%

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

Yes	57%
No	34%
No Response	9%

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

Fair	16%
Unfair	76%
No Response	8%

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

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



No	45%
No Response	11%



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Sidewalk Installation & Design

3.1 SIDEWALK & WALKWAY INSTALLATION - LOCATIONS & GUIDELINES

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

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

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

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

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



3.2 SIDEWALK WIDTH/SURFACE

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

If there is no sidewalk buffer sidewalks are recommended to be six feet wide, exclusive of the curb. In areas with heavier pedestrian volumes, six-foot sidewalks may be insufficient. A pedestrian capacity analysis (per the Highway Capacity Manual, 2000) should be done to determine the appropriate width in certain locations. Landscape buffers with shade trees are important on arterial and collector roadways and are preferred for all sidewalks (see Section 3.4).

Sidewalk surfaces should have a firm, stable and non-slip surface. Concrete is preferred, however asphalt may be appropriate in some locations. It is important to maintain proper drainage on sidewalks to prevent puddles.

3.3 WALKWAY WIDTH/SURFACE

Walkways can be pursued throughout the City of Placerville where topographic and space constraints are insurmountable due to various causes. Walkways will be graded smooth, three-four feet wide with a base of decomposed granite. Walkways will serve as an interim (and in some areas permanent), solution in cases where there is a need to make a pedestrian connection but development of a sidewalk is unplanned or infeasible due to terrain constraints.

3.4 SIDEWALK BUFFERS

A pedestrian's safety and comfort level in the roadway environment is largely dependent on the width and quality of the buffer between the sidewalk and the roadway. Physical barriers such as trees, landscaping, bike lanes and parked cars between the roadway and the sidewalk increase pedestrian safety and comfort and encourage walking. The recommended width for a landscaped buffer is six feet, with five feet being the minimum width for minor residential streets in new developments (widths are measured from face of curb to nearest edge of sidewalk). Landscaped buffers should include trees for added protection and shaded comfort for pedestrians. Routine maintenance of landscaped buffers (i.e. mowing) will be the responsibility of the adjacent property owner or a landscape district formed by the development. However, it is recognized that due to space limitations in existing developments combined with the terrain of the City of Placerville, the ability to provide buffers is limited.



3.5 CURB TYPES

Rolled curbs reduce pedestrian's feeling of safety and separation from adjacent traffic. They also make it easier for drivers to park vehicles on the sidewalk. As such, they are not recommended. They are however an acceptable substitute on residential streets. In all other locations, including collector and arterial streets with or without landscape buffers, vertical curbs should be used.

3.6 ELEVATED SIDEWALKS – RAILING OR FENCING

Several segments of sidewalk in the City of Placerville are elevated 2-4 feet above the roadway surface. Many elevated sidewalks lack railing or fencing to prevent falls. It is recommended that the city select a consistent railing type to install on these elevated sidewalk segments. One potential railing type is that which was selected as a component of the Highway 50 Operational Improvements Project. Below is a photo simulation of the Bedford Avenue pedestrian overcrossing to be constructed as a component of the Highway 50 Operational Improvements Project.



Caltrans photo simulation of Bedford Pedestrian Overcrossing to be constructed as a component of the Highway 50 Operational Improvements project.



3.7 TRANSIT STOPS AND SHELTERS

At transit stops, sidewalks should be constructed from the embarkation point (where people enter/exit the bus) to the nearest intersection or to the nearest section of existing sidewalk. It may be necessary to wrap a sidewalk around a corner to join an existing sidewalk on a side street. Care should be taken to place the bus stop in areas that maximize pedestrian safety and convenience. Streets within .25 miles of transit stops should have continuous sidewalks, high visibility crosswalks and other enhanced crossing measures (see Section 2.10).



3.8 MEANDERING SIDEWALKS

While providing a continuous landscape buffer between the sidewalk and the edge of the street is encouraged, meandering sidewalks (sidewalks that weave back and forth within the right-of-way) are not recommended. While they are often preferred for aesthetic aspects, they are annoying to pedestrians who desire a non-circuitous route. More importantly, they cause navigational difficulties for people with visual impairments. There are circumstances when it is desirable to curve the sidewalk away from the road to achieve a greater degree of separation between the sidewalk and the road. It may also be desirable for a sidewalk to gently curve to meet a pedestrian destination, such as a plaza, or to align with driveway crossings and crosswalks, or to avoid wetlands or significant trees. In short, curves should be used to create a more direct connection as opposed to enhancing aesthetic appearance.

3.9 PEDESTRIAN ACCOMMODATIONS IN RURAL AREAS

Many of the outlying areas of the City of Placerville are considered rural. Rural areas tend to lack nearby destinations and urban services and are often sparsely developed. This pedestrian plan does not include proposals for formal concrete sidewalks in the rural areas of Placerville, but it is recognized that people who live in these areas may take walks along the roadways for (primarily) recreation. In rural areas, walkways as (defined in section 2.3) could be installed adjacent to the roadway or as a separated path with a natural buffer.

3.10 CROSSING TREATMENTS – GENERAL

Crosswalks are an essential element of a connected pedestrian system. An intersection crossing is essentially an extension of the sidewalk across an intersection. Midblock crossing locations can also be marked with crosswalks. While every attempt should be made to cross pedestrians at intersections, pedestrians tend to walk in a path that represents the shortest distance between two points, therefore midblock crossings are necessary in some locations. Provisions for midblock crossings should be carefully considered, because a poorly designed midblock crossing can violate driver expectations and cause safety problems for pedestrians.



Pedestrian roadway crossings should be as short as possible to reduce pedestrian exposure time and to decrease motor vehicle delay. Pedestrian refuge islands should be used whenever crossing distances exceed 60 feet, to allow a refuge for slower pedestrians who may not be able to complete the crossing in one signal phase.

3.11 CROSSWALK DESIGN AND PLACEMENT

Marked crosswalks should be placed at all signalized intersections and on all legs of the intersection, except in those rare cases where a pedestrian crossing is prohibited. Marked crosswalks are also recommended at stop-controlled intersections where pedestrian traffic commonly occurs, particularly near parks, schools, transit stops and other similar areas.

Marked crosswalks are most effective when used in combination with other pedestrian crossing measures at intersections i.e. crossing islands, adequate night lighting, traffic calming, etc.



The standard crossing treatment for low-volume pedestrian crossing locations is two parallel lines.

High visibility ladder style crosswalks are recommended in the following locations:

- Near all schools and in locations where a school crossing guard is usually stationed
- Near transit stops and adjacent to bus stops
- At all mid-block crossing locations
- In locations that experience frequent pedestrian crossings

3.12 CROSSING ISLANDS/PEDESTRIAN REFUGE

Islands serve three primary purposes: 1) to control and direct traffic movement, usually turning; 2) to divide opposing or same direction traffic streams; and 3) to increase the safety and comfort of pedestrians crossing at intersections and midblock locations. When islands are designed for this latter purpose, they are often termed “pedestrian crossing islands” or “pedestrian refuges.”

Pedestrian crossing islands provide a waiting area for those who cannot safely finish crossing a roadway, either because they began crossing late, travel slowly, or in the case of a midblock crossing, because it is safer to cross one leg of a roadway at a time.

Crossing islands should be a minimum width of six feet to accommodate the typical length of a bicycle; however, ten feet is advisable. Detectable warning surfaces should be provided per Americans with Disabilities Act (ADA) standards and, wherever possible, a raised approach nose should be included to reduce encroachment of turning vehicles into the pedestrian waiting area.



3.13 HANDICAPPED ACCESSIBILITY AND ADA COMPLIANCE

The Americans with Disabilities Act (ADA) imposes certain requirements upon states and local jurisdictions to make sure that new facilities utilized by the public meet certain criteria to provide access to citizens with disabilities. These requirements apply to major rehabilitation projects on existing facilities as well.

The construction of any pedestrian facilities within the City of Placerville pursuant to the implementation of this pedestrian plan, whether new construction or a major rehabilitation, will be ADA compliant. ADA compliance in this instance typically consists of the inclusion of ADA compliant ramps, and other features at intersection and crosswalk locations. In addition, minimum horizontal clearances must be maintained to obstructions such as fire hydrants and utility poles, which in some instances may impact sidewalk location.



4.1 FUNDING BACKGROUND

In order to improve the sidewalk system in the City of Placerville it will be necessary to increase the number of funding options available to the City. The City will need to take a proactive approach to secure funds and grants specifically for pedestrian enhancements.

Governments use different revenue mechanisms depending on who receives the benefits of certain programs or infrastructure. Taxes are used when the benefit accrues to a broad range of residents. Fees are used where the service only benefits a user group. And finally, if a benefit primarily accrues to a property owner, costs are to be borne by the property owner, even if the improvement is in the public right-of-way. In the City of Placerville, sidewalk improvements have been the responsibility of the property owner, falling in the latter category mentioned above. However, recognition of the broader public benefit provided by a consistent sidewalk network suggests that Placerville may consider revisiting historical policies regarding responsibility for sidewalk improvements.

The City of Placerville currently employs the following mechanisms to fund sidewalk improvements:

1. **Property-owner maintenance of existing sidewalks** - Per current City Code, maintenance of existing sidewalks is the responsibility of the adjacent property owners.
2. **Deferred Frontage Improvement Agreements** - Improvement or construction of sidewalks is “deferred” until adjacent properties enter into agreements or construct sidewalks.
3. **Conditions on development projects** – New development is required to install sidewalks within the development area as a condition of project approval. However, in the past this condition has been waived on many development projects.

The current practice for funding sidewalks in the City of Placerville has left existing sidewalks in disrepair and construction of new sidewalks has been sporadic.

4.2 OPTIONS TO IMPLEMENT PEDESTRIAN PLAN UTILIZING EXISTING FUNDING MECHANISMS

The information outlined below provides an option for the city to utilize the current funding mechanisms with some minor changes and an aggressive implementation effort to implement the Pedestrian Circulation Plan.

All New Development

1. Construct sidewalks where appropriate on all new development projects consistent with City codes.
2. Construct new sidewalk off-site as necessary to connect to nearby existing facilities.
3. Pay fee to provide for city-wide system.
4. Where construction of new sidewalk off-site (as in #2 above) is part of citywide system, credit may be issued.



5. Where off-site construction (as in #2 above) involves existing Deferred Frontage Improvement Agreement's, the City will agree to call agreement.

Existing Development

I. With Deferred Frontage Improvement Agreement (DFIA):

1. If located on route proposed for improvements, notify that at some point property owner will have to construct a sidewalk along their street frontage.
2. When constructing improvements consistent with the Pedestrian Circulation Plan, call in all existing DFIA's within project limits.
3. If not on proposed or existing route, provide the property owner an opportunity to cash out DFIA at specified discount rate; i.e. 20% - 40% discount over current cost of improvements. Funding to be held in account for top priority proposed improvements.
4. If possible, at sale of property, City makes demand on DFIA and accepts cash for implementation of Pedestrian Circulation Plan in lieu of improvements.

II. Property owner does not have DFIA, but has existing sidewalk:

1. If existing sidewalk is in good repair, no action is necessary.
2. If existing sidewalk is deficient – repair as required per City Code (*8-1-1, Chapter 1, Sidewalks*).

III. Property owner does not have DFIA, does not have existing sidewalk, but is on a proposed pedestrian route:

1. Upon issuance of building permit, (i.e. room addition, remodel, garage, pool etc.) property owner pays adopted Pedestrian Circulation Improvement fee or may be required to construct improvements at the City's option.

IV. Property owner does not have DFIA, does not have a sidewalk, and is NOT on an existing or proposed pedestrian route:

1. Upon issuance of building permit, (i.e. room addition, remodel, garage, pool etc.) property owner pays adopted Pedestrian Circulation Improvement fee for general sidewalk development in other priority areas.

4.3 ADDITIONAL IMPLEMENTATION/FUNDING OPTIONS TO BE CONSIDERED

Pedestrian Impact Mitigation Fee

A pedestrian impact mitigation fee could be charged to all new development to fund the implementation of the pedestrian plan. This fee would apply to any new development within the City and improvements would be made only on the proposed new sidewalk improvements identified in this plan. The needs for expanded pedestrian facilities are directly related to the increase in population and travel demand that comes with new development. Traffic impact mitigation fees developed to fund roadway improvements utilize the basic unit of measure



known as "Equivalent Dwelling Unit" (EDU). EDU's quantify the traffic increase associated with a single-family residential unit. A Pedestrian Impact Mitigation Fee could be structured in the same fashion as a roadway impact fee where the contribution from a specific development type is prorated based upon its EDU ranking. A specified amount could be charged to both commercial and residential development, since a comprehensive pedestrian circulation network would enhance the ability for people to walk to from residences to activity centers such as shopping, work, entertainment, etc.

Since improvements constructed utilizing the Pedestrian Impact Mitigation Fee would also benefit existing residents, a portion of the cost to construct the improvements proposed in this pedestrian plan would equitably be apportioned to existing residents within the city. The existing residents share in this cost could be represented by the grant funds the city is able to obtain for the purpose of constructing sidewalk improvements. Section 4.4 of this Chapter explains some of the state and federal grant funding options available to the City.

Sidewalk Assessment

The City could collect an annual sidewalk assessment from each property owner to be applied toward the development of the proposed sidewalk routes identified in this plan. The city would also take on responsibility to repair and replace all public sidewalks, as necessary. The funding would allow the city to aggressively pursue implementation of the proposed improvements included in this plan.

The survey sent to residents within the City of Placerville as a component of this pedestrian plan asked the following question, "Would you support a City-Wide Assessment [Tax] for construction and maintenance of sidewalks?" responses were:

Yes	44%
No	45%
No Response	11%

The results of this survey represent a very even margin, and a 2/3's majority vote would be required to pass a City Sidewalk Fee. However, in completing the survey each respondent made some assumptions including how much the assessment would be and where improvements would be made. With the development and adoption of this pedestrian plan, residents of the city can locate where improvements are proposed, and the associate costs with those improvements.

Local Improvement Districts

Local Improvement Districts could be developed and approved by the City Council. Funds collected within the Improvement Districts could be utilized to construct necessary sidewalk improvements within the district. Sidewalks within the City of Placerville tend to be sporadic and often exist on only one side of the street. Arguably those who live (or work) in the district and do not have sidewalks on their own frontage are beneficiaries of existing sidewalks on others' frontage. Under the current system, maintenance of existing sidewalks is the sole responsibility of the property owner with the sidewalk on their frontage. Development of Local Improvement Districts, consistent with the area maps included in Chapter 5, could provide some equity between those with and without existing sidewalks. Under this scenario, new development



would remain responsible for constructing sidewalks on their frontage and for constructing sidewalks off-site as necessary to connect to the existing system.

Repair and Educate Program

There is an identified need for basic maintenance, weed abatement, and brush/tree trimming in many existing sidewalk locations throughout the city. The City of Placerville could consider utilizing water bills to send out flyers to residents notifying them of their responsibility (per city code) for repair and maintenance of the sidewalk located on their frontage. The flyer could be circulated during the Fall when the city conducts an annual free yard waste pickup. An example flyer is included in Appendix 2.

4.4 FEDERAL/STATE FUNDING SOURCES

Safe Routes to School (SR2S)

For infrastructure related projects, eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools. Additionally, SR2S projects must include an education element to encourage walking and bicycling to school. These include public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and training for volunteers and managers of safe routes to school programs.

Local Transportation Fund (LTF)

Under Article 3 of the Transportation Development Act (TDA), up to two percent of the LTF allocation to cities and counties can be used for bicycle and pedestrian projects. Revenues to the LTF program are derived from ¼ cent of the statewide sales tax. These funds are distributed through the El Dorado County Transportation Commission (EDCTC) to the local jurisdictions. Historically, EDCTC has received between \$50,000 and \$60,000 annually in TDA LTF Article 3 funds since 2002. TDA Article 3 funds can be used to maintain bicycle and pedestrian facilities.

Assembly Bill 2766

Motor vehicle registration surcharge fees are available for bicycle and pedestrian projects that can improve air quality. Through a competitive grant process, the El Dorado County Air Pollution Control District allocates these funds to El Dorado County and the City of Placerville.

Regional Surface Transportation Program (RSTP)

RSTP was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and continued with the passage of TEA 21 in 1997 and SAFETEA-LU in 2005. Of all the funding programs in TEA 21, RSTP is most flexible. A broad variety of transportation projects and modes, including streets and roads, are eligible.

Examples of projects eligible for RSTP include highway projects; bridges (including



construction, reconstruction, seismic retrofit and painting); transit capital improvements; carpool, parking, bicycle, and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

80% of the apportionment is distributed among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations and Regional Transportation Planning Agencies. The remainder goes directly to counties in a formula equal to 110% of the Federal Aid Urban/Federal Aid Secondary funding in place prior to 1991.

The estimated annual program level is \$320 million statewide and \$1 million for El Dorado County.

Congestion Mitigation and Air Quality Program (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and was re-authorized with the passage of TEA-21 and SAFETEA-LU. Funds are directed to transportation projects and programs which contribute to the attainment of maintenance of National provisions in the federal Clean Air Act. As part of the Sacramento Valley air basin, which is in non-attainment for ozone, El Dorado County is eligible for CMAQ funds.

Eligible federal-aid projects include public transit improvements; high occupancy vehicle (HOV) lanes; Intelligent Transportation Infrastructure; traffic management and traveler information systems (i.e., electric toll collection systems); employer-based transportation management plans and incentives; traffic flow improvement programs (signal coordination); fringe parking facilities serving multiple occupancy vehicles; shared ride services; bicycle and pedestrian facilities; flexible work-hour programs; outreach activities establishing Transportation Management Associations (TMAs); fare/fee subsidy programs; and under certain conditions, PM-10 projects.

The estimated annual program level is \$360 million statewide and \$1.8 million for El Dorado County.

Transportation Enhancement Activities Program (TEA)

Federal Transportation Enhancement Activity funds are to be used for transportation-related capital improvement projects that enhance quality-of-life in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the surface transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people. TEA funds are programmed as part of the State Transportation Improvement Program (STIP) process. Under TEA 21, California received approximately \$60 million per year for six years, starting in 1997. This is divided into the following four shares: 1) Regional; 2) Conservation Lands; 3) Caltrans; and 4) Statewide Transportation Enhancement. Regional Transportation Planning Agencies receive 75% of the TEA dollars in California, which are distributed to regions via the same formula as STIP funds. The remaining 25% goes to the State.

The estimated annual program level is \$271,000 for El Dorado County.



5.1 PROPOSED SIDEWALK IMPROVEMENTS

The proposed sidewalk improvements are included on a series of maps on the following pages. The Area Index Map on the following page displays the City of Placerville divided into seven areas as follows:

- Area 1: Placerville Drive and Vicinity
- Area 2: Canal Street and Vicinity
- Area 3: Spring Street, Bedford and State Route 49
- Area 4: Clay Street, Mosquito Road
- Area 5: Benham Street, Pacific Street, Lower Main
- Area 6: Cedar Ravine, Washington Street
- Area 7: Upper Broadway

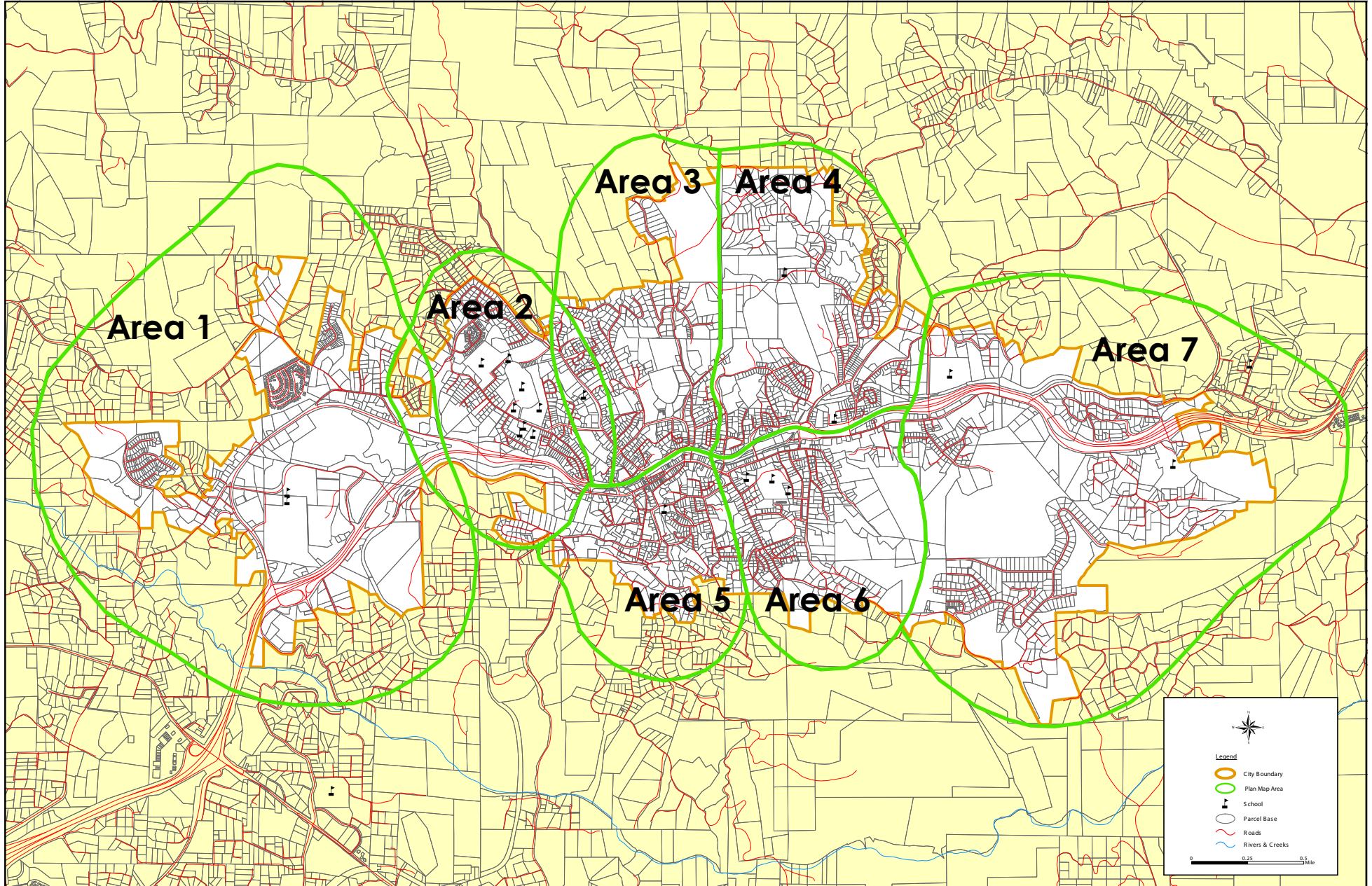
Each Area Map displays existing sidewalks and various destinations; i.e. schools, parks, government centers and shopping centers. The Area Maps also include proposed sidewalk improvements, both on the map and described in a table adjacent to each map. Cost estimates are provided for each specific project. Projects are listed in a priority order. Priority projects were identified based on the destinations they serve, with highest priority emphasis being placed on areas near schools, parks and other known pedestrian destinations, as well as areas in need of improvement for safety and comfort of pedestrians.

In addition to the proposed improvement tables, some Area Maps include a table describing segments of existing sidewalk that are non-standard or in need of maintenance.

TABLE 5-1: SUMMARY OF PROPOSED SIDEWALKS			
AREA	PROPOSED SIDEWALK DISTANCE	TOTAL LINEAR FEET	ESTIMATED COST AT \$75 LINEAR FOOT
AREA 1: Placerville Drive and Vicinity	5.35 miles	28,248	\$2,118,600
AREA 2: Canal Street & Vicinity	2.05 miles	10,824	\$811,800
AREA 3: Spring, Bedford, & State Route 49	.6 mile	3,168	\$237,600
AREA 4: Clay, Mosquito, Main	1.6 miles	8,448	\$633,600
AREA 5: Benham, Pacific, Lower Main	.55 mile	2,904	\$217,800
AREA 6: Cedar Ravine, Washington	1.8 miles	9,504	\$712,800
AREA 7: Upper Broadway	2.2 miles	11,616	\$871,200
TOTAL	14.15 miles	74,712	\$5,603,400



Area Index Map



AREA 1: Placerville Drive & Vicinity

MAJOR PEDESTRIAN DESTINATIONS:



-  Movie Theater
-  El Dorado County Fairgrounds
-  El Dorado County Library and Government Center

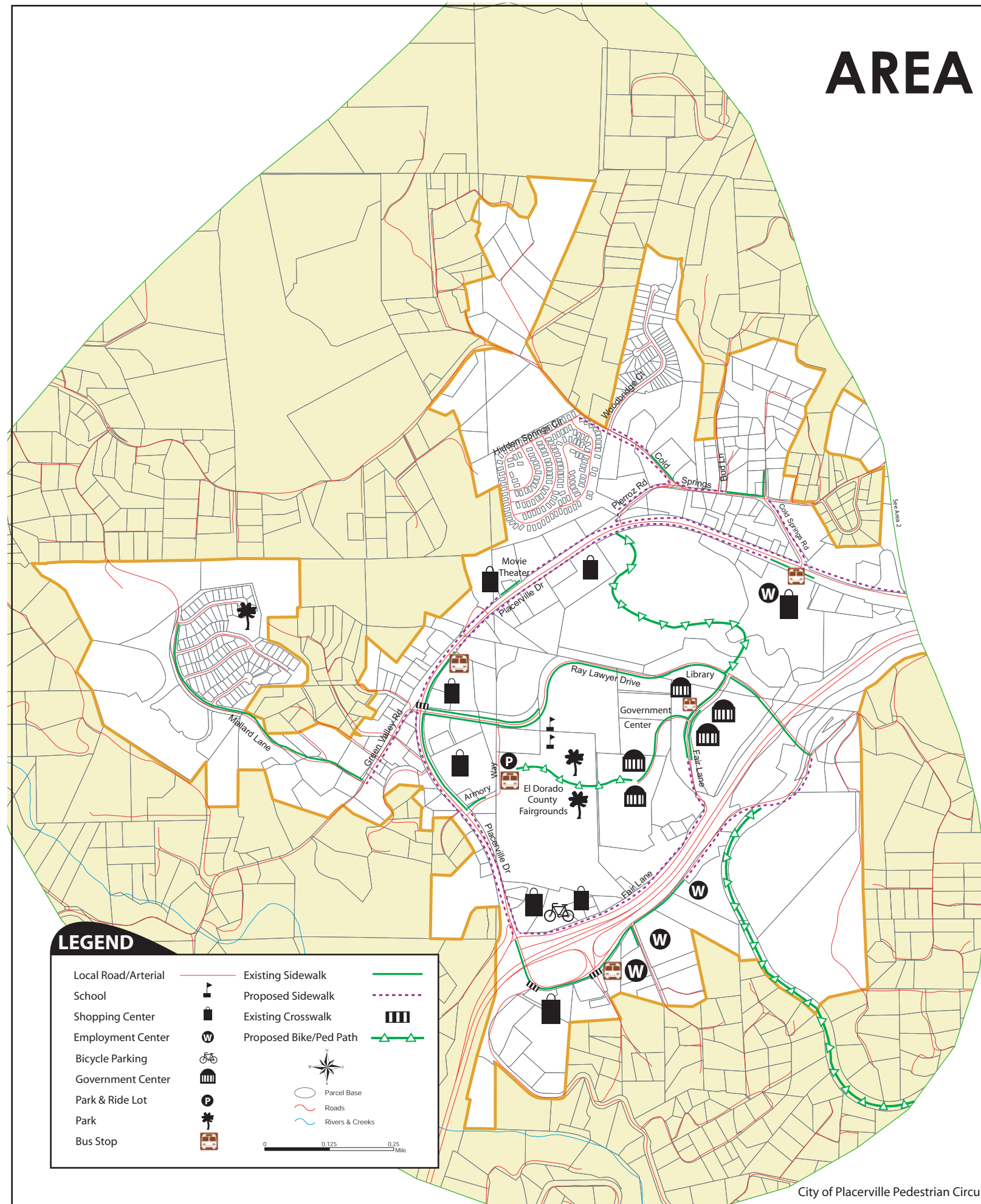
TABLE A1-1: Proposed Sidewalk Improvements

Area 1 – Placerville Drive: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Green Valley	Mallard Ln	Placerville Drive	Southeast	.20 mile / \$79,200
2	Placerville Drive	Home Depot	Big 5	South	.75 mile / \$297,000
3	Placerville Drive	Cold Springs Road	Green Valley Road	North	1.2 mile / \$475,200
4	Placerville Drive	Green Valley Road	Highway 50	East	.5 mile / \$198,000
5	Placerville Drive	Cold Springs Road	Connection with Main Street	North	.25 mile / \$99,000
6	Placerville Drive	Armory Way	Fair Lane	West	.25 mile / \$99,000
7	Fair Lane	Placerville Dr	EDC Government Center	North	.5 mile / \$198,000
8	Forni Road	Diamond Pacific Lumber	Ray Lawyer Drive	South	.40 mile / \$158,400
9	Cold Springs Road	Middletown Rd	Placerville Drive	East	.20 mile / \$79,200
10	Cold Springs Road	Bud Lane	Woodbridge Ct	North	.25 mile / \$99,000
11	Cold Springs Road	Placerville Drive	Pierroz Rd	South	.20 mile / \$79,200
12	Cold Springs Road	Pierroz Rd	Hidden Springs Cir	South	.25 mile / \$99,000
13	Pierroz Road	Cold Springs Rd	Placerville Dr	North	.20 mile / \$79,200
14	Pierroz Road	Cold Springs Rd	Placerville Dr	South	.20 mile / \$79,200

AREA 1 TOTAL NEW CONSTRUCTION = 5.35 Miles/\$2,118,600

POTENTIAL IMPROVEMENTS TO ENCOURAGE WALKING

Street Trees, Median(s), Decorative Lighting



AREA 2: Canal Street & Vicinity

MAJOR PEDESTRIAN DESTINATIONS:

- 📍 El Dorado High School
- 📍 Markham Middle School

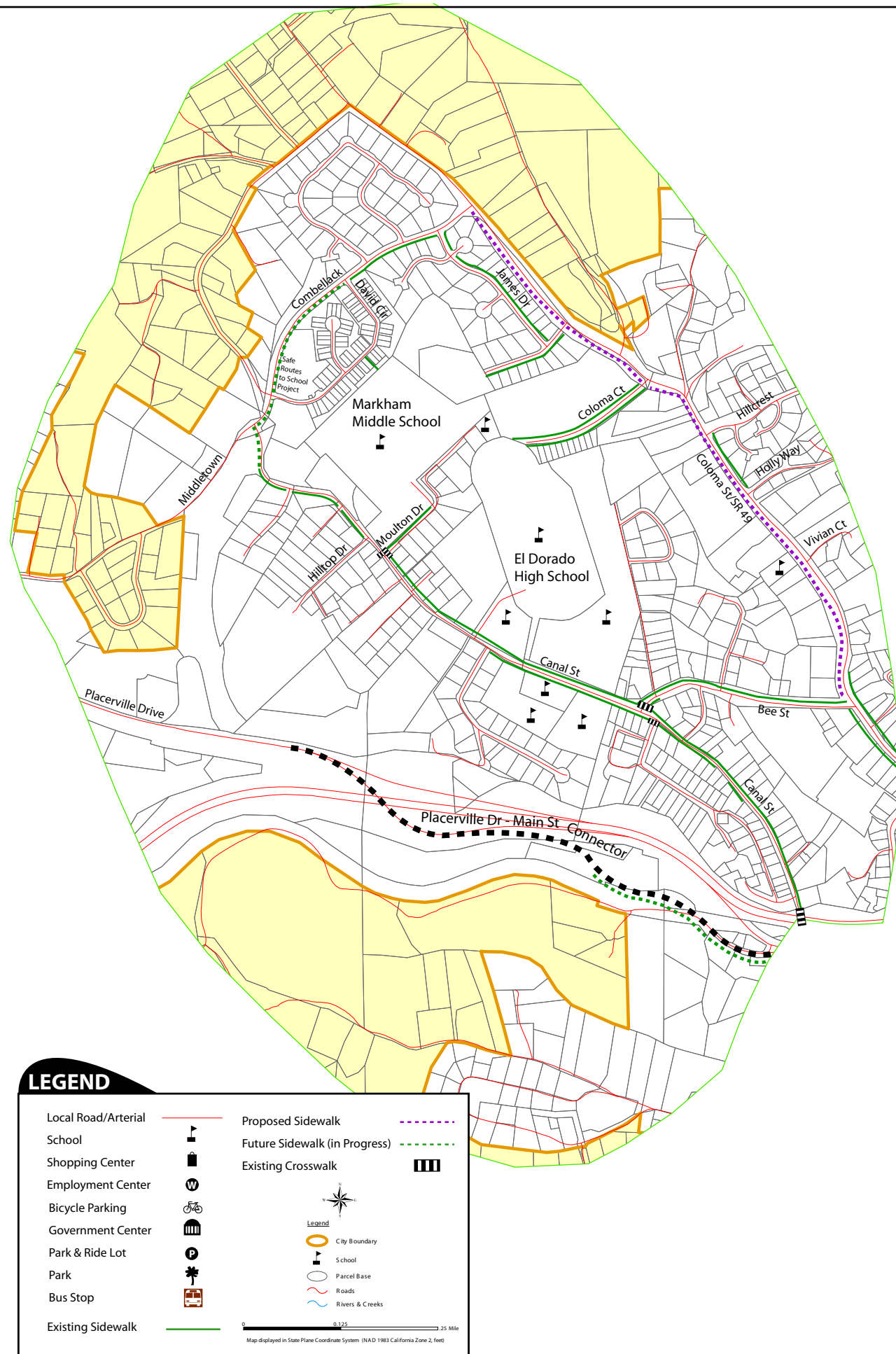
TABLE A2 - 1: Proposed Sidewalk Improvements

Area 2 – Canal & Vicinity Street: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Coloma St/State Route 49	Bee Street	Coloma Ct	West	.5 mile / \$198,000
2	Coloma St/State Route 49	Coloma Ct	Combellaack	West	.30 mile / \$118,800

AREA 2 TOTAL NEW CONSTRUCTION: .35 mile \$316,800

TABLE A2 - 2: Maintenance/Non-Standard Sidewalks

Area 2: Canal St. & Vicinity Maintenance/Non-Standard Sidewalks			
Roadway/Issue	From	To	Side
Coloma St/SR 49/Weed abatement, Sidewalk in disrepair	Near Bee Street	Spring Street	East
Canal Street/Cracked sidewalk at driveway	Corner of Bee Street	Canal Street	East
Bee Street near Canal/Elevated Sidewalk	Acacia Way	Canal Street	North
Canal Street/Sidewalk at street level, no curb,	Bee Street	Highway 50	Northeast
Canal Street/Cracked dilapidated sidewalk, sidewalk at street level	Myrtle Ave	Highway 50	Southeast



AREA 3: Spring, Bedford & State Route 49

MAJOR PEDESTRIAN DESTINATIONS:

* Gold Bug Park

🏥 El Dorado County Health Dept

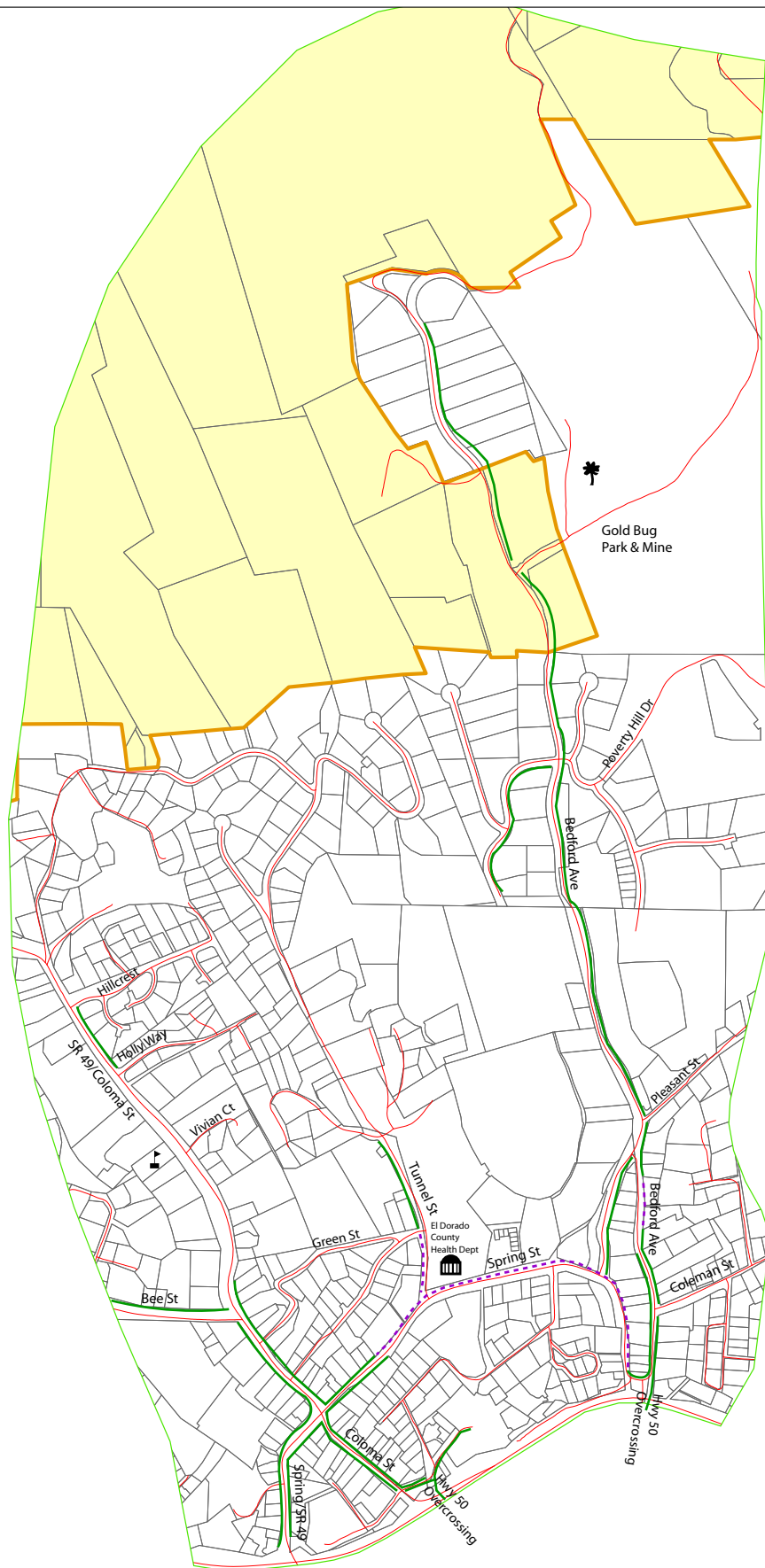
TABLE A3 - 1: Proposed Sidewalk Improvements

Area 3 – Spring, Bedford & State Route 49: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Spring Street	Highway 50	Near Coloma Street	North	.40 mile / \$158,400
2	Tunnel Street	Green Street	Spring Street	West	.10 mile / \$39,600
3	Bedford Ave	Coleman Street	Pleasant Street	East	.10 mile / \$39,600

AREA 3 TOTAL NEW CONSTRUCTION: .60 mile \$237,600

TABLE A3 - 2: Maintenance/Non-Standard Sidewalks

Area 3: Spring, Bedford & SR 49 Maintenance/Non-Standard Sidewalks			
Roadway/Issue	From	To	Side
Bedford Ave/Sidewalk in disrepair	Coleman St	End of sidewalk	East
Bedford Ave/Elevated Sidewalk (fence in some areas)	Hwy 50 Overcrossing	Coleman St	East
Coloma Street/Sidewalk cracked, in disrepair, slightly elevated	High St	Spring St/SR 49	Both
Coloma St/SR 49	Spring St	End of sidewalk near Bee St	East

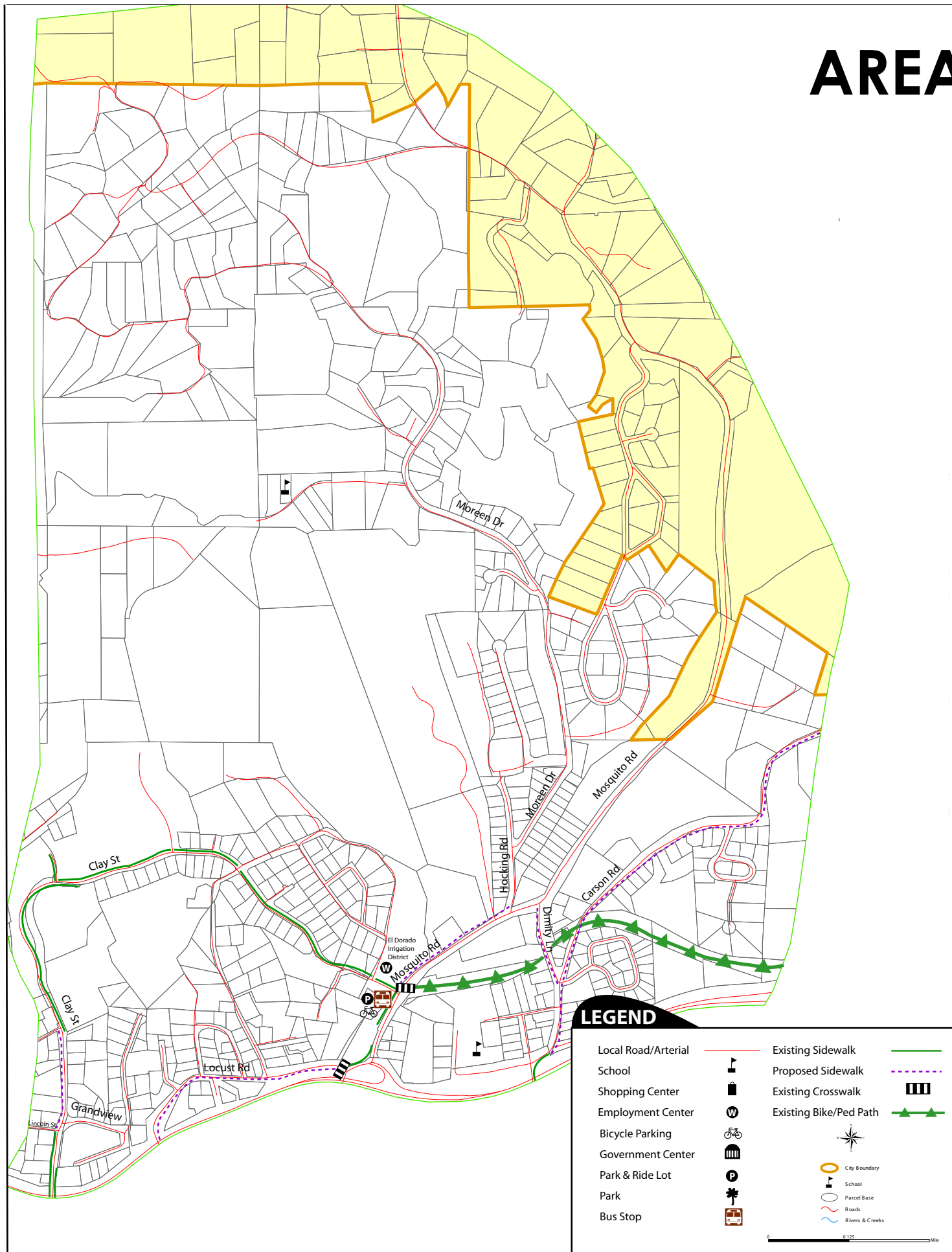


LEGEND

- Local Road/Arterial
- School
- Shopping Center
- Employment Center
- Bicycle Parking
- Government Center
- Park & Ride Lot
- Park
- Bus Stop
- Existing Sidewalk
- Proposed Sidewalk
- Existing Crosswalk

Map displayed in State Plane Coordinate System (NAD 1983 California Zone 2, feet)

AREA 4: Clay, Mosquito



MAJOR PEDESTRIAN DESTINATIONS:

- El Dorado Trail
- Placerville Station
- El Dorado Irrigation District

TABLE A4 - 1: Proposed Sidewalk Improvements

Area 4 Clay, Mosquito: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Clay Street	Coleman St	Lincoln St	West	.15 / \$59,400
2	Mosquito Rd	Hocking Rd	Clay Street	North	.20 / \$79,200
3	Carson Rd	Hwy 50	Schnell School Rd	South	.75 / \$297,000
4	Dimity Lane	Carson Rd	Mosquito Rd	East	.15 / \$59,400
5	Locust Rd	Mosquito Rd	Main Street	South	.35 mile / \$138,600

AREA 4 TOTAL NEW CONSTRUCTION: 1.6 miles \$633,600

TABLE A4 - 2: Maintenance/Non-Standard Sidewalks

Area 4: Clay, Mosquito, Main, Maintenance/Non-Standard Sidewalks			
Roadway/Issue	From	To	Side
Clay Street/Elevated Sidewalk, sidewalk in disrepair	Lincoln St	To Hwy 50 Undercrossing	West
Clay Street/Elevated Sidewalk	Near Grandview	To Hwy 50 Undercrossing	East

AREA 5: Benham, Pacific, Lower Main

MAJOR PEDESTRIAN DESTINATIONS:

- * Benham Park/Aquatic Center, Rotary Park
- 🏛️ Courthouse, City Hall, Post Office
- 🏠 Main Street

TABLE A5 - 1: Proposed Sidewalk Improvements

Area 5: Benham, Pacific, Lower Main: Concrete Sidewalks at \$75/Linear Foot

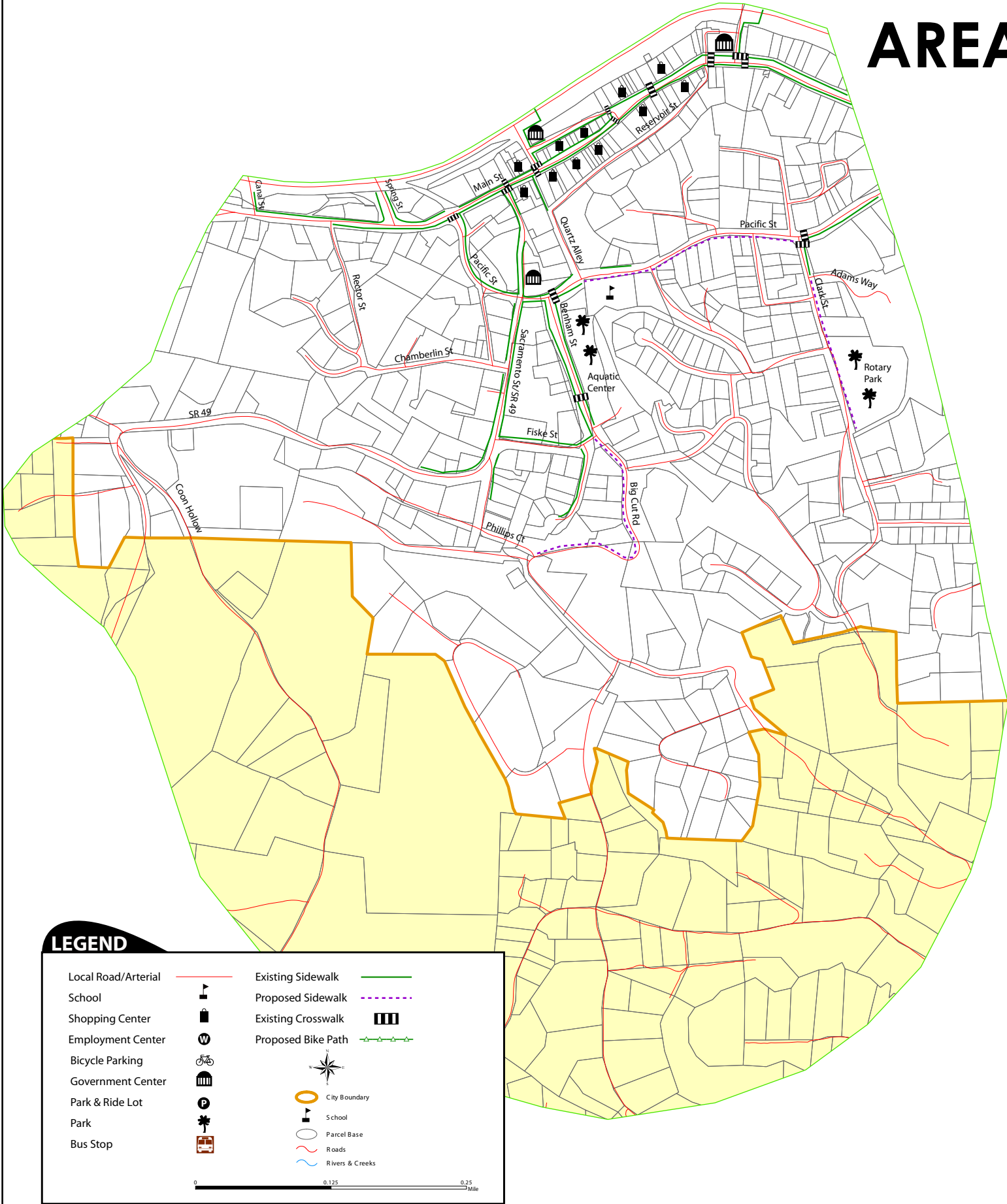
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Pacific Street	Clark St	Quartz Alley	South	.20 mile/\$79,200
2	Clark St	Adams Way	Rotary Park	To be determined	.15 mile/\$59,400
3	Big Cut Rd	Fiske St	Phillips Ct	To be determined	.20 mile/\$79,200

AREA 5 TOTAL NEW CONSTRUCTION: .55 mile \$217,800

TABLE A5 - 2: Maintenance/Non-Standard Sidewalks

Area 5: Benham, Pacific, Lower Main Maintenance/Non-Standard Sidewalks

Roadway/Issue	From	To	Side
Pacific Street/Weed & Brush Abatement	Clark Street	Cedar Ravine	South



LEGEND

Local Road/Arterial	Existing Sidewalk	Proposed Sidewalk
School	Proposed Sidewalk	Existing Crosswalk
Shopping Center	Existing Crosswalk	Proposed Bike Path
Employment Center	Proposed Bike Path	City Boundary
Bicycle Parking	City Boundary	School
Government Center	School	Parcel Base
Park & Ride Lot	Parcel Base	Roads
Park	Roads	Rivers & Creeks
Bus Stop	Rivers & Creeks	

0 0.125 0.25 Mile

AREA 6: Cedar Ravine, Washington

MAJOR PEDESTRIAN DESTINATIONS:

- Marshall Hospital
- Sierra School
- Broadway

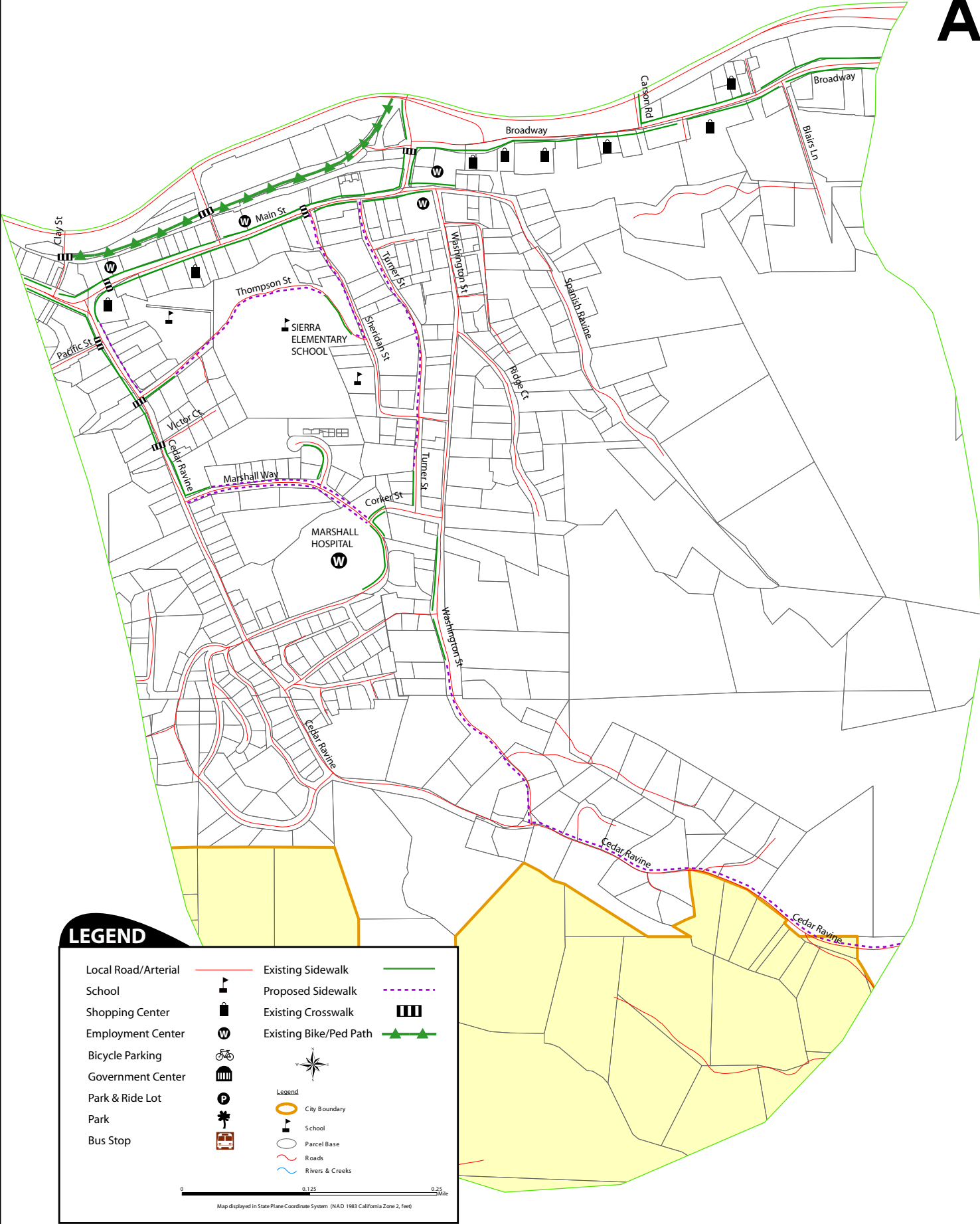
TABLE A6 - 1: Proposed Sidewalk Improvements

Area 6: Cedar Ravine, Washington: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Thompson Street	Cedar Ravine	Sierra School	South	.20 mile/\$79,200
2	Sheridan Street	Main Street	Thompson Street/Sierra School	East	.15 mile/\$59,400
3	Marshall Way	Cedar Ravine	Corker Street	North	.15 mile/\$59,400
4	Marshall Way	Cedar Ravine	Corker Street	South	.15 mile/\$59,400
5	Turner St	Main St	Corker Street	West	.25 mile/\$99,000
6	Cedar Ravine	Country Club Dr	Washington St	North	.60 mile/\$237,600
7	Washington St	Cedar Ravine	Near Marshall Hospital	West	.20 mile/\$79,200
8	Cedar Ravine	Main Street	Thompson Way	East	.10 mile/\$39,600

AREA 6 TOTAL NEW CONSTRUCTION: 1.8 miles \$712,800

TABLE A6 - 2: Maintenance/Non-Standard Sidewalks

Area 6: Cedar Ravine, Washington Maintenance/Non-Standard Sidewalks			
Roadway/Issue	From	To	Side
Cedar Ravine/Sidewalk at street level/narrow	Pacific Street	Victor Ct	West



LEGEND

Local Road/Arterial		Existing Sidewalk	
School		Proposed Sidewalk	
Shopping Center		Existing Crosswalk	
Employment Center		Existing Bike/Ped Path	
Bicycle Parking			
Government Center			
Park & Ride Lot			
Park			
Bus Stop			

Map displayed in State Plane Coordinate System (NAD 1983 California Zone 2, Feet)

AREA 7: Upper Broadway

MAJOR PEDESTRIAN DESTINATIONS:

- El Dorado Trail
- 🏫 Schnell School, El Dorado Adventist School
- 🌳 Lumsden Park, Lyon's Park

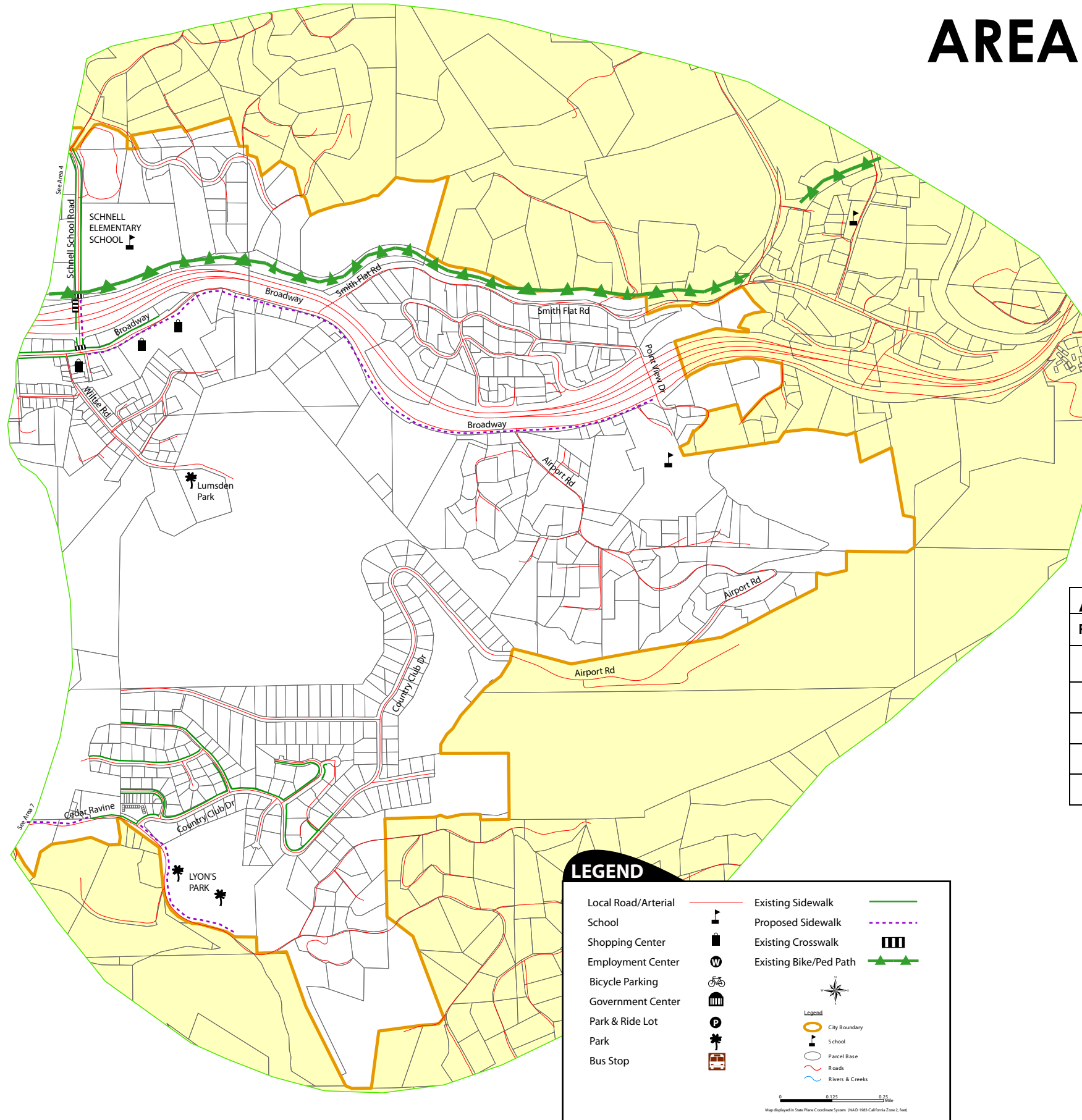


TABLE A7 - 1: Proposed Sidewalk Improvements

Area 7: Upper Broadway: Concrete Sidewalks at \$75/Linear Foot					
PRIORITY	Roadway	From	To	Side	Distance/Cost Estimate
1	Schnell School Road	Broadway	North side of HWY 50	East	.20 mile/\$79,200
2	Broadway	Schnell School Rd	Smith Flat Road	South	.40 mile/\$158,400
3	Broadway	Smith Flat Road	Point View Drive	South	.85 mile/\$336,600
4	Cedar Ravine	Country Club Drive	Lyons park	Northeast	.35 mile/\$138,600
5	Wiltse Rd	Broadway	Lumsden Park	East	.40 mile/\$158,400

AREA 7 TOTAL NEW CONSTRUCTION: 2.2 miles \$871,200

CHAPTER 1

SIDEWALKS

SECTION:

- 8-1-1: Encroachments to Sidewalk Space
- 8-1-2: Sidewalk Repairs Required
- 8-1-3: Notice; Failure to Repair; Lien
- 8-1-4: Service of Notice
- 8-1-5: Action for Recovery of Lien

8-1-1: **ENCROACHMENTS TO SIDEWALK SPACE:** All electric light, telephone, telegraph or other poles and all trees, when such poles and trees stand within the space used for sidewalks, or in the surface drainways of the streets, and constitute obstructions thereto, are hereby declared to be nuisances. It shall be the duty of the Superintendent of Streets to demand, in writing, of the parties responsible therefor, that the obstructions be removed and in case of failure of the parties to so remove any of the obstructions within thirty (30) days after notification, the Superintendent of Streets shall proceed immediately thereafter to remove the obstructions. (Ord. 507, 8-9-01)

8-1-2: **SIDEWALK REPAIRS REQUIRED:** It shall be unlawful for any person owning or having charge or control of any building, lot or premises in the City fronting on any portion of an improved street or where a sidewalk is laid, to allow any portion of the sidewalk in front of the building, lot or premises to be out of repair, and the person must at all times keep the sidewalk in such condition that it will not endanger persons or property passing thereon, and will not interfere with public convenience in the use thereof. (Ord. 743, 9-24-51)

8-1-3: **NOTICE; FAILURE TO REPAIR; LIEN:** Whenever any sidewalk within the City becomes defective from want of repair or renewing, the Superintendent of Streets may, by notice in writing, notify the owner of the real property to renew or repair the sidewalk, specifying in the notice what repairs are required. After the expiration of ten (10) days time from the day of service of the notice, the City shall be deemed to have acquired jurisdiction to contract for the making of necessary repairs if such repairs be not commenced and diligently prosecuted to completion, and the Superintendent of Streets may enter into contract with any proper person to make the repairs at a reasonable price and at the expense of the City; and all such expenses with the cost of collecting the same shall become a lien upon all of the lots or subdivision of land that the sidewalk may be contiguous to; and the lien may be enforced and foreclosed as hereinafter provided. (Ord. 1480, 8-27-91)

8-1-4: **SERVICE OF NOTICE:** The notices provided for in this Chapter may be served personally by the Superintendent of Streets or by any citizen of the United States over the age of twenty one (21) years; or they may be served if the person upon whom service is to be made resides outside of the City, by the Superintendent by mail, by depositing the same in the United States post office in a sealed envelope, with the postage thereon prepaid, and directed to the person sought to be served, at his last known address or place of residence; and the certificate of the Superintendent of personal service or the affidavit of any other person as hereinbefore provided or in case of service by mail, the affidavit of the Superintendent as to the necessary facts as herein required, shall constitute prima facie evidence of service of the notice. In case the owner is a nonresident of the City, then the occupant of the property, if there is one, must also be served with a duplicate of the notice serviced by mail on the owner.

8-1-5: **ACTION FOR RECOVERY OF LIEN:** Whenever the Superintendent of Streets shall have caused any repairs to be made as in this Chapter provided, and the bills therefor shall have been presented to the Council, and the Council shall have ordered the same to be paid and a warrant upon the Treasurer to be drawn therefor, the Council may at the same time or at any subsequent meeting, order the Attorney to commence an action to recover the amount so ordered paid, and enforce and foreclose the lien of the City against the real property liable thereto. (Ord. 507, 8-9-01)



Placerville Sidewalk Clean-up

Help our community walk safely.

If you have a sidewalk in front of your residence, please do your part to keep it safe, clean and free from debris:

- Clear overgrown brush, weeds and shrubbery
- Trim low hanging tree branches
- Repair unsafe conditions such as large cracks, gaps, and uneven surfaces.
- Rake leaves

FREE YARD WASTE PICKUP ON (Insert date here)

Dear Community Member,

The City of Placerville is currently developing a Pedestrian Master Plan with an overall goal of promoting convenient and safe pedestrian circulation throughout the City. While we recognize in many areas simple maintenance is only a fraction of necessary improvement, the first step toward improving the Placerville sidewalk system is to maintain the existing sidewalks to their best possible potential. [Current City Code places responsibility for sidewalk maintenance and repair with the abutting property owner, while the ultimate pedestrian master plan may alter this circumstance, currently the City relies on the property owner for the care of these facilities.] We appreciate your assistance in this effort.

*Sincerely,
Mayor*

TABLE 8 – City of Placerville Non-Motorized Transportation Plan

CITY OF PLACERVILLE EXISTING CONDITIONS					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Placerville Dr.	US 50 - Ray Lawyer	5 Foot shoulder, Class II Bike Lane	Sidewalk from Transit stop to Movie theater on North side, Sidewalk from Transit stop (Big 5) to Ray Lawyer on South side	Yes	Narrow Bridge at Hangtown Creek
Placerville Dr.	Ray Lawyer - Armory Dr.	No defined shoulder	Sidewalk on east side in front of Raley's		
Placerville Dr.	Armory Drive-Fair Lane	No defined shoulder	No sidewalk	N/A	
Ray Lawyer Dr.	Placerville Dr. - Fair Lane	5 Foot shoulder, Class II Bike Lane, obstructed by parking in some areas	Sidewalk on south side. Sidewalk on north side to Placer Village Apts	Yes	Bike Lane needs lane stencils, signs, no parking
Ray Lawyer Dr.	Fair Lane - Forni Road	5 Foot shoulder, Class II Bike Lane	Sidewalk on the west side	Yes	Needs bike lane signs
Forni Road	Placerville Dr. - Briw Ridge	4 foot shoulder to Lo-High Way	Sidewalk on south side	Yes	
Forni Road	Briw Ridge - Gold Nugget Way	2-4 foot shoulder	Sidewalk on south side in front of car dealership only	Yes	
Armory Drive	Placerville Dr. - Ray Lawyer	No shoulder	Sidewalk on north side near Shell station/Raley's	Yes	Park and Ride lot/major commuter transit stop
Fair Lane	Placerville Dr. - Ray Lawyer	Wide near government center, narrows toward Placerville Dr.	Sidewalks near government center	Yes	
Cold Springs Road	Placerville Dr. - Bud Ln	No shoulder	Sidewalk in front of DMV, north side	No	
Cold Springs Road	Bud Ln. - Woodbridge Ct.	Wide street, some narrow points	Two segments of unconnected sidewalk on north side	No	
Cold Springs Road	Woodbridge Ct. - City Limit	No shoulder	No sidewalks		Pierroz - Woodbridge North side informal walking path on shoulder
Pierroz Road	Cold Springs - Placerville Dr.	No shoulder	No sidewalks		
Middletown Road	Cold Springs - Canal Street	No shoulder	No sidewalks		Very narrow, near schools
Canal Street	Middletown - Lawson Way	No shoulder	No sidewalk, informal walking path on west side		
Canal Street	Lawson Way - Hilltop Dr.	No shoulder, narrow road	Asphalt path on west side		
Canal Street	Hilltop Dr. - Moulton Dr.	No shoulder, narrow road	No sidewalk	Crosswalk at Moulton Dr. has curb cut on north side	
Canal Street	Moulton Dr. - Bee Street	No shoulder, narrow road	Sidewalk on east side to Bee St., on south side from school extension to Bee St.	No curb cut at Lee Ct.	
Canal Street	Bee St. - US 50	No shoulder, narrow road	East side, entire length. West side segment missing.	Very low cut sidewalk	Both sides need maintenance in some areas
Canal St./US 50	Intersection	N/A	Crosswalk on east side	Yes	
Markham Dr.	Entire Length				
Moulton Dr.	Entire Length				
Bee Street	Canal St. -Hwy 49	Wide street - potential for Class II Lanes	Sidewalk on north side	Yes	
Combella Rd.	Middletown -Hwy 49	Wide street - potential for Class II Lanes	Sidewalk on south side from David Cir. to James Dr.	No curb cuts at south side crosswalks	2 mid-block crossings
Baker Road	Canal St. -Hwy 49/Coloma Street				
Coloma Street/Hwy 49	Hwy 193 - Bee Street	No shoulder	East side elevated hiking trail/sidewalk. No sidewalk on west side	Sidewalk areas either have curb cuts or are at same grade as roadway	Intersections with roadways on east side need crosswalks
Coloma Street/Hwy 49	Bee Street - Spring Street	No shoulder	Sidewalk on both sides	Yes	Sidewalk needs repair on east side

TABLE 8 – City of Placerville Non-Motorized Transportation Plan

CITY OF PLACERVILLE EXISTING CONDITIONS (continued)

STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Coloma Street	High Street/US 50 overcrossing - Spring Street	Narrow road, no shoulder	Sidewalk on both sides, elevated on the west side	Coloma/High Street intersection needs curb cuts on east side	Access to US 50 overcrossing at Quartz St. Elevated sidewalk on west side
Spring Street	US 50 - Coloma Street	No shoulder	Sidewalk on both sides		Elevated sidewalk on east side
Spring Street	Coloma Street - Tunnel Street	Wide Street - potential for Class II Lanes	Sidewalk on north and south side half way to Tunnel from Coloma	Coloma/Spring intersection has two of four curbs cut	South side needs clearing and weed removal
Spring Street	Tunnel Street - Pleasant Street	Wide Street - potential for Class II Lanes	Sidewalk on north side in front of El Dorado Professional Bldg, ends before Tunnel Street	No curb cuts	
Spring Street	Pleasant Street - Bedford	Street narrows, no shoulder	No sidewalk	Crosswalk at Union Street - no curb cuts	Crosswalk needs re-striping
Union Street	At Spring/Bedford	Intersection of US 50	Sidewalk on north side	No curb cuts at Spring or Bedford crosswalks	
Tunnel Street	Robin Ct. - Spring Street	Wide street - potential for Class II Lanes	Sidewalk on West side	No curb cut on Robin Court side (no sidewalk either)	Apartments in the area
Green Street	Tunnel Street - Coloma St.				
Bedford Ave.	Gold Bug Lane - Pleasant Street	No shoulder	Walking path on the East side	No	Path to Gold Bug Park
Bedford Ave. US 50 intersection	US 50 area	No striping for traffic shoulder	Sidewalk on north side	No	Access to US 50 ped overcrossing
Bedford Ave.	Pleasant St. - US 50	Narrow road, no shoulder	Sidewalk on both sides halfway. Both end between Coleman and Pleasant Streets	No curb cuts at crosswalk near overcrossing	Access to US 50 ped overcrossing
Coleman Rd.	Bedford Ave. - Clay Street	Narrow road, no shoulder	No sidewalk	N/A	
Clay Street	Main Street - Grand View	No shoulder	Sidewalk on west side to Grandview. East side sidewalk ends before Grandview	N/A	
Clay Street	Grand View - Coleman Street	Narrow road, no shoulder	No sidewalk	N/A	
Clay Street	Coleman Street – Arizona Way	Wide street - potential for Class II Lanes where parking restricted	Sidewalk on east side	Yes	Roadway needs traffic calming
Clay Street	Arizona Way - Mosquito Road	No shoulder, parking permitted in some areas	Sidewalk on west side	Yes	Needs crosswalks where sidewalk changes sides
Mosquito Rd.	Broadway St. – Clay Street	No shoulder	Sidewalk in front of Placerville Station	Yes	
Mosquito Rd.	Clay St. - Dimity Ln.	Wide roadway - potential for Class II Lanes	Sidewalk in front of EID bldg.	Yes	
Dimity Lane	Mosquito - Carson Road	No shoulder	No sidewalk	N/A	
Carson Road	Dimity Lane - Broadway	No shoulder	No sidewalk	N/A	
Carson Road	Dimity Lane - Schnell School Road	No shoulder	No sidewalk	N/A	
Schnell School Road	Broadway-Schnell School	Class II potential with 10' lanes	Sidewalk on west side through US 50 interchange, on east side after interchange	Yes	
Schnell School Road	Schnell School - Carson Road	Class II potential with 10' lanes	Sidewalk on both sides	Yes	
Main Street	City Limit - Spring Street	Should be Class II as a component of US 50 Ops project	No sidewalk		
Main Street	Spring Street - Pacific St.	Narrow with parking	Sidewalk on both sides	No curb cut at crosswalk on south side of Main at Main/Spring St. crosswalk. Cuts exist on the north side	

TABLE 8 – City of Placerville Non-Motorized Transportation Plan					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	STREET NAME	CURB CUTS	MISC/OTHER
Main Street	Pacific Street - Sacramento St.	No shoulder	Sidewalk on both sides	Yes	
Main Street	Sacramento St. - Bedford Ave	Narrow with parking	Sidewalk on both sides	No curb cuts at City Hall crosswalk	
Main Street	Bedford Ave. - Clay Street	Narrow, parking in some areas	Sidewalk on both sides	Soda Factory crosswalk needs curb cuts - Clay Street crosswalk needs curb cuts (both problems could be addressed through roundabout project)	
Main Street	Clay Street - Cedar Ravine	No shoulder	Sidewalk on both sides	None at Cedar Ravine/Main (could be addressed through roundabout project)	
Main Street	Clay Street - Mosquito Rd.	No shoulder			
Chapell Street	Main St - Sacramento St.	Wide street, on street parking in some areas	Sidewalk on both sides	Yes	
Pacific Street	Sacramento St. - Benham St.	Wide street, on street parking in some areas	Sidewalk on both sides	Yes	
Pacific Street	Benham St. - Clark St.	Potential for Class II Lanes			
Pacific Street	Clark St. - Cedar Ravine	Wide street - potential for Class II Lanes	Sidewalk on south side from Clark Street to Cedar Ravine	No curb cut on north side of Pacific at Cedar Ravine, No curb cut at Pacific and Clark	Needs maintenance - overgrown and in disrepair.
Broadway	Mosquito Rd. - Carson Rd.	Narrow road, no shoulder	Sidewalk on south side only from Mosquito to Carson Road		
Broadway	Carson Rd - Schnell School Road	No shoulder	Sidewalk on both sides, north side ends at Wiltse		
Broadway	Schnell School Road - Smith Flat Road	2-4 foot shoulder on south side only	Sidewalk on north side in front of businesses only		
Broadway	Smith Flat Rd. - Airport Road	No shoulder	No sidewalk	N/A	
Broadway	Airport Road - Point View Drive	No shoulder	No sidewalk	N/A	
Fiske St.	Entire Length				
Benham St.	Pacific Street - Parkview Ct.	Narrow with parking	Sidewalk on both sides	No curb cuts at Pacific Street	
Sierra Drive	Coon Hollow School - Gilmore Street				
Gilmore Rd.	Sierra Drive - Sacramento St.				
Clark St.	Pacific St. - Rotary Park	No shoulder	Sidewalk from Pacific Street to Adams Way on East side	No curb cut at Adams Way	
Cedar Ravine	Main Street - Pacific St.	No shoulder	Sidewalk from Pacific to Main on West side	Needs curb cut at Pacific Street	
Cedar Ravine	Pacific Street - Thompson St.	No shoulder	Sidewalk from Pacific to Thompson on West Side	Crosswalk at Thompson (school route)	
Cedar Ravine	Thompson St. - Victor Ct.	No shoulder	Sidewalk to Victor Ct. on West side	Curb cut at crosswalk at Thompson, but not on the Cedar Ravine side	
Cedar Ravine	Victor Ct. - Marshall Way	No shoulder	Sidewalk from Victor Ct. to Marshall on East side	Crosswalk at Victor Ct. has curb cuts	
Cedar Ravine	Marshall Way - Country Club Drive	No shoulder	Small segment of sidewalk near Washington		
Cedar Ravine	Country Club Drive - Lions Park	2-4 foot shoulder	No sidewalk	N/A	
Thompson Street	Cedar Ravine - Sheridan Street	2-4 foot shoulder on South side to Sierra School	Sidewalk in front of Sierra School		

TABLE 8 – City of Placerville Non-Motorized Transportation Plan					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	STREET NAME	CURB CUTS	MISC/OTHER
Sheridan Street	Thompson St. - Main St.	Shoulder on West side			
Marshall Way	Cedar Ravine - Corker Street	Sufficient shoulder for Class II Lanes to the Hospital	Sidewalk on the north side halfway to Fowler	Yes at Cedar Ravine	
Marshall Way	Fowler Way - Corker	Sufficient shoulder for Class II Lanes to the Hospital	Sidewalk on north side half way from Corker to Fowler	Yes at Corker	
Washington Street	Cedar Ravine - Spanish Ravine Road	No shoulder	No sidewalk	N/A	
Wiltse Road	Lumsdsen Park - Broadway				
Corker Street	Entire Length				
Turner Street	Entire Length	Narrow - no shoulder	No sidewalk	N/A	
Country Club Dr.	Cedar Ravine - Sean Drive	Wide street with on street parking	Sidewalk on north side	Rolled curbs	
Country Club Dr.	Sean Drive - Barrett Drive	Wide street with on street parking	Sidewalk on north side to Barrett Drive	Rolled curbs	