

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. A copy of the resolution is included in 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 & 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 (5) 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, powerline 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.