

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 NMTP 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 for improved connectivity between activity centers (*Goal 1, non-motorized circulation*), and improved multi-modal integration (*Goal 5, multi-modal integration*). Maps 3 and 4 on pages 9 and 10 of this chapter lay out the proposed system of Class I, II, and III bikeways. Tables 10 – 13 on pages 6 through 8 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 path between Quartz Drive and Robin Court
4. Bicycle path through the downtown corridor
5. Non-motorized connections between Washington Street and Barrett Drive
6. Improving general non-motorized connectivity between Country Club and Broadway
7. Bike path connection between Clark Street and Big Cut or Pardie Way
8. Non-motorized connection between Skyline Drive and Excelsior Road

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. Map 1 displays 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 & 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 “Hangtown 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. 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 below.



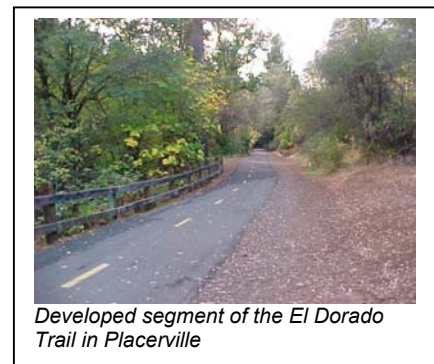
Placerville Station Multi-Modal Center in Placerville

TABLE 9		
Existing Multi-Modal Centers	Location	Amenities
Placerville Station Multi-Modal Center	Mosquito and Clay Streets in the City of Placerville	Bike lockers, 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

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 new transit stop/plaza is being planned for Main Street near the historic Bell Tower.

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 nearly three miles of Class I Bike Path, some of which is in the City. The existing segments of Class I bike path in the City are as follows (west to east):

- ❑ Clay Street to Mosquito Road (construction in Spring 2005)
- ❑ Mosquito Road to Dimity Way
- ❑ Dimity Way to City Limit

The next phase for the El Dorado Trail through Placerville is to develop an alignment westward, with the segment through downtown Placerville to be explored through the development of a

feasibility study for a trail alignment. Included in this plan is a proposal for a Class I bike path segment between Canal Street and Ray Lawyer Drive on a segment of Southern Pacific railroad right-of-way owned by Caltrans.

5.5 Placerville Downtown Trail Feasibility Study

In 2002, the Placerville City Council approved the “US 50 Operational Improvements Project” (50 Ops). The project will add an auxiliary lane to US 50 in the eastbound direction. This additional lane will significantly reduce the railroad right-of-way, which could have served as the alignment for the El Dorado Trail. Several community members opposed the 50 Ops project, stating that the improvements to US 50 should not preclude the opportunity to have a non-motorized trail in that location. The Non-Motorized Transportation Plan was developed primarily in response to the community’s concerns over the 50 Ops project. Caltrans does not support the use of the right-of-way for a trail, but the construction of the 50 Ops project does not preclude the use of the area for a trail. Taking into consideration Caltrans’ position on the use of the remaining right-of-way, plus other previously approved plans for the area such as the Downtown Placerville Revitalization Action Plan, the feasibility study analyzed options for the El Dorado Trail to extend through the downtown core of Placerville. The results of the study guide the proposals included in this plan for a non-motorized trail alignment through the downtown core of Placerville.

See: Supplement, Placerville Downtown Trail Feasibility Study.

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 will provide concepts for the City to use in designing or improving streets and public areas to help extend and improve the walking environment beyond Main Street.

5.6.1 Pedestrian Friendly Design Features

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

- ❑ *Compact Development* – Locates a greater number of destinations within walking distance than linear-type development
- ❑ *Mixed Land Uses* – Makes it possible for people to walk between land uses i.e., from home to work, from home to the store, from work to restaurants, etc.
- ❑ *Good Transit Access* – Encourages a mode of travel that stimulates walking at either end of the trip
- ❑ *Lighted/Reflective Markings at Crosswalks* – adds visibility to nighttime walkers thereby increasing safety
- ❑ *Pedestrian Activated Flashing Lights* – Helps pedestrians cross streets with greater ease, convenience and perception of safety



A midtown Sacramento landscaped pedestrian refuge with reflective crosswalk

- ❑ *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
- ❑ 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



Landscaped traffic circle

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

ROADWAY, ROUTE OR PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	MISCELLANEOUS
Mallard Lane	Green Valley Road to City limit	.5	
Green Valley Road	Placerville Drive to Mallard Lane	.25	
Placerville Drive	Green Valley Road to Forni Road/US 50	.5	
Placerville Drive	Bridge over Hangtown Creek	.1	Bike Lanes require additional width on bridge
Forni Road	Ray Lawyer Dr 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	.25	
Middletown Road	Entire length	.25	Small segment in the County
Combella Road	Entire length	.25	
Highway 49	City Limit to Coloma Court	.5	
Spring Street	Highway 49 to Pleasant Street	.25	May effect existing on-street parking
Pleasant Street	Spring Street to Bedford Ave	.25	
Bee Street	Entire length	.25	May effect existing on-street parking
Main Street	Spring Street to new Placerville Drive connection	.25	May effect existing on-street parking
Pacific Street	Entire length	.25	May effect existing on-street parking
Thompson Street	Cedar Ravine to Sierra School	.25	May effect existing on-street parking
Marshall Way	Cedar Ravine to Marshall Hospital	.25	
Clay Street	Coleman Street to Arizona Way	.5	
Mosquito Road	Dimity Lane to Broadway	.25	
Schnell School Road	Broadway to Carson Road	.25	
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		8.6 MILES	

ROADWAY, ROUTE OR PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	MISCELLANEOUS
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	
Coloma Street/Highway 49	Coloma Court to Spring Street	.5	
Benham Street	Entire length	.25	
Big Cut Road	To City limit	.5	
Spring Street	US 50 to Tunnel Street	.25	
Main Street	Spring Street to Clay Street	.5	
Cedar Ravine	Main Street to Marshall Way	.25	
Washington Street	Main Street to Corker Street	.25	
Washington Street	Cedar Ravine to Sherman Street	.25	
Sherman Street/Thompson St.	Washington St. to Sierra School	.25	
Spanish Ravine Road	Connection from Main St. to McDonald's parking lot	.25	Make the gate bicycle and pedestrian friendly
Broadway Road	Main Street to Schnell School Road	.5	
Carson Road	Broadway to Dimity Lane	.25	
Dimity Lane	Mosquito Road to Carson Road	.25	
TOTAL CLASS III BIKE ROUTES PROPOSED		6.25 MILES	

Note regarding Class III Bike Routes: Whenever feasible, stripe fog lines to allow 2 or more feet of shoulder for bicyclists.

TABLE 12			
PROPOSED BIKEWAY FACILITIES - CLASS I BIKE PATHS			
ROADWAY, ROUTE OR PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	MISCELLANEOUS
Coloma Ct to High School connector	End of Coloma Court to High School	.25	
Government Center Placerville Drive connector	Fair Lane to Armory Way	.5	As a component of future development
El Dorado Trail	As recommended by Feasibility Study – Clay Street to Bedford Ave.	.25	
El Dorado Trail	Forni Road to Ray Lawyer Dr.	1	
El Dorado Trail	Ray Lawyer Drive to City Limit	.75	Work with El Dorado County to complete segment to Missouri Flat Road
Missouri Flat Rd. – Placerville Drive Connector Bike Path	Forni Road to Perks Court along US 50	.25	Work with El Dorado County to complete segment to Perks Court
TOTAL CLASS I BIKE PATHS PROPOSED		3 MILES	

TABLE 13	
PROPOSED BICYCLE FACILITIES – BIKE RACKS & LOCKERS	
Bike Racks	Lower Broadway, near Taco Bell, Rite Aid
Bike Racks	Upper Broadway, near Food-4-Less
Bike Racks	At County Fairgrounds near Skate Park
Bike Racks	At Raley's Center on Placerville Drive
Bike Racks	At County Library and County Government Center
Bike Lockers	At any new Park & Ride Lot in the City of Placerville
Bike Lockers	At Fairgrounds Park & Ride Lot