

## SECTION III

### TRANSPORTATION

#### GOALS AND POLICIES

**Goal A: To provide a circulation system that is correlated and adequate to support existing and proposed land uses, thereby providing for the efficient movement of goods and services within and through Placerville.**

#### **Policies:**

1. The City shall strive to attain the highest possible traffic levels of service consistent with the financial resources available and within the limits of technical feasibility.
2. Streets shall be dedicated, widened, extended, and constructed according to the City's Master Street Plan and the street cross-sections shown in the Street Standards figures in Part I. Rights-of-way shall be reserved according to the specifications of the Master Street Plan. Deviations from the street cross-sections shown in Part I shall be allowed based upon a determination by the Public Works Director that safe and adequate public access and circulation are preserved by such deviations.
3. Major circulation improvements should be completed as abutting lands develop or redevelop, with dedication of right-of-way and construction of improvements required as a condition of approval. Where the City may deem it appropriate, a property owner can be allowed to enter into a Frontage Improvement Agreement in lieu of construction of improvements if the majority of the neighborhood or area is presently unimproved. However, the City should require a minimum level of improvements to ensure adequate accessibility for vehicles and emergency equipment.
4. The City shall maintain and repair streets according to the priorities set out in the City's Street Maintenance Plan.
5. The City shall ensure that all newly-developing areas are served by at least two means of access.
6. The City shall discourage the creation of long dead-end roads and cul-de-sac streets by providing for connections between such streets and secondary access to areas served by such streets.
7. The City shall prohibit the development of private streets in new residential projects, except in extraordinary circumstances. In such cases, the private streets shall be developed to City street standards.

8. The City shall continue to explore the feasibility of developing a beltway road system.
9. The City shall aggressively pursue state and federal funding to implement the City's Circulation Plan.
10. The City recognizes that there is a relationship between transportation planning in the county and transportation planning in the city. It is the policy of the City to work closely with the transportation agencies of the County and the City to solve transportation problems that affect all levels of government.

**Goal B: To promote the development of a circulation system that preserves the historic nature and character of neighborhoods and districts, reinforces neighborhood identity and integrity, and minimizes adverse impacts on hillsides and vegetation.**

**Policies:**

1. New local streets shall be designed to discourage heavy through traffic within residential neighborhoods.
2. The City shall attempt to minimize traffic congestion in the downtown area by studying the feasibility of constructing "beltways" around the northerly and southerly portions of the city, thereby providing alternate routes for through traffic.
3. The City shall coordinate with state and federal efforts to improve the flow of traffic through Placerville on Highway 50. The City shall continue to review alternatives for solving traffic congestion related to Highway 50.
4. The City shall support the relocation of Highway 49 to an alternate route through Placerville.
5. The City shall attempt through siting and design of new development in hillside and environmentally sensitive areas to minimize the need for substantial grading and removal of vegetation.

**Goal C: To minimize traffic accidents and hazards.**

**Policies:**

1. The City shall discourage the creation or continuance of traffic hazards in new development and other proposals requiring the City to exercise its discretionary authority.

2. In the development of new projects, the City shall give special attention to maintaining adequate corner-sight distances at city street intersections and at intersections of city streets and private access drives and roadways.
3. The City shall identify and remove, as feasible, obstacles limiting corner-sight distances at city street corners.
4. The City shall maintain a program of identification and surveillance of high traffic accident locations, with emphasis on early detection and correction of conditions which could potentially constitute traffic hazards.

**Goal D: To ensure the adequate provision of both on-street and off-street parking.**

**Policies:**

1. If future growth in traffic volumes necessitates removal of on-street parking places to provide additional traffic lanes, the lost on-street spaces should be replaced with an equal number of off-street spaces within the same vicinity.
2. The City shall require all new development to provide an adequate number of off-street parking spaces to accommodate the typical parking demands of the type of development proposed for the site. In the downtown area, new developments may, at the City's discretion, pay in-lieu parking fees.
3. The City shall allow parking variances only under the most unusual circumstances, and only after all other possible actions and conditions have been identified and studied. In such cases, the City may require the payment of in-lieu fees sufficient to cover the current costs of land acquisition and construction of parking spaces.
4. The City shall research the ability to use redevelopment financing to provide parking downtown. The City shall ensure that a majority of property owners are in favor of this program prior to implementation.

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

**Policies:**

1. The City shall develop an inner-city bicycle route master plan.
2. Wherever possible, bicycle facilities should be separate from roadways and walkways.
3. The City shall limit on-street bicycle routes to those streets where the available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic.

4. The City shall promote the development of bicycle routes that follow the contours of the land and are compatible with the terrain.
5. The City shall promote the development of bicycle routes in major development areas and along railroad rights-of-way.
6. The City shall promote development of bicycle routes and/or trails that connect parks and schools that link the Ray Lawyer Drive/Placerville Drive area with downtown, and that link the Apple Hill area with Placerville.
7. The City shall encourage the development of a bike trail through the city utilizing the Southern Pacific and Michigan/California Railroad rights-of-way. This trail could provide an opportunity to connect to other trail systems such as the American River Bikeway in Sacramento County.
8. Any future development adjacent to a bike trail shall be required to analyze impacts of the development on the bike trail and mitigate to the greatest extent possible identified impacts.

**Goal F: To promote convenient and safe pedestrian circulation.**

**Policies:**

1. Pedestrian circulation needs and convenience in the downtown shall be given priority over the needs of through-traffic.
2. The City shall continue to enforce its program requiring adjoining property owners to repair and replace sidewalks in older neighborhoods to increase pedestrian safety and convenience.
3. In approving development projects, the City shall continue to require the construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
4. Where deemed necessary and appropriate, the City shall undertake construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
5. The City shall require all developments with a density of R1-2,000 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.

**Goal G: To maintain coordinated, efficient bus service that provides an effective alternative to private automobile use.**

**Policies:**

1. The City shall encourage Greyhound Lines and El Dorado County Transit to maintain, at a minimum, their present levels of service in the Placerville area.
2. The City shall work closely with Greyhound and El Dorado County Transit in coordinating bus stop locations and bus schedules to facilitate transfers between bus systems.

**Goal H: To promote the continued maintenance, preservation, and improvement of the Placerville Airport.**

**Policies:**

1. The City shall continue to support the operation of the Placerville Airport as a general aviation airport for the benefit of area residents, tourists, and industry. The airport should continue to be made available for emergency aviation purposes and to serve the needs of federal and state agencies.
2. The City shall provide for land use surrounding the Placerville Airport that is consistent with the Airport Land Use Compatibility Plan.

**Goal I: To provide for safe pedestrian access for Placerville residents, with emphasis on routes to and from school.**

1. The City will work with the local school districts to provide sidewalks or walkways along routes used by school children on their way to and from school.