INTRODUCTION

This Transportation and Circulation Element provides the framework for decisions in El Dorado County concerning the countywide transportation system. The system includes facilities for various transportation modes, including roads, transit, non-motorized, rail, and aviation. This element provides for coordination with the incorporated cities within the county, the El Dorado County Transportation Commission, the Sacramento Area Council of Governments, the Tahoe Regional Planning Agency, and state and federal agencies that fund and manage the county's transportation facilities. The Transportation and Circulation Element reflects the urban and rural diversity of the unincorporated areas of El Dorado County and establishes standards that guide development of the transportation system, including access to the road and highway system required by new development.

Traffic and circulation are issues of great importance to many county residents. In 1998, El Dorado County voters approved Measure Y, "The Control Traffic Congestion Initiative." This measure amended the 1996 General Plan Circulation Element to clarify and implement the level of service and concurrency policies that were already in that Plan. When the 1996 General Plan was set aside, the Court directed the County to continue to apply the Circulation Element, as amended by Measure Y, pending adoption of a new General Plan. In light of the strong public support for "The Control Traffic Congestion Initiative," this new Transportation and Circulation Element incorporates and builds upon the key principles of the measure and the County's experiences in its implementation.

This element is divided into four major parts: this introduction, information on the Circulation Map, goals and policies for transportation and circulation, and an implementation program. The introduction includes background information on the transportation setting and regulatory and planning environments. The next section describes the County's Circulation Map and related transportation systems, including bikeways and transit corridors. Next, the document describes and sets out goals and policies for six subjects: Roads and Highways, Transit, Transportation Systems Management, Non-Motorized Transportation, Rail Transportation, and Air Transportation. The element closes with an implementation program, which outlines implementation measures, responsible parties, and the timing necessary to accomplish the goals and policies.

RELATIONSHIP TO OTHER ELEMENTS

The Transportation and Circulation Element has been correlated with the Land Use Element as required by Government Code Section 65302(b). Related policies can also be found in the

Parks and Recreation Element; Conservation and Open Space Element; Health, Safety, and Noise Element; and Public Services and Utilities Element.

GENERAL PLAN LAW REQUIREMENTS

Government Code Sections 65302(b) and 65303 require a Circulation Element to be a part of any general plan. The Circulation Element sets forth goals and policies describing the overall mobility program for the county. This approach is consistent with the Government Code as well as the California Department of Transportation's (Caltrans) Advanced Transportation System Development Program. Coordination between state and local transportation planning is a key to the success of the Regional Transportation Plans, which are regional planning documents required by state and federal law (see the Regional Planning discussion below). The Government Code requires that the Circulation Element identify the general location of existing and proposed major transportation routes, terminals, and other local public facilities.

TRANSPORTATION SETTING

The existing physical conditions for the transportation system are described below. This description is organized by type of transportation system, including the regional roadway system, public transportation systems, the non-motorized transportation system, and the aviation system.

Regional Roadway System

El Dorado County's transportation system is primarily focused around the roadway network. Most in-county travel is in automobiles because low-density development patterns have limited the viability of facilities or services related to transit, bicycles, and pedestrians. According to the 2000 Census, almost 90 percent of all trips from home to work by county residents were made by automobile.

Although automobile travel is the primary function of the roadway network, it also serves a variety of other users including freight haulers, buses, bicycles, pedestrians, and in some locations, equestrians.

The roadway network is primarily rural in character but is rapidly urbanizing in the western portion of the county. U.S. Highway 50 is the primary transportation corridor extending through the county from west to east and serves all of the county's major population centers, including El Dorado Hills, Cameron Park, Diamond Springs, Placerville, Camino, and South Lake Tahoe. Other state highways, county arterials, and a network of local public and private roads constitute the remainder of the roadway system. Access to property is either directly from a fronting arterial road or from public or private local roads, many of which are narrow and unpaved.

Commuting, shopping, recreation, and shipping are responsible for most of the travel demand on the transportation system. The Lake Tahoe Basin is a popular recreational attraction, as is the Eldorado National Forest, with destinations such as Desolation Wilderness. Other

attractions include the American River, Marshall Gold Discovery State Historic Park, Folsom Lake, Sly Park Reservoir, historic downtown Placerville, and Apple Hill. Visitors come primarily from population centers to the west of El Dorado County, such as Sacramento and the San Francisco Bay area. Employment for a large portion of the residents of the western portion of the county is in the greater Sacramento area, for which U.S. Highway 50 serves as the main commute route.

State Highways

State highways in El Dorado County include freeways, expressways, and conventional highways that are operated and maintained by Caltrans. These highways are an integral part of the county transportation system serving inter-county and inter-city traffic. El Dorado County has one U.S. route (U.S. Highway 50) and four other State Routes (State Routes 49, 89, 153, and 193), all of which are maintained by Caltrans.

U.S. Highway 50 is the primary transportation facility in El Dorado County, providing connections to Sacramento County and the State of Nevada. It accesses nearly all of the recreation areas and tourist attractions for visitors from Sacramento and the San Francisco Bay area. U.S. Highway 50 is also the major commute route to employment locations in the greater Sacramento area and the major shipping route for goods movement by truck. From the Sacramento County line to the City of Placerville, U.S. Highway 50 is a four-lane freeway with an eastbound truck-climbing lane on the steep Bass Lake grade and short sections of high occupancy vehicle (HOV) lanes from the county line to El Dorado Hills Boulevard. High occupancy vehicle lanes are restricted to carpools (i.e., vehicles with two or more people), vanpools, and buses during morning and evening peak hours. U.S. Highway 50 transitions to a conventional four-lane highway through the City of Placerville with traffic signals at three major intersections. East of the city and extending into the Lake Tahoe Basin, U.S. Highway 50 is an expressway with unsignalized intersections east to Ice House Road near Riverton, where the highway narrows to two lanes with passing opportunities limited mostly to locations with passing lanes and turnouts.

State Route 49 serves north-south traffic throughout the Sierra Nevada foothills. In and near El Dorado County, State Route 49 runs from Plymouth in Amador County through Diamond Springs, Placerville, Coloma, Pilot Hill, and Cool to Auburn in Placer County. The portions of State Route 49 between Plymouth and Placerville, Placerville and Coloma, and Cool and Auburn contain sections that are narrow, winding, and steep.

State Route 193 runs northerly from State Route 49 in Placerville to State Route 49 in Cool by way of Georgetown. The two-lane highway is generally far narrower than the Caltrans standard for this type of highway, except for a wider section near Georgetown and a narrower, steep, and winding section north of Placerville.

The other two El Dorado County state highways are State Route 89 and State Route 153. State Route 89, a north-south route in the northern Sierra Nevada, runs entirely within the Tahoe Basin in El Dorado County. State Route 153 is a one-half mile long road that provides access from State Route 49 to the Marshall Monument in Coloma, and does not handle regional traffic.

Public Transportation System

Public transportation in El Dorado County consists of the following services and facilities.

- El Dorado County Transit Authority (EDCTA)
- Lake Tahoe Transit
- Commercial bus services
- Taxi service
- Vanpools and carpools
- Park-and-ride facilities

The El Dorado County Transit Authority (EDCTA) and Lake Tahoe Transit provide transit service in El Dorado County. The El Dorado County Transit Authority serves the residents of western El Dorado County, providing scheduled fixed-route service, daily commute service to Sacramento, dial-a-ride service in Placerville and outlying communities, and chartered social service routes. Life-line service is also provided to the elderly, the disabled, and Sacramento commuters. For EDCTA's fixed-route service, seven routes are local (within El Dorado County), and 12 are commuter routes to Sacramento County. In fiscal year 2000/2001, EDCTA served nearly 295,000 riders. The commuter service was particularly well used with an average weekday ridership of approximately 500.

Lake Tahoe Transit provides service throughout the Tahoe Basin. Areas of El Dorado County are served by the "Nifty Fifty Trolley," which is geared toward tourism, and the South Tahoe Area Ground Express (STAGE). Lake Tahoe Transit also provides connections for travel from the south shore to Tahoe's north shore and the town of Truckee in Placer County. Lake Tahoe Transit also provides demand response service in El Dorado County through its Bus Plus program.

Amtrak provides its Thruway Service (bus service) to customers in Placerville and South Lake Tahoe. To use this service, customers make reservations with Amtrak to provide bus service to an Amtrak Station.

Currently, Lightning Taxi and All Dorado Taxi provide service in western El Dorado County and are available on demand or by reservation. Seven different companies currently provide taxi service in the Tahoe Basin.

Formal carpools and vanpools in El Dorado County are organized by the State of California and VPSI. Six state vanpools are available to transport state employees residing in El Dorado Hills, Shingle Springs, Placerville, Pollock Pines, and Rescue to their jobs in Sacramento. Five of these vanpools travel to downtown Sacramento while one travels to the Franchise Tax Board in Rancho Cordova.

Park-and-ride lots provide a place for commuters to park their cars so they can transfer to public transit or carpools. El Dorado County has 14 park-and-ride facilities with 12 facilities

concentrated along U.S. Highway 50. These parking sites are important in encouraging ridesharing by providing a place to leave a personal vehicle in order to use public transportation or another form of ridesharing.

Non-Motorized Transportation System

The non-motorized transportation system is composed of the local and regional bikeways and trails in El Dorado County. With the exception of students commuting to school, bicycles and other forms of non-motorized transportation have not been widely used as a transportation mode for commuting in El Dorado County. According to the 2000 Census, the number of bicycle and walk trips to work in the county dropped from 2,160 in 1990 to 1,810 in 2000. This decline is likely due to the county's low-density development pattern and related lack of investment in bicycle and pedestrian facilities. Most bicycling and walking in the county occurs for recreational or social purposes.

Aviation System

There are four general aviation airports within the county. The Placerville Airport and the Georgetown Airport are both owned and operated by El Dorado County. Cameron Airpark Airport is owned and operated by the Cameron Park Airport District, a special district, and the Lake Tahoe Airport is owned and operated by the City of South Lake Tahoe.

The county's airports are used by the general public as well as military and other government agencies for training flights, search and rescue missions, and fire suppression support. Placerville Airport averages 178 operations per day, 98 percent of which are general (public use) aviation operations. Georgetown Airport averages 62 operations per day; 98 percent of these operations are also general aviation. Cameron Airpark averages 99 operations per day. All of these operations are general aviation as this airport does not have military operations. Lake Tahoe Airport averages 67 operations per day. Like Placerville and Georgetown, 98 percent of Lake Tahoe Airport's operations are general aviation.

TRANSPORTATION PLANNING ENVIRONMENT

Transportation planning considerations that are applicable to this element are summarized below.

Roadway Capacity and Level of Service

Level of Service (LOS) is a general measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. The LOS grades are generally defined as follows:

- LOS A represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.
- LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.

- LOS C has stable operating conditions, but the operation of individual users is significantly affected by the interaction with others in the traffic stream.
- LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
- LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
- LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

These definitions are contained in the *Highway Capacity Manual* (HCM) (Transportation Research Board 2000). The HCM methodology is the prevailing measurement standard used throughout the United States.

State Planning

The *State of California General Plan Guidelines* (Governor's Office of Planning and Research 1998) contain advisory information on California's legal requirements for general plans. The guidelines describe key components to be included in the circulation element of the general plan. These include major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.

Caltrans has completed transportation or route concept reports for a number of state highways in El Dorado County. These reports identify long-range improvements for specific state highway corridors and establish the "concept," or desired, LOS for specific corridor segments. The reports also identify long-range improvements needed to bring an existing facility up to expected standards needed to adequately serve 20-year traffic forecasts. Additionally, the reports identify the ultimate design concept for conditions beyond the immediate 20-year design period. El Dorado County highways that have concept reports are U.S. Highway 50, State Route 49, State Route 193, and State Route 153.

The *State Route 50 Transportation Concept Report* (Caltrans 1998) identifies the 20-year concept (through 2018) for the corridor as a six-lane freeway with two general-purpose lanes and one HOV lane in each direction from the county line to the future Silva Valley interchange. The ultimate facility concept (beyond 2018) for the corridor is an eight-lane freeway with three general-purpose lanes and one HOV lane in each direction from the county line to west of Placerville. Through Placerville, the 20-year concept will add a third eastbound lane and provide other associated operational improvements such as right-turn lanes and extended left-turn pockets. Ultimately, this section of the corridor is identified as a four-lane expressway. East of Placerville, the concept and ultimate facility are proposed to remain the same as the current configuration due to topographical and environmental constraints except for the addition of passing lanes in some sections. Caltrans has established

a concept LOS of E from the county line to Ice House Road and of LOS F east of Ice House Road.

The *Route Concept Report, State Route 49* (Caltrans 2000) contains the 20-year improvement concept for State Route 49. The route concept recognizes the unique nature of State Route 49 in terms of historical and topographic constraints, which preclude the possibility of significantly improving the highway on its existing alignment. As such, State Route 49 would remain a two-lane conventional highway through El Dorado County. Some improvements, such as widening to the Caltrans 40-foot pavement standard, are identified to achieve the full concept facility. The concept LOS is F south of the community of El Dorado and through the city of Placerville. All other segments have a concept service level of LOS E. Ultimately, some segments would require widening to four lanes or spot improvements (i.e., passing lanes or improvements for bicycle and pedestrian travel).

The *State Route 193 Transportation Concept Report* (Caltrans 1999) contains the 20-year improvement concept for State Route 193. Through El Dorado County, the concept service level is LOS E. The concept and ultimate facility would maintain the existing two-lane conventional highway status. Although Caltrans does not forecast an increase in demand for this segment of State Route 193, the concept report acknowledges the route's physical constraints of narrow, steep, and winding sections and the high percentage of heavy vehicle use during timber and agricultural harvests.

The *Route Concept and Development Report, State Route 153* (Caltrans 1987) contains the 20-year improvement concept for State Route 153. State Route 153 is a two-lane conventional highway extending 0.5 miles west from State Route 49 near Coloma to the James Marshall Gold Discovery Monument. The concept service level is LOS E, and no improvements other than routine maintenance are planned for this route.

Regional Planning

Regional transportation planning in western El Dorado County is the responsibility of the Sacramento Area Council of Governments (SACOG). In the Tahoe Basin, the Tahoe Regional Planning Agency (TRPA) addresses regional transportation planning issues.

The *Metropolitan Transportation Plan for 2025* (Sacramento Area Council of Governments, 2002a) is a federally mandated long-range transportation plan for the six-county area that includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties. Most of this area is designated a federal "non-attainment" area for ozone, indicating that the transportation system needs to meet stringent air quality emissions budgets to reduce pollutant levels that contribute to ozone formation. To receive federal funding, transportation projects nominated by cities, counties, and agencies must be consistent with this Metropolitan Transportation Plan (MTP). Consistency is measured based on whether the project was contained in the plan and its associated computer modeling of transportation and air quality impacts. In addition, any regionally significant transportation project planned for a city or county must be included in the MTP because of its potential effect on travel demand and air pollution.

The MTP prepared by SACOG was adopted by the El Dorado County Transportation Commission (EDCTC) to serve as the County's Regional Transportation Plan (RTP), which is a planning document developed by regional transportation planning agencies, such as EDCTC, in cooperation with Caltrans and other stakeholders. Development of MTPs and RTPs are required by state and federal regulation. The plans are developed to provide a clear vision of the regional transportation goals, policies, objectives, and strategies. This vision must be realistic and be within fiscal constraints. The SACOG MTP meets the state and federal requirements and thus can function as the County's RTP.

The *2003/05 Metropolitan Transportation Improvement Program* (Sacramento Area Council of Governments 2002b) is a list of transportation projects and programs to be funded and implemented over the next three years. Metropolitan Transportation Improvement Programs (MTIPs) are submitted to Caltrans by SACOG. The MTIP and its amendments are subject to air quality conformity analysis under federal regulations. Such analysis is required to determine federal funding for regionally significant, capacity-increasing roadway projects.

The Transportation Division of TRPA is responsible for regional transportation planning in the Tahoe Basin. Historically, TRPA was responsible for developing and implementing transportation improvements outlined in the RTP for the Lake Tahoe region. Some years ago, the State of California designated TRPA as the Regional Transportation Planning Agency for the California portion of the Tahoe Basin. More recently, TRPA was designated as a federal Metropolitan Planning Organization (MPO) (this designation is given to areas that meet certain population requirements and allows access to many more programs than non-MPO areas). As an MPO, TRPA receives additional planning funds through the Federal Highway Administration (FHWA). The Tahoe MPO is responsible for addressing federal emphasis areas of transportation planning, including development of a new RTP. Preparation of a new RTP is currently in process.

Local Planning

Transportation planning in El Dorado County is the responsibility of the County, the cities of Placerville and South Lake Tahoe, the EDCTC, the Tahoe Regional Planning Agency, and the Tahoe Transportation District.

Planning Documents

A number of planning documents provide guidance for local transportation planning. These documents include:

- Bikeway Master Plan (prepared by El Dorado County)
- Hiking & Equestrian Trails Master Plan, El Dorado County, California (prepared by El Dorado County)
- Sacramento-Placerville Transportation Corridor Draft Master Plan (prepared by EDCTC)
- El Dorado County Long Range Transit Plan (prepared by EDCTC)

The *Bikeway Master Plan* (El Dorado County 1979) was the County's first plan to identify countywide bikeway improvement needs. The plan was intended to develop a system of bikeway facilities to safely provide for bicycle travel for transportation and recreational purposes.

The *Hiking & Equestrian Trails Master Plan, El Dorado County, California* (El Dorado County1989, as amended) provides guidance on the development of recreational trails for walking, hiking, and horseback riding.

The *Sacramento-Placerville Transportation Corridor Master Plan* (El Dorado County Transportation Commission 2002) outlines a strategy for interim and long-term uses for the former Sacramento-Placerville railroad corridor. This corridor was purchased by the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA), which is comprised of representatives of El Dorado County, Sacramento County, the Sacramento Regional Transit District, and the City of Folsom. The draft master plan identifies multiple uses including excursion trains, trails, and utility easements.

The *El Dorado County Long Range Transit Plan* (El Dorado County Transportation Commission 1995) outlines the long-term planning steps necessary for public transit service in El Dorado County to respond to continued growth. The plan recommends a focus on commuters traveling to Sacramento County, as well as key markets such as elderly/disabled services and activity center shuttles.

Impact Fee Programs

The County has four traffic impact mitigation fee programs that are used to fund capital improvements to the road system to mitigate traffic impacts resulting from development. These programs are:

- West Slope Area of Benefit Traffic Impact Mitigation Fee Program: this program was originally adopted in 1991. The Board adopted major revisions to the program in August 1996.
- Transportation Impact Fee Program for the State System's Capacity and Interchanges: this program was adopted in August 1996.
- El Dorado Hills/Salmon Falls Area Road Impact Fee Program: this program was originally adopted in 1984. The Board adopted major revisions to the program in August 1996 and December 2000.
- Interim Transportation Impact Fee for Highway 50 Corridor Improvements: this program was adopted in October 2002.

CIRCULATION MAP

The Circulation Map (Figure TC-1) depicts the proposed circulation system to support existing, approved, and planned development in unincorporated El Dorado County through

2025. This circulation system is shown using a set of roadway width classifications, developed to guide the County's long-range transportation planning and programming.

Roads that do not contribute to regional circulation are generally not shown on the Circulation Map. Such roads may, however, be locally significant, and therefore reflected in the RTP or within the Circulation Elements of the cities of Placerville and/or South Lake Tahoe.

Regional highways are shown on the Circulation Map in the following two forms:

- **Established alignments:** depicted by solid lines on the map. These include existing highways where the centerline is the precise centerline and future highways where the Board of Supervisors, a City Council, or the subdivision process has established a precise alignment.
- **Conceptually proposed alignments:** depicted by dashed lines indicating future facilities, the precise alignments of which have yet to be determined.

ROAD CLASSIFICATIONS

The following describes the road classifications of roads in the County roadway system. Roads administered by Caltrans are shown on the circulation map but are not discussed here because they are not controlled or managed by the County.

Six-Lane Divided Road

The Six-Lane Divided Road typically has a right-of-way width of 130 feet and a roadway width from curb to curb, including a 16-foot median, of 108 feet. Six-Lane Divided Roads carry large volumes of regional through traffic not handled by the freeway system. Six-Lane Divided Roads have fully controlled access with restricted private property access and public road approaches.

Four-Lane Divided Road

A Four-Lane Divided Road typically has a right-of-way width of 100 feet and a roadway width from curb to curb, including a 16-foot median, of 84 feet. The function of a Four-Lane Divided Road is similar to that of a Six-Lane Divided Road, with the principal difference being capacity. Four-Lane Divided Roads have fully controlled access with limited private property access and public road approaches.

Four-Lane Undivided Road – Community Regions

A Four-Lane Undivided Road in the Community Regions is a four-lane roadway with a typical right-of-way width of 80 feet and a roadway width from curb to curb of 64 feet. If needed for capacity or safety, it may include additional right-of-way and roadway width for raised medians, painted medians, or two-way, left-turn medians. A Four-Lane Undivided Road functions similarly to a Four-Lane Divided Road, with the principal difference being

capacity. Community Region Four-Lane Undivided Roads have fully controlled access with limited private property access and public road approaches.

Four-Lane Undivided Road – Rural Centers and Rural Regions

A Four-Lane Undivided Road located outside the Community Regions (i.e., in Rural Centers and Rural Regions) typically has a right-of-way width of 80 feet and a roadway width of 64 feet. If needed for capacity or safety, it may include additional right-of-way and roadway width for raised medians, painted medians, or two-way, left-turn medians. Four-Lane Undivided Roads outside the Community Regions have fully controlled access, but may have private access points for single and multifamily residential, commercial, office, and industrial developments, in addition to public road approaches.

Major Two-Lane Road – Community Regions

A Major Two-Lane Road in the Community Regions is typically undivided and has a right-of-way width of 60 feet and a roadway width from curb to curb of 40 feet. If needed for capacity or safety, it may include additional right-of-way and roadway width for raised medians, painted medians, or two-way, left-turn medians. Community Region Major Two-Lane Roads have fully controlled access with limited private property access and public road approaches.

Major Two-Lane Road – Rural Centers and Rural Regions

A Major Two-Lane Road outside the Community Regions is typically undivided and has a right-of-way width of 60 feet and a roadway width of 40 feet. If needed for capacity or safety, they may include additional right-of-way and roadway width for raised medians, painted medians, or two-way, left-turn medians.

Local Roads

Local roads primarily provide service to adjacent land uses. The access requirements for local roads must provide for the safety of the public by proper location of access points. Access points must be developed in accordance with the County Department of Transportation's encroachment permit policies and regulations.

Other Facilities

Other highway facilities are shown on the Circulation Map because, while they are maintained and operated and otherwise controlled by Caltrans, they are an integral part of the countywide transportation system. Coordination between El Dorado County, Caltrans, the EDCTC, and local jurisdictions concerning the planning and construction of improvements to these facilities is essential to meeting regional traffic needs.

BIKEWAY SYSTEM

With the exception of students commuting to school, bicycles and other forms of non-motorized transportation have not typically been used as a significant transportation mode in

El Dorado County. For the most part, bicycles are primarily used for recreation. A citizens' committee with input, support, and direction from the County Parks and Recreation Commission developed the existing County *Bikeway Master Plan* in 1979 (El Dorado County 1980). The *Bikeway Master Plan* defines the general location and classification of all existing and proposed regional bikeways in El Dorado County. The plan provides connectivity between cities and the unincorporated areas, between El Dorado County and adjoining counties, and access to recreational areas, regional parks, and recreational bicycling routes. The County is in the process of revising this plan.

The Bikeway System component of this element provides the policies and practices that help to define the role of non-motorized transportation within El Dorado County.

The following is a description of the characteristics of three general types of bicycle facilities: Class I, II, and III. The *Highway Design Manual* (Caltrans 2001) can be referenced for clarification and specific detail on design speeds, signing, striping and other related design issues.

Class I Bikeway (Bicycle Trail)

A Class I bikeway is a facility that is physically separated from a roadway and designated primarily for the use of bicycles. Cross flows by pedestrians and motorists are to be minimized. Bicycle trails typically serve corridors not served by streets and highways, or where sufficient right-of-way exists to construct a separate facility parallel to the roadway. Bicycle trails can provide both recreational and commuter opportunities.

Class II Bikeway (Bicycle Lane)

A Class II bikeway is a facility featuring a striped lane on the paved area of a road for preferential use by bicycles. It is located along the edge of the paved area outside the motor vehicle travel lanes. Where sufficient pavement width exists, it may be located between a parking lane and the outside motor vehicle travel lane. A bicycle lane serves to differentiate the right-of-way assigned to bicyclists and motorists, and provides for more predictable movements by each. A bicycle lane is typically identified by black and white "Bike Lane" signs, special lane striping, and may have "Bike Lane" stencils on the pavement. Bicycle lanes are one-way facilities in the same direction as adjacent motor vehicle flow.

Class III Bikeway (Bicycle Route)

A Class III bikeway route is a facility typically identified by green and white "Bike Route" guide signing only. There are usually no special lane designations, and parking may be permitted. Bicycle routes are established as a means to connect otherwise discontinuous segments of Class I or Class II bikeways.

TRANSIT CORRIDORS

As population and employment in El Dorado County increase, there will be greater need and opportunities for transit use. Opportunities can be maximized with planning aimed at

concentrating higher intensity development and ensuring good transit accessibility in viable transit corridors. A "transit corridor" is an area along a major transportation facility (e.g., freeway, arterial, rail line) that can be planned for higher intensity land use. Transit corridors are designated based upon existing and future availability of "high-capacity" transit service and the availability of land that could be developed or redeveloped for higher-intensity residential and employment centers. The designation of transit corridors is intended to preserve rights-of-way in potential high-capacity transit corridors and provide adequate transit ridership in those corridors through land use and design standards that emphasize transit accessibility.

El Dorado County, the EDCTC, EDCTA, SACOG, Caltrans, City of Folsom, and the Regional Transit Authority in Sacramento County, are studying several transit corridor concepts in two categories: railroad corridors with potential for light rail or commuter rail transit and freeway corridors requiring adequate right-of-way for rail or other mass transit facilities. In addition to this effort, the County and EDCTA will continue to evaluate the need for expanded or improved bus service. Based on existing and planned development patterns, transit bus service is expected to continue to provide the highest service level, cost-efficiency, and route/area flexibility within the Greater Sacramento Metropolitan Area, including El Dorado County.

Transit corridors are likely to be designated only within the El Dorado Hills/Cameron Park and Tahoe Basin portions of the county since these areas have the best potential to allow the population and employment densities sufficient to support high-capacity transit services. The designation of transit corridors in El Dorado County depends upon the availability of existing or future rights-of-way for such services (e.g., light rail). It also depends on the availability of land that could be developed or redeveloped with higher-intensity residential uses and employment centers under the General Plan. With the concentration of higher-intensity development in certain corridors, high-capacity transit service may be feasible, whereas higher intensities in scattered locations are unlikely to support high-capacity transit services.

GOALS AND POLICIES

The following sections set out goals and policies for roads and highways, transit, transportation systems management, non-motorized transportation, rail transportation, and air transportation.

ROADS AND HIGHWAYS

The El Dorado County Circulation Map is a road and highway plan designed to provide for the safe and efficient movement of people and goods to and within the county and to ensure safe and continuous access to land. Using the state freeway and highways and the County's system of roads as its basic framework, the County Circulation Map provides a unified, functionally integrated, countywide system that is correlated with the Land Use Element.

GOAL TC-1: To plan for and provide a unified, coordinated, and cost-efficient countywide road and highway system that ensures the safe, orderly, and efficient movement of people and goods.

Policy TC-1a The County shall plan and construct County-maintained roads as set forth in Table TC-1. Road design standards for County-maintained roads shall be based on the American Association of State Highway and Transportation Officials (AASHTO) standards, and supplemented by California Department of Transportation (Caltrans) design standards and by County Department of Transportation standards. County standards include typical cross sections by road classification, consistent with right-of-way widths summarized in Table TC-1.

TABLE TC-1
GENERAL ROADWAY STANDARDS FOR NEW DEVELOPMENT BY FUNCTIONAL CLASS

Functional Class	ACCESS CONTROL		CROSS SECTION	
	Public Roads *Intersections (Or interchanges)*	**Abutting Property** *Driveways and Private Roads*	**ROW**	**Roadway Width**
Six-Lane Divided Road	½ mile minimum spacing	Restricted	130’	108’
Four-Lane Divided Road	½ mile minimum spacing	Limited	100’	84’
Four-Lane Undivided Road				
Community Regions	½ mile minimum spacing	Limited	80’	64’
Rural Centers and Rural Regions	½ mile minimum spacing	Limited	80’	64’
Major Two-Lane Road				
Community Regions	¼ mile minimum spacing	Limited	60’	40’
Rural Centers and Rural Regions	¼ mile minimum spacing	Permitted	60’	40’
Local Road	¼ mile minimum spacing	Permitted	60’	Varies

Notes:

1. Access control and cross sections are desired standards. Details and waiver provisions shall be incorporated to the Design and Improvement Standards Manual (El Dorado County 1990).
2. Notwithstanding these highway specifications, additional right-of-way may be required for any classification when a road coincides with an adopted route for an additional public facility (e.g., transit facilities, bikeways, or riding and hiking trails), or a scenic highway.
3. The County may deviate from the adopted standards in circumstances where conditions warrant special treatment of the road. Typical circumstances where exceptions may be warranted include:
   a. Extraordinary construction costs due to terrain, roadside development, or unusual right-of-way needs; or
   b. Environmental constraints that may otherwise entirely preclude road improvement to the adopted standards, as long as environmental impacts are mitigated to the extent feasible.
4. Travel ways for all highways should be 12 feet wide. Turning lanes should be 12 feet wide, but may be reduced to 10 feet based on topographical or right-of-way constraints. All travel ways on roads should be paved.

Policy TC-1b In order to provide safe, efficient roads, all roads should incorporate the cross sectional road features set forth in Table TC-1.

Policies TC-1c through TC-1j intentionally blank

Policy TC-1k The County shall continue to work with the El Dorado County Transportation Commission, Sacramento Area Council of Governments, California Department of Transportation, Tahoe Regional Planning Agency, and other agencies to maintain a current Regional Transportation Plan, to identify funding priorities, and to develop expenditure plans for available regional transportation funds in accordance with regional, state, and federal transportation planning and programming procedures. Such regional programming may include improvements to state highways, city streets, and county road.

Policy TC-1l The County shall actively seek all possible financial assistance, including grant funds available from regional, state, and federal agencies, for street and highway purposes when compatible with General Plan policies and long-term local funding capabilities.

Policy TC-1m The County shall ensure that road funds allocated directly or otherwise available to the County shall be programmed and expended in ways that maximize the use of federal and other matching funds, including maintenance requirements.

Policy TC-1n The County shall generally base expenditure of discretionary road funds for road uses on the following sequence of priorities:

A. Maintenance, rehabilitation, reconstruction, and operation of the existing County-maintained road system;

B. Safety improvements where physical modifications or capital improvements would reduce the number and/or severity of crashes; and

C. Capital improvements to expand capacity or reduce congestion on roadways at or below County level of service standards, and to expand the roadway network, consistent with other policies of this General Plan.

Policy TC-1o The County shall work with the cities of Placerville and South Lake Tahoe to establish a system of designated truck routes through urban areas.

Policy TC-1p The County shall encourage street designs for interior streets within new subdivisions that minimize the intrusion of through traffic on pedestrians and residential uses while providing efficient connections between neighborhoods and communities.

Policy TC-1q The County shall utilize road construction methods that seek to reduce air, water, and noise pollution associated with road and highway development.

Policy TC-1r The County shall accept classified roads, as defined on Figure TC-1, into the County-maintained road system when constructed to County standards.

Policy TC-1s Notwithstanding Policy TC-1r, the County shall only add new local roads into the existing County-maintained road system if maintenance for these local roads will be provided for through a County Service Area Zone of Benefit or other similar means acceptable to the Board of Supervisors.

Policy TC-1t The County shall identify locations of needed future road rights-of-way, consistent with Figure TC-1, through analysis and adoption of road alignment plan lines where appropriate. Circumstances where road

alignment plan line analysis and adoption are acceptable shall include the following:

A. Where major roads or corridors are expected to require additional through lanes within a 20-year planning horizon;

B. Where the future alignment is expected to deviate from the existing alignment, or to be developed asymmetrically about the existing section or centerline;

C. Where the adjacent properties are substantially undeveloped, so that property owners may benefit from prior knowledge of the location of rights-of-way of planned roads before constructing improvements or developing property in a way that may ultimately conflict with identified transportation needs; and

D. Future facilities as identified in Figure TC-1.

Policy TC-1u The County shall amend the circulation diagram to include a new arterial roadway from the west side of the El Dorado Hills Business Park to U.S. 50.

Policy TC-1v The County shall consider modification of the circulation diagram to include a frequent transit service operating on exclusive right-of-way to the El Dorado Hills Business Park from residential communities in El Dorado County and from the City of Folsom.

Policy TC-1w New streets and improvements to existing rural roads necessitated by new development shall be designed to minimize visual impacts, preserve rural character, and ensure neighborhood quality to the extent possible consistent with the needs of emergency access, on street parking, and vehicular and pedestrian safety.

Policy TC-1x To reduce heavy truck traffic in residential areas and near noise sensitive land uses associated with discretionary projects, the County will review truck routes to ensure traffic noise impacts are minimized.

Policy TC-1y Development through 2025, within Traffic Analysis Zones 148 and 344, shall be conditioned so that a cap of 10,045 full-time employees is not exceeded, unless it can be demonstrated that a higher number of employees would not violate established level of service standards.

LEVELS OF SERVICE AND CONCURRENCY

In 1998, El Dorado County voters adopted an initiative measure known as Measure Y, the "Control Traffic Congestion Initiative." The initiative added several policies to the former General Plan intended to require new development to fully pay its way to prevent traffic congestion from worsening in the County. The initiative provided that the new policies

should remain in effect for ten years and that the voters should be given the opportunity to readopt those policies for an additional 10 years. The policies in this section reflect the voters' intent in adopting Measure Y by (1) applying the Measure Y policies through 2008, (2) providing for the possible readoption of those policies in 2008, and (3) providing alternative policies that will take effect in 2009 if the Measure Y policies are not extended.

GOAL TC-X: To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.

Policy TC-Xa The following policies shall remain in effect until December 31, 2018:

1. Traffic from residential development projects of five or more units or parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.
2. The County shall not add any additional segments of U.S. Highway 50, or any other highways and roads, to the County's list of roads from the original Table TC-2 of the 2004 General Plan that are allowed to operate at Level of Service F without first getting the voters' approval.
3. All necessary road capacity improvements shall be fully completed to prevent cumulative traffic impacts from new development from reaching Level of Service F during peak hours upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county before any form of discretionary approval can be given to a project.
4. County tax revenues shall not be used in any way to pay for building road capacity improvements to offset traffic impacts from new development projects. Non-county tax sources of revenue, such as federal and state grants, may be used to fund road projects. Exceptions are allowed if county voters first give their approval.
5. The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.
6. Mitigation fees and assessments collected for infrastructure shall be applied to the geographic zone from which they were originated and may be applied to existing roads for maintenance and improvement projects.
7. Before giving approval of any kind to a residential development project of five or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project

in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs.

TABLE TC-2
EL DORADO COUNTY ROADS ALLOWED TO OPERATE AT LEVEL OF SERVICE F[1]
(Through December 31, 2018)

Road Segment(s)		Max. V/C[2]
Cambridge Road	Country Club Drive to Oxford Road	1.07
Cameron Park Drive	Robin Lane to Coach Lane	1.11
Missouri Flat Road	U.S. Highway 50 to Mother Lode Drive	1.12
	Mother Lode Drive to China Garden Road	1.20
Pleasant Valley Road	El Dorado Road to State Route 49	1.28
U.S. Highway 50	Canal Street to junction of State Route 49 (Spring Street)	1.25
	Junction of State Route 49 (Spring Street) to Coloma Street	1.59
	Coloma Street to Bedford Avenue	1.61
	Bedford Avenue to beginning of freeway	1.73
	Beginning of freeway to Washington overhead	1.16
	Ice House Road to Echo Lake	1.16
State Route 49	Pacific/Sacramento Street to new four-lane section	1.31
	U.S. Highway 50 to State Route 193	1.32
	State Route 193 to county line	1.51

Notes:
[1] Roads improved to their maximum width given right-of-way and physical limitations.
[2] Volume to Capacity ratio.

Policy TC-Xb To ensure that potential development in the County does not exceed available roadway capacity, the County shall:

A. Every year prepare an annual Capital Improvement Program (CIP) specifying expenditures for roadway improvements within the next 10 years. At least every five years prepare a CIP specifying expenditures for roadway improvements within the next 20 years. Each plan shall contain identification of funding sources sufficient to develop the improvements identified;

B. At least every five years, prepare a Traffic Impact Mitigation (TIM) Fee Program specifying roadway improvements to be completed within the next 20 years to ensure compliance with all applicable level of service and other standards in this plan; and

C. Annually monitor traffic volumes on the county's major roadway system depicted in Figure TC-1.

Policy TC-Xc *intentionally blank*

Policy TC-Xd Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes.

Policy TC-Xe For the purposes of this Transportation and Circulation Element, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or

B. The addition of 100 or more daily trips, or

C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Policy TC-Xf At the time of approval of a tentative map for a single family residential subdivision of five or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element.

Policy TC-Xg Each development project shall dedicate right-of-way, design and construct or fund any improvements necessary to mitigate the effects of

traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development.

Policy TC-Xh All subdivisions shall be conditioned to pay the traffic impact fees in effect at the time a building permit is issued for any parcel created by the subdivision.

Policy TC-Xi The planning for the widening of U.S. Highway 50, consistent with the policies of this General Plan, shall be a priority of the County. The County shall coordinate with other affected agencies, such as the City of Folsom, the County of Sacramento, and Sacramento Area Council of Governments (SACOG) to ensure that U.S. Highway 50 capacity enhancing projects are coordinated with these agencies with the goal of delivering these projects on a schedule agreed to by related regional agencies.

TRANSIT

Transit systems—both bus and rail—provide alternatives to automobile use and are especially important for those who cannot or do not drive (i.e., the transit dependent). As El Dorado County grows, the potential for transit use and the need for transit will increase. The General Plan supports expansion of the existing transit system, especially in connection with new development.

GOAL TC-2: To promote a safe and efficient transit system that provides service to all residents, including senior citizens, youths, the disabled, and those without access to automobiles that also helps to reduce congestion, and improves the environment.

Policy TC-2a The County shall work with transit providers to provide transit services within the county that are responsive to existing and future transit demand and that can demonstrate cost-effectiveness by meeting minimum fare box recovery levels required by state and federal funding programs.

Policy TC-2b The County shall promote transit services where population and employment densities are sufficient to support those transit services, particularly within the western portion of the county and along existing transit corridors in the rural areas.

Policy TC-2c The County shall cooperate with other agencies in the identification and development of transit corridors.

Policy TC-2d The County shall encourage the development of facilities for convenient transfers between different transportation systems (e.g., rail-to-bus, bus-to-bus).

Policy TC-2e The County shall work with the Tahoe Regional Planning Agency, Tahoe Transportation District, California Department of Transportation, and transit service providers to pursue the development of waterborne transportation for transit services in the Tahoe Basin.

Policy TC-2f The County shall work with the El Dorado Transit Authority and support the provision of paratransit services and facilities for elderly and disabled residents, and those of limited means, which shall include bus shelters, bus stops, and ramps at stops.

TRANSPORTATION SYSTEMS MANAGEMENT

El Dorado County has a relatively complex highway and road transportation system, serving cars, heavy trucks, agricultural and commercial vehicles, buses, transit, bicycles, and pedestrian traffic. Coordinating these many forms of transportation is critical to achieving maximum road efficiency and minimizing costly road expansion or construction. Transportation Systems Management (TSM) is the use of techniques to manage traffic circulation to maximize existing facilities and provide for effective planning of new facilities.

Transportation Systems Management techniques are intended to provide economical, short-term improvements to increase efficiency and reduce congestion. Techniques include increasing the number of buses and routes, improving transit shelters, improving traffic signals, installing exclusive turn lanes, installing acceleration/deceleration lanes, resurfacing and widening of roads, and adding or improving bike lanes on new or existing roads. Transportation Systems Management measures can also conserve energy and decrease vehicular emissions leading to cleaner air. Transportation Systems Management is intended to emphasize improved transportation system efficiencies rather than road expansion or construction.

GOAL TC-3: To reduce travel demand on the County's road system and maximize the operating efficiency of transportation facilities, thereby reducing the quantity of motor vehicle emissions and the amount of investment required in new or expanded facilities.

Policy TC-3a The County shall support all standards and regulations adopted by the El Dorado County Air Quality Management District governing transportation control measures and applicable state and federal standards.

Policy TC-3b The County shall consider Transportation Systems Management measures to increase the capacity of the existing road network prior to constructing

new traffic lanes. Such measures may include traffic signal synchronization and additional turning lanes.

Policy TC-3c The County shall encourage new development within Community Regions and Rural Centers to provide appropriate on-site facilities that encourage employees to use alternative transportation modes. The type of facilities may include bicycle parking, shower and locker facilities, and convenient access to transit, depending on the development size and location.

Policy TC-3d Signalized intersections shall be synchronized where possible as a means to reduce congestion, conserve energy, and improve air quality.

NON-MOTORIZED TRANSPORTATION

The non-motorized transportation system includes bicycle facilities, sidewalks and pathways for pedestrians, and recreational trails for hiking and equestrian use. Policies regarding the latter are set forth in the Parks and Recreation Element.

GOAL TC-4: To provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of the viable alternative transportation modes.

Policy TC-4a The County shall implement a system of recreational, commuter, and inter-community bicycle routes in accordance with the County's *Bicycle Transportation Plan*. The plan should designate bikeways connecting residential areas to retail, entertainment, and employment centers and near major traffic generators such as recreational areas, parks of regional significance, schools, and other major public facilities, and along recreational routes.

Policy TC-4b The County shall construct and maintain bikeways in a manner that minimizes conflicts between bicyclists and motorists.

Policy TC-4c The County shall give priority to bikeways that will serve population centers and destinations of greatest demand and to bikeways that close gaps in the existing bikeway system.

Policy TC-4d The County shall develop and maintain a program to construct bikeways, in conjunction with road projects, consistent with the County's *Bicycle Transportation Plan*, taking into account available funding for construction and maintenance.

Policy TC-4e The County shall require that rights-of-way or easements be provided for bikeways or trails designated in adopted master plans, as a condition of land development when necessary to mitigate project impacts.

Policy TC-4f The County shall sign and stripe Class II bicycle routes, in accordance with the County's *Bicycle Transportation Plan*, on roads shown on Figure TC-1, when road width, safety, and operational conditions permit safe bicycle operation.

Policy TC-4g The County shall support development of facilities that help link bicycling with other modes of transportation.

Policy TC-4h Where hiking and equestrian trails abut public roads, they should be separated from the travel lanes whenever possible by curbs and barriers (such as fences or rails), landscape buffering, and spatial distance. Existing public corridors such as power transmission line easements, railroad rights-of-way, irrigation district easements, and roads should be put to multiple use for trails, where possible.

Policy TC-4i Within Community Regions and Rural Centers, all development shall include pedestrian/bike paths connecting to adjacent development and to schools, parks, commercial areas and other facilities where feasible. In Rural Regions, pedestrian/bike paths shall be considered as appropriate.

GOAL TC-5: To provide safe, continuous, and accessible sidewalks and pedestrian facilities as a viable alternative transportation mode.

Policy TC-5a Sidewalks and curbs shall be required throughout residential subdivisions, including land divisions created through the parcel map process, where any residential lot or parcel size is 10,000 square feet or less.

Policy TC-5b In commercial and research and development subdivisions, curbs and sidewalks shall be required on all roads. Sidewalks in industrial subdivisions may be required as appropriate.

Policy TC-5c Roads adjacent to schools or parks shall have curbs and sidewalks.

RAIL TRANSPORTATION

Rail transportation has played an important historical role in the development of the county, although currently there are no active rail transportation facilities. However, the former Southern Pacific right-of-way and track within the county, now known as the Sacramento-Placerville Transportation Corridor (SPTC), has requirements regarding preservation of the potential for reinstatement of rail transportation capabilities. The former Camino, Placerville, and Lake Tahoe Railroad right-of-way was purchased with state funding that precludes its use for rail unless that funding were returned.

GOAL TC-6: To plan for a safe and efficient rail system to meet the needs of all El Dorado County residents, industry, commerce, and agriculture.

Policy TC-6a The County shall support improvements and uses on the former Southern Pacific right-of-way and track within the county, now known as the Sacramento-Placerville Transportation Corridor (SPTC) that maintain its viability as a potential freight and passenger hauling rail facility.

Policy TC-6b The County shall support improvements to at-grade crossings on the former Southern Pacific right-of-way and track within the county, now known as the Sacramento-Placerville Transportation Corridor (SPTC), if that facility is reactivated as a freight or passenger hauling rail facility.

Policy TC-6c The County shall support multi-modal stations at appropriate locations to integrate rail transportation with other transportation modes.

AIR TRANSPORTATION

Air transportation plays a key role in the movement of goods and people not only to locations outside of the county but also between locations within the county. There are four public airports in the county: Placerville, Cameron Airpark, Georgetown, and South Lake Tahoe. The County's role in air transportation is limited to land use regulation of the land surrounding the airports through the Zoning Ordinance and the actual operations of the two airports owned by the County: the Placerville Airport and the Georgetown Airport. State and federal agencies have primary jurisdiction over all airport facilities and operations in the county.

GOAL TC-7: To promote the maintenance and improvement of general and commercial aviation facilities.

Policy TC-7a The County shall continue to support federal and state regulations governing operations and land use restrictions related to airports in the county.

Policy TC-7b The County shall continue to seek input from the users of the Placerville Airport and the Georgetown Airport to promote the maintenance and improvement of these two general aviation facilities.

REGIONAL PLANNING

GOAL TC-8: To support the coordination of local, regional, State, and Federal transportation and circulation planning.

Policy TC-8a *intentionally blank*

Policy TC-8b The County shall review the EDCTC's Regional Transportation Plan and SACOG's Metropolitan Transportation Plan, including the Sustainable Communities Strategy each time it reviews and updates the General Plan and any master plan, strategy, and zoning, to ensure overall consistency among all of these plans and strategies to allow for CEQA streamlining and to ensure eligibility for State transportation and housing funding.

Policy TC-8c The County shall work with SACOG to ensure that cumulative impacts for any Regional Transportation Plan are analyzed pursuant to CEQA so that applicable projects may benefit from CEQA streamlining as provided by State law.

Policy TC-8d The County in working with the El Dorado County Transit Authority shall identify community level Transit Priority Areas (TPA) in areas planned for residential and mixed use projects that are consistent with land use designations, densities, building intensities, and all other applicable policies.

GOAL TC-9: To support the development of complete streets where new or substantially improved roadways shall safely accommodate all users, including bicyclist, pedestrians, transit riders, children, older people, and disabled people, as well as motorist.

Policy TC-9a Incorporate circulation concepts that accommodate all users in new developments as appropriate.

IMPLEMENTATION PROGRAM

MEASURE TC-A

Prepare and adopt a priority list of road and highway improvements for the Capital Improvement Program (CIP) based on a horizon of ten years. The Board of Supervisors shall update the CIP every year, or more frequently as recommended by the responsible departments. The CIP shall prioritize capital maintenance and rehabilitation, reconstruction, capacity, and operational and safety improvements. Non-capital maintenance activities need not be included in the CIP. The CIP shall be coordinated with the five-year major review of the General Plan and shall be included in the annual General Plan review. [Policies TC-1k, TC-1m, and TC-1n]

Responsibility:	Department of Transportation, Planning Department, and Board of Supervisors
Time Frame:	Within six months of General Plan amendment adoption; every one year

	thereafter.

MEASURE TC-B

Revise and adopt traffic impact fee program(s) for unincorporated areas of the county and adopt additional funding mechanisms necessary to ensure that improvements contained in the fee programs are fully funded and capable of being implemented concurrently with new development as defined by Policy TC-Xf. The traffic fees should be designed to achieve the adopted level of service standards and preserve the integrity of the circulation system. The fee program(s) shall be updated annually for changes in project costs, and at least every five years with revised growth forecasts, revised improvement project analysis and list, and revised construction cost estimates to ensure the programs continue to meet the requirements contained in the policies of this General Plan. [Policies TC-Xa, TC-Xb, and TC-Xg]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	First full fiscal year following General Plan adoption.

MEASURE TC-C

Revise and update the Design and Improvement Standards Manual (DISM) to accomplish the following:

- Specify minimum rights-of-way and road surface widths for the County road system and other design requirements. [Policies TC-1a, TC-1b, TC-1p, and TC-4h];
- Specify minimum distance between access points onto the County road system [Policy TC-1a];
- Provide detailed specifications for new development improvements, including private roads dedicated to public use [TC-1a];
- Provide detail for bicycle facilities [Goal TC-4]; and
- Provide standards for the requirement of sidewalks in new development and capital improvement projects. [Goal TC-5]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Within two years following General Plan adoption.

MEASURE TC-D

Continue to identify and pursue appropriate new funding sources for transportation improvements, road maintenance, and Department of Transportation operations. Grant funds from regional, state, and federal agencies should be pursued and utilized when compatible

with the General Plan policies and long-term local funding capabilities. [Policies TC-1k and TC-1l]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Ongoing

MEASURE TC-E

Develop and adopt an ordinance to protect rights-of-way for future road improvements from encroachment by new development. [Policies TC-1a]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	First full fiscal year following General Plan adoption. Review and revise as necessary every five years thereafter.

MEASURE TC-F

Develop and implement a countywide program to annually monitor county road and state highway segment and intersection conditions to ensure that acceptable Levels of Service are maintained. [Goal TC-X]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	First full fiscal year following General Plan adoption.

MEASURE TC-G

Work with the cities of Placerville and South Lake Tahoe to establish a system of designated truck routes through urban areas. [Policy TC-1o]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	First full fiscal year following General Plan adoption.

MEASURE TC-H

Work with the El Dorado County Transportation Commission, the Tahoe Regional Planning Agency, and transit providers in the county to periodically review and update the short-range transit plans in the county. [Policy TC-2a]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Ongoing

MEASURE TC-I

Encourage transit providers, the El Dorado County Transportation Commission, the Tahoe Transportation District, and the Tahoe Regional Planning Agency, to prepare, adopt, and implement a long-range strategic transit master plan for the County or sub-areas of the county. The master plan should review the transit corridors in this element and designate a set of transit corridors so that appropriate planning can be concentrated on these corridors. Once adopted, the plan(s) should be reviewed and updated on a regular basis. [Policy TC-2a]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Ongoing

MEASURE TC-J

Work with the El Dorado County Transportation Commission, Tahoe Transportation District, the Tahoe Regional Planning Agency, and other agencies to identify right-of-way needs within designated transit corridors and to acquire needed rights-of-way. [Policy TC-2b]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Ongoing

MEASURE TC-K

Work with the El Dorado County Transportation Commission, Tahoe Transportation District, Tahoe Regional Planning Agency, and Sacramento Area Council of Governments Board to identify and pursue funding for transit. [Policy TC-2c]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Ongoing

MEASURE TC-L

The County shall develop a funding mechanism that requires new development to pay for additional park-and-ride lots identified by transit providers in the county or the California Department of Transportation. The County shall also work with transit providers in the county and other agencies to determine the need for additional or expanded park-and-ride lots, identify additional sites for such lots, and to acquire necessary rights-of-way for them. [Policies TC-2b and TC-2d]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Develop funding mechanism within one year of General Plan adoption. Work with transit providers will be ongoing.

MEASURE TC-M

Update the *Bikeway Master Plan*, consistent with the Bicycle Transportation Act and in coordination with the El Dorado County Transportation Commission, Sacramento Area Council of Governments, California Department of Transportation, Tahoe Regional Planning Agency, and cities within the county. Emphasis shall be placed on establishing a safe and functional bicycle transportation system designed to provide direct routes to activity areas such as schools, employment centers, parks, and shopping centers, and link, where possible, existing and proposed national, state, regional, County, city, and local bikeways and recreational trails. [Policy TC-4a]

Responsibility:	Department of Transportation, Planning Department, and General Services Department, Airports, Parks, and Grounds Division
Time Frame:	Plan Preparation: First full fiscal year following General Plan adoption. Plan Adoption: Second full fiscal year following General Plan adoption.

MEASURE TC-N

Continue to identify and pursue appropriate funding sources for bikeway construction. Grant funds from regional, state, and federal agencies should be pursued and utilized when compatible with the General Plan policies and long-term local funding capabilities. [Policy TC-4a]

Responsibility:	Department of Transportation, Planning Department, and General Services Department, Airports, Parks, and Grounds Division
Time Frame:	Ongoing

MEASURE TC-O

Work with other agencies to provide facilities that help link bicycles to other transportation modes, including provision of bike racks or space on buses and parking or lockers for bicycles at transportation terminals. [Policy TC-4g]

Responsibility:	Department of Transportation, Planning Department, and General Services Department, Airports, Parks, and Grounds Division
Time Frame:	Ongoing

MEASURE TC-P

Use appropriate zoning in designated rail corridors to ensure preservation of rail facilities for future local rail use. [Policy TC-6a]

Responsibility:	Planning Department
Time Frame:	Ongoing

MEASURE TC-Q

Work with the El Dorado County Transportation Commission, the Sacramento Area Council of Governments, the City of Folsom, and Sacramento Regional Transit to support improvement, development, and expansion of rail service in El Dorado County. [Policy TC-6a]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Ongoing

MEASURE TC-R

Participate with the El Dorado County Transportation Commission, the El Dorado County Transit Authority, the Sacramento Area Council of Governments, the City of Folsom, and Sacramento Regional Transit to support the identification and designation of Transit Corridors. [Policy TC-2c]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Ongoing

MEASURE TC-S

Develop and implement a program to ensure that the concurrency requirements contained in this Transportation and Circulation Element are being enforced. [Policies TC-Xd and TC-Xf]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Within on year following General Plan adoption.

MEASURE TC-T

Develop and adopt a program of guidelines for reimbursement of development for costs associated with construction of regional road improvements. [Policy TC-Xg]

Responsibility:	Department of Transportation and Planning Department
Time Frame:	First full fiscal year following General Plan adoption.

MEASURE TC-U

Revise the *County Design and Improvement Standards Manual* to allow for narrower streets and roadways. The standards should recognize the need to minimize visual impacts, preserve rural character, and ensure neighborhood quality to the maximum extent possible consistent with the needs of emergency access, on-street parking, and vehicular and pedestrian safety. [Policies TC-1p, TC-1u, and TC-4i]

Responsibility:	Department of Transportation
Time Frame:	Revise manual within two years of General Plan adoption.

MEASURE TC-V(1)

Work with the Sacramento Area Council of Governments (SACOG), Sacramento County and the City of Folsom to identify potential alignments for a new arterial roadway from the west side of El Dorado Hills Business Park to U.S. Highway 50. [Policy TC-1u]

Responsibility:	Department of Transportation
Time Frame:	Identify potential alignments within one year of General Plan adoption.

MEASURE TC-V(2)

The County shall implement a mechanism for all new discretionary and ministerial development (which includes approved development that has not yet been built) that would access Latrobe Road or White Rock Road. This mechanism shall be designed to ensure that the 2025 p.m. peak hour volumes on El Dorado Hills Boulevard, Latrobe Road, and White Rock Road do not exceed the minimum acceptable LOS thresholds defined in Policies TC-Xa through TC-Xe with the circulation diagram improvements assumed in place. As such, the measure should consider a variety of methods that control or limit traffic. The County shall monitor peak hour traffic volumes and LOS beyond 2025 and, if necessary, shall implement growth control mechanisms in any part of the county where the LOS thresholds defined in the General Plan policies listed above cannot be maintained.

Responsibility:	Department of Transportation and Planning Department
Time Frame:	Develop monitoring program consistent with Measure TC-F within one year of General Plan adoption. Develop growth control program within one year of General Plan adoption.

MEASURE TC-V(3)

Identify right-of-way needed for potential establishment of a frequent transit service operating on exclusive right-of-way to the El Dorado Hills Business Park from residential

communities in El Dorado County and from the City of Folsom. Consider modification of the Circulation Map to include the identified right-of-way. [Policy TC-1v]

Responsibility:	Department of Transportation
Time Frame:	Identify potential rights-of-way within one year of General Plan adoption. Update Circulation Map, if appropriate, within two years of General Plan adoption.

MEASURE TC-W

Develop a procedure to review truck routes associated with discretionary projects to ensure project-related heavy truck traffic noise impacts are minimized. [Policy TC-1x]

Responsibility:	Department of Transportation
Time Frame:	Develop procedure within one year of General Plan adoption.

MEASURE TC-X

Develop and adopt a formal program to review signalized intersections that may benefit from synchronization. Include synchronization of intersections that could benefit in the Capital Improvement Program (see Measure TC-A). [Policy TC-3d]

Responsibility:	Department of Transportation
Time Frame:	Develop procedure within two years of General Plan adoption.

MEASURE TC-Y

Update the Land Development Manual to incorporate elements in support of all users including but not limited to Complete Streets design where appropriate for new higher-density developments. [Policy TC-9a]

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