

General Plan Definitions, Objectives, and Policies

Non-Motorized Transportation System

The non-motorized transportation system is composed of the local and regional bikeways and trails in El Dorado County.

Bike Lanes / Paths and Sidewalks:

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.

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

Policy 9.1.2.4 Evaluate every discretionary application as well as public facilities planning with regard to their ability to implement the *Hiking and Equestrian Trails Master Plan* and the *Bikeway Master Plan*.

Policy 9.1.2.8 Integrate and link, where possible, existing and proposed National, State, regional, County, city and local hiking, bicycle, and equestrian trails for public use.