

## **4.0 CIRCULATION**

Provision for safe and efficient movement of vehicles, bicyclists, and pedestrians is essential to development of the Plan area. This section describes the major vehicular and non-vehicular circulation elements which are common to all Plan area development. The street alignments and designs shown in this section are intended to accommodate the ultimate development of the Plan area at the densities described in the EIR and Section 3.0.

The Plan provides for three levels of roadway, as follows:

1. Urban collectors (Bass Lake Road and Country Club Drive), Figure 4-2;
2. Primary local roads, Figure 4-3; and
3. Secondary local roads, Figure 4-4.

The following non-vehicular access facilities are provided:

1. Class 1 combined bicycle/pedestrian path along Bass Lake Road;
2. Class 2 bicycle lane along all primary local roads;
3. All-weather pedestrian trails within all public open space and intermittent stream and drainage corridors;
4. Class 1 combined bicycle/pedestrian/equestrian trail within a public access easement along the historic Clarksville Toll Road alignment; and
5. Sidewalks or pedestrian paths on both sides of all primary local roads as shown on Figure 4-3.

Additional circulation improvements include a park-and-ride lot adjacent to U.S. Highway 50 and provision for bus stops throughout the Plan area.

Figure 4-1, Circulation Plan, shows all urban collectors, primary local roads, and all pedestrian facilities.

Policies pertinent to Plan area circulation are provided in Section 4.0. The cost and possible methods of financing construction of street improvements are described in Section 9.0.

#### 4.1 Bass Lake Road

Bass Lake Road, an all inclusive 100-foot-wide right-of-way, is the principal road in the Plan area. Bass Lake Road will be improved as a two-lane road with appropriate right-of-way acquisition for the future expansion to a four-lane road. Serrano Parkway to Silva Valley Road will serve as arterials to encourage the flow of traffic to the Silva Valley Interchange. This will permit better access and utilization of the proposed Multi-Modal Transit Facility to be located at White Rock Road and Latrobe Road.

Bass Lake Road will continue to serve as the primary means of entry and exit, connecting north of Bass Lake to Green Valley Road and to U.S. Highway 50 on the south.

Right-of-way acquisition and construction will be achieved through the TIM fee program and/or dedications.

As shown in Figure 4-1, Circulation Plan, the northern segment of Bass Lake Road within the Plan area will be realigned in a westerly direction.

As shown in Figure 4-2, the Bass Lake Road right-of-way and adjoining landscape easement will include the following components:

##### Bass Lake Road (Urban Collector)

8-foot Class 1 bicycle path  
6-foot meandering walk  
8-foot minimum landscaped median  
Roadside ditches and/or curb and gutter as shown

Also as shown in Figure 4-2, the Country Club Drive right-of-way and adjoining landscape easement will include the following components:

##### Country Club Drive (Urban Collector)

6-foot meandering walk  
Adjacent Class 1 bicycle path where shown  
Roadside ditches and/or curb and gutter as shown

**LEGEND**

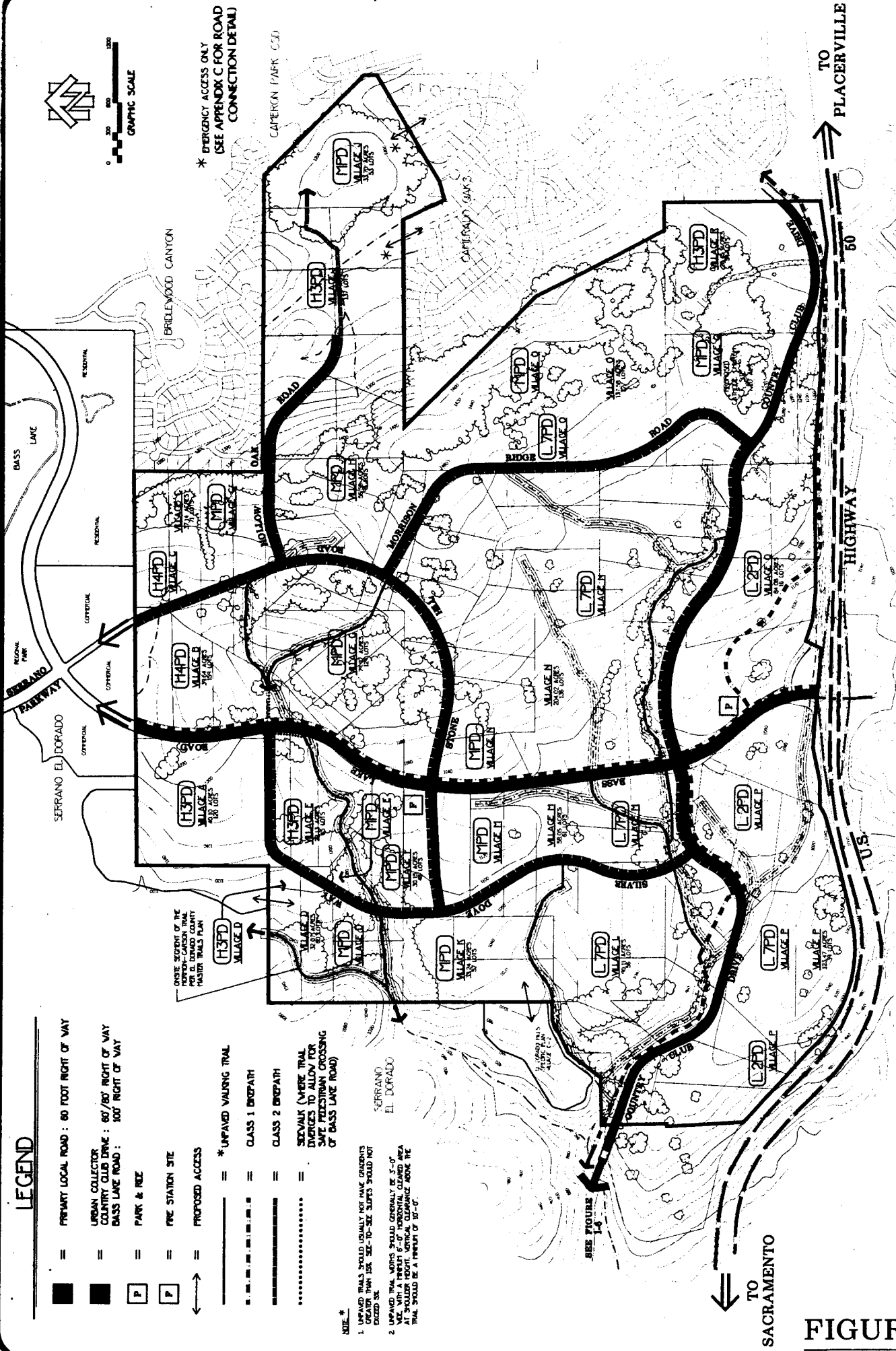
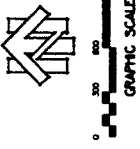
- == PRIMARY LOCAL ROAD : 80 FOOT RIGHT OF WAY
- == URBAN COLLECTOR COUNTRY CLUB DRIVE : 60'/80' RIGHT OF WAY
- == BASS LAKE ROAD : 100' RIGHT OF WAY
- == PARK & REZ
- == PFC STATION SITE
- == PROPOSED ACCESS

- == \* UNPAVED VAUING TRAIL
- == CLASS 1 DEMPETH
- == CLASS 2 DEMPETH
- == SIDEWALK (WHERE TRAIL DIVERGES TO ALLOW FOR SAFE PEDESTRIAN CROSSING OF BASS LAKE ROAD)

NOTE: \*  
 1. UNPAVED TRAILS SHOULD USUALLY NOT HAVE GRADIENTS GREATER THAN 15% (8% TO 10% SLOPES SHOULD NOT EXCEED 5%).  
 2. UNPAVED TRAIL WIDTHS SHOULD GENERALLY BE 5'-0" WIDE, WITH A TWENTY 6'-0" HORIZONTAL CLEARED AREA AT SPOLLER POINT. VERTICAL CLEARANCE ABOVE THE TRAIL SHOULD BE A MINIMUM OF 10'-0".

ON-SITE SECTORS OF THE HOPKINSON-CARDON TRAIL FOR EL DORADO COUNTY FACILITY TRAILS PLAN

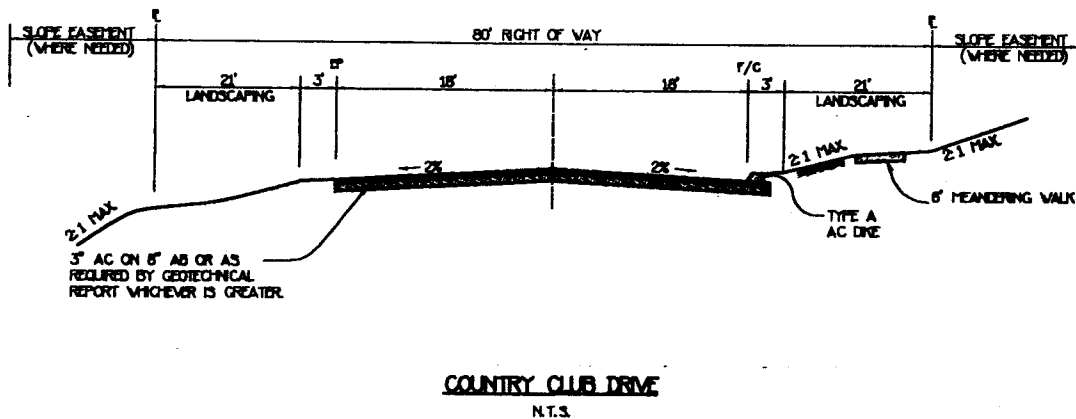
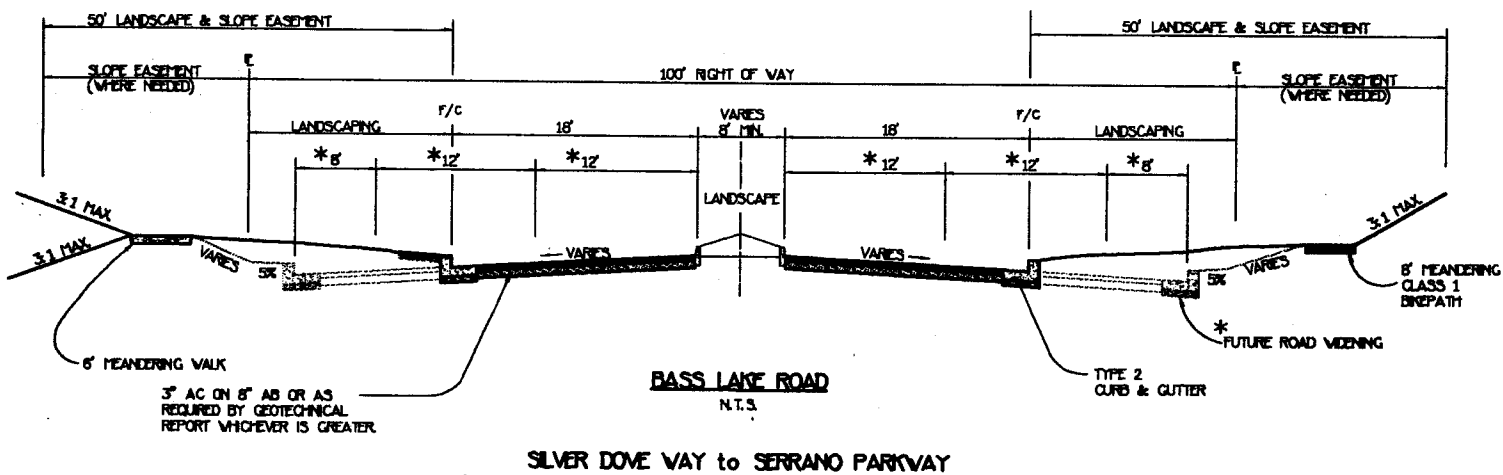
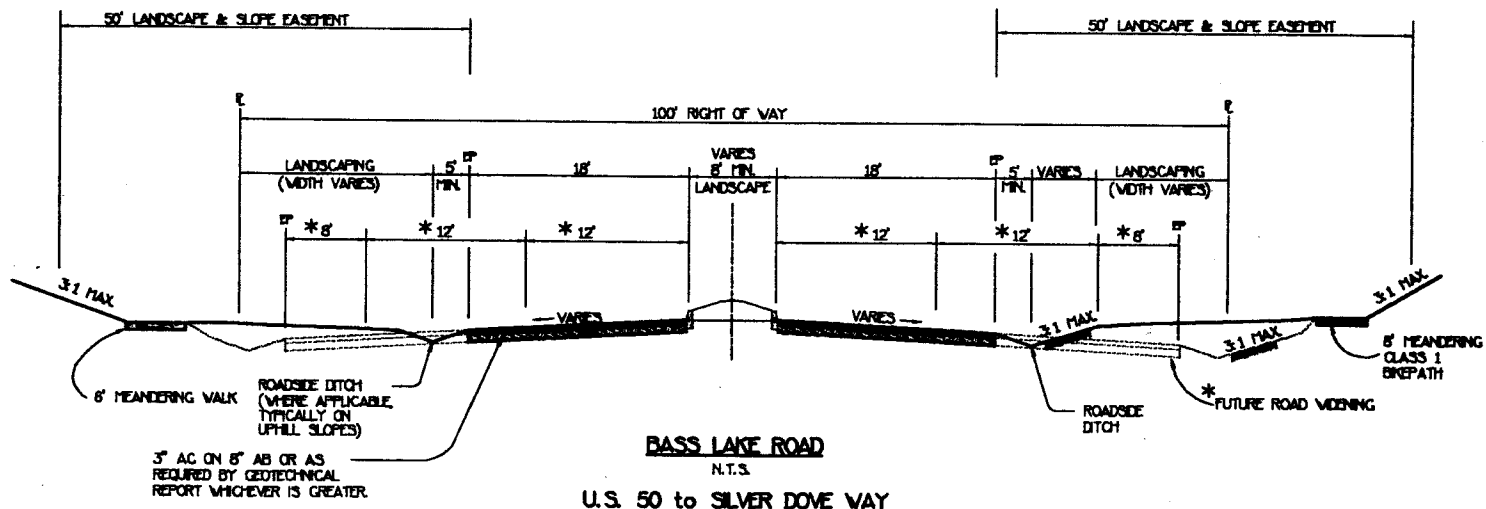
\* EMERGENCY ACCESS ONLY (SEE APPENDIX C FOR ROAD CONNECTION DETAIL)



**BASS LAKE HILLS SPECIFIC PLAN  
 CIRCULATION PLAN**

**FIGURE 4-1**

# FIGURE 4-2 URBAN COLLECTOR



## 4.2 Primary Local Roads

Primary local roads serve the Plan area by connecting secondary local roads with the urban collectors (i.e., Bass Lake Road and Country Club Drive). Primary local road rights-of-way and adjoining landscape easements will be designed in accordance with County Standard Plan 101B, as modified below and as shown in Figure 4-3. These roads may be divided.

1. 60-foot right-of-way;
2. Travel lanes with widths as shown on Figure 4-3;
3. 4-foot Class 2 bicycle lane on both sides;
4. Pedestrian pathway/sidewalk as shown on Figure 4-3; and
5. Landscaping where shown on Figure 4-3.

A primary local road loop system is provided which will generally be located in the alignments shown in Figure 4-2, Circulation Plan. However, some flexibility in the siting of these streets is acceptable to accommodate topography, trees, and other natural features. To the extent possible, local collector streets and roads will conform to natural topography and not exceed gradients of 12 percent.

In order to improve circulation efficiency and reduce points of conflict, residential driveway connections with primary local roads will not be permitted. Minimal connectors to primary local roads within the L.7PD land use designation may be considered where appropriate and feasible alternatives do not exist.

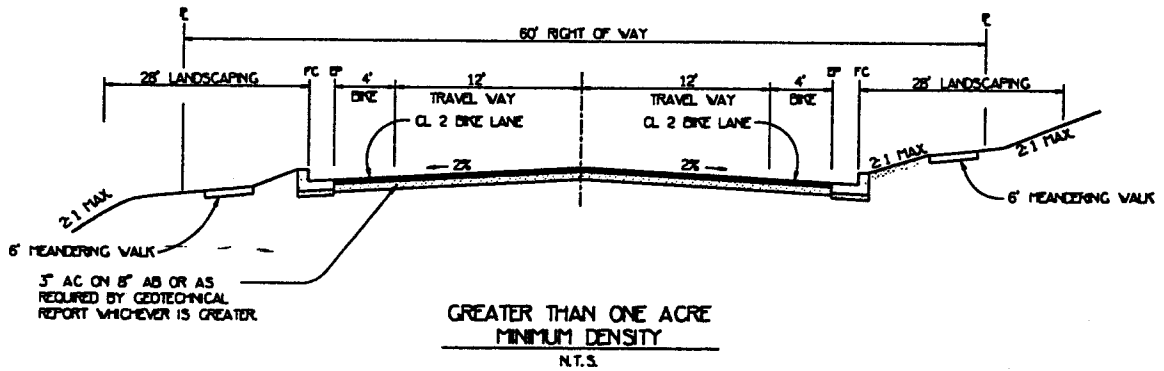
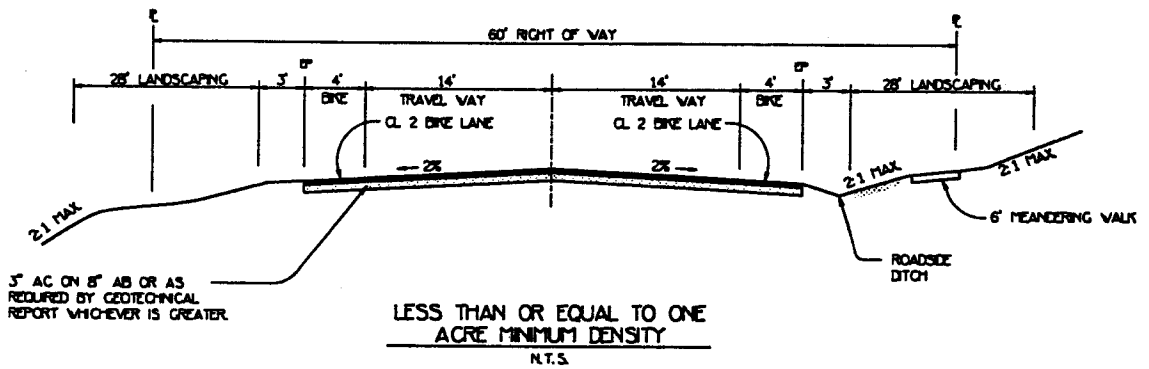
## 4.3 Secondary Local Roads

Except for urban collectors and primary local roads shown in Figure 4-1, all roads within the Plan area will be designed as secondary local roads in accordance with County Standard Plan 101B, as illustrated in Figure 4-4:

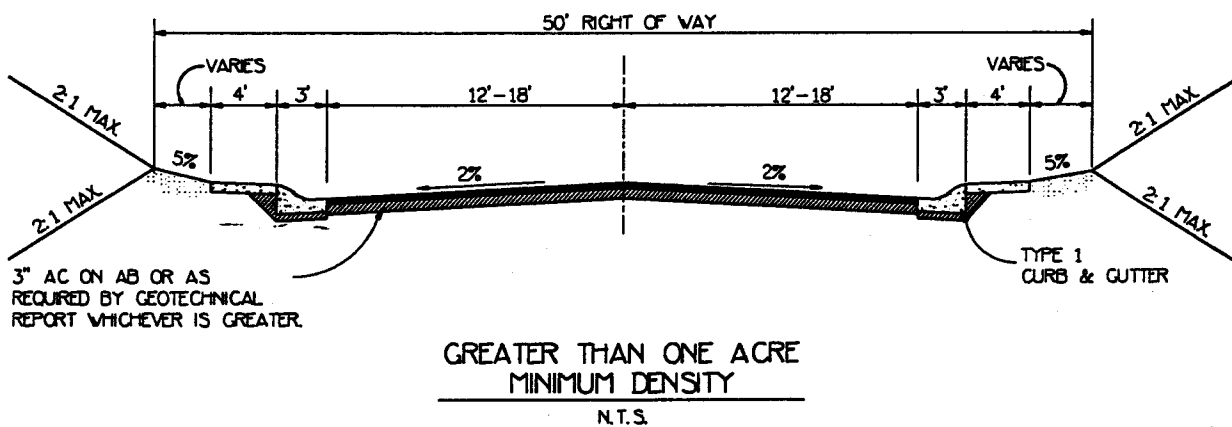
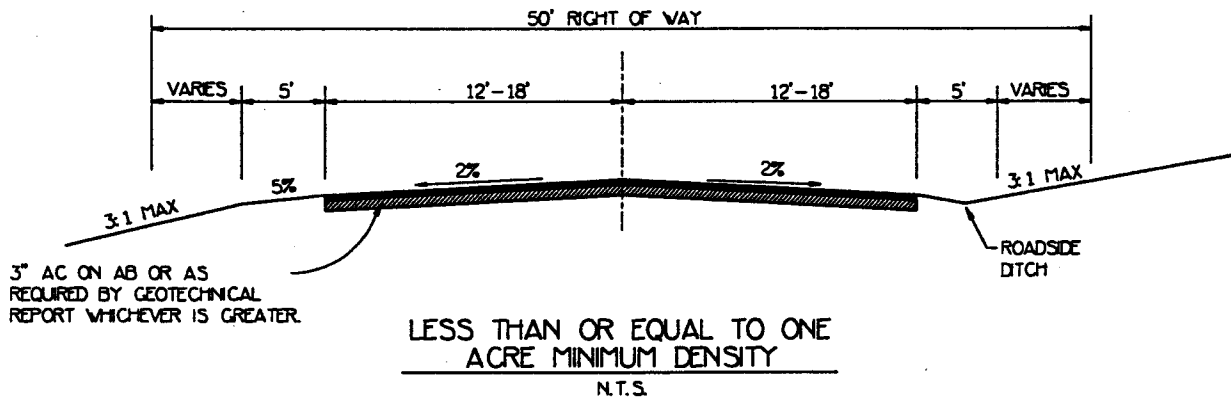
1. 50-foot-wide right-of-way; and
2. 2 undivided travel lanes of width as shown on Figure 4-4.

Secondary local road alignments have not been determined at this time and are not shown in Figure 4-1, Circulation Plan. However, the conceptual site plan (Figure 2-1) does illustrate how secondary local roads could relate to the primary local roads.

# FIGURE 4-3 PRIMARY LOCAL ROAD



# FIGURE 4-4 SECONDARY LOCAL ROAD



#### **4.4 Bass Lake Road/U.S. Highway 50 Interchange**

The EIR determined anticipated cumulative traffic volumes resulting from development of the Plan area, and areas beyond will require improvements to the Bass Lake Road/U.S. Highway 50 interchange and U.S. Highway 50 to increase carrying capacity.

Improvements to the interchange identified by Caltrans include:

1. A westbound two-lane on-ramp;
2. On-ramp traffic metering to maintain acceptable LOS on U.S. Highway 50; and
3. An eastbound two-lane off-ramp.

#### **4.5 Traffic Controls**

Project traffic volumes at buildout of the Plan area may require the installation of traffic controls at certain intersections. Initially, non-signalized controls (i.e., stop signs) will be used until traffic volumes warrant installation of signals. Possible future stop sign/signal locations include:

1. Bass Lake Road/Silver Dove Way
2. Bass Lake Road/Stone Hill Road
3. Bass Lake Road/Country Club Drive
4. Bass Lake Road/U.S. Highway 50 eastbound and westbound ramps

#### **4.6 Streetscape**

A coordinated streetscape is important to the appearance and function of Plan area circulation components. Bass Lake Road and primary local road rights-of-way and their adjoining landscape easements will include coordinated streetscape consisting of the following components:

1. Drought-tolerant trees and shrubs along Bass Lake Road and local collector streets or roads, utilizing drip irrigation;
2. Walls, fences, and berms, where required, at residential rear and side yards;
3. Underground public utilities; and
4. Pedestrian pathways.



All streetscape fixtures, materials, and design are intended to be consistent with the semi-rural nature of the Plan area. Accordingly, street lights will be provided along Bass Lake Road, near primary local road intersections at village entrances, and at the park-and-ride lot.

All streetscape is subject to policies set forth in Sections 3.3 and 4.13 herein, and the Design Guidelines in Section 8.0.

A streetscape plan will be submitted and approved prior to commencement of development of subdivisions with frontage on Bass Lake Road or primary local roads.

#### **4.7 Pedestrian, Equestrian, and Bicyclist Facilities**

It is an objective of this Plan to provide non-vehicular forms of transportation. Accordingly, pedestrian and bicycle facilities are provided along streets (rights-of-way or landscape easements) and in open space locations. In addition, equestrian trails can be provided in open space areas of the Carson Trail and/or individual villages.

The proposed trail system is shown on Figure 4-5.

#### **4.8 Pedestrian and Bicyclist Facilities-Streetscape**

The pedestrian/bicycle system along streets or roads includes the following components:

1. Portland cement concrete sidewalk within the public right-of-way on one side of primary local roads, a decomposed granite path will be placed in the L.7PD and L.2PD land use designated areas;
2. 4-foot-wide Class 2 bicycle lane on both sides of all primary local roads which will accommodate bicyclists; and
3. 8-foot-wide asphalt concrete Class 1 bicycle/pedestrian path within the landscape easement on one side of Bass Lake Road. The relationship of this pathway to the pavement and right-of-way edge will vary in order to create an informal appearance.

#### **4.9 Pedestrian, Equestrian, and Bicyclist Facilities-Open Space**

The non-vehicular circulation system within public open space areas is intended to allow for extensive travel within and through the Plan area with only minimal contact with streets. Following is a description of pathway components:

1. 8-foot-wide paved Class 1 bicycle/pedestrian path within a 25-foot-wide public access easement generally along the alignment of the historic Clarksville Toll Road.

2. 3-foot-wide decomposed granite all-weather pedestrian pathways in 15-foot access easements within intermittent stream and other open space corridor areas where shown on Figure 4-5.

**Note:** An all-weather pedestrian pathway is a bladed trail covered with a surface, such as crushed rock or decomposed granite. All-weather surfaces are intended to provide a travel surface which supports pedestrians, equestrians, and bicyclists in wet and dry weather, while maintaining an informal appearance and minimizing erosion.

Placement of pedestrian pathways within and adjacent to intermittent stream and drainage corridors and other open space areas will allow pedestrian travel between streets, with minimal street contact. Drainages will accommodate pedestrian pathways only where public access easements have been recorded.

A key feature of the proposed pedestrian path system is the use of the historic Clarksville Toll Road alignment, which extends across the Plan area in an east-west alignment, connecting the EDHSP area with Cameron Park. This alignment, particularly west of Bass Lake Road along Carson Creek, provides a sheltered, natural environment conducive to nature studies and passive recreational use. An extension of this trail within the EDHSP should be promoted by the County.

#### **4.10 Public Transit**

Use of various modes of public transit, including buses and car-pooling, is encouraged as an effective means of reducing commute or peak-hour traffic volumes. It is anticipated that wide use of alternatives to single-occupancy vehicles for commute purposes will aid in maintaining roadway services levels (LOS) related to Plan area development.

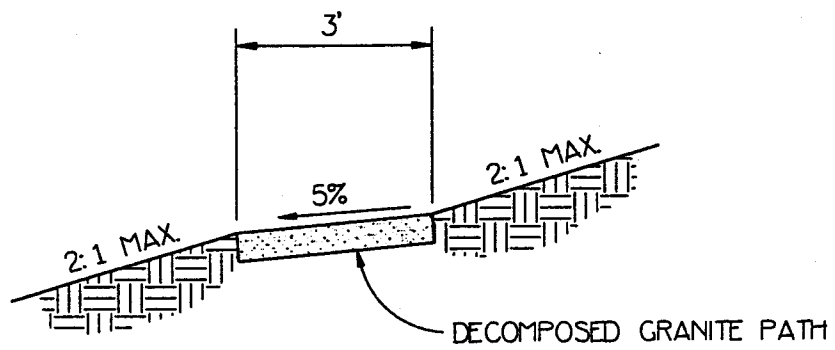
#### **4.11 Park-and-Ride Lot**

A site for a park-and-ride parking lot capable of accommodating 100 vehicles with expansion to 200 vehicles (approximately 2 acres) has been designated on the east side of Bass Lake Road adjacent to the historic Clarksville Toll Road near U.S. Highway 50. This lot will allow Plan area residents alternatives to single-occupancy vehicle commuting. Transit and ridesharing programs will increase use of this facility resulting in vehicle trip reduction. This lot will also double as a parking area for the east-west trail.

#### **4.12 Bus Stops**

In anticipation that a bus system for the general public and school children will be extended into the Plan area, bus stops will be provided at intersections of primary local roads with Bass Lake Road in accordance with standards and criteria of El Dorado County Transit and the local school districts.

# FIGURE 4-5 TRAIL CROSS SECTION



TYPICAL TRAIL SECTION

N.T.S.

**4.13 General Circulation and Trail Standards**

1. The northern alignment of Bass Lake Road was adopted by the Board of Supervisors, and analyzed in the Bass Lake Road Realignment EIR.
2. Bass Lake Road and primary local roads shown on Figure 4-1, Circulation Plan, are approximate locations. Adjustments may occur in conjunction with review and approval of tentative subdivision maps where necessary to avoid natural features and improve project design.
3. Pathways shall be constructed at locations convenient to residential lots to facilitate pedestrian travel to open space trails, secondary local roads, primary local roads, and Bass Lake Road. Such pedestrian and bike lane connections shall be located and protected to restrict access to adjoining private property.
4. A streetscape plan shall be submitted with tentative map applications and approved by the El Dorado Hills CSD and the County as a component of tentative map approval.
5. The Class 1 bicycle/pedestrian path along Bass Lake Road shall be separated from the street pavement to the maximum extent possible while maintaining the privacy of adjoining private property.
6. Where practical and compatible, pedestrian paths shall be constructed in public open space to separate pedestrians from motor vehicles.
7. The Clarksville Toll Road Trail, an off-road pedestrian/equestrian/bicycle trail connecting the eastern and western boundaries of the Plan area shall be created within the approximate alignment of the historic Clarksville Toll Road. (In certain instances, this alignment may coincide with the current alignment of Country Club Drive.) To facilitate access to the trail, a parking lot capable of containing approximately 10 vehicles shall be created at the eastern end of Country Club Drive at the Plan area boundary. The Trail and the park-and-ride lot shall be constructed to allow joint use of the parking facilities. These improvements shall be funded by the area-wide assessment district and built during the improvements to Country Club Drive.
8. Secondary local roads within villages shall be designed to facilitate internal circulation and discourage through traffic.
9. Secondary local road connections with primary local roads shall be spaced a minimum of 600 feet apart, except where such secondary local roads contain 12 or fewer lots.
10. Parking on Bass Lake Road and primary local roads shall be prohibited.

11. Parks and open space shown on the Specific Plan Land Use Diagram and Parks and Open Space Plan shall be linked by a pedestrian and bicycle circulation system.
12. Secondary local roads shall be constructed on a subdivision-by-subdivision basis within individual villages. Primary local roads, as shown on Figure 4-1, Circulation Plan, may be constructed in advance of village development, as needed for access and public safety.
13. In accordance with Caltrans requirements, a park-and-ride lot capable of accommodating 100 vehicles, expandable to 200 (approximately 2.0 acres) shall be provided in the approximate location shown on Figure 3-1, Specific Plan Land Use Diagram, and Figure 4-1, Circulation Plan, beyond the ultimate right-of-way of the Bass Lake Road/Highway 50 interchange. (See Section 8.0 of the Design Guidelines)
14. The non-vehicular right-of-way of Bass Lake Road and primary local roads not devoted to non-vehicular paving shall be granted to the CSD and be subject to a common design theme.
15. Plan area streets shall be curvilinear in both vertical and horizontal design in order to conform to topography and avoid tree removal.
16. Residential driveways connecting to Bass Lake Road and primary local roads are prohibited unless otherwise permitted pursuant to Section 4.2.
17. Prior to final map approval, a streetscape plan for projects which front Bass Lake Road and all primary local roads shall be submitted for review and approval by the El Dorado Hills CSD. Streetscape improvements include all features within the public right-of-way and landscape easement areas. (See also Section 8.0 of the Design Guidelines)
18. All street and landscaping improvements described in this Plan shall be funded and maintained in accordance with the PFFP described in Section 9.0.
19. Subdivisions proposed between Bass Lake Road and designated primary local shall be required to provide secondary local road stub connections to properties which might otherwise be landlocked by development of that property.
20. Where appropriate, such as on slopes over 15 percent, Bass Lake Road, primary local roads, and secondary local roads should be designed with grade separations as a means of reducing cut and fill which would otherwise be necessary (see Figure 4-6). (See Section 6.0, Grading Plan)
21. Street lights shall be installed only on Bass Lake Road at primary local road intersections and at the park-and-ride lot. All lighting shall adhere to the Design Guidelines. (See Section 8.7)

- 22. Roads shall not be permitted within, and allowed to cross, open space areas that define village boundaries, except as shown on the Specific Plan Land Use Diagram, or if it can be shown that such a crossing is necessary for circulation or to protect the public health and safety.
- 23. Subdivision designs shall minimize through traffic in villages to the maximum extent possible.

**Figure 4-6**

**Split Street Section Concept**

