



RESOLUTION 088-2021

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

Adopting the El Dorado County Vehicle Miles Traveled Threshold of Significance for Evaluation of Transportation Project Impacts Under the California Environmental Quality Act

WHEREAS, the California Environmental Quality Act (CEQA) was enacted by the State of California in 1970 to ensure the long-term protection of the environment and requires public agencies to analyze and disclose the potential effects of their actions on the environment; and

WHEREAS, the California Office of Planning and Research develops the CEQA Guidelines to interpret CEQA statutes and published court decisions, including several appendices to the CEQA Guidelines that contain forms and guidance for lead agencies when performing environmental review; and

WHEREAS, in order to carry out their mandate under CEQA, public agencies are encouraged to develop standards and procedures necessary to evaluate their actions, including thresholds of significance; and

WHEREAS, thresholds of significance are identifiable quantitative, qualitative, or performance level measures of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant, and compliance with which means the effect normally will be determined to be less than significant; and

WHEREAS, in circumstances where public agencies decide to develop their own thresholds of significance for general use, the CEQA Guidelines section 15064.7 provides that thresholds of significance must be formally adopted through a public review process and supported by substantial evidence; and

WHEREAS, the County of El Dorado ("County"), as a lead agency on certain projects, implements CEQA; and

WHEREAS, public agencies in California have historically relied on a metric known as "Level of Service" (LOS) to evaluate the transportation impacts of development projects under CEQA; and

WHEREAS, LOS solely measures how project-generated traffic will increase delay at local and regional intersections and roadway segments consistent with the County's voter approved General Plan, requiring mitigations for those impacts that prioritize the construction of capital improvements to facilitate automobile travel; and

WHEREAS, pursuant to establishment of LOS methodology, LOS is utilized to measure automobile delay at intersections and road segments and is represented as a letter grade A through F. LOS A represents little to no automobile delay, while LOS F represents congestion conditions with substantial amounts of automobile delay. Under the LOS methodology, a project causing the LOS at intersections or road segments to degrade below the LOS E in the community regions or LOS D outside the community regions, unless the road segment is allowed to degrade per Table TC-2 in the County's General Plan, previously represented a significant impact under CEQA; and

WHEREAS, Senate Bill 743, enacted in 2013 and codified in Public Resources Code Section 21099, directed the Governor's Office of Planning and Development (OPR) to develop new CEQA Guidelines to replace LOS with metrics that, in the State's determination, more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions; and

WHEREAS, in 2018, OPR proposed, and the California Natural Resources Agency certified and adopted, new CEQA Guidelines section 15064.3 that identifies vehicle miles traveled (VMT), meaning the amount and distance of automobile travel attributable to a project, as the most appropriate metric to evaluate a project's transportation impacts on the environment; and

WHEREAS, CEQA Guidelines section 15064.3 went into effect on July 1, 2020, and pursuant to Public Resources Code section 21099(b) (2), "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" and thus LOS no longer constitutes a significant environmental effect under CEQA; and

WHEREAS, while LOS will no longer be utilized as the metric by which to measure traffic's impact on the environment for CEQA, LOS remains a relevant metric from which to assess a project's impacts to traffic under the County's General Plan and consideration of the overall consistency of a project with the County's General Plan and may also be used as a tool for transportation planning and operational analysis; and

WHEREAS, the El Dorado County Transportation Commission (EDCTC) contracted with the firm of Fehr & Peers to prepare the *El Dorado County and City of Placerville SB 743 Implementation Plan*. The purpose of this project was to help EDCTC partner agencies understand the specific questions that need to be addressed when making these determinations and to provide research, analysis, and other evidence to support their final SB 743 implementation decisions; and

WHEREAS, the County will use the process flowchart, Figure 3: VMT Analysis Process for Transportation Projects, in the Implementation Plan; and

WHEREAS, the Board of Supervisors, following a public review process consisting of study sessions with the Board on June 30, 2020, August 4, 2020 and September 22, 2020; and a meeting with local representatives of the North State Building Industry Association on June 24, 2020, and adopted Resolution 141-2020, the El Dorado County VMT Thresholds of Significance for purposes of analyzing transportation impacts under CEQA for land use projects on October 6, 2020; and

WHEREAS, in December 2018, OPR issued a *Technical Advisory on Evaluation Transportation Impacts in CEQA* ("Technical Advisory") and the County has reviewed and relies on the analysis therein and that analysis is adopted by reference and incorporated herein; and

WHEREAS, the Technical Advisory states that the effect of a transportation project in vehicle travel should be estimated using the "change in total VMT" method; and

WHEREAS, induced travel is an increase in VMT which results from a transportation system change that effectively lowers travel time for individuals and businesses, creating a change in travel behavior; and

WHEREAS, transportation projects which add capacity to the road system, will in most cases, induce travel and increase VMT; and

WHEREAS, in September of 2020, Caltrans adopted the *Transportation Analysis Framework (TAF): Evaluating Transportation Impacts of State Highway System Projects*; and

WHEREAS, the Caltrans adopted Transportation Analysis Framework (TAF) will be administered by Caltrans and applies only to Caltrans facilities located in El Dorado County designated as Class 2 or Class 3 facilities; and

WHEREAS, El Dorado County contains 80 lane miles of Class 2 Caltrans facility (US-50 west of Placerville) and 218 lane miles of Class 3 Caltrans facility (US-50 east of Placerville); and

WHEREAS, El Dorado County and Caltrans communicate regularly about studies, projects or events which may impact their respective systems; and

WHEREAS, El Dorado County will use the Caltrans adopted TAF for projects on a Class 2 or 3 facility using the El Dorado County Travel Demand Model for the analysis, as the Caltrans preferred National Center for Sustainable Transportation (NCST) Induced Travel Calculator, at this time, does not include any applicable data for El Dorado County; and

WHEREAS, Caltrans TAF does state, “Where the NCST tool is not applicable, a travel demand model-based approach supplemented with off-model post-processing and/or iteration may be called for,” and

WHEREAS, the Board of Supervisors recognizes the rapidly changing direction on implementation requires the utmost flexibility for staff to appropriately execute the goals of SB 743; and

WHEREAS, the El Dorado County Travel Demand Model was updated and peer reviewed by an independent third party transportation firm in order to create a model that best reflects the unique conditions of El Dorado County, including being updated to prevent the truncation of trips outside the model limits. The Travel Demand Model is built to consider a 20 year long range transportation planning horizon and is consistent with the El Dorado County General Plan, the Regional Transportation Plan and El Dorado County’s Capital Improvement Program (CIP). With these updates and review, the El Dorado County Travel Demand Model is the most reliable model for establishing the induced travel metric of VMT for most transportation projects; and

WHEREAS, there may be circumstances when a method other than the El Dorado County Travel Demand Model for calculating trips is more appropriate given the unique circumstances of a particular project or its use that are not captured in the El Dorado County Travel Demand Model and thereby result in an underestimation or overestimation of VMT; and

WHEREAS, the Board of Supervisors adopts the VMT threshold of significance for transportation project impacts in compliance with CEQA.

THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF SUPERVISORS OF EL DORADO COUNTY THAT:

1. The above recitals are incorporated herein as findings for the adoption of a VMT threshold of significance for transportation project impacts under CEQA. The Board finds that this threshold sets the identifiable metric by which a project’s effect on VMT will normally be determined significant by the agency and compliance with which means the effect normally will be determined to be less than significant. When using this threshold, the environmental document “should briefly explain how compliance with the threshold means the project’s impacts are less than significant,” as required by CEQA Guidelines section 15064.
2. The adoption of a new CEQA threshold of significance for transportation impacts is consistent with the goals and policies within the El Dorado County General Plan that are supportive of reducing VMT. Specifically, as described in Attachment A to this resolution, there are thirteen Land Use Element policies, sixteen Transportation and Circulation Element policies, and eight Public Health, Safety, and Noise Element policies that are supportive of VMT mitigation measures.
3. The County shall generally use the El Dorado County Travel Demand Model for establishing the baseline VMT for the unincorporated County as a whole and calculating the VMT for specific projects in order to assess project impacts over time. However, a different method of calculating VMT may be used if, in the exercise of sound engineering judgment, a different method is determined to be more accurate because the unique circumstances of a particular project or particular use that are not captured

in the El Dorado County Travel Demand Model result in an underestimation or overestimation of VMT. Any such deviations in calculating VMT shall be explained in the written analysis relied on in the environmental analysis for CEQA.

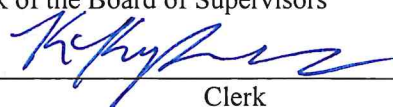
4. Transportation Projects that reduce or have no net increase in Countywide VMT over time, as estimated by the El Dorado County Travel Demand Model, shall have less than significant impact under CEQA.
5. There is a presumption of less than significant impacts for project types listed below and by OPR in the *Technical Advisory on Evaluation Transportation Impacts in CEQA*, and therefore generally should not require an induced travel analysis:
 - Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
 - Roadside safety devices or hardware installation such as median barriers and guardrails
 - Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
 - Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
 - Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
 - Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
 - Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
 - Addition of a new lane that is permanently restricted to use only by transit vehicles
 - Reduction in number of through lanes
 - Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
 - Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
 - Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
 - Timing of signals to optimize vehicle, bicycle, or pedestrian flow
 - Installation of roundabouts or traffic circles
 - Installation or reconfiguration of traffic calming devices
 - Adoption of or increase in tolls
 - Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
 - Initiation of new transit service
 - Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
 - Removal or relocation of off-street or on-street parking spaces
 - Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
 - Addition of traffic wayfinding signage
 - Rehabilitation and maintenance projects that do not add motor vehicle capacity
 - Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
 - Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel

- Installation of publicly available alternative fuel/charging infrastructure
 - Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor
6. The County shall apply the significance threshold of no net increase in VMT for transportation project impacts, as recommended by OPR’s Technical Advisory. The County shall analyze transportation project impacts consistent with the OPR’s Technical Advisory and the Caltrans’ Transportation Analysis Framework for Class 2 and 3 facilities, using the El Dorado County Travel Demand Model. The Board finds that a project creating a net increase in VMT over time, or induced travel, may indicate a significant transportation impact.
 7. The Department of Transportation shall incorporate the requirements of this resolution, including any necessary rule changes, into the Department of Transportation’s Transportation Impact Study Guidelines after adoption of this resolution. The Department of Transportation may modify the Transportation Impact Study Guidelines as necessary to reflect the latest research, data, and substantial evidence appropriate to facilitate implementation of the SB 743 requirements. However, any major policy or procedural changes that affect the basic thresholds or methodology approved herein shall be brought to the Board of Supervisors for review and approval prior to incorporation into the Transportation Impact Study guidelines.
 8. Setting a threshold of significance for transportation project impacts is not a “project” within the meaning of Public Resources Code Section 21065 and CEQA Guidelines section 15378 because the adoption of the thresholds do not have the potential of resulting in a direct physical change to the environment or reasonably foreseeable indirect physical change in the environment. The thresholds do not approve any specific project and therefore would not lead to a direct or a reasonably foreseeable indirect change in the physical environment. Instead, the threshold is an administrative activity that provides guidance to the County as the lead agency and property owners, project developers, applicants, and proponents for determining the significance of transportation impacts of transportation projects under CEQA. The threshold was also adopted pursuant to a public review process. Even if the adoption of thresholds were a project, they would be categorically exempt from CEQA in accordance with CEQA Guidelines section 15308 because they are adopted pursuant in a regulatory process to establish thresholds consistent the use of VMT to analysis impacts to traffic in order to protect the environment. Accordingly, the thresholds are not subject to further environmental review under CEQA.
 9. This resolution shall become effective upon adoption by the Board of Supervisors.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 20th day of July 2021, by the following vote of said Board:

Ayes: Hidahl, Turnboo, Thomas, Parlin, Novasel
Noes: None
Absent: None

Attest:
Kim Dawson
Clerk of the Board of Supervisors

By: 
Clerk


Chair, Board of Supervisors
John Hidahl

ATTACHMENT A: REVIEW OF POLICIES THAT ARE SUPPORTIVE OF VMT MITIGATION MEASURES

Plan/Document	Element	Policy	Description
El Dorado County General Plan	Land Use	2.1.1.2	Establish Community Regions to define those areas which are appropriate for the highest intensity of self-sustaining compact urban-type development or suburban type development within the County based on the municipal spheres of influence, availability of infrastructure, public services, major transportation corridors and travel patterns, the location of major topographic patterns and features, and the ability to provide and maintain appropriate transitions at Community Region boundaries. These boundaries shall be shown on the general plan land use map.
		2.1.1.3	Mixed use developments which combine commercial and residential uses in a single project are permissible and encouraged within Community Regions. Within Community Regions, the mixed-uses may occur vertically and/or horizontally. In mixed use projects, the maximum residential density shall be 20 dwelling units per acre within Community Regions. The residential component of a mixed use project may include a full range of single and/or multifamily design concepts. The maximum residential density of 20 dwelling units per acre may only be achieved where adequate infrastructure, such as water, sewer and roadway are available or can be provided concurrent with development
		2.1.2.2	Rural Center boundaries establish areas of higher intensity development throughout the rural areas of the County based on the availability of infrastructure, public services, existing uses, parcelization, impact on natural resources, etc. These boundaries shall be shown on the general plan land use map
		2.1.2.5	Mixed use developments which combine commercial and residential uses in a single project are permissible and encouraged within Rural Centers. Within Rural Centers, the mixed uses may occur either vertically and/or horizontally. The maximum residential density shall be 10 dwelling units per acre in Rural Centers in identified mixed use areas as defined in the Zoning Ordinance. The residential component of a mixed use project may include a full range of single and/or multifamily design concepts. The maximum residential density of 10 dwelling units per acre may only be achieved where adequate infrastructure, such as water, sewer and roadway are available or can be provided concurrent with development.
		2.1.4.1	Facilitate increased density and intensity of development and revitalization in identified Opportunity Areas.
		2.1.4.3	Utilize incentives to promote infill development, revitalization, rehabilitation, and mixed-use projects in designated Opportunity Areas.
		2.2.3.1	The Planned Development (-PD) Combining Zone District, to be implemented through the zoning ordinance, shall allow residential, commercial, and industrial land uses consistent with the density specified by the underlying zoning district with which it is combined. Primary emphasis shall be placed on furthering uses and/or design that (1) provide a public or common benefit on- or off-site, (2) cluster intensive land uses or lots to conform to the natural topography, (3) minimize impacts on various natural and agricultural resources, (4) avoid cultural resources where feasible, (5) minimize public health concerns, (6) minimize aesthetic concerns, and (7) promote the public health, safety, and welfare. A goal statement shall accompany each application specifically stating how the proposed project meets these criteria.

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Plan/Document	Element	Policy	Description
El Dorado County General Plan	Land Use	2.2.4.1	Residential Planned Developments which provide a minimum of 30% commonly owned publicly dedicated open space shall be allowed an open space density bonus of additional residential units, in accordance with A through C, for the provision of lands set aside for open space, wildlife habitat areas, parks (parkland provided in excess of that required by the Quimby Act), ball fields, or other uses. Developable land as used herein means land which is included in the calculation of density for a standard subdivision, which excludes bodies of water (lakes, rivers and perennial streams) measured at the ordinary high water mark or spillway elevation for lakes and the two-year storm event for rivers and perennial streams.
		2.4.1.4	Strip commercial development shall be precluded in favor of clustered contiguous facilities. Existing strip commercial areas shall be developed with common and continuous landscaping along the street frontage, shall utilize common driveways, and accommodate parcel-to-parcel internal automobile and non-automobile circulation where possible.
		2.4.1.5	<p>The County shall implement a program to promote infill development in existing communities.</p> <p>A. Projects site must be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>B. Project sites may not be more than five acres in size and must demonstrate substantially development has occurred on 2 or more sides of the site.</p> <p>C. Project site has no value as habitat for endangered, rare or threatened species.</p> <p>D. Approval of a project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>E. The site can be adequately served by all required utilities and public services.</p>
		2.5.2.1	<p>Neighborhood commercial centers shall be oriented to serve the needs of the surrounding area, grouped as a clustered, contiguous center where possible, and should incorporate but not be limited to the following design concepts as further defined in the Zoning Ordinance:</p> <p>A. Maximum first floor building size should be sized to be suitable for the site;</p> <p>B. Allow for Mixed Use Developments;</p> <p>C. No outdoor sales or automotive repair facilities;</p> <p>D. Reduced setback with landscaping and walkways;</p> <p>E. Interior parking, or the use of parking structure;</p> <p>F. Bicycle access with safe and convenient bicycle storage area;</p> <p>G. On-street parking to reduce the amount of on-site parking;</p> <p>H. Community bulletin boards/computer kiosks;</p> <p>I. Outdoor artwork, statues, etc., in prominent places; and</p> <p>J. Pedestrian circulation to adjacent commercial centers.</p>
		2.5.2.2	New commercial development should be located nearby existing commercial facilities to strengthen existing shopping locations and avoid strip commercial.

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Plan/Document	Element	Policy	Description
El Dorado County General Plan	Land Use	2.5.2.3	New community shopping centers should also contain the applicable design features of Policy 2.5.2.1.
El Dorado County General Plan	Circulation	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.
		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.
		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.
		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.
		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.
		TC-4b	The County shall construct and maintain bikeways in a manner that minimizes conflicts between bicyclists and motorists
		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.
		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.
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		

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Plan/Document	Element	Policy	Description
El Dorado County General Plan	Circulation	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.
		TC-4g	The County shall support development of facilities that help link bicycling with other modes of transportation.
		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.
		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
		TC-5b	In commercial and research and development subdivisions, curbs and sidewalks shall be required on all roads.
		TC-5c	Sidewalks in industrial subdivisions may be required as appropriate.
			Roads adjacent to schools or parks shall have curbs and sidewalks
		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.
		El Dorado County General Plan	Health/Safety
6.7.2.2	Encourage the use of staggered work schedules, flexible work hours, compressed work weeks, teleconferencing, telecommuting, and car pool/van pool matching as ways to reduce peak-hour vehicle trips		
6.7.3.1	Legally permissible trip reduction programs and the development of transit and ridesharing facilities shall be given priority over highway capacity expansion when such programs and facilities will help to achieve and maintain mobility and air quality		
6.7.3.2	Transit Service – The County shall promote infill development that is compact, mixed used, pedestrian friendly, and transit oriented in areas identified as Transit Priority Project Areas.		
6.7.4.1	Reduce automobile dependency by permitting mixed land use patterns which locate services such as banks, child care facilities, schools, shopping centers, and restaurants in close proximity to employment centers and residential neighborhoods		
6.7.4.2	Promote the development of new residential uses within walking or bicycling distance to the County's larger employment centers.		
6.7.4.3	New development on large tracts of undeveloped land near the rail corridor shall, to the extent practical, be transit supportive with high density or intensity of use		
6.7.4.4	All discretion development applications shall be reviewed to determine the need for pedestrian/bike paths connecting to adjacent development and to common service facilities (e.g. clustered mail boxes, bus stops, etc.)		
City of Placerville General Plan	Land Use	Goal A, Policy 1	The City shall give infill development of vacant lands within the city limits priority over development in areas to be annexed, whenever feasible

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Plan/Document	Element	Policy	Description
City of Placerville General Plan	Land Use	Goal C, Policy 1	The City shall promote the development and renewal of the downtown as the commercial center of Placerville.
City of Placerville General Plan	Housing	Goal C, Policy 1	The City will encourage the use of density bonuses and regulatory incentives as tools to assist affordable housing development.
City of Placerville General Plan	Transportation	Goal E, Policy 2	Wherever possible, bicycle facilities should be separate from roadways and walkways.
		Goal E, Policy 4	The City shall promote the development of bicycle routes that follow the contours of the land and are compatible with the terrain.
		Goal E, Policy 5	The City shall promote the development of bicycle routes in major development areas and along railroad rights-of-way.
		Goal E, Policy 6	The City shall promote development of bicycle routes and/or trails that connect parks and schools that link the Ray Lawyer Drive/Placerville Drive area with downtown, and that link Apple Hill area with Placerville.
		Goal E, Policy 7	The City shall encourage the development of a bike trail through the city utilizing the Southern Pacific and Michigan/California Railroad rights-of-way. This trail could provide an opportunity to connect to other trail systems such as the American River Bikeway in Sacramento County
		Goal F, Policy 2	The City shall continue to enforce its program requiring adjoining property owners to repair and replace sidewalks in older neighborhoods to increase pedestrian safety and convenience.
		Goal F, Policy 3	In approving development projects, the City shall continue to require the construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
Goal F, Policy 4	Where deemed necessary and appropriate, the City shall undertake construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.		
Goal F, Policy 5	The City shall require all developments with a density of R1-2,000 or greater to provide a sidewalk on at least one side of any street that is developed as part of the project or is used as a perimeter street by that project.		
Goal F, Policy 6	The City shall require all multi-family developments to provide sidewalks on both sides of any street that is developed as part of the project and on one side of any street that is used as a perimeter street by that project.		
Goal F, Policy 7	The City shall promote the construction of pedestrian overpasses along Highway 50 in conjunction with future highway construction.		
Goal I, Policy 1	The City will work with the local school districts to provide sidewalks or walkways along routes used by school children on their way to and from school.		
EDCTC Regional Transportation Plan	Highways, Streets, and Regional/Inter-Regional Roadways	Objective A, Policy 5	Develop and promote a complete transportation system that supports active transportation, improves public health, reduces greenhouse gas emissions, and offers equitable modal choices for all users to access daily goods and services

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Plan/Document	Element	Policy	Description
EDCTC Regional Transportation Plan	Highways, Streets, and Regional/Inter-Regional Roadways	Objective B, Policy 5	Encourage local jurisdictions and transit operators to maintain transportation infrastructure which allows transit service to meet the demands of transit users effectively
		Objective C, Policy 6	Support the achievement of state and federal air quality goals and greenhouse gas reduction targets
EDCTC Regional Transportation Plan	Public Transit	Objective A, Policy 1	Encourage transit operators to prioritize transit services in urban and suburban areas, corridors with higher commuter volume, high=tourism traffic area and where other operational efficiencies exist
		Objective A, Policy 2	Encourage the development of new and innovative transit systems which are effective in serving non-typical transit users such as rural residents, recreation, and tourism travelers.
		Objective A, Policy 3	Work with transit operators, both with El Dorado County and the surrounding Counties, to coordinate with regional transit operators to support transit trips into and out of El Dorado County for employment, education, medical, tourism, and recreational travel purposes
		Objective A, Policy 4	Work with partner agencies to encourage development of bicycle and pedestrian facilities to transit stops, park and ride lots, and other multi-modal facilities
		Objective B, Policy 7	Integrate bicycle and pedestrians connections to transit stops and services
		Objective C, Policy 1	Support transit operators to provide effective, convenient, coordinated transit service that serves employment and activity centers, daily goods and services, education centers, recreation and tourism, and offers a viable option to single-occupant vehicle travel within and beyond the region
		Objective C, Policy 3	Involve employers of the region in meeting the transportation needs of employees
EDCTC Regional Transportation Plan	Non-Motorized Transportation	Objective A, Policy 3	Encourage the completion of existing bicycle and pedestrian systems and facilities, with an emphasis on closing gaps and providing connectivity to activity centers
		Objective A, Policy 4	Work with local jurisdictions to include Class I, II, and III bikeways with all new construction per currently accepted standards, and include Class II or Class III on existing facilities, and during maintenance efforts as preferred linkages in the bicycle facilities network.
		Objective B, Policy 4	Help local jurisdictions to identify and correct intersections that have sub-standard or missing crosswalk and/or curb cuts
		Objective B, Policy 5	Encourage local jurisdictions to incorporate pedestrian improvements with maintenance improvements or new developments to the existing roadway network
		Objective B, Policy 7	Work to incorporate adjacent pedestrian facilities maintenance into roadway maintenance including upgrading the pedestrian facility to current design standards

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Plan/Document	Element	Policy	Description
EDCTC Regional Transportation Plan	Non-Motorized Transportation	Objective B, Policy 8	Encourage local jurisdictions to include sidewalks, walkways, and/or shoulders on new construction consistent with the adopted general plans, Transit Plans, and Bicycle and Pedestrian Plans
		Objective C, Policy 4	Encourage local jurisdictions to incorporate bicycle facilities when implementing maintenance improvement or new developments to the existing roadway network
EDCTC Regional Transportation Plan	Transportation Systems Management	Objective A, Policy 3	Encourage local jurisdictions to consider multi-modal transit facilities when planning development supporting large concentrations of people and services
		Objective A, Policy 4	Encourage schools to promote the use of bus transportation, non-motorized travel, and ridesharing while discouraging use of single-occupant vehicles
		Objective A, Policy 5	Encourage local jurisdiction to promote mixed use development to include multi-modal transportation facilities
		Objective B, Policy 1	Support the use of public transportation as a transportation control measure to improve throughput and reduce traffic congestion and vehicle emissions
		Objective B, Policy 3	Work with the Regional Rideshare Partnership and appropriate agencies to coordinate ridesharing activities and goals
		Objective B, Policy 5	Encourage local jurisdictions to implement a TDM ordinance for large businesses in El Dorado County
EDCTC Regional Transportation Plan	Integrated Land Use, Air Quality, and Transportation Planning	Objective A, Policy 3	Encourage local jurisdictions to seek a balance of housing and employment land uses which encourage the use and integration of transit and/or non-motorized modes in daily trips
		Objective C, Policy 5	Promote project types that have a proven track record of reducing air pollutants